

Birmingham Local Plan – Preferred Option (Reg 18)

**Background Paper:
Growth Zones**

October 2025



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Growth Zones Background Paper

1. Introduction

- 1.1 This background paper sets out the context and rationale for the Council's approach to Growth Zones within the emerging Birmingham Local Plan and how they will be delivered.
- 1.2 It should be read as an explanatory supporting document. It has been prepared to explain what the Council has considered whilst drafting the Growth Zone policies.

2. National and Local Policy context

- 2.1 Paragraph 11 of the NPPF states that Plans and decisions should apply a presumption in favour of sustainable development. For Plan Making this means that:
 - a) All Plans should promote a sustainable pattern of development that seeks to meet the development needs of their area; align growth and infrastructure, improve the environment, mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects.
 - b) For Plans to be justified there should be an appropriate strategy, considering the reasonable alternatives and based on proportionate evidence.

3. Background

- 3.1 The Birmingham Local Plan 2042 (BLP) will replace the existing Birmingham Development Plan 2031 (BDP) which was adopted on 11th January 2017. In June 2021, following a review, the Council took the decision to undertake a full update of the BDP. The BDP became 5 years old in January 2022 and work has been progressing on the new Local Plan. An Issues and Options (I&O) consultation was undertaken between October and December 2022, followed by a Preferred Options consultation in Summer 2024. A second, focused Preferred Options consultation is to be undertaken in late 2025.
- 3.2 Full details of the quantum of development for the BLP are set out in the Development Strategy Background Paper. Areas with the greatest potential for change are identified as Growth Zones, capable of delivering significant quantities of homes and employment to contribute to the city's development needs.

4. Preferred Options Consultation and responses received

- 4.1 The Preferred Options Document was subject to public consultation in July and August 2024. It contained a section setting out 27 Growth Zones, capable of delivering significant quantities of homes and employment for the city, ensuring a strategic approach to regeneration and redevelopment in areas which are likely to see the most significant transformation.



- 4.2 The consultation document attracted **1291 consultation responses from 184 respondents**, of which 233 individual responses related specifically to Growth Zones. These are summarised in section 6 below.

5. What is a Growth Zone?

Purpose of Growth Zones

- 5.1 The purpose of the Growth Zone policies is to ensure a strategic approach to regeneration and redevelopment in these areas which are likely to see the most significant transformation. This section sets out the criteria and key principles for the proposed Growth Zones in the Local Plan. Each Growth Zone has a proposed policy within the BLP, which also cross references to a series of proposed site allocations for that area.

How have the Growth Zones been identified?

- 5.2 The Growth Zones have been identified and informed by the local plan evidence base including the HELAA, site availability assessments, sustainability appraisal, existing and emerging area frameworks, officer knowledge and an understanding of the opportunities and constraints that exist. The criteria which have guided the identification of the growth zones are:

- Areas with the greatest potential for change, where focused plans and policies will guide and promote opportunities and maximise their potential.
- Clusters of identified development opportunities, well related to other policy initiatives, e.g. Our Future City Plan, Birmingham Place Based Strategy, Innovation Zone, West Midlands Investment Zone, Birmingham Innovation Quarter and Birmingham Knowledge Quarter.
- Areas capable of delivering significant quantities of homes and employment for the city, in sustainable locations well served by public transport, cycling and walking infrastructure and other services and amenities, making liveable neighbourhoods.
- Areas often in multiple ownerships, with under-utilised land and premises that could be more intensely developed, particularly if sites are brought together or planned comprehensively.
- Set out a clear vision and development principles, to maximise and deliver on those opportunities in the coming years.
- Shape and encourage new planning applications to come forward in those areas, ensuring new development is appropriately located, and achieves the highest possible standards of architecture.
- A focus on brownfield land and regeneration and optimisation of development densities.
- Where there is, or will be, a need for investment in supporting infrastructure such as new/improved green spaces, enhanced connectivity, and social infrastructure.

Key Principles for the Growth Zones

- 5.3 Each Growth Zone has its own detailed area-specific policy. The Growth Zone policies set out a vision for the area, appropriate land uses, scale and location of new development, key routes, open spaces, and key infrastructure requirements. Each Growth Zone policy is accompanied by an illustrative plan. The Growth Zone policies



align with the objectives of the Local Plan and should be read in conjunction with other policies in the Local Plan, including the Development Management in Birmingham Document. Overall, a mixed-use approach is promoted in the Growth Zones, with the objective of creating vibrant self-sustaining communities supported by appropriate social and physical infrastructure.

5.4 The following Growth Zone Principles will help to provide an overarching framework for the Growth Zones. Growth Zones should:

- Have a clear role as catalysts for significant change, including deliverable site allocations for 0 – 5 / 5-10 years.
- Provide the Planning Policy background needed to ensure comprehensive land assembly where required, including the potential role of CPOs to deliver the significant change/outcomes over the BLP plan period.
- Support the delivery of new homes in line with the City's housing needs and jobs.
- Be of the highest architectural quality and make best use of land.
- Be developed in accordance with relevant design codes, masterplans and phasing plans to ensure that adequate social and physical infrastructure is delivered in tandem with development.
- Ensure good permeability and connectivity to surrounding neighbourhoods and public transport infrastructure.
- Support active travel through the provision of high quality and walking and cycling routes and improve health and wellbeing.
- Support the transition to net zero carbon and improve climate resilience by exploring innovative approaches to energy efficiency, conservation and the use of renewable energy.
- Integrate green infrastructure and biodiversity measures including the provision of high-quality open space and improve access to nature and open space.
- Enhance river corridors and canal settings to increase the wildlife and amenity value of watercourses and maximise the opportunity of waterfront development.

Preferred Option Growth Zones

5.5 As referred to in paragraph 4.1, the 2024 Preferred Option document set out 27 Growth Zones, each having a separate policy. These were:

GZ1	Park Birmingham	GZ15	Gib Heath
GZ2	Western Gateway	GZ16	Villa Park and Witton
GZ3	Nechells	GZ17	Perry Barr
GZ4	Curzon Gateway	GZ18	Greater Icknield
GZ5	Gun Quarter	GZ19	Sutton Coldfield Town Centre
GZ6	Snowhill	GZ20	Longbridge
GZ7	Newtown	GZ21	Northfield Town Centre
GZ8	Hagley Road Corridor	GZ22	Selly Oak
GZ9	South Edgbaston	GZ23	Erdington
GZ10	Rea Valley Urban Quarter	GZ24	Tyseley Energy Enterprise Park
GZ11	Ladywood Regeneration Initiative	GZ25	Washwood Heath
GZ12	Digbeth	GZ26	Langley SUE
GZ13	Bordesley Park	GZ27	Peddimore SUE
GZ14	Hockley and Soho Hill		

Langley and Peddimore Sustainable Urban Extensions are proposals carried forward from the Adopted Birmingham Development Plan.



The background and development of each Growth Zone policy is explained in section 6 below, from Preferred Option to Revised Focused Preferred Option. Section 7 summarises those changes and contains more detail about the additional Central Cultural Quarter Growth Zone.

6. Growth Zone policies

6.1 GZ1 Park Birmingham

Background and Justification:

Park Birmingham will be a focus for high quality retail, office, leisure and residential development. Over the plan period key parts of the City Centre will see major change as under-utilised areas, including outdated large-format retail buildings, office workspaces and highway infrastructure are remodelled to deliver comprehensive redevelopment.

City centre living has increased over the last 20 years and there are further significant opportunities to repurpose older retail focused blocks in the City Heart that are no longer fit for purpose and are ripe for redevelopment. Re-allocation of highway space is also unlocking the potential of underutilised buildings and sites. Residential led redevelopment at high density can create new sustainable and accessible places, greenspaces and facilitate new and more modern formats of commercial space. This in turn will lead to more active streets and squares.

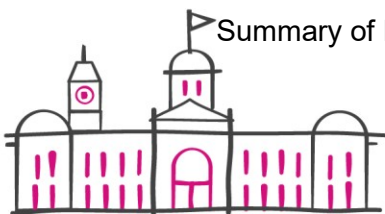
The 25-year City of Nature Plan (2022) is changing the way we manage the city's natural environment, including our parks and green spaces. The City of Nature Plan will deliver an expanded network of green and blue (water based) spaces, helping to build climate resilience, support natural habitats, biodiversity recovery and address inequalities of green space access in the city. The development opportunities within the Park Birmingham Growth Zone have the potential to deliver upon these aspirations.

Currently, the growth zone is dominated by retail use with some hotel uses. The Grade II listed Rotunda tower at the Bull Ring contains private apartments, but apart from that this there is very little residential accommodation. Furthermore, a lot of upper floors above shops are currently vacant or underutilised. There is potential for significant regeneration opportunities over the plan period to reconfigure existing uses and deliver a wide range of residential development within the Growth Zone. Redevelopment also provides opportunity for better connectivity between New Street and the eastern entrance of Grand Central off Smallbrook Queensway.

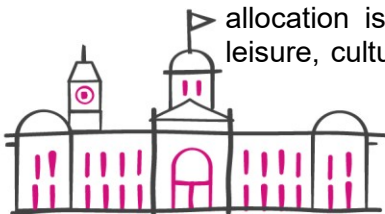
Policy Outcomes:

- At least 2,100 new homes
- At least 117,500 sq.m. of commercial/leisure space
- A large new green space and improved public realm
- Site allocation - Martineau Place and Carrs Lane

Summary of Preferred Option consultation responses:



- Public space and public realm boundaries comprise the entirety of the CCH site. Identifying this as a 'requirement' would have significant implications for any proposed redevelopment of CCH and any short-medium term proposals to improve or upgrade the existing building. This has not yet been subject to any form of detailed feasibility or viability testing.
- It is not considered that this should be defined as a "key infrastructure requirement" but remain an aspiration - something which can be revisited if and when further evidence base work on its feasibility and viability has been progressed.
- GZ1 strengthened by the inclusion of a commitment from the Council to use compulsory purchase powers if requested by landowners seeking to bring forward development.
- The vision for significant demolition and comprehensive regeneration across the growth zone would conflict with the BLP's wider sustainability and heritage policies, which (as drafted) place significant weight on the retention and repurposing of existing buildings.
- The policy as drafted could be interpreted to mean a public space covering the entirety of the described area.
- A clearer statement about the contribution of the zone to the economy of the city in the future would be helpful.
- Policy GZ1 should be expanded to include commitments setting out how the City Council will deal with rights of traders and entertainers
- Greater justification of the overall approach to this area and how it is envisaged that 2100 homes and 117,500 sqm of commercial floor space will be delivered given the considerable viability challenges that currently exist.
- Question the deliverability of the large-scale park in this location - do not believe that CIL and S 106 contributions, on their own, will be sufficient to deliver the level of public realm and other investment required.
- Helpful to say more about the mix of housing types that the city would want to see in this zone.
- The scale of development referred to in the plan is significantly higher than that allocated in the plan.
- Extend GZ to incorporate the SBQ site or alternatively the significance of the approved SBQ proposals should be acknowledged as a key reference point for any development strategy.
- Curzon St, BNS and Moor St stations should be included within the GZ
- References to Grand Central should be replaced with Birmingham New St Station.
- The Proposed Site Allocation and Plan both refer to the single allocation within GZ1 as 'Martineau Place and Carrs Lane', which is incorrect. The allocation is for the site known as Martineau Galleries and Carrs Lane. Martineau Place is the site owned by Henley which is to the west of the allocation also within GZ1. To avoid confusion it would assist if the allocation name and plan are corrected.
- Martineau Galleries site and land to the south - site allocation needs to be split so that the delivery of development at Martineau Galleries is not unduly fettered by considerations relating to land outside of Hammerson's control.
- It is important that the Plan acknowledges that there is an existing outline planning permission in place for Martineau Galleries which has already established development parameters and design principles for the redevelopment of the site. There is therefore no need for a further Masterplan given that the parameters and design principles have already been tested and accepted.
- Whilst not within a defined Growth Zone, the Edgbaston Street Car Park site falls within the wider Smithfield Quarter site allocation, listed under draft Policy SA1. The site allocation is identified as suitable for 'mixed use - residential, commercial, retail, leisure, cultural and employment uses (inc. replacement markets)'. Having regard to



positive pre-application feedback from the Council in relation to Hammerson's proposals for the site, the draft allocation should also expressly support PBSA.

- Hammerson will be promoting in its outline planning application that the indicative capacity of 2,500 dwellings is not used prescriptively.
- Site allocations should identify how they contribute to the quantum of development, and what the approach would be for development outside allocations.

Main changes considered:

- Policy needs updating to reflect updated landowner masterplanning
- Policy rewording needed
- BLP landowner reps on draft allocations
- Boundary changes

Main changes made:

- **Name changed to Central Heart**
- **Background & Justification revised**



6.2 GZ2 Western Gateway

Background and Justification:

The Western Gateway Growth Zone is located to the west of Birmingham's city core, and has strong links to the retail, cultural and civic heart of the city, as well as the lively Southside and Westside districts. It is home to several of the city's commercial attractions including the Mailbox and Gas Street Basin.

The A38 Queensway currently forms a major barrier to pedestrian movement into the Growth Zone. The Birmingham Transport Delivery Plan proposes for the remodelling of the A38. This will enable the delivery of green infrastructure and improved pedestrian and cycle routes, removing the significant barrier to pedestrian movement currently created by the Queensway flyover. This aspiration forms a wider vision to improve connectivity in the city centre where more streets are prioritised for pedestrian, cycling and public transportation modes, so that these become the standard and most attractive forms of transportation. As the area is located between two prosperous parts of the city centre, the Growth Zone is a key location to deliver this vision. Opening up routes along Holliday Street to and from New Street Station and to and from Centenary Square along Bridge Street will be important in improving the legibility and connectivity of the Growth Zone.

There is potential for sites west of the remodelled Queensway to provide a mix of commercial and residential development at high densities. The area will also be capable of expanding upon its current offer of entertainment venues, bars, nightclubs, hotels, and restaurants, where these will be compatible with new residential development.

The canal is a designated SLINC and wildlife corridor, and so development here should enhance its role as a natural corridor, by providing greenery along the boundaries and towpaths. Opportunities to provide new pedestrian access and crossings over the canal will be identified in a future masterplan for the Growth Zone, and funding for these will be secured through S106 agreements and other funding sources.

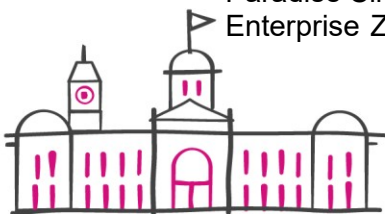
The northern parts of the Growth Zone centred around Hill Street and Navigation Street, are dominated by operational railway infrastructure, most notably the branching lines into New Street Station. This presents significant difficulties in bringing forward viable development proposals in close proximity to the railway, and the existing voids down to the tracks are required to be preserved due to operational and maintenance requirements for Network Rail, as well as for emergency access. Ongoing engagement between the Council and Network Rail will be undertaken to understand the long-term requirements for the voids and agreeing viable options in bringing forward development options within this area.

Policy Outcomes:

- At least 3,000 residential units.
- At least 180,500 sq.m. office floorspace.
- At least 10,300 sq.m. commercial/leisure floorspace.

Summary of Preferred Option consultation responses:

- Add Victoria Square House as a site allocation or development opportunity
- Paradise Circus is identified in the BDP as one of the Major Sites within the City Centre Enterprise Zone. The Site lies within the defined growth zone for Western Gateway



however it is not currently subject to a proposed site allocation. There is no specific reference to Paradise within the Preferred Options document.

- As with the Park Birmingham Growth Zone, it would be helpful to say more about how the proposals are going to be delivered, in particular the 180,500 sqm of office floorspace and 10,300 sqm of further commercial and leisure space. Potential for better clarification and explanation - Viability / evidence base and revise as necessary.
- The northern boundaries of the proposed Growth Zone have excluded Centenary Square and land to its north (bounded by the Birmingham and Fazeley canal). This area should be included within the GZ in the interest of creating a joined-up masterplan for this part of the city.
- Text referring to the Birmingham Canal Old Line to be amended to reflect the correct canal names - there are two canals along within the Growth Zone.
- CRT supportive of reconnecting pedestrian links between Westside canals and retail core etc.
- CEG propose that the geographical extent of this Growth Zone is extended to include the SBQ site. See also GZ1 above.
- Network Rail must be involved in any discussions around development at / near the operational areas and railway approaches to BNS.
- Link in with Midlands Rail Hub and Network Rail regarding Birmingham Stations Programme
- NR may have some recent feasibility work undertaken on developing at and around the voids which we would be happy to share with BCC.
- Text alterations as suggested by CRT.
- Heritage/amenity?
- Opening up the canal-side to ensure continuous overlooking and activation through Heartlands to the city centre.
- Referencing the existence of the former gas holders?
- Plan for the Western Gateway omits identification of the Conservation Area from the key.
- Consider a more triangular development zone for 'Sabbath Quarter' along Station Street, Hill Street and John Bright Street.

Main changes considered:

- A masterplan for this area will be prepared which will identify opportunities for new pedestrian connections and public realm improvements, as well as new crossings across the Birmingham Old Line Canal. Remodelling of Gas Street Basin will also be supported where increased capacity for canal boat mooring can be provided.
- Boundary changes
- Site allocations

Main changes made:

- **Background & Justification revised with reference to green & blue infrastructure.**
- **Boundary change: shifting the Growth Zone west to align with the Cultural Quarter Growth Zone, and south to take in areas around Bath Row and Holloway Head.**
- **Revised Site Allocations:**
 Paradise Masterplan Site (Paradise Square)
 Bridge Street (North)
 Bridge Street (South)
 Cambrian Wharf/Halls of Res.
 Brindley Drive Multi-storey Car Park



Queens Hospital Close
Former Axis Building
The Wharf, Gas Street Basin
40 Upper Gough Street



6.3 GZ3 Nechells

Background and Justification:

Heartlands

The area identified as Heartlands currently houses a range of employment uses and businesses. With the demolition of the Gas Works, there is a key opportunity to transform Heartlands into an area of mixed residential and industry, commercial and employment uses, providing a sustainable mix of homes and jobs. Following a review of the Core Employment Areas (CEA), it is proposed that the CEA designation in this area is deleted. However, active industrial uses, in high quality premises, will be protected under Local Plan Policy EC3.

The Council will work actively with businesses in the area to understand their long-term needs and where necessary explore opportunities for relocation to deliver the vision for Heartlands. Through encouraging a greater mix of uses in the area, such as research and development, health and digital technology, any conflict between traditional industrial uses and residential can be avoided.

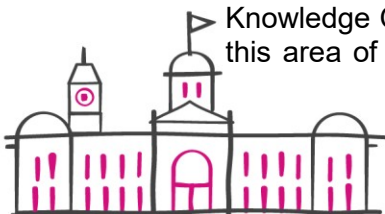
The area falls within the West Midland Investment zone, which is led by the West Midlands Combined Authority (WMCA) and promotes the area as an employment hub for will focus on investment and jobs in the health and medical tech sector and also in wider digital technology capability industries. The Growth zone will benefit from a range of direct funding secured by the Mayor and in some cases tax incentives. This is a major delivery mechanism for this area of growth in the city and will help to deliver land remediation, land assembly and infrastructure improvements. Investment in jobs, skills, training, and apprenticeships is also a priority.

There is potential for a mix of residential and commercial uses in this area to deliver a truly sustainable new neighbourhood that builds on the strong connectivity to the city centre and relationship with the Knowledge Quarter. High density residential uses will be prioritised along the canal to maximise' waterside living and to support the transformation of the canal to a highly accessible and desirable asset.

The Birmingham and Fazeley Canal is one of the most iconic stretches of the canal in the city, heading north-east in a straight line from the edge of the Aston Triangle, where that canal meets the Grand Union Canal, towards the landmark "Spaghetti Junction", and Salford canal Junction, where three different canals meet. There are various historic features along this section of canal including historic locks and boundary walls. The canal offers a major opportunity to provide green infrastructure to redevelopments within the Heartlands, and the canals through the Central North area also provide routes for walking and cycling for commuting and leisure.

Residential developments on sites closest to the city centre are expected to deliver high density schemes, with a reduction in density as sites move further away from the ring road. This approach recognises the strong connectivity that the Heartlands area benefits from, especially once the proposed improvements within this policy to pedestrian and cycling routes are implemented.

New commercial developments, such as offices or research and development will be supported within Heartlands, especially in the area along Dartmouth Middleway as this would provide active frontages to the ring road and act as an extension to the Knowledge Quarter, providing high quality accessible jobs for the communities within this area of the city. This will also help to optimise the land in Heartlands and help



diversify the local economy away from industry. Proposals for mixed use schemes that deliver both high quality workspaces along with desirable places to live will be supported.

The Nechells Wellbeing Centre is centrally located but is currently isolated from the existing community it serves. The redevelopment of the surrounding area for residential uses, including new public open space, will provide a better setting for this facility, placing it in the centre of the community. This will provide a focal point that brings the communities of the Heartlands, Bloomsbury Estate and Duddeston together. There is also the potential for other health and wellbeing uses to be focussed in this area of the Growth Zone, helping to create a hub of wellbeing uses in this central location. Opportunities for the inclusion of the wellbeing centre as part of a comprehensive scheme may be considered if the proposal can demonstrate an improved facility will be delivered as part of the development. (as in accordance with Policy CE14: Playing Pitches and Sports Facilities).

Opportunities to enhance the arts and culture offering within the area will also be explored with partner organisations.

Whilst now demolished opportunities to celebrate the former Gas Works as a landmark within this area of Birmingham would be welcome. The use of some the retained structure as public art and the incorporation of circular landscaping are examples of ways in which this would be supported.

There is a huge opportunity within this Growth Zone and the adjacent Curzon Gateway and Birmingham Knowledge Quarter Growth Zone to develop a heat network. A heat network (district heating) is a distribution system of insulated pipes that takes heat from a central source and delivers it to domestic or non-domestic buildings. The heat source might be a facility that provides a dedicated supply to the heat network, such as a combined heat and power plant; or heat recovered from industry, the canal, or energy from waste plants. Given the scale of development, industrial uses and the canal within these Growth Zones there is a clear opportunity to priorities this type of energy generation within this area of the city.

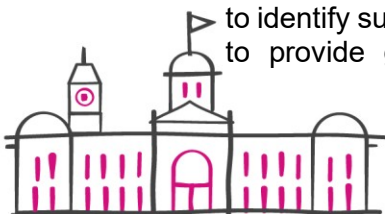
The Heartlands area includes the allocation of two Gypsy and Traveller sites. Any proposals that would impact delivery of these sites will need to demonstrate accordance with Local Plan Policy HN10.

The Our Future City Central Birmingham Framework identifies the Heartland area as an Eco-Town in recognition of the potential to deliver a sustainable green neighbourhood. The Council will work with partners to elevate the sustainability of development within the area, to attract green technology businesses and to deliver renewable energy generation schemes, along with other measures that would support the vision for the area.

Bloomsbury Estate

The Bloomsbury Estate sits at the heart of Nechells and is partly managed by Bloomsbury EMB (Estate Management Board), managing around 650 social housing properties on behalf of the City Council. There are opportunities within the estate to make better use of the open spaces, car parks and layout of the housing.

There are no designated local centres within Nechells. Opportunities will be explored to identify suitable locations for new and improved supermarket convenience shopping to provide greater choice, alongside other shops and services needed by the



community. Both the existing clusters of shops identified as site allocations could deliver a mix of commercial uses with residential above. Any new retail and community facilities and location of a new local centre should also consider the potential long-term rise in residential population within the area.

There are several parks and open spaces throughout the residential areas which fulfil a number of roles, including providing amenity space for communities, space for nature and helping to address the urban heat island effect. There are opportunities to review how these spaces work and investigate any changes or remodelling that could be made to ensure the best use of land and deliver green spaces that meet community's needs. The redevelopment of some of the industrial space for residential and other uses will provide an opportunity to deliver new green and integrated green infrastructure.

Duddeston

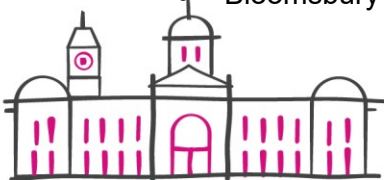
Duddeston railway station has potential to better serve residents, and to help meet the needs of workers accessing Duddeston employment area. Opportunities will be developed to transform the quality and safety of walking and cycling connections to the station from the surrounding areas, particularly the Ring Road crossing, to improve connections to the Knowledge Quarter (Local Plan policy GZ4).

Vauxhall Road has been identified as a priority for enhancements in connectivity with measures proposals such as speed reduction, modal filters and parking controls. This will provide an enhanced link between Curzon Station and Duddeston Station and will include the delivery of a Local Travel Point / Mobility Hub located opposite the railway station, providing access to bike and scooter hire, along with public transport information and bus stops. The mobility hub and measures along Vauxhall Road will enhance access to sustainable transport options, promoting modal shift, reducing car dependency, improving local connectivity, and supporting public health through increased active travel opportunities.

The area running along the railway line, (used by Network Rail as a maintenance depot), does not provide a high-quality environment. The locally listed Former Duddeston Wagon Works lack a positive use. There is potential to bring forward a creative re-use for the listed building. Uses such as a food hub, creative workspaces, supermarket and other retail could help bring life to the existing shopping area and meet wider local needs. Options for further bus priority schemes or, in the longer-term Metro, along the A47 Nechells Parkway will be developed aiming to transform connectivity from the City Centre to Aston University/Knowledge Quarter, Bloomsbury estate and wider Nechells area. The proposed Heartlands development will see significantly increased residential and employment activity, generating increased demand for public transport options.

Policy Outcomes:

- At least 4,000 residential units.
- Area along the canal will be prioritised for housing redevelopment.
- Area along Dartmouth Ringway will be prioritised for high quality commercial development.
- Investment in Duddeston railway station.
- Nechells Wellbeing Centre will be protected and enhanced.
- Bloomsbury Housing Estate transformed in line with Policy HN9.



- Rapid Transit for the A47
- Nechells Link.
- Linear park along Jennens Road.
- Investment and new supermarket - Duddeston Manor Road and Great Bloomsbury Street Shops
- Enhancements to the canal and access.
- Nechells Community Centre development opportunity.
- Duddeston Wagon Works development opportunity.

Summary of Preferred Option consultation responses:

- While the proximity of the zone to the Knowledge Quarter (KQ) is referenced in this section, as is the potential for the KQ to expand into the Growth Zone, no reference is made to the Innovation Zone nor to the wider West Midlands Investment Zone.
- View that a Mayoral Development Corporation could be an extremely helpful delivery vehicle (not a local plan matter - the BLP can't set up a development corporation).
- The canal within the zone is referred to as 'Birmingham Fazeley Canal' this should be corrected to the Birmingham & Fazeley Canal.
- Proposals to 'open up' this section of canal, including demolition, will need to consider impacts on historic features to ensure that key components of the canal's historic character are not lost. Clarity needed on this. Suggested text is provided by CRT.
- It is not clear what type of solution is being considered in relation to the use of the canal for energy generation referred to in the policy. This should be clarified in the text.
- Additional text to the policy in recognition of the historic character of the canal corridor. Suggested text provided by CRT.
- Whilst Stations like Duddeston do not form part of the initial phase of the Birmingham Stations Programme, NR will support other emerging priorities subject to resources and future planning and funding.
- Sport England considers that this policy (Nechells Wellbeing Centre) must make reference to such proposals only being supported where they are demonstrated to fully accord with policy CE14 of the draft plan.
- Fragmented land ownership.
- The Heartland's vision should reflect that of Kings Cross. Although the gas holders have already been foolishly demolished, referencing their existing through circular landscaping design or blocks would be welcome.
- Rebuilding the rail sheds as a major concourse and investigating options to increase capacity through the station will be the focal point. A new local centre can be built around a square/plaza in front of the new station.
- Why the longer term for the metro?

Main changes considered:

- Could the policy be split into the Nechells GZ to the north-west including the canal and then the Bloomsbury Estate and Duddeston Housing Action Area? Decision taken to retain as one due to the need to ensure there are strong linkages between the two areas.
- Need to review and update site allocations.

Main changes made:

- **Background and justification revised to include better reference to the Investment Zone.**



- **Site Allocations and Opportunity Areas revised.** Additional sites have been added to the Heartlands area to better represent the opportunities within this area of the Growth Zone.
- Reference added to a heat network being developed to serve this Growth Zone and Curzon Gateway and Birmingham Knowledge Quarter Growth Zone, providing clean energy to both commercial properties and homes.
- Additional text to be added to state that proposals that delivery opportunities for skills and training will be supported, and the potential to link industrial and commercial uses with the educational offer provided within Birmingham Knowledge Quarter will be welcomed.
- Reference to a Local Travel Point / Mobility Hub being delivered opposite Duddeston Railway Station, providing access to bike and scooter hire along with public transport stops and travel information supporting wider connectivity in the area.
- Wording around the canals has been expanded to include reference to the need to be sensitive to the historic features and character of the canal corridor. Further text has also been added to explain that the use of the canal for renewable energy will be explored further and supported where feasible as at present we do not have the details around any scheme.
- **Revised Site Allocations:**
 - 251 Windsor Street – community use
 - Duddeston Manor Road Shops – residential and commercial
 - Great Lister Street and Windsor Street Area – residential, commercial and light industrial
 - Land at Great Brook Street – Residential
- **Opportunity Sites:**
 - Avenue Road Industrial Area - commercial, high-tech industry, research & development
 - Gas Works & Surroundings (South) - residential, commercial, community, health care facilities, live/work
 - Chester Road Industrial Estate - commercial, high-tech industry, research & development
 - Holland Road West Industrial Estate - commercial, high-tech industry, research & development
 - Whitehouse Street Industrial Estate - commercial, high-tech industry, research & development
 - Bloomsbury Street Cluster of Shops - commercial on ground floor and residential above
 - Nechells Green Community Centre - residential



6.4 GZ4 Curzon Gateway (renamed Curzon Gateway and Birmingham Knowledge Quarter)

Background and Justification:

Curzon Gateway and Birmingham Knowledge Quarter has experienced significant regeneration since the 1990s, transforming a declining industrial area into a mixed-use neighbourhood with a focus on creative industries, educational establishments and technological innovation. The downgrading of Moor Street Queensway, once part of the city's inner ring road, in the early 2000s significantly improved connectivity between Eastside and the city core, making the area much more accessible to pedestrians and unlocking its redevelopment potential. The area now hosts the Royal Birmingham Conservatoire, the 'Think-Tank' museum at Millennium Point and Eastside City Park, one of the city centre's largest green spaces, alongside major residential schemes at Eastside Locks and Masshouse. However, connectivity to Digbeth and Nechells needs improvement and there is potential for further investment in public realm and amenities to meet communities' needs in the area.

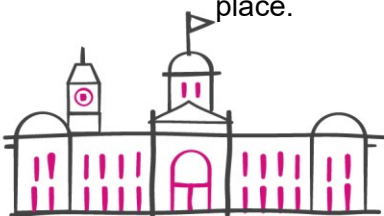
In recent years, the area has received significant levels of both private and public funding in order to deliver interventions and projects linked to integrating HS2 with the wider area. Over £60m worth of funding has been secured to help deliver HS2 Readiness Programme projects such as Paternoster Place (a new public square connecting Curzon Street Station to Digbeth), improvements to the public realm and accessibility of Moor Street Queensway and the new Metro Tram station serving Curzon Street Station at New Canal Street.

This investment is key to ensuring Curzon Station is fully integrated and enhances the overall connectivity of this area of the city. The council will work with stakeholders such as Network Rail to deliver the Birmingham Stations Vision Programme which aims to address the key issue of improving connectivity between Curzon Street, Moor Street and Birmingham New Street. Measures to improve accessible for all will be encouraged with the introduction of super crossing as key locations such as the link across James Wyatt Queensway.

Development opportunities along the HS2 corridor have the potential to deliver additional housing, employment, education and commercial floorspace, and are expected to come forward both before and after the new station opens. Delivery of these opportunities will capitalise on the investment of HS2 but also help to activate the station and optimise the use of land within this highly accessible location.

Birmingham Knowledge Quarter is being driven forward through partnership work between Aston University, Birmingham City University, Bruntwood Sci Tech, Woodbourne Group and Birmingham City Council. This anchors universities at the heart of BKQ, as partners and collaborators in innovating business models and harnessing academia research into industry. This is also fundamental in unlocking the potential of this area to provide opportunities for the local community to access skills and training.

The area falls within the West Midlands Combined Authority Investment Zone. This is a key delivery mechanism for this Growth Zone with potential funding for infrastructure improvements and incentives for companies locating within the area. The aim of this is to support not only the attractiveness of the area as a location for businesses but also to provide the wider improvements that are needed to ensure the quality of place.



There is a huge opportunity within this Growth Zone and the adjacent Nechells Growth Zone to develop a heat network. A heat network (district heating) is a distribution system of insulated pipes that takes heat from a central source and delivers it to domestic or non-domestic buildings. The heat source might be a facility that provides a dedicated supply to the heat network, such as a combined heat and power plant; or heat recovered from industry, the canal, or energy from waste plants. Given the scale of development, industrial uses and the canal within these Growth Zones there is a clear opportunity to prioritise this type of energy generation within this area of the city.

The Digbeth Branch Canal runs through this Growth Zone and is a designated SLINC and wildlife corridor. Development here should enhance its role as a natural corridor, by providing more greenery along the boundaries and towpaths and enabling improved access and more active public uses of this key asset. The desirability of the Canal network as a pedestrian route also needs significant enhancement with linkages to the Digbeth and Nechells Growth areas, and other areas of the city centre and beyond. Access between the canal and the new Curzon Station requires substantial improvement and the environment created by the existing Curzon Tunnel (adjacent to Curzon Gateway at the southern extent of the Central North area) needs to be transformed into a safe and attractive space. Funding for these improvements will be secured through S106 agreements where appropriate.

A section of Corporation Street is included within the Growth Zone to address the key barrier that James Wyatt Queensway presents. Within this area of the Growth Zone is the landmark Grade II* listed Methodist Central Hall. This building will be protected and enhanced with the Council working with partners to secure its long-term legacy and use.

The Birmingham Curzon HS2 Masterplan for Growth (2015) has helped to coordinate the delivery of much of the previous growth in this area. The Council is committed to working with partners to maximise the short-term opportunities within the area to ensure the area continues to thrive during the HS2 construction period. A new masterplan will now be created to help to deliver the further development opportunities that collectively will achieve the Birmingham Local Plan's growth aspirations for this important future gateway to the city.

Policy Outcomes:

- At least 3,800 residential dwellings.
- Improved connections to and from the Knowledge Quarter and the new HS2 Station
- HS2 Connectivity Measures – West Midlands Metro Tram Station, Walking and Cycling routes, Bus service integration.
- Public realm improvements, including along the Digbeth Branch Canal.
- Site allocations - Millennium Point and Environs, Aston Triangle Major Development Site.

Summary of Preferred Option consultation responses:

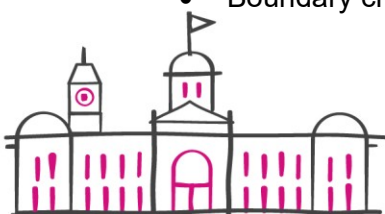
- Review site allocations.
- Review relationship between GZs and site allocations.
- Review content of GZs.



- In Policy GZ4 and Policy PG3 the terms 'Birmingham Innovation Quarter' (BIQ) and 'Birmingham Knowledge Quarter' (BKQ) appear to be used interchangeably. Both should be referred to but distinguished.
- Express support for the BIQ should be added to this policy as it currently only refers to the BKQ.
- Review and amend text referring to clusters of universities and colleges forming the BIQ.
- Change boundary to match Investment Zone?
- The Curzon Gateway Growth Zone map - amend to include all of Aston University's campus.
- The GZ should be amended to incorporate the BCU and Aston University campuses and land bound by Gopsal Street, Belmont Row, Curzon Street, and Cardigan Street (including Curzon Building).
- Aston Triangle Major Development site - it is not the University's ambition to develop the whole site for residential.
- The red line boundary of the Millennium Point and Environs site allocation should also be expanded.
- Policy presents the optimum opportunity to commit to deliver the Viaduct 'Sky Garden' as a high quality, publicly accessible, free to access green space.
- Add site allocation at the current surface level car park encompassed by Coleshill Street, Woodcock Street and Jennens Road as this is a planned development site. These allocations should be coterminous with existing Investment Zone boundaries.
- Engage Network Rail to link in to Birmingham Stations Programme.
- Address access between the canal and the new Curzon Station.
- Constitution Hill is the area's local centre, although it is not included in the Growth Zone.
- List of potential quantum of development is not identified unlike other Growth Zones, however there is capacity for at least 3,800 homes alongside other educational and research and development uses.
- Curzon Wharf is not included in the text and as such should be included as a site allocation.
- A new local centre can be built around a square/plaza in front of the new station.
- There is no mention of supporting the growth of the key educational institutions in this opening paragraph, or indeed throughout the preamble to the policy. Express support should be stated for both further and higher education institutional growth.
- Suggested that this description should also include express reference to the vacant plots of land within the BCU Campus (Eastside Plots A and C), which BCU has secured outline planning permission to develop.
- The Digbeth Branch Canal currently detracts from the quality of the public realm as it is in poor condition, is unkempt and attracts anti-social behaviour. However, it has great potential to be an asset to the area.

Main changes considered:

- Millenium Point Allocation review to include further detail.
- Aston Triangle Major Development Site Update.
- Development within this Growth Zone must support the future growth and prosperity of the Birmingham Knowledge Quarter.
- Boundary changes to cover the BKQ in full.



Main changes made:

- Renamed as Curzon Gateway and Birmingham Knowledge Quarter Growth Zone.
- Boundary change - the area to the west of James Wyatt Queensway up to Corporation Street has been added. The area has also been extended to cover all of the area known as the Birmingham Knowledge Quarter.
- Background and Justification revised to include better reference to the BKQ, and WMCA Investment Zone.
- Site Allocations and Opportunity Areas revised in light of the representations and to reflect all the opportunities in the Growth Zone.
- Reference to a neat network has been added that will serve this Growth Zone and Nechells Growth Zone, providing clean energy to both commercial properties and homes.
- The policy text has been strengthened to make reference that future development of both further and higher education institutional growth, innovation ecosystems assets and student accommodation, where there is an evidenced need, will be supported within the Growth Zone.
- Text has been added to state that residential uses will be supported along the canal where they enhance the canalside environment and in other locations throughout the Growth Zone, as part of mixed-use schemes that deliver commercial (research and development for example) and educational uses. This approach ensures there is sufficient commercial and educational uses with the BKQ as to not dilute its economic function.
- Further text has been added to cover the need to enhance the pedestrian connectivity between New Street Station, Moor Street and Duddeston Station in order to ensure the rail network is accessible.
- Text has been added to strengthen the approach to the canal, including reference to priority being given to enhancing the canal environment around Curzon Tunnel and connecting towards Digbeth stating that contributions towards the canal network will be sought through S106 agreements where appropriate.
- Additional text has also been added around the activation of space under the HS2 route, improvements to Eastside Park and the further integration of green infrastructure throughout the Growth Zone.
- Finally, text has been added to promote proposals that support the areas residential environment, including development for leisure and community uses, along with ancillary retail, that helps meets the needs of residents. The text states that opportunities for the creation of hubs of activity to meet residents and students needs would be welcomed, along with uses such as food and beverage that bring life to the area in the evenings. It also states that proposals for food and beverage will be particularly welcomed as part of mixed-use schemes along the canal frontage as a way to activate the waterfront.
- **Revised Site Allocations:**
Aston Triangle – Science, education and commercial uses, supporting residential
Coleshill Street Car Park – commercial uses
Curzon Wharf – Residential, commercial and leisure uses
Land of Cardigan Street and Gospal Street – Education and commercial uses
Millennium Point and Environs – Residential, commercial and community uses
- **Opportunity Sites**

Ashted Lock - commercial on ground floor and residential above
Holt Street - commercial on ground floor, research & development



HS2 sites - commercial, hotel, residential and co-living

Masshouse Plaza - commercial on ground floor, residential, office, hotel & conferencing

Wider Millennium Point Opportunity - residential, commercial, community, education

Premier Trading Estate - research & development, with active uses on ground floor



6.5 GZ5 Gun Quarter

Background and Justification:

The Gun Quarter is well connected and can be accessed via sustainable forms of transport, with frequent bus services along New Town Row and Summer Lane. In addition, there are longstanding proposals to extend the Metro Tram network along New Town Row to serve the city's northern neighbourhoods like Perry Barr.

Despite the increase of residential development in the south of the area around the canal, the northern parts of the Gun Quarter are currently designated as Core Employment Areas within the BDP and remain predominantly industrial in nature, although these have become diluted by a greater mixture of non-residential uses in recent years such as trade wholesale and offices. Businesses in the area continue to contribute towards the city centre economy, providing jobs and services for local people.

Much of the Quarter's industrial unit stock is relatively granular, occupying small premises. The HEDNA 2022 reported that there is growing demand for premises under 500sqm, and that leasing activity is strongest in the 100-500sqm category. Following a review of the BDP Core Employment Areas, it is proposed that the Gun Quarter is not designated as a Core Industrial Area in the BLP, due to the gradual increase in the proportion of non-industrial uses to the area in recent years. However, it is recognised that the Gun Quarter still retains an important economic function and the HEDNA identifies a demand for suitable small-scale premises in the city. Therefore, there continues to be a need to protect viable businesses and employment generating uses within the Gun Quarter and this should be balanced with the delivery of housing growth. Rather than designating a new Core Industrial Area it is considered that this can be best achieved by applying the approach under preferred policy EC3 for the protection of other industrial land policy instead.

The Growth Zone policy also continues to support proposals that would deliver further employment uses (e.g. commercial uses within Use Class E and industrial uses within classes B2 and B8) at scales which would continue to support the economic function of the area without impacting adversely upon the amenity of the area's growing resident population. Opportunities to 'co-locate' employment generating uses with residential development on the same site have been trialled successfully in other urban areas in the UK; such schemes would be supported within the Gun Quarter as a means of balancing land use needs, and creating a truly mixed use neighbourhood, making the most efficient use of land and supporting job growth in sustainable locations.

At present there is a lack of public open spaces in the Quarter, with very limited provision to support the needs of the growing population. The only formal provision is located at the Tower Street Recreation Ground, which was assessed as being in poor quality in the Birmingham Open Space Assessment 2022. The stretch of the canal through the Quarter also provides some recreational value. To improve green and open space provision for future residents, proposals for new residential development within the Gun Quarter will be required to provide adequate levels of publicly accessible open space for their new residents as part of their schemes. More strategic identification for amenity space provision off site to meet the wider needs of the community will be explored through the development of a masterplan for the area and will be subject to CIL or S106 payments. This could also include street scene and public realm enhancements and improved connectivity.



The Gun Quarter Growth Zone contains no Local Centre. In general, existing retail uses are predominantly focused on trade customers through the sale of bulky or specialised goods. There is little in the way of convenience retail to serve the area's resident population, with the exception of some small-scale premises at the junction of Bready Street and Summer Lane. Newtown Shopping Centre and Jewellery Quarter Local Centre are also within walking distance.

Policy Outcomes:

- Capacity to provide at least 1,870 dwellings and 2,470 sq.m. of industrial floorspace.
- Strategic approach to open space provision across the Gun Quarter
- Further improvements to walking and cycling provision along New Town Row, Summer Lane and the Birmingham and Fazeley Canal.
- Metro extension & Rapid Bus along New Town Row

Summary of Preferred Option consultation responses:

- Re-examine relationship with EC3.
- Consider whether a new Local Centre is appropriate, or whether it should be a neighbourhood centre. If so, identify here and add to hierarchy under EC4.
- GZ5 is the only proposed Growth Zone not to include proposed Site Allocations. Should it even be a GZ if no significant allocations/growth?
- VS1 - the Summer Lane site (shown in HELAA Table 8.1) should be identified as an allocation for high density residential development with ground floor commercial uses as part of a new local centre for the quarter.
- The approach to open space provision needs to be considered flexibly and that the policy requirement (as drafted) that requires 'all developments to provide open space' should be caveated to consider viability.
- The Matalan site is available for residential-led redevelopment? Development viability is currently challenged but recent feasibility testing suggests that the site can accommodate at least 500 new homes.
- High density development alongside Aston Street/A38(M)?
- Mixed use should not be required on every development.
- Support for the Growth Zone vision.
- Support for the principle of preparing a masterplan for the Gun Quarter but Masterplanning should not prevent planning applications being submitted.
- Land south of Pritchett Street and east of Aston Road - allocation as a residential-led redevelopment opportunity?
- The opportunity for significant regeneration of the Gun Quarter is consistent with Rainier and Wigley's ambitions for land south of Pritchett Street.
- The policy wording or supporting text in GZ5 could be stronger to make it clear that residential uses will be allowed subject to passing the tests in Preferred Policy EC3.
- The Gun Quarter GZ together with other areas creates a no-man's land between Great Hampton Row, Hampton Street and Constitution Hill - needs to be part of GZ5.
- Support for removal of the Core Industrial Area designation affecting the Gun Quarter Growth Zone.
- Extending the tram along Newtown Row to Perry Barr should be included.
- Constitution Hill is the area's local centre, although it is not included in the Growth Zone.

Main changes considered:

- Identify site allocations to justify continuation of Growth Zone.



- Do any representations support policy the approach?
- Boundary changes?
- Site allocations?

Main changes made:

- **Amalgamated with Snow Hill to form a new Northern Gateway Growth Zone – see 6.6. below.**



6.6 GZ6 Snow Hill

Background and Justification:

Snow Hill is a business quarter to the north of Birmingham City Centre, focused around Snow Hill Railway Station. Currently the area contains over 450,000 sq.m. of high-quality office floorspace and is home to major national and international businesses such as BT and KPMG. Snow Hill Station is one of Birmingham's busiest rail interchanges, handling over 5.6 million passengers in 2019/2020. In recent decades, the station has been complemented by the development of major office schemes on neighbouring sites such as at One & Two Snow Hill.

The transformation of Snow Hill Station and the adjoining multi storey car park into a major new mixed-use destination and transportation hub, with increased service and passenger capacity, is currently in the early project planning stages. There is potential for a significant level of commercial office and residential development above and adjoining the station, providing the largest regeneration opportunity at the heart of the city's prime office location. Partners include Birmingham City Council, West Midlands Combined Authority, Transport for West Midlands and Network Rail. The Central Birmingham Framework 2045 recognises that the transformation of Snow Hill Station will enable the delivery of wider regeneration benefits across the Growth Zone, unlocking the Greenway transformation ambition for the Queensway and Great Charles Street and unlock further redevelopment opportunities on the northern side of the A38.

These measures will help to overcome the significant barrier that the A38 Queensway currently presents to non-vehicular movement to neighbouring areas such as the Jewellery Quarter and Gun Quarter, including addressing the problems with existing crossings and underpasses that are of a poor standard and perceived as unsafe.

Recent public realm improvements along Colmore Row are proposed to be continued along Steelhouse Lane to reduce highway space and car parking and enable wider pavements to accommodate street trees and pedestrian and cycle routes. These high-quality public realm improvements will also help to improve the setting of the area's historic buildings.

Birmingham Children's Hospital proposes to remain in occupation on their current location for the foreseeable future, however a long-term opportunity remains for mixed-use redevelopment or an alternative healthcare associated use, as highlighted within the Central Birmingham Framework 2045. The Framework also identified the need for future redevelopment proposals at the Children's Hospital to protect and enhance the on-site heritage assets, which includes the main hospital building itself, as well as improve the historic character and significance of the surrounding area fronting Steelhouse Lane within the eponymous conservation area.

Policy Outcomes:

- At least 200 new homes
- At least 111,500 sq.m. of office floorspace
- Site allocation – 1 Lancaster Circus

Summary of Preferred Option consultation responses:

- Limited potential for significant residential development.



- Include MODA GCSQ site in GZ?
- WMPCC: Site of WMP HQ. Reference to potential for significant growth but no specific reference to Police HQ. Estate Strategy plans for relocation and disposal.
- Consider boundary alteration to incorporate previously consented schemes across the Snow Hill Growth Zone that are yet to be built out, i.e. HUB's 2 Snowhill Plaza1, as allocated sites.
- HUB supports draft Policy GZ6, is in favour of the increased provision of residential and office use accommodation, and are of the opinion that residential development provision should be increased, particular given the current planning consent for its 2 Snow Hill scheme that will provide 462 new BTR units on its own.
- 2 Snowhill Plaza as a site allocation?

Main changes considered:

- Only one allocation – Lancaster Circus which is now a commitment?
- Need to review policy/NR ambitions & transport update.
- Proposals to transform Snow Hill Station into a major mixed use destination providing office, residential and commercial uses will need to be identified in policy.
- Site allocations?

Main changes made:

- **Amalgamate with Gun Quarter to form a new Northern Gateway Growth Zone.**
- **Introduction and Vision revised accordingly.**
- **Minor boundary changes to West and East of combined area.**
- The Growth Zone has estimated capacity to provide at least 2,000 dwellings, 111,500 sq.m. of office floorspace and 2,470 sq.m. of industrial floorspace.
- **Revised Site Allocations:**
Snow Hill Rail Station
1 Lancaster Circus
2 Snow Hill Place
Brewery St Coach and Lorry Park
Matalan Site, Dartmouth Circus
70 Constitution Hill



6.7 GZ7 Newtown

Background and Justification:

Newtown is characterised by several high-rise tower blocks and a significant proportion of the 70s and 80s housing stock being in the ownership of the Council. The area to the north of Clifford Street) was comprehensively redeveloped a decade ago through the Urban Living Housing Market Renewal Pathfinder Programme.

The remaining areas face acute challenges, including a limited range of housing types and tenures, some low-quality housing, poor green infrastructure, lack of local services and high levels of unemployment. The shopping centre is outdated, and several community uses have been lost. The area suffers from high volumes of traffic and is not pedestrian friendly. The redevelopment of Newtown Shopping Centre and adjoining sites, at over 3 hectares, is the primary opportunity within Newtown. Parts of the site are already cleared. Underused spaces and vacant units, offer the potential for uses that will encourage users to remain in the Centre for longer periods and create a more welcoming and relaxed environment. The redevelopment of the Shopping Centre should be phased, and closely aligned with works to Inkerman House, to ensure a complementary, high-quality design is achieved.

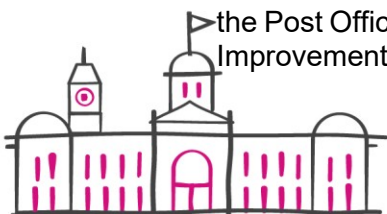
The Legacy Centre of Excellence and the adjoining units provide a key opportunity to transform the area east of the A34. This could include some of the residential units to the rear to provide a comprehensive approach to redevelopment. With the Legacy Centre as an anchor institution attracting visitors to the area and serving the local community, there is an opportunity for this institution to lead the transformation of Newtown and deliver community focussed regeneration.

Overall, the design and the condition of the built environment is poor but the A34 does benefit from a modern and high-quality transport corridor (i.e. SPRINT route and segregated cycle lane), connecting the city centre to Perry Barr and North Birmingham. Proposals that reduce the impact of vehicles on the environment and the community will be identified and supported.

There are several sizeable green spaces within Newtown, but they offer few facilities and are not welcoming to users. Burbury Park, Great Kings Street Park, Phillips Street Park and Park Lane Park are all valuable. Improvements are required to make these spaces feel safer and encourage greater use. Proposals to increase natural surveillance through the location of new homes on the edge of green spaces will be considered as a way in which to improve the feeling of safety within the parks and deliver improvements.

There is significant Council housing in the area which could be improved in the future. This would involve consultation with residents to develop options for the remodelling, removal of outdated building forms/layouts and delivery of new Social and Affordable homes at higher densities, to create modern and safer environments, which deter crime and anti-social behaviours.

The Growth Zone includes an area employment land that was formally designated as a Core Employment Area. The designation has been removed as the area includes a high number of employment uses that are not considered to be industrial in their nature. The area is however key to the local economy and includes large employers such as the Post Office. This area of employment uses will therefore be protected under Policy. Improvements to the quality of units and the environment of the area will be



encouraged, as will the opportunity for the area to attract new businesses that provide local jobs.

Masterplanning will be carried out to provide a comprehensive approach to the area's redevelopment and will include detailed working with the local community and other stakeholders.

Policy Outcomes:

- Redevelopment of Newtown Shopping Centre
- Remodelling of Inkerman House – in conjunction with Shopping Centre
- Improved accessibility around New John Street West – to create better pedestrian routes and a segregated cycle route
- Reconfiguration of Burbury Park and Great Kings Street Park
- Site allocations - Newtown Shopping Centre, Wheeler Street Shopping Precinct and New John Street West

Summary of Preferred Option consultation responses:

- Various aspirations arising from Legacy Centre meeting
- Phillips Street Park and St Georges Park should be earmarked for improvements along with redesign for Burbury Park and Great Kings Street Park.
- Closing of Potters Lane to traffic, to establish North Birmingham Cultural Quarter between Legacy Centre of Excellence, the Barton Arms and Phillips Street Park, including making use of NACRO building which is currently occupied by Coral's bookmakers.
- "Cultural village" including residential (including affordable housing) and hotel accommodation.
- Bring in a new high-end supermarket into the area to open a large store in Newtown area
- Introduction of a box junction between Park Lane, the A34 and Newbury Road to prevent people driving around the area to get to destinations and to reduce accidents.
- Installation of 20mph speed limit through Newtown
- Tree planting program in the area, planted along A34 between Newtown to Perry Barr and Burbury Park, with new "green route" from the City through Newtown all the way to Perry Barr.
- More regular cleaning of streets.
- Retrofitting of tower blocks long Birmingham Road and New John Street West.
- Expansion of the tram into Newtown providing more connectivity between Newtown, Perry Barr train station and the City Centre.
- Establishment of leisure facilities to reduce health inequality in the area.

Main changes considered:

- Extension of the Growth Zone to cover more of the housing area
- Approach to the employment uses and whether these should be included in the Growth Zone.

Main changes made:



- Vision revised to include reference to the Legacy Centre, to include areas of significant Council housing stock and the employment land in order to deliver holistic change through the Growth Zone.
- green spaces and employment uses.
- Proposals added in the policy text for Legacy Centre, this includes detail on the need for a landmark building in this location, information on what type of uses would be supported and its relationship with the surrounding area, including the Barton Arms. The text also covers the importance of linking this part of Newtown to the shopping centre.
- Policy text has also been added for the Phillips Street employment area. This text states that the employment uses will be protected and where possible enhanced. It also covers the need to enhance the quality of environment in the area and reduce the impact of cars on the quality of place.
- Text has been added to reflect the opportunity for improving housing stock within the Growth Zone, stating that the Newtown Housing Area will be transformed in line with the policy approach set out in the Local Plan policy HN9. This will include opportunities for homes to be improved, including measures such as retrofitting to deliver better energy efficiency will be supported. It states that new homes will be delivered in the area through the redevelopment of existing housing stock and the development of underused land in consultation with existing residents.
- **Revised Site Allocations:**
 - Elkington Street – industrial
 - Legacy Centre – residential, commercial and community uses
 - Newtown shopping centre – residential, commercial and community uses
 - St Georges Housing Renewal Site (see Policy NH9) – residential, community uses and open space
 - Site of 235 Victoria Road – residential
 - Wheeler Street Shopping Centre – residential, commercial and community uses
- **Opportunity Sites:**
 - New John Street West & Bridge Street West - residential, commercial, community
 - Milton Street / Newtown Row - residential
 - 330 Hospital Street - residential



6.8 GZ8 Hagley Road Corridor

Background and Justification:

The Hagley Road corridor is an area of contrasts. It contains a number of listed buildings and heritage assets and includes or intersects with the Edgbaston and St Augustine's Conservation Areas. It includes a thriving emerging neighbourhood centre at Edgbaston Village and two existing centres at Ivy Bush and Fiveways, with convenient access across the area to metro and rail connections.

The delivery of the extension of the Midlands Metro along the Hagley Road, a proposed regional cycle route, sprint route and an improved Five Ways Rail Station with better connectivity to the surrounding area will provide sustainable transport access to the city centre and beyond. These developments therefore support the sustainable growth of, and potential for, a significant number of new homes and employment spaces that can be brought forward through a cluster of four key strategic sites identified in the vicinity of the route that will meet locally identified needs.

The latest Open Space Assessment indicates that there is not currently enough public open/ accessible natural green space for the local population within the Edgbaston Ward and Ladywood wards, whereas North Edgbaston has an under provision of public open space and natural green space. This needs to be addressed through new development within the growth zone with better green links delivered to existing open spaces such as Edgbaston Reservoir, and to support delivery of the Chadbrook Way.

Accessibility of the Edgbaston (Five Ways) centre by foot or bicycle is limited due to the proximity of major roads with high levels of vehicle traffic. There is a need to create a consistent and improved environmental offer across the centre and improve permeability and accessibility for pedestrians and cyclists from the local area, while also promoting uses as part of the daytime economy that have active frontages and support meeting the daily needs of local residents.

The area known as Edgbaston Village has a monthly garden market, and a range of shops, bars and restaurants that cater for the local population. This emerging centre is helping to achieve the role of a liveable city. It is therefore considered that there is a strong case for the expansion of Edgbaston (Five Ways) centre to include Edgbaston Village as a neighbourhood centre. This will increase access to basic daily services for local residents. Including the proposed Five Ways hub within the centre boundary will provide space for more uses associated with a daytime economy.

Policy Outcomes:

- Green Connectivity Improvements to support delivery of the Chad Brook Way across the Hagley Road at the junction of Chad Road and Monument Road.
- Connectivity improvements across Islington Way, Hagley Road at Edgbaston Village Tram Stop.
- Green pedestrian/cycle link between the Five Ways hub and Greenfield Crescent at Edgbaston Village.
- Hagley Road and Metro route public realm improvements.
- Improvements to the public realm of, and accessibility to, Five Ways Rail station and the Worcester and Birmingham Canal, and within Edgbaston Centre.
- Improvements and additional public open spaces and accessible natural green space.
- Site allocations - Five Ways Hub, New Garden Square, 126-150 Hagley Road, Former Clarendon Suites.



Summary of Preferred Option consultation responses:

- Suggested additional text: Further diversification of uses within Edgbaston Village will be encouraged. This includes, but is not limited to, fostering mixed-use commercial spaces and advancements in Life Sciences, aligning with the Edgbaston Medical Quarter allocation, and promoting high-density city living of appropriate scale and tenures.
- Five Ways Hub could accommodate between 800 and 1,000 new dwellings depending on the final scheme - increased flexibility in the 'indicative capacity' section of the allocation?
- Additional bullet point – mix of dwelling types.
- Ensure consistency between CBF and Local Plan.
- Potential site allocation – New Garden Square?
- Intention to improve access to the Worcester and Birmingham Canal is supported. Reference is also made to “emerging city-wide green network via the Worcester and Birmingham Canal and the proposed Chad Brook Way.” To understand this network, it should be shown on a map.
- BCU requests the inclusion of its City South Campus within the policy text, Growth Zone Plan and the Policies Map.

Main changes made:

- **Site allocations reviewed and Opportunity Sites identified.**
- **Boundary extended to the south and east.**
- Progress on the Five Ways Rail Station and infrastructure.



6.9 GZ9 South Edgbaston

Background and Justification:

The South Edgbaston Growth Zone is located to the southwest of Birmingham City Centre and falls with the wards of Edgbaston and Balsall Heath West. It is bounded by the River Rea to the east, Edgbaston Golf Course to the southwest, and includes the internationally renowned Edgbaston Cricket Ground, Midlands Arts Centre (MAC), and the Pebble Mill site, a world leading healthcare and medical services destination. Cannon Hill Park is directly adjacent to the area to the southeast and there is a small parade of shops on Sir Harrys Road between Pershore Road and Bristol Road.

The latest Housing and Economic Need Assessment confirms the high demand for innovation in life sciences and medical devices. As such there is a need to continue focusing on investment in this sector within the zone at Pebble Mill Park.

Given the zones location at the centre of a green infrastructure network consisting of the River Rea Corridor, the Chad Brook Way, and Cannon Hill Park, and local transport linkages such as the A38 Bristol Road cycle route, and proposed future Sprint route, the zone is ideally placed for future investment and growth in high-quality, high-density housing and employment.

The Edgbaston Cricket Ground Masterplan prepared by Warwickshire County Cricket Club envisages developing the Cricket Ground as a mixed-use destination, combining elite sport, conferencing, and a hotel and events space with community activities to improve health, social care, education, employment and social cohesion in the area. New cycling and walking routes through the zone and to surrounding neighbourhoods and key venues such as the Midlands Arts Centre and the city centre will be supported.

The Pershore Road Corridor has been identified as an ideal location for a housing action area, having the potential for new and improved housing a short walk away from an emerging neighbourhood centre off Sir Harrys Road, key sports, and cultural facilities, and being adjacent to the Bristol Road cycle route, and potential rapid transit route. A framework for the corridor will be prepared that will explore the opportunity for new housing, and the potential for improvements and retrofitting of existing properties to improve thermal efficiency, reduce carbon emissions, and provide energy savings for occupiers.

The majority of the proposed major development site at the Tally Ho playing fields falls within flood zones 2 and 3. Therefore, in designing a flood mitigation response, there is an opportunity to encourage the development of and showcase a world leading nature-based solution to this issue that also responds to the evidenced lack of public green space and accessible natural green space in Edgbaston according to the Open Space Assessment.

Policy Outcomes:

- Improved pedestrian and cyclist connections and amenity improvements along the River Rea Corridor between Calthorpe Park and the Midlands Art Centre.
- Rapid / transit route from City Centre, Rea Village to University of Birmingham & Hospital campus.
- Delivery of the Chad Brook Way between Mill Pool Way and along the Bourn Brook to the River Rea.



- Delivery of mobility hubs at key areas.
- Delivery of enhanced sports pitches to meet identified need.
- Delivery of flood mitigation measures at the Tally Ho site.
- Enhanced and expanded public open space and natural green space.
- Site allocation – Tally Ho

Summary of Preferred Option consultation responses:

- Sport England objects to the proposed allocation for housing led mixed use development at Tally Ho. The PPOSS therefore does not provide any evidence to support a case that the playing field should be considered surplus to requirements for sport. There is no reference in the policy to providing equitable or better replacement playing field provision in line with Policy CE14 and Sport England's Playing Fields Policy, and even if such wording were to be added, there is no evidence presented that demonstrates that there is a deliverable proposal to provide such replacement provision.
- WCCC would welcome further details of the proposed green link connecting growth at the Stadium.
- Include Edgbaston Mill for consistency with plan.
- Update New Garden Square.
- Calthorpe - the Tally Ho site has the potential to deliver significantly more than 143 residential dwellings. This figure should be closer to 300 residential dwellings, alongside circa 400,000 sq.ft. of employment, commercial and leisure space, assuming the retention of circa 11 acres of playing fields on the site.
- The proposed site allocation suggests the Tally Ho site was in former Police use and is proposed for redevelopment. The PCCWM notes the proposal for the site but cannot at this time support the ambition.
- The PCCWM has a long-term lease on the site and presently there are no plans to leave. "Tally Ho has a critical primary role as a training facility for the Police and it is important that any development proposals adjacent to the Tally Ho site should be compatible with this use."
- The PCCWM has a long-term lease on the site and presently there are no plans to leave. WMP plans to continue to invest in it as their training centre as this represents the best use of public money. The PCCWM notes the proposal for the site but cannot at this time support the ambition.
- Since the Tally Ho site is one of only 2 site allocations in South Birmingham (and the largest allocation), this brings into question the rationale for this Growth Zone and its boundary.
- Tally Ho land extends right up to the Edgbaston Road/Pershere Road corner, and this full area should be reflected the site within the plans.
- Potential to generate power for the site from the River Rea – text amended to indicate this should be addressed through pre-application discussions at the appropriate stage.
- The Tally Ho site allocation has fluvial flood extents partially within the site. Consider whether any site-specific flood risk mitigation measures should inform policy GZ9 because of L2 SFRA investigation. A L2 SFRA assessment is required.
- Consider whether any site-specific flood risk mitigation measures should inform policy G10 as a result of L2 SFRA investigation.
- EA welcome the inclusion of enhancements for the Bourn Brook in the policy wording as there are RBMP objectives for this watercourse.

Main changes considered:



- Only Tally Ho is an allocation which is complex given land ownership/leasehold and use (flood risk).
- Identify further allocations and a more detail approach for Pebble Mill, cricket club and associated hotel/leisure facilities.
- Pershore Road Corridor Housing Action Area approach needs to be progressed & updated.
- Conflicting representations – PCCWM/Sport England/Calthorpe Estates.

Main changes made:

- **Discontinuing the Growth Zone agreed.** No longer meets the criteria and principles for Growth Zones set out in Section 5 above.



6.10 GZ10 Rea Valley Urban Quarter

Background and Justification:

This Growth Zone covers some of Birmingham's oldest neighbourhoods comprising parts of Digbeth, Southside, Cheapside and Highgate.

The Growth Zone Policy will continue to deliver the Rea Valley Urban Quarter Supplementary Planning Document (SPD) adopted 2020, as the City Council's vision and framework to guide the future redevelopment of the urban quarter. The focus through delivery of infrastructure and development, will be to create a sustainable neighbourhood. The Quarter is an area of high flood risk which is hampered by the culverted River Rea. To address this there is a particularly pressing need for developments in this growth zone to meet the challenges faced by the climate emergency, by the robust implementation of the Birmingham Local Plan's Climate and Environment policies.

Policy Outcomes:

- Over 9,000 new homes
- Remove River Rea culvert
- Delivery of the Moseley Street Park Link, a Sustainable Urban Drainage (SuDS) street and a major pedestrian route, connecting the Smithfield Neighbourhood Park, the River Rea corridor and Highgate Park.
- Site allocation – Cheapside Major Development Site

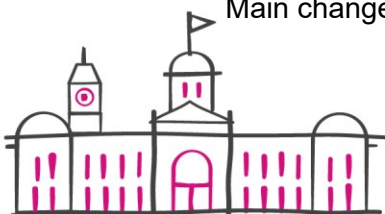
Summary of Preferred Option consultation responses:

- Discuss future of Rea Valley Urban Quarter SPD. Align GZ10 to it, not the other way round.
- Further viability work needed in relation to the Rea Valley Urban Quarter. In the absence of any evidence base to demonstrate improvements to the river are viable then the policy cannot be considered effective or justified as it promotes development which is not deliverable. Further consideration of the 35m buffer requirement is needed (Dandara object to it, EA support it).
- A L2 SFRA assessment is required. Approximately 50% of the site is either in Flood zone 2 or 3 on the western side along the River Rea corridor. The L1 SFRA mapping has indicated there is Flood Zone 3b (functional floodplain) along the River Rea corridor.
- Viability needs to be demonstrated if the GZ proposals are to remain.
- Digbeth Growth Zone sits adjacent to the Rea Valley Urban Quarter - co-ordinated approach to the two growth zones.
- Smithfield Quarter - Lendlease supports the identification of the 'Growth Zones' within the City Heart, although separate comments are provided in relation where the Smithfield Quarter is captured amongst the Growth Zones, beyond its site allocation.

Main changes considered:

- Need to identify further allocations and focus on the Highgate neighbourhood/enhance park opportunity around BCC housing.
- More detail on Moseley St Park link in policy approach.

Main changes considered:



- Site allocations reviewed and Opportunity Sites identified.
- Boundary extended to the north-east along the B4100.
- Renumbered to GZ9



6.11 GZ11 Ladywood

Background and Justification:

Ladywood is an inner-city district close to central Birmingham, bounded by the A4540 Middleway in the west and bisected by it in the northwest, bordered by the A456 Hagley Road to the south and extending up to Spring Hill and Summer Hill Road in the north. It was one of Birmingham's five post-war redevelopment areas and comprises a mix of low-rise and high-rise housing (mostly dating from the 1960's) and pockets of industrial land. Ladywood Estate has been identified as a Housing Regeneration Area, a significant regeneration opportunity to deliver better quality green infrastructure, community facilities, transport and modern housing.

The Ladywood Central, Kilby and Lighthorne, St Marks and Middleway estates in Ladywood have not seen significant housing investment for the last 30 years. It is amongst the 10% most deprived wards in England with many residents facing significant economic, health and social challenges. Crime and antisocial behaviour are above the city average. There are also concerns about the quality of open space and an ageing housing stock and insufficient community infrastructure.

The housing estates are typified by an outdated network of cul-de-sacs, dead ends and alleyways with rows of two and three-storey houses, maisonettes, and concrete towers, interspersed with under-utilised green space, poor natural surveillance and limited transport connectivity. The proposals for housing led regeneration are an opportunity to address the social and environmental issues in Ladywood and consider how more and better-quality housing can be delivered.

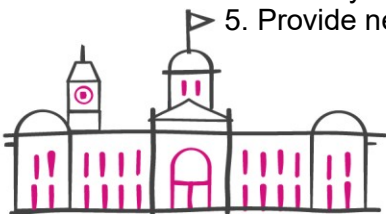
The Council has selected a development partner, St Joseph, via a formal procurement process to work with the local community to produce a future Masterplan for the area. Berkeley Homes Plc, the parent company of St Joseph is an experienced regeneration organisation with expertise in new estate and regeneration delivery.

The regeneration will be delivered in phases, subject to consultation, and these are to be delivered over a period of 20 years. The delivery of the scheme requires the assembly of land in addition to that already in Council ownership. The intended approach is to secure land by voluntary agreement where possible, but to use Compulsory Purchase powers where necessary and as a last resort.

Consultation with the community is underway and will continue. This consultation will be fed into the local policy to ensure it reflects the aspirations of the community and the emerging masterplan for Ladywood. Through the masterplan process the higher overall figure of 12,000 homes will be tested.

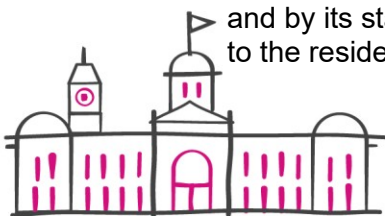
Policy Outcomes:

- Deliver a high-quality residential neighbourhood of 7,000 dwellings within the plan period, with an overall net increase of 10,000 dwellings following demolitions, resulting in 12,000 dwellings gross.
- This will include the:
 1. Refurbishment or re-provision of existing BCC homes
 2. Refurbishment of seven BCC tower blocks
 3. Delivery of significant Affordable Housing
 4. Delivery of new homes of all tenures
 5. Provide new jobs and training opportunities for local people.



Summary of Preferred Option consultation responses:

- Additional wording in GZ11 to make it explicitly clear that components of the LRI can be delivered independently from others where they will contribute positively to the over-arching aims of the Growth Zone.
- No evidence that 11,750 sqm of commercial floorspace needs to be provided in Ladywood, or evidence why the Grade II listed building within SKE's site is the most appropriate place to provide this. Whilst the consultation material says that proposals for business incubator units "will be supported", the BLP will need to be clear that solely residential uses in the listed building would also be considered appropriate.
- There is only a single statutorily Grade II listed building, which is the Victoria Works, at 43-55 Great Tindal Street – amend accordingly and clarify the Ladywood GZ plan.
- No evidence that it tests the viability implications of delivering 11,750 sqm of business incubator floorspace on SKE's site.
- Evidence required if the listed building is to accommodate 'business incubator' units
- Revised wording to express general support for business incubation space generally across the area, without being prescriptive about such uses being delivered, or being prescriptive about the quantum of floorspace or the location of such uses.
- Question the viability or deliverability of a bridge having been tested. In the absence of such evidence, there is a danger that the BLP will set a requirement that is not evidence-based and not justified. Reference to the delivery of a new bridge should be removed.
- The wording and allocations plan policies map should be updated to make it clear that the BLP is not referring to the re-instatement of any historic basins that have been previously filled in. This would reduce the net developable area of land in the GZ.
- The provision of any new playing field within the new parks and the new schools should be additional provision to meet the needs of the proposed housing growth, over and above any mitigation required to address any loss of playing field to meet the relevant playing fields policies. The policy wording should make this clear.
- Assume reopening of canal basin is to the basin on the northern side of the canal, west of Lighthorne Avenue, to which there is no existing public access and not the re-instatement of any historic basins that have been previously filled in over time to which SKE would object. If so, this needs to be made more explicit.
- Clarify text to read "Reopening of the Monument Road canal basin to be publicly accessible, with improved biodiversity and public realm." (note that the basin is not within the Trust's land ownership).
- This is truly shocking and is at odds with Labour's housing agenda for social and affordable homes. In summary, the project will not provide any additional social homes and only 427 affordable homes. Is this morally acceptable and in keeping with the values of a Labour Council?
- Unnecessary duplication, inconsistency with other Policies in the Plan, and ambiguity for decision making. The Policy should be redrafted to ensure it is in line with national planning policy.
- The Vision for Ladywood Growth Zone should be revised to provide a statement about the future of the area. (Wording suggested – see details)
- Concerns that Council's financial situation will mean that quality of schemes such the Ladywood regeneration scheme are compromised.
- The LPA should withdraw these proposals which do not meet NPPF recommendations for large scale development until appropriate proposals regarding housing mix location and allocations can be made public and properly consulted on.
- The use of the word 'compulsory purchase order' in literature shared by the council and by its staff in meetings, feels like a threat to residence and a form of oppression to the residence of Ladywood.



- Project to regenerate Ladywood is an example of forcing residents out of the area.
- Include the provision of a new Ladywood Station.
- Concerns over what will happen to Gilby Road Park
- Unclear over where new canal towpaths will be
- Opposition to scheme, questions the need to build upwards in Ladywood.
- Regeneration of Ladywood risks forcing residents out of the area.
- Concern that churches will be demolished leaving residents with no place of worship in the area.
- If new bridges are added, then these should be visually in keeping with original canal bridges. White pipe bridges BCC have approved to be built on the canal in recent years are a visual mess.
- 30 years old is young for brick built buildings, in fact Birmingham City council have chosen not to include building made at the turn of the 1900's in this scheme.
- Landownership in Ladywood is fragmented and will affect delivery of regeneration scheme.
- Basin is not within CRT ownership.
- More green spaces needed in Ladywood
- NPPF refers to early and proportionate engagement with communities in relation to Ladywood proposals. These proposals should therefore be removed from the Local Plan.
- The Policy should be redrafted to ensure it is in line with national planning policy on strategic policies and provides the necessary overarching principles to guide future development in the context of the long-term regeneration and continued work on masterplanning and community engagement.
- Welcome the inclusion of a specific policy titled the Ladywood Regeneration Initiative however we consider that as drafted this section introduces unnecessary duplication, inconsistency with other Policies in the Plan (including on design, infrastructure and the environment), and ambiguity for decision making.
- The indicative masterplan, which is the basis for the content and numbers in the Policy, should not define the detail for the Growth Zone.
- The detailed Background and Justification is welcome however we consider that references to specific phasing and timescales should be broader to reflect the long-term strategic nature of the site. The wording should be revised to state: "the initiative will be delivered over 20 years in a number of phases."
- By including specific quantum's and infrastructure the Policy does not provide the flexibility to respond to changing circumstances.
- The Policy should set out strategically what should be delivered with proposed revised wording suggested.
- the HELAA should be used to define the potential capacity based upon Policy HN4 of the Plan.
- Ladywood is in need of regeneration and there is much unutilised industrial and brownfield land that could be creatively used to minimise the need for demolition whilst at the same time, and importantly, preserve the essence of Ladywood through ensuring that neighbourhoods are retained.
- Respondent expresses wish for redevelopment of high quality homes that took place in 1993 in Ladywood to be mentioned.
- Ladywood is deemed as a Housing Regeneration Area on the grounds that living conditions in it are unsatisfactory and should be dealt with comprehensively within a five-year period. Hence, immediate attention is required as priority to a long-term plan over decades.
- What is the rationale for demolishing good quality homes when 23,000 social homes in Birmingham currently fall beneath the Decent Homes Standard?
- How would improving the estate benefit its residents?



- If the need for affordable housing remains consistent over the next 20 years, then the Ladywood Regeneration Project in its current format would only contribute towards 1.8% of affordable homes needed for Central Birmingham and 0.3% for the city as a whole. This is at odds with the Labours agenda on providing social and affordable housing.
- There is little indication that BCC has the capacity and financial resources to take responsibility for upkeeping 14 hectares of green space.
- The area is in need of a railway station to serve the local community as well as the visitors attending the Utilita Indoor Arena and there are opportunities for this to happen.
- There are houses included within the regeneration zone which were built within the last 30 years, are of good quality and in good condition. There is a lack of justification for the demolition of good quality family homes.
- Further engagement and communication with Ladywood residents will be essential, especially in any future consultation round.
- This statement presents a generalised, inaccurate and biased view of the housing estates in Ladywood. Additionally the assertion that the current infrastructure lacks transport connectivity is an oversimplification that fails to consider that the area is in the city centre and is within walking distance of major city centre attractions, shops, community venues etc.
- Its essential to approach these changes with an understanding of the community's needs and the existing value and successes of the area which so far has largely been ignored.
- It is reported that 54% of households cannot afford market housing without subsidies.
- This statement feels very much like a threat. CPO is mentioned 26 times in the Cabinet Report June 2023. Many residents relied on this document to find out that their homes were at risk.

Main changes considered:

- Is this more suited to a Housing Action Area or site allocation? Decision that it is more appropriate as a Housing Regeneration Area given the level of housing renewal.
- Policy needs to be updated to reflect current position and delivery approach.

Main changes made:

- **Discontinuing the Growth Zone agreed.** Content moved to Policy HN9 Housing Regeneration.
- **Update to overall housing figure that will be tested through the masterplan process.**



6.12 GZ12 Digbeth

Background and Justification:

Over the last 30 years, Digbeth has increasingly evolved from heavy industry to a place of start-up businesses based around the creative, cultural and community sectors. It has a rich and diverse mix of small independent businesses as well as larger companies. The heritage and character of the buildings, streets, railways and canals are supplemented by dramatic street art, and a range of bars, clubs and live music that makes 21st century Digbeth a melting pot of people and energy.

Digbeth has a unique character and rich heritage which sets it apart from other places locally and nationally. Small-scale start-up companies, creatives and artists are attracted by the organic creativity, opportunities for affordable workspace and the clustering and networking opportunities provided by existing businesses and activity. Clusters of community uses are concentrated toward the south, creative uses in the north, cultural uses in the north and centre, and nighttime uses around the Custard Factory and High Street. The planned arrival of HS2 at Curzon Street Station will continue to accelerate demand for new commercial space and homes within the area. Increasing rents will likewise increase demand for affordable workspaces to ensure that small and medium sized creative enterprises will continue to survive and thrive.

Future development needs to be carefully managed to ensure the character of Digbeth is preserved and the existing clusters are protected. Working with, protecting, and promoting what makes the area special will add value for the community and for future development.

There are significant development opportunities to increase density of activity, adding carefully to the fine-grain and small scale nature of existing buildings and spaces, whilst providing grow-on commercial space to deliver more places to live and work locally. Opportunities to 'co-locate' employment generating uses with residential development on the same site have been trialled successfully in other urban areas in the UK. Such schemes would be supported within the growth zone as a means of balancing the land use needs of the area.

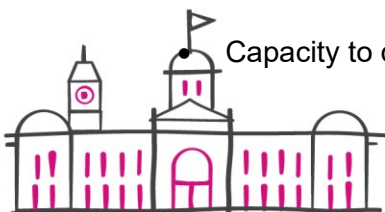
The Growth Zone has a lack of accessible green space. Duddeston Viaduct SkyPark and the canals offer major opportunities to provide enhanced green space and provide routes for walking and cycling. The SkyPark will be a publicly accessible green route with a landmark landing onto the Grand Union Canal in a new canalside open space.

New development will also be expected to provide active frontages onto the canal corridor while respecting its historical significance and nature conservation value. A Canal Action Plan will be developed in partnership with the Canal and Rivers Trust to identify site-specific improvements for access, safety, quality of environment and increased biodiversity.

The Growth Zone will be supported by the development of a detailed masterplan. This will support the delivery strategy for providing an appropriate mix of residential and employment space. It will also ensure a holistic approach to improved community facilities, new affordable homes, improved transport network and a connected network of green spaces.

Policy Outcomes:

Capacity to deliver over 10,000 new homes.



- Metro Eastside Extension
- Duddeston Viaduct SkyPark
- Bordesley Viaduct Low Line pedestrian route
- Canal enhancements
- River Rea enhancement, re-naturalisation and remodelling

Site allocations:

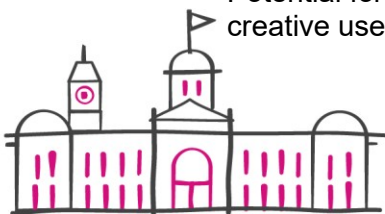
- Digbeth HUB
- Warwick Bar
- Digbeth High Street MDS1
- Former Irish Centre
- Bull Ring Trading Estate
- Lawley Middleway Major Development Site

Summary of Preferred Option consultation responses: This Growth Zone attracted a considerable amount of consultation responses.

- Requirements must maintain appropriate flexibility to not be unduly prescriptive and risk prejudicing delivery.
- The level of affordable workspace provision must be proportionate to a scheme's viability rather than blanket requirements.
- Oval are responsible for an extant permission across a significant portion of the Growth Zone. They wish to be actively involved and engaged in the production of masterplan and design code.
- Six sites are allocated within the Digbeth Growth Zone; however, the Digbeth Framework area has not been included. It should be allocated as a major development site, which should reflect the hybrid planning permission and vision for the Framework, and provide requisite support and flexibility for the project to evolve over its lifetime to adapt to changing circumstances.
- Further thought to be given to how Shaw's Passage interfaces with Digbeth regeneration plans and Curzon St.
- Requires a coordinated approach to the regeneration of GZ12 and GZ13 through linkages in the Garrison Quarter and complementary developments for both areas to ensure regeneration of the whole area from the City Centre outwards as part of the Central East area.
- NR has had some initial discussions with BCC on the Duddeston Viaduct project. It should be noted that NR will require to undertake works at Bordesley Chords area to deliver part of the Midlands Rail hub project although the final design of this is not yet confirmed.
- In relation to Shaws Passage Midlands rail Hub RH will require additional platform areas to be created which will have implications for Shaws Passage. Further thought will need to be given to how this area interfaces with Digbeth regeneration plans and Curzon St which the Birmingham Stations programme can consider.

Warwick Bar:

- Indicative capacity for 3,000 homes within the draft allocation is overly ambitious and may not be feasible.
- Dominant residential nature of the allocation prejudices HE's work and investment to-date in supporting the regeneration of its ownership on Fazeley Street as a filming and media location.
- Potential for the draft allocation to limit the natural augmentation of media and creative uses.



- It is crucial that a mix of affordable workspace and community business incubator space is provided for and safeguarded in the area.
- Reference to 'Digbeth Loc' - remove from the draft wording of paragraph 17.1 and replace with 'Digbeth Studios'.
- Appropriate flexibility needs to be embedded in the draft Warwick Bar allocation
- Employment policies should be coordinated to ensure that homes are located in areas with easy access to jobs and public transport.
- Concern that the evidence base underpinning its capacity to deliver 10,000 homes over the plan period needs further scrutiny.
- Affordable workspace should be provided as incubator space for the creative industries alongside market employment development.
- To support Digbeth's positive growth, local convenience retail and other amenities are required for its function as a sustainable residential and commercial community.
- Evidence of delivery/mix of uses?

Belmont Passage:

- The preparation of a masterplan should not be required prior to the submission of any applications in Digbeth. Revised text suggested by HE.
- It is important that any contributions are appropriate, proportionate and only sought for what is necessary for the development.
- The BLP will need to set out how strategic infrastructure will be provided through an Infrastructure Delivery Plan, which should include details on infrastructure needs and costs, funding sources, impacts on delivery/rates and responsibilities for delivery supported by Whole Plan Viability testing in order for the plan to be found 'sound' at the examination.
- Define what an affordable workspace is
- Clarification is needed as to how applicants could demonstrate that retail will not undermine affordable workspace.

Digbeth High Street Major Development Site:

- Draft site allocation references the site within Rea Valley Urban Quarter Growth Zone but does not correspond with GZ boundaries showing the site in the Digbeth Growth Zone. This should be amended to reflect this.
- Scope for the site to be increased from 770 dwellings as this corresponds to the previous planning permission, now potential scope to increase the residential density on the site.
- Has potential for wider 'residential' products such Purpose Built Student Accommodation (PBSA) and large scale shared accommodation.
- Convenience retail may be needed more than affordable workspace in some locations, and policy does not allow for flexibility in cases such as these. (Amended wording suggested).
- Reconsider the affordable workspace requirements of the policy, so all employment development is not required to be affordable but an element can be provided alongside market workspace. Also don't prioritise affordable workspace over convenience retail.
- Affordable workspace - supported subject to viability assessment and not a blanket requirement.
- The requirement for employment uses to be in the form of affordable workspace may also limit the potential for mixed-use developments, contradicting BLP Policies PG1 and PG3 and NPPF Paragraph 124.
- Amendments re: convenience retail, affordable workspace, mix of uses and creative/cultural uses.

Discrepancy with MDS1 between maps and text – in Digbeth not Rea Valley GZ.



- Flexibility required depending on location and potential uses.
- The recognition on page 24 that BCC will “take a proactive approach to identifying and working with public and private landowners to deliver more housing” is welcomed.
- Typhoo Wharf is conspicuous by its absence as a site allocation. Other sites within the Digbeth Growth Zone are allocated. Add as a site allocation or development opportunity? Raises general query about how we address commitments in GZs
- Stoford proposes allocating the wider Typhoo Wharf site within the BLP and updating the policy wording to state that the Growth Zone has the capacity to deliver “over 10,000 new homes.” Other comments as per Belmont Passage above, including wording suggestions.
- Stoford and the Gooch Estate would wish to be involved in the preparation of any strategic masterplan for Digbeth.
- Whilst ‘residential’ is supported, there is no further definition as to what that includes. This should be described as the ‘Living Sector’ and should include residential uses such as C3 (BtR and Open Market Sales), Co-Living, PBSA and also later living/retirement living.
- Several proposed allocations are affected by overhead and underground high voltage lines. These include Digbeth Hub. Text should be amended in light of the advice and recommendations from National Grid.
- Support draft Policy GZ12 ‘Digbeth’ and the continued growth of the Digbeth area. HUB’s Bordesley Junction hybrid consent development, along with the neighbouring Cole Water House scheme, are included within the proposed allocation of Digbeth HUB, which in accordance with draft Policy SA1, holds the capacity to deliver 3,143 dwellings.
- The River Rea should be specifically mentioned in the policy wording – it isn’t.
- Environmental improvements to the River Rea - referenced in the supporting text as key infrastructure requirements but should be included in the policy itself. Naturalisation of the River Rea should be specified in the policy.
- EA want to set a requirement for a 20m easement from top of bank of the River Rea.
- Review once the L2 SFRA is undertaken, and site-specific measures included where necessary.
- Warwick Barr Conservation Area and Digbeth, Deritend and Bordesley High Streets Conservation Area - text changes should be made cognisant of the two areas or any forthcoming proposals to combine them.
- Call for Sites submission via online portal - site at 24-28 Moat Lane, Birmingham.
- Adjustment of Digbeth Hub to align with planning permission for 3,056 dwellings and reduction of Warwick Bar by 2,000, for a total reduction of 2,087 dwellings.
- Site Allocation refers to it being in the Rea Valley Urban Quarter, this needs to be changed to it being in Digbeth GZ.
- S106 contributions can’t be expected to deliver wider improvements across the area. Public funding and CIL will be required instead. Contributions to public realm and transport improvements such as the Duddeston SkyPark and the Bordesley Viaduct Low Line pedestrian route will be subject to viability assessment.
- Safety needs to be considered when planning Low Line due to fragments of bricks and mortar from underside of viaduct.
- Bordesley Viaduct would need to be massively widened to facilitate Midlands Connect proposals.
- Six sites are allocated within the Digbeth Growth Zone; however, the Digbeth Framework area has not been included.
- Two conservation areas in Digbeth should be referenced.
- The Council should set a requirement for a 20m easement from top of bank of the River Rea.



Main changes considered:

- Growth Zone policy needs to be updated to reflect HE sites in more detail and Skypark delivery opportunity.
- More emphasis on High & Low Line
- Reference to creative industries policy protection approach
- Site allocations

Main changes made:

- **Revisions to Introduction, vision and background & justification sections.**
- **Boundary changes: northern boundary extended to the end of Montague Street, eastern boundary extends to match OFC:CBF Growth Zone, southern boundary contracts to Digbeth High Street.**
- **New policy recommendation** from the Digbeth Cultural Action Plan - allocate at least 2% of floorspace to not-for-profit activity at peppercorn rent on a long-term basis.
- **Site allocations revised**
- **Opportunity areas added**
- **Southern boundary aligned with the B4100**
- **Renumbered to GZ10.**



- 6.13 GZ13 Bordesley Park

Background and Justification:

Bordesley Park lies immediately to the east of the city centre and comprises the area covered by the Bordesley Park Area Action Plan (BPAAP). It includes the traditional inner areas of Salfley, Bordesley and Small Heath. The area has a diverse population, and this is reflected in many of the facilities that are present in the area – including its schools and community buildings, shops and services and local community events.

The Growth Zone will see the further regeneration of the area immediately to the east of the city centre as set out in the Bordesley Park Area Action Plan adopted in January 2020 following significant local consultation. Opportunities have also been more recently set out in the East Birmingham Inclusive Growth Strategy adopted in 2021 and within the Central Birmingham Framework.

(Add BCFC/Knighthead development) - transformation of **Bordesley Park** (former Wheels) site to contribute to the delivery of up to 3,000 jobs and training opportunities across the area. The site is identified as one of the city's major development opportunities to deliver local economic growth. Development has the potential to enhance the setting of HMS Forward and the Darul Barakaat Mosque at Venetia/Tilton Roads.

Cherrywood Road – the ongoing promotion of housing development at Cherrywood Road/Norwood Road and at the northern end of Cherrywood Road adjoining the railway. The scope for new housing development is set out in the BPAAP and the Urban Centres Framework, and this continues to be explored with landowners and development partners. The Cherrywood Road area has potential for additional housing on sites which comprise poorer quality commercial premises and which are recognised as being detrimental to the general character and environment of the area. In some cases, such uses could be considered non-conforming, and relocation potential will be explored. The opportunity nearest Bordesley Green has the potential to include a wider area of change that could deliver a more substantial residential-led mixed use development that could contribute to an enhanced and reconfigured local centre and wider environmental improvement as well as delivering new housing. Development could be supported through the preparation of a master plan or design codes for the area.

Garrison Park and Middleway – to reflect emerging proposals in the Central Birmingham Framework, which promotes an improved city quarter connecting Digbeth with Bordesley Green with a wide range of opportunities for new homes and workplaces. There is potential to remodel the ring road, restore the historic Garrison Park and opportunities for new residential development, including some at higher density and which could overlook the park. The wider Garrison Park Quarter comprises land to the west of the Middleway which is covered by the Digbeth Growth Zone. Further master planning and engagement with landowners, businesses and existing residents will assist in bringing detailed proposals forward.

Adderley Park – education and community focus, building upon the established principles set out in the BPAAP. This will include further works to enhance the facilities at the park and bring forward the development opportunities that adjoin the park to the west and south. This could include the development of a wider range and mix of uses incorporating employment, education and community uses along Arden Road and Adderley Road. This will also improve the setting of the Adderley Primary School which currently suffers poor relationships with business premises.



The local centres of **Alum Rock**, **Coventry Road** and **Bordesley Green** are identified as priorities for investment in the BPAAP and the Urban Centres Framework. Both Alum Rock Road and Coventry Road are designated as Town Centres in the Preferred Option Plan and are recognised as being amongst the busiest and most vibrant centres in the city with further potential for growth, including through the development of vacant sites and potentially some of the existing poorer quality premises. Both centres serve local and wider catchment areas, each having specialisms in terms of their offer and attractions. Bordesley Green is a smaller centre with a poorer environment including around the busy Bordesley Green and Victoria Street junction (historically known as Five Ways). This centre presents significant potential, including redevelopment opportunities relating to the housing proposals at Cherrywood Road and the development of a rapid transit route through the area which will assist in unlocking further development opportunities.

Key Parks and open spaces – Bordesley Park contains a wide range of parks and open spaces – ranging from the historic Small Heath, Adderley and Garrison Parks through to areas created following redevelopment such as Sara, Kingston Hill and Morris Parks. Such areas provide a wide range of facilities and have scope to be a greater focus and asset for the areas that they serve as well as offering enhanced amenities and community safety. As well as the numerous parks and other open spaces, the area contains other important green and blue infrastructure – including the Birmingham and Warwick Junction Canal to the west, the Grand Union Canal along the south of the area and also the River Rea which passes, mainly in a deep channel, through Duddeston. All such facilities are important for ecology, leisure and local amenity and have scope for improvement, contributing to enhanced amenity and connectivity.

Connectivity - A wide range of measures are proposed to enhance connectivity to and through the area including the development of rapid transit routes along the A45 (Sprint) and Bordesley Green (Metro) and potential improvements to existing railway services and local stations. This will include the development of Bordesley Chords to allow additional rail services on the Camp Hill line to the south to run into Moor Street station in the city centre. The importance of safe walking, cycling routes and facilities for electric vehicle charging are acknowledged. There are opportunities to improve linkages to the city centre, including across the Middleway which presently acts as a barrier to east-west movement.

Policy Outcomes:

Bordesley Park

- Reclamation and development for employment purposes of the Bordesley Park (former Wheels) site to contribute to delivering up to 3000 jobs and training opportunities in the AAP area.
- Provision of a range of units and phasing to reflect market requirements.
- Improved access to the site will be provided along with high quality public realm detailing.
- The candidate Site of Local Importance for Nature Conservation (SLINC) on the western edge of the site will be safeguarded along with further measures to deliver additional green infrastructure.

Cherrywood Road

- Provision of new housing including as part of residential-led mixed use developments, with further opportunities provided on sites occupied by obsolete industrial premises



and in proximity to the Bordesley Green Local Centre to be redeveloped for housing which meets local need.

- The extension of the site of Bordesley Green Girls' School to enable the improvement of the school's setting and facilities.

Garrison Park and Middleway

- The creation of a new residential district providing a range of housing and workplaces, and enhancement of the setting and facilities of Garrison Park.
- The facilitation of remodelling of the ring road to enable improved linkages between the wider Bordesley Park area and the city centre.

Adderley Park

- The development of new education, leisure, and business uses surrounding an improved community park and enhanced setting for Adderley Primary School.

Local centres

- Alum Rock Road, Coventry Road and Bordesley Green will continue to be the focus for retail, services and community facilities and environmental improvements.

Key Parks and open spaces and blue infrastructure

- Improvements to the area's parks and open spaces including Small Heath, Garrison, Morris, Sara, Kingston Hill, Adderley, Henry Barber and Denbigh Street parks.
- Potential dual use of education sites is considered, subject to safeguarding considerations.
- The provision of additional sports, leisure and community facilities, including a new or reopened swimming pool in the area
- Enhancement of, including the setting of, the Birmingham and Warwick Junction Canal, the Grand Union Canal and River Rea to secure ecological, leisure and amenity and connectivity benefits.

Connectivity

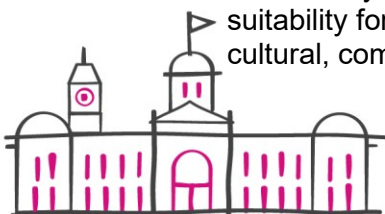
- Support for a range of measures including the further extension of Sprint and Metro, improvements of the environment, accessibility and services at Adderley Park and Small Heath railway stations and the implementation of the Bordesley Chords.
- Improvements to enhance opportunities for walking and cycling throughout the area including links to and along the canal network and across the Middleway.

Site allocations

- Former Wheels site
- Humpage Road/Cherrywood Road, Bordesley Green
- Land at Cherrywood Road, Bordesley Green
- Parkfield Road/Anthony Road
- Land bounded by Coventry Road/ Bolton Road/ Arthur Street

Summary of Preferred Option consultation responses:

- Knighthead believes that the Sports Quarter provides the unique opportunity to deliver jobs, together with transformational investment and environmental improvements that catalyse regeneration in East Birmingham. The scale, pace and quality of these outcomes would exceed those realised by the current industrial allocation.
- Draft Policy GZ13 should be expanded to identify the Sports Quarter and its suitability for a broader range of uses including hotel, leisure, retail, residential, cultural, community and other employment generating opportunities. The policy

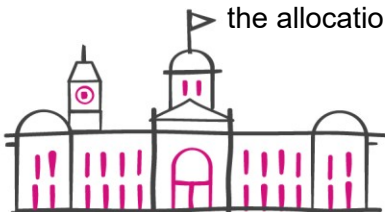


should recognise that this location is suitable for redevelopment as a major sports-led visitor destination, anchored by a world class stadium and elite training facilities which would help to deliver success for BCFC while also benefitting local communities and the wider city.

- Recognition in Draft Policy GZ13 as to the benefit which supporting uses such as high-quality hotels can bring to the local economy when accompanying major sports and leisure uses.
- Candidate Site of Local Importance for Nature Conservation (“SLINC”) on the Site - maintain a commitment to deliver biodiversity net gain through the proposals.
- Proposals must recognise existing sensitive assets that exist within and around the Sports Quarter Opportunity Area, notably Bordesley Green Girls’ School and the Darul Barakaat Mosque.
- Knighthead acknowledges the recognition in Draft Policy GZ16 of the potential for stadium-led, mixed- use redevelopment to regenerate a Growth Zone, and would welcome similar language to be included in Draft Policy GZ13, in support of sports-led, mixed-use regeneration as part of the Sports Quarter.
- Sport England has long held an objection to the loss of the Birmingham Wheels site.
- Friends of Wheels Park (59-1) object in the strongest terms to this part of the plan. See detailed comments.
- The need to deal with and resolve the outstanding issues at Birmingham Wheels Park applies whether the site is redeveloped for industry/warehousing or a new stadium for BCFC. Refers to the Inspectors Main Modifications following the Public Examination into the BDP and subsequently backed by the Inspector examining the Bordesley Park Area Action Plan.
- Loss of the existing sporting uses has not been acceptably addressed in line with para 103 of the NPPF.
- Homes England supports the inclusion of Belmont Passage as part of the “Lawley Middleway Major Development Site” allocated within the wider Digbeth Growth Zone.
- In respect of the Preferred Options, several proposed allocations are affected by overhead and underground high voltage lines. These include The Former Wheels Site. Text should be amended in light of the advice and recommendations from National Grid.
- EA – L2 SFRA required. SINC and River Rea enhancement supported.
- Friends of Wheels Park – strong objection. View that motor sports uses must be re-provided and relocated on an alternative site or sites within the city.
- The key infrastructure requirements only states improvements to the Grand Union Canal. This text should be amended to refer to both canals – include Birmingham & Warwick Junction Canal.
- Safeguarding of infrastructure such as Small Heath Rail Head must be recognised and supported in the emerging Local Plan - include a specific mineral infrastructure safeguarding policy/position for rail fed sites.
- Support the policy where it states the safeguarding of the Site of Importance for Nature Conservation with further measures to deliver additional green infrastructure.
- The surrounding road network as well as the residential neighbourhoods adjacent to Bordesley Park make it unsuitable for employment land.
- The site would be better earmarked for a new Bham City Stadium and a Wembley style redevelopment supported by a new St Andrews Station to replace Bordesley, significant improvements to Adderley Park Station, and the metro route.

Main changes considered:

- Review the policy position given Knighthead proposal and the GZ boundary against the allocation site.



- Focus on the justification for the loss of core employment and the wider growth & community benefits of the development.
- Bordesley AAP to be superseded into the GZ policy approach. Need AAP approach to be consistent for this GZ and Longbridge.

Main changes made:

- **Bordesley AAP to be superseded into the GZ policy approach.**
- **Eastern boundary reviewed.**
- **Site allocations reviewed and Opportunity Sites identified.**
- **Renumbered to GZ11.**



6.14 GZ14 Hockley / Soho Hill

Background and Justification:

Hockley is one of the oldest neighbourhoods within Birmingham and is located to the west of Birmingham City Centre, with connections to the Jewellery Quarter and Handsworth. Soho Hill is part of the Lozells and Soho Hill Conservation Area, and is partly included in Soho Road Town Centre, a vibrant centre that is well regarded for its cultural diversity.

The Central Birmingham Framework (2024) identifies several key areas in Hockley where bold changes could be made, to assist in its future renewal and growth. The A41 Corridor Framework, a non-statutory framework adopted in 2015, provides guidance on the regeneration of the Soho Road Town Centre and surrounds.

Townscape and Environment - The Lozells and Soho Hill Conservation Area includes an eclectic mix of historic buildings including early 19th century classical villas, and coach houses. This is interspersed by the introduction of early to mid-20th century commercial and works buildings such as Bill House and the Telephone Exchange. The Conservation Area has been identified by English Heritage as being at risk and highly vulnerable, due to significant deterioration. The attraction of new investment and development could assist in combating this decline.

Soho House was the former home of industrialist Matthew Boulton and is now a museum would benefit from improved connections to its surroundings. The area also includes the Gurdwara Babe Ke and the Grade II* Listed former Icknield Street School which would benefit from improved setting and investment.

Land and sites around the Hunters Road area have been identified as offering potential for redevelopment in the Central Birmingham Framework (2024). Hunters Road, Nursery Road, and surrounds are home to a range of industrial uses as well as vacant sites. This includes larger industrial uses and small business units and workshops of varying scales. Hockley Brook is culverted throughout the Growth Zone. The culverts are in poor condition due to age, and capacity is exceeded in storm events. Opportunities to re-naturalise the watercourse in line with Local Plan Policy CE7 will be encouraged. Other green infrastructure is very limited within the area.

Transport and Movement - The Hockley Flyover was constructed in the 1960s. and covers 25ha of land. The pedestrianised space and subways within the roundabout are dated, lacking natural surveillance from the outside, and is perceived as being unsafe to use.

Remodelling the highway infrastructure would allow for the redevelopment of the surrounding underutilised sites, providing opportunities for a mix of residential and employment. The Council will undertake further feasibility work to understand the implications of removing this highway infrastructure.

Whilst the removal of flyover will provide a catalyst for change in the area and unlock underutilised sites, several of the opportunities in the area can come forward before the flyover is removed.

The A41 is an important and busy arterial route. Current public transport provision along Soho Road is good. However, visibility and accessibility of the Metro stations from Soho Road could be enhanced through better signage and improved walking routes. Cycle facilities are limited and should be improved. The Birmingham Transport



Plan supports the downgrading of side roads and there are opportunities to explore changes to traffic and pedestrian routes to improve movement in the area.

Soho Road District Centre - Part of the growth zone falls within Soho Road Town Centre. While the centre is characterised by low vacancy rates, the eastern end of the centre is less successful. The Bill House site allocation represents the most significant opportunity for new development.

Policy Outcomes:

- Remodelling and/or removal of Hockley Flyover
- Development of new public square, with green infrastructure
- Creation of a Green Corridor along A41 - from Hampton Great Row to Soho Road
- Public realm improvements on Soho Hill - including improved access to Soho House Museum
- Creation of new tram stop at Lodge Road
- Re-opening of Hockley Brook and new water management measure

Site allocations:

- Hunters Road and Surroundings
- Junction of Hamstead Road and Soho Hill
- Heaton House
- Bill House
- Former Muhammed Ali Sports Centre & Surroundings

Summary of Preferred Option consultation responses:

- Support for demolition of the flyover.
- Clarify capacity residential capacity.
- Relationship with Policy EC3 Employment Land Protection / CAZ Implications.
- There are many underutilised and poor quality industrial buildings within this Growth Zone in a B2/B8 use, 'protected' through draft policy EC3 unless certain conditions are satisfied. It is important that all of the policies in this Plan are aligned and do not contradict each other to avoid complex planning assessments when planning applications for redevelopment come forward particularly where a Growth Zone is suggesting otherwise.
- Part of this Growth Zone is within the ring road which defines the Clean Air Zone. Locations within the Clean Air Zone are becoming less attractive to industrial occupiers owing to issues associated with vehicle fleets and access, and therefore would be better suited as alternative uses such as residential and small scale commercial.
- Include Hanehouse rep (123) site as allocation for c.325 dwellings and c.370sqm creative commercial space supported by the Council through pre-app process.
- Para 19.6 refers to English Heritage when it should be Historic England.
- Can the Hockley Growth Zone be extended to include rest of Soho Road?
- A railway line runs across Soho Road - need to resurrect the railway station at its intersection.
- Public realm needs lots of investment.
- There needs to be a mention of connectivity offered by a railway station at Soho Road.
- Soho Road should be downgraded to one lane in each direction and given the Broad Street treatment. At the moment is plagued by dangerous driving and parking and



has seen a number of fatal accidents. Reconfiguring the roads through the local centre will enhance it as a destination.

Main changes considered:

- The A41 Corridor Framework, a non-statutory framework adopted in 2015, provides guidance on the regeneration of the Soho Road Town Centre and surrounds.
- Hockley Flyover will be remodelled or completely removed, enabling new residential developments to be created.
- Text needs to be refined.
- Site allocations?
- Merge with GZ15?

Main changes made:

- **Amalgamate with Gib Heath to form a new Hockley, Soho Hill and Gib Heath Growth Zone as GZ12 – see 6.15 below.**



6.15 GZ15 Gib Heath

Background and Justification:

Gib Heath is located to the north of Birmingham City Centre. It contains mixed land uses with housing to the south and north, industrial premises clustered to the west and open space at Gib Heath Park and Bacchus Road Park.

The area is served by the Soho Benson Road Metro stop, and has easy access to public transport, shops, and services at Soho Road. Most properties to the south of Park Road are in non-industrial uses (e.g. places of worship, community centres, a public house, and a bathroom showroom) or are vacant or derelict. Park Trading Estate is also mainly occupied by businesses that would fall within class E or a Sui Generis use. There is scope to encourage residential led mixed use development.

The area to the south of Factory Road is occupied by sui generis uses predominantly motor vehicle garages and storage premises. Given their proximity of these activities to the primary school and the residential properties on Factory Road and South Road, this area should not be protected for industrial uses. The area to the north of Factory Road is also suitable for redevelopment for residential uses and create a more sustainable environment and an improved setting for the school.

Gib Heath Park is the main green space for the neighbourhood. Part of the Hockley Brook runs along the northern edge, which will be incorporated into the wider regeneration scheme of the park and options should be explored to uncover it and provide a sustainable waterfront element to enhance its character.

Bacchus Road Park is located to the west of Gib Heath and is bordered by Park Road, Bacchus Road, Berry Street and Benson Community School. Bacchus Road Park covers an area of 1.49 Ha. The park is suitable for walking, and family activities, and features sports facilities such as a multi-sport court.

There is an opportunity to create a green corridor between Gib Heath Park and Bacchus Road Park, and for reconfiguration and/or improvements to Gib Heath Park, as part of the redevelopment of the wider area; this should increase the overall provision of green space in the area and should accommodate a variety of improvements to access and security, biodiversity, as well as the introduction of play facilities.

Policy Outcomes:

- At least 528 new homes, along with ancillary commercial uses and community facilities.
- Improvements to green infrastructure
- Enhancements to Hockley Brook
- Site allocation – Gib Heath

Summary of Preferred Option consultation responses:

- Additional Tram stop between Soho Benson Road and the Jewellery Quarter Tram stops to serve the Gib Heath site allocation and area.
- A new station would serve Handsworth Soho Road - development of a Snow Hill Network (proposed in the WMAMMS) to link Walsall / Stafford to Solihull via Snow Hill station by a new train service.
- Support reference to enhancing the local parks at Gib Heath to include new sports facilities to meet local needs.



- In respect of the Preferred Options, several proposed allocations are affected by overhead and underground high voltage lines. These include Gib Heath. Text should be amended in light of the advice and recommendations from National Grid.
- Needs to mention the key role that Gib Heath has to play in a future Birmingham.
- The West Midlands Area Multi Modal Study sought a 'Snow Hill Network' for the railway that would include trains running from Walsall through Handsworth Park to Birmingham Snow Hill. Gib Heath needs to embrace the change and be developed around it.
- Under a pre-feasibility study, the Metro would be diverted along Park Road and a branch of the railway formed in order to carry the railway from Snow Hill towards the former Soho Pool goods branch and thence to the existing railway.

Main changes considered:

- The Gib Heath Growth Zone will deliver at least 528 new homes, along with ancillary commercial uses and community facilities.
- Large allocation but need more detail and demonstrate delivery – 0-5/5-10 yrs.
- Merge with GZ14.

Main changes made:

- **Amalgamate with Gib Heath to form a new Hockley, Soho Hill and Gib Heath Growth Zone as GZ12 – see 6.14 above.**
- **Western boundary revised.**



6.16 GZ16 Villa Park and Witton

Background and Justification:

Villa Park has been home to Aston Villa football club since 1897 and has a current seating capacity of 42,657. Like with most sports stadiums, it has been gradually developed over time with the current structures erected between 1976-2001. The club is committed to investing in their future and has bold proposals to increase capacity and facilitate a wider range of activity at the site.

Aston Hall is a Grade I listed Jacobean house built in the mid-17th century and is now a community museum managed by the Birmingham Museums Trust. The hall sits within Aston Park, a Registered Historic Park that provides a focal point for community events and a place of relaxation for visitors, along with catering for leisure and sporting activities.

Witton Local Centre has a variety of shops and services meeting the surrounding community's needs. The area is well served by public transport with Witton railway station and Aston railway station located within the Growth Zone. Despite these assets the area needs investment, the quality of environment is poor, especially within the local centre.

Identifying the area as a Growth Zone recognises the important role Villa Park plays in the built form and economy of the surrounding area. Aston Villa are looking to make significant enhancements to their ground. They have planning permission for the creation of improved facilities, including a new multi-use leisure building to provide match day and non-match day facilities for sports, retail, commercial and community uses.

Connectivity

At present the surrounding residential areas, local centre and transport links are run down and in need of investment. The stadium sits between Witton and Aston and the area becomes very busy on match and event days. A key element of the proposed improvements to the area are enhancements to Witton railway station along with improved pedestrian links to this station and Aston railway station. Witton Station would benefit from redevelopment as it is currently poorly lit, consists of narrow platforms and frequent overcrowding on matchdays. The priority for improvements are those measures which would help to improve the safety and experience of the station. Detailed work is currently being undertaken by West Midlands Rail Executive to establish what improvements to Witton railway station are deliverable.

It is recognised that congestion is an issue in the area and not just on match and event days. In the longer term a programme of interventions will be delivered that address this and help to create a people focused environment. This may include the downgrading on some of the road network, the creation of pedestrian priority streets and measures that reduce the impact of issues such as pavement parking. The Council will continue to work with the football club to keep the Transport Management Plan and Match/Event Day Management Plans for the area up to date and associated improvement measures implemented.

Historic Character

There are several significant historic features which should be protected to enhance the character of the area. Aston Hall is a Grade I listed Jacobean mansion of 1618-35 and Aston Park a Registered Park and Garden (also included in the grade I list boundary of the Hall) as well as Aston Hall's Stable Range and Lodges. Also within the Conservation



Area is the grade II* Church of St. Peter and Paul and locally listed Holte Hotel. To the north of the stadium is the grade II listed Witton Lane Tramway Depot. Non-designated heritage assets considered to contribute to the historic character of the area include the Aston Hotel, and the Victorian hall building several doors down on Witton Road. Much of the area that surrounds the north, west and east of the grounds consists of Victorian brick terraced housing, contributing to a largely intact historic setting.

Green Infrastructure

Aston Hall provides a large green space for the local community. Further integrating the Hall and Park with the surrounding neighbourhoods, with enhanced green infrastructure, will help to optimise the value of this important community asset. Through the greening of surrounding streets Villa Park can be better integrated with Aston Park, enhancing both visitor attractions, allowing for more linked trips and improving the environment of the area as a whole. This will include improvements to, and activation of Witton Lane Gardens which is currently underused by the community and visitors.

The River Tame could be opened up to offer an improved environment for people and nature. This would be in line with the policy aspirations of Local Plan policy CE7. The area is within Flood Zone 2 and 3, and by re-naturalising the river the risk of flooding could be reduced. The river enhancements should include the removal of hard engineered river banks and eradicate invasive plant species. The creation of a 30-meter easement along the river will help to deliver this and provide space for people to enjoy the enhanced waterside location. Developments along the river will be expected to support the delivery of the easement unless otherwise justified. A L2 SFRA assessment will be undertaken to determine the nature of flood zone 3b and site-specific characteristics of flooding to help further inform the development of sites within this area.

Witton Local Centre

Witton local centre is the busy heart of the area but offers poor environmental quality and a lack of diversity in its offer. Investment in the existing shop fronts, hotel and banqueting suite along with new developments and enhancements to the public realm would help to transform this local centre, capturing more of the spending power of those visiting the stadium and better meeting the local community's needs.

Jobs and Homes

High quality employment uses within the Growth Zone boundary will be protected. Sites that fall within Aston Regional Investment Site play an important role in the city's economy. Linkages to these businesses will be improved where feasible.

Underutilised employment sites offer opportunities for new housing. Westwood Business Park has been removed from the Core Employment Area as it no longer provides a high-quality environment for businesses. As sites become vacant the area will be redeveloped for housing, creating an attractive residential environment that has a better relationship with surrounding housing. There is also the potential for industrial uses along Tame Road to be redeveloped for housing, providing an improved environment along the waterfront. The Aston Villa Training Academy is currently poorly integrated into the surrounding area, creating dead frontages along Tame Road. The Council will work with Aston Villa to explore the potential to bring forward uses on part of the site that would continue the established historic building line and bring more life to the area.



Proposals that enhance existing housing through measures such as upgrading of neighbourhood environment and improving energy efficiency of homes will be supported. Consideration will be given to creating more public realm and addressing congestion within residential streets through the reallocation of highway and kerbside space currently allocated for parking to other uses.

The Vicarage Road housing estate has been identified as a Housing Action Area due to the level of Council ownership and the date of the housing stock. This is a long-term aspiration for the area and further detailed masterplanning work will be undertaken, which will include working closely with the communities. This could include greater density of homes given the proximity to Aston railway station, the creation of a linear forest that acts as buffer to the Aston Expressway, pedestrian linkages to the railway station and an improved relationship with the surrounding industrial uses.

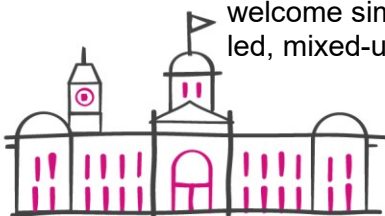
A masterplan is being produced by the City Council in partnership with Aston Villa Football Club and Transport for West Midlands. This will assist the delivery of transformational regeneration within the area in line with the Growth Zone policy.

Policy Outcomes:

- Public Transport Investment, including new bus stops, enhancements to Witton railway station and improved pedestrian linkages to Aston railway station.
- Improved pedestrian and cycle facilities
- New and improved pedestrian environment throughout the Growth Zone
- Greening of the area through opening up the River Tame and extensive tree and other planting
- Improved links to Aston Park
- Road network interventions and greening of streets

Summary of Preferred Option consultation responses:

- Whilst not part of the initial Birmingham Stations' Programme, NR note that there is a growing opportunity at Witton which may have implications for rail station redevelopment.
- Improve facilities within Aston Park.
- AVFC - opportunity for this draft policy to be strengthened to further enable development that would be beneficial to the offer that Villa Park could provide as a cultural landmark and the wider benefits this would bring to Witton. This could be expanded and strengthened to include wider supporting uses and events (incl. additional uses such as hotels, conferencing facilities and entertainment), that would be complementary to the existing sport and leisure uses.
- Support within the policy for a wider range of complementary uses as would further encourage growth to the area.
- Policy should refer to the provision of acceptable alternative uses, and specifically reference the acceptability of hotel use in the area (per draft allocation 3037), which would create a landmark, midrise building that enhances its surroundings.
- Consider suggested wording in AVFC rep.
- L2 SFRA assessment to determine the nature of flood zone 3b and site-specific characteristics of flooding. Site-specific measures may need to be included within the policy from the findings of the L2 SFRA.
- Knighthead acknowledges the recognition in Draft Policy GZ16 of the potential for stadium-led, mixed-use redevelopment to regenerate a Growth Zone, and would welcome similar language to be included in Draft Policy GZ13, in support of sports-led, mixed-use regeneration as part of the Sports Quarter.



- Incompatible with the Core Industrial Area designation?

Main changes considered:

- The Vicarage Road housing estate had been identified as a Housing Action Area due to the level of Council ownership and the date of the housing stock but this approach has changed. The Council will still support investment in the housing stock through the Growth Zone policy.
- Removal from Core Employment Area

Main changes made:

- **The Growth Zone remains in the Plan as GZ13.**
- **Minor text alterations to reflect PO consultation responses, including reference to uses that complement the role of this area of the city as a leisure and tourism destination, such as hotel, conferencing and entertainment, being supported.**
- **Revised Site Allocations:**
Corner and Witton Road and Witton Lane – residential
Land along River Tame – Residential
Site on Witton Road, adjacent to Witton Railway Station – residential, commercial and community uses
- **Opportunity Sites:**
Tame Road Industrial Units along the River Tame - residential and potential retention of some non-designated heritage assets
Westwood Business Park - residential



6.17 GZ17 Perry Barr

Background and Justification:

Perry Barr has long been identified as a location for growth, having the potential to support new homes and businesses. The relocation of Birmingham City University and the selection of Birmingham as Host City for the 2022 Commonwealth Games provided the catalyst for significant change in the area, unlocking opportunities for growth.

The ambition contained in the Birmingham Local Plan (2017) provided the context for more than £700m of public sector investment in the area ahead of the Commonwealth Games. This delivered a redeveloped rail station and multimodal transport interchange, highway reconfiguration to prioritise active travel, an enhanced stadium, a new secondary school and sixth form, new green spaces, and 968 new homes on the former BCU site as the first phase of delivering more than 2000 new homes.

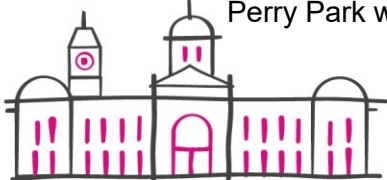
To maximise the benefit of this investment, the Perry Barr 2040: A Vision for Legacy masterplan was prepared by the City Council in partnership with a range of delivery, funding, and community stakeholders. The investment delivered to date and the further enhancements envisaged through the masterplan mean the area can support significant levels of growth.

Policy Outcomes:

- Perry Barr Masterplan
Site allocations
- Perry Barr Village Phase 1
- Perry Barr Village Phase 2
- One Stop Shopping Centre and adjoining land
- Birchfield Gateway

Summary of Preferred Option consultation responses:

- There is some significant flood risk (Flood Zones 2 and 3) within the site with some areas of low flood risk (Flood Zone 1).
- L2 SFRA required. Site-specific measures may need to be included within the policy from the findings.
- Improved access to the reservoir via the rear of the One Stop Shopping Centre from the public highway and would welcome this as part of the policy requirements.
- River enhancements should include the removal of hard engineered river banks and removal of invasive plant species.
- PCCWM: New central custody suite.
- Incompatible with the Core Industrial Area designation.
- Reference to Perry Barr Yard and improvement of canal access supported.
- There is a flood defence which is the Perry Hall playing fields flood storage reservoir including the embankment and spillway structure. This is an Environment Agency maintained flood defence and is also a reservoir under the Reservoir Act. EA would like to see improved access to the reservoir via the rear of the One Stop Shopping Centre from the public highway and would welcome this as part of the policy requirements.
- River enhancements should include the removal of hard engineered riverbanks and removal of invasive plant species.
- Query - whether the Perry Barr Village flats are for sale and when closed off areas in Perry Park will be reopened.



Main changes considered:

- Discontinue as GZ and move under EC4 and ensure cover for the Perry Barr Masterplan. This was not agreed and the Growth Zone remains in the Plan as GZ14.
- The Perry Barr Masterplan (Vision for Legacy 2022) identifies opportunities for change across five areas.
- Should these be site allocations – aligned to policy EC4 (network & hierarchy of centres). Not agreed and the Growth Zone remains in the Plan.
- River Tame Corridor Allocation (not listed but shown on plan)– potential flood risk measures required – EA partnership approach?
- Perry Barr Greyhound Stadium emerges as a potential redevelopment site over the plan period.

Main changes made:

- Discontinuing the Growth Zone is not agreed and **the Growth Zone remains in the Plan as GZ14.**
- **It is now clear that the stadium is likely to close and the question of potential redevelopment of this site and adjacent land along Aldridge Road is to be addressed.**
- **Triangle site included.**
- **3Bs Neighbourhood Plan referenced.**
- **Site allocations updated.**
- **Boundaries have been clarified**, but there are no significant changes.



6.18 GZ18 Greater Icknield

Background and Justification:

Greater Icknield growth zone consists of Birmingham City Hospital bordered by the canal to the north, Spring Hill and Port loop developments to the east, Edgbaston Reservoir to the south and Moilliett Street Park to the west on the border with Sandwell Metropolitan Borough Council. The canal runs across the growth area creating a connection between Birmingham and Smethwick. Within the growth zone there are key employment locations including the Dudley Local Centre and some industrial uses.

This area is one of the most significant areas of brownfield urban renewal in Europe. The area has the potential to play a major role in meeting the City's challenging growth agenda set out in Policy PG1. To maximise these opportunities, the Council has adopted two recent Supplementary Planning Documents which develop the vision for Greater Icknield set out in the previous local plan – the Smethwick to Birmingham Corridor Framework (2022) and the Edgbaston Reservoir Masterplan (2022). The Smethwick to Birmingham Corridor Framework was developed alongside Sandwell Council and other stakeholders. It provides a vision for the area and guiding principles which will be used by delivery partners. The Edgbaston Reservoir Masterplan, adopted by the City Council as a Supplementary Planning Document (SPD) in 2022, provides a clear vision and set of principles to ensure the sustainable transformation of the reservoir for all. The non-statutory Greater Icknield Masterplan also still provides relevant context, although elements are superseded by the Corridor Framework, and also by the Ladywood section of this Plan.

Policy Outcomes:

- Approx. 3,300 new homes.
- At least 117,500 sq.m. of commercial/leisure space.
- New bus lanes, upgraded crossings.
- Improved pedestrian and cycle facilities including expansion of cycle hire scheme
- New and improved public space and pedestrian environment.
- Improved connections between Port Loop development and the Edgbaston Reservoir.
- Provision of green infrastructure to form a green corridor linking up green spaces.
- Enhancements to Canal corridor including provision of new lighting, wayfinding, signage, introduction of water-based sports and recreation facilities.
- Provision of a mobility hub.

Site allocations:

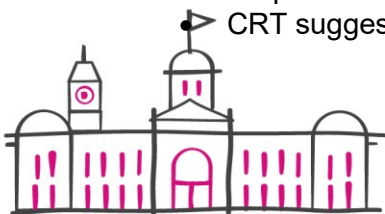
- Western Road
- Tower Mount
- Former Tower Ballroom
- Icknield Port Loop
- City Hospital
- Icknield Square
- Moilliett Street Park
- Hermetic Rubber Factory
- H-Suite

Summary of Preferred Option consultation responses:



- Wording of the policy and the associated reasoned justification does not appropriately recognise the role of the reservoir for sport and physical activity as the masterplan does.
- It is disappointing that the role of the site in meeting needs for community sport and physical activity does not come through more strongly.
- Concern about the loss of public walkway around the ER, undisclosed when the red scheme was explained. Asked about Harborne walkway being preserved. Concern about any loss to open space and how the plan looks to protect green space.
- Respondent suggests use of vacant land near Edgbaston Reservoir for Pocket Park to provide a link and to improve people's mental health.
- The role of the site in meeting needs for community sport and physical activity does not come through more strongly and needs to be more explicit.
- Reference to protecting and enhancing the reservoir as a destination for water sports and other forms of physical activity.
- Proposed reference to incorporating publicly accessible ground floor uses to buildings fronting the reservoir should also require that the uses should complement the activities undertaken at the reservoir.
- Bringing forward residential development at Site 3045 will help to meet the identified housing capacity within GZ18 of 4,273. The allocation should be comprehensively revised to become residential led.
- The first phase of Port Loop has been completed, albeit this reference could be updated to state that Phase 2 is also partially completed.
- Suggested wording change - "Since the granting of the original outline permission, 163 homes have been built or are under construction, with a total of 765 in the pipeline or subject to reserved matters approval. Subject to new planning permission being secured for the remainder of the site, there is an opportunity for approximately 700 – 750 additional homes to be delivered, totalling circa 1,500 homes."
- There are viability challenges associated with the remediation of land, and the need to provide new infrastructure.
- Important that the BLP does not over-burden schemes to the point whereby delivery is stifled as a result of viability challenges.
- Consider the recent financial viability evidence associated with the Icknield Square planning approval to determine what can be delivered in the area.
- whilst Icknield Square is identified within the Growth Zone policy as an 'allocated site', there is no supportive text outlined within the policy itself - this should be updated to ensure that there is a suitable policy framework is provided.
- In respect of the Preferred Options, several proposed allocations are affected by overhead and underground high voltage lines. These include Western Road. Text should be amended in light of the advice and recommendations from National Grid.
- Port Loop is referred to under various names including Port Loop, Icknield Port Loop and Icknield Port Loop Village. One naming convention should be used consistently.
- There is no mention of the reservoir's role as a water supply source for the canal network. Add additional text as suggested to ensure this development constraint is understood, consistent with the Adopted Edgbaston Reservoir Masterplan Supplementary Planning Document.
- Para 23.9 deals with Port Loop and Moilliett Street Park. For clarity, and to avoid confusion, the text should be separated into two paragraphs.
- Changes should also be made to para 23.12 to ensure that the correct canal names are used, and other suggested changes.
- Reference is also made to a potential new rail station at Monument Road, close to the canal network. If the station were to be developed connectivity to the canal towpath should be addressed.

• CRT suggested policy and text changes.



- Growth Zone Map includes areas of public green space including the extant area of the linear open space within Port Loop. This area will be extended - show that wider area as public green space to be provided.
- Some site allocations appear to have low densities, such as Tower Mount and Molliet Park.

Main changes considered:

- Two adopted SPDs which develop the vision for Greater Icknield – the Smethwick to Birmingham Corridor Framework (with Sandwell Council 2022) and the Edgbaston Reservoir Masterplan (2022). The POR policy will supersede these SPDs which will have limited weight when new BLP is adopted.
- The non-statutory Greater Icknield Masterplan also provides context.
- City Hospital redevelopment update - a comprehensive development comprising a mix of residential, commercial and community facilities.

Main changes made:

- **The Growth Zone remains in the Plan as GZ15.**



6.19 GZ19 Sutton Coldfield Town Centre

Background and Justification:

Sutton Coldfield Town Centre is located to the north of Birmingham and is the largest suburban town centre in the city. It has the potential to be a thriving centre taking advantage of its suburban location, rail station, historic old town and Sutton Park but following years of decline that have been exacerbated by recent trends in retail, the town centre needs to be reinvigorated as a strong destination for a unique shopping and leisure experience with a variety of high quality, centrally located homes and workplaces.

To provide a strategy for the transformation of the town centre, a Supplementary Planning Document (SPD) was adopted in 2021. The SPD sets out a clear, shared vision that provides an innovative route map towards a resilient, multifunctional town centre, guiding investment so that as individual projects are delivered, they support a holistic plan. The Growth Zone has the same boundary as the SPD and includes all the town centre boundary as allocated/designated in Local Plan Policy EC4. The SPD is considered to provide a strong planning framework for the town centre and has therefore been used as the basis for this Growth Zone policy and will supplement the local plan policy.

The preparation of the masterplan was led by the Sutton Coldfield Town Centre Regeneration Partnership. The Partnership is led by Royal Sutton Coldfield Town Council and involves a broad range of stakeholders including the Birmingham City Council, Sutton Coldfield Business Improvement District, community organisations, and Transport for West Midlands, amongst several others.

Since the adoption of the SPD further work has been undertaken on the delivery of the projects within the masterplan, including detailed transport work. This work is ongoing and as part of this approach to improving the connectivity, all roads in Sutton Town Centre will be subject to a Healthy Streets Quality Audit process, which will identify improvements that can be made to enhance the overall quality of the streetscape to benefit all users. Additional evidence will be produced where appropriate to support the delivery of the policy, including a car parking strategy.

Policy Outcomes:

- Around 700 new homes
- Public Transport Investment, including new bus stops and enhancements to the station.
- Improved pedestrian and cycle facilities.
- New and improved public spaces and pedestrian environment throughout the town centre.
- Greening by opening up Plants Brook and extensive tree and other planting.
- Improved links to Sutton Park.

Site allocations:

- Red Rose Wider Area
- Station Gateway
- Newhall Walk Shopping Centre and adjoining sites
- Gracechurch Centre



Summary of Preferred Option consultation responses:

- Further detail / clarification in relation to the site requirements for the Gracechurch Centre.
- Amendment of wording “provision of bus service improvement along South Parade” listed in the site requirements in Appendix 1.
- SCTC - stronger planning framework to ensure a comprehensive approach and high design quality. This should also be more explicitly recognised within the GZ19 proposals by reference to the need for a Design Code for the town centre and more detailed development briefs as appropriate.

Main changes considered:

- Discontinue as Growth Zone? Replace with specific reference in EC4 Urban Centres.
- Potential town centre allocations rather than Growth Zone strategic policy/allocations?
- In the POR (Jul 24) it is stated there is currently an overprovision of retail floor space and the redevelopment and reconfiguration of existing retail floorspace to other town centre uses will be encouraged, where these uses support the vitality and viability of the town centre.

Main changes made:

- **Discontinuing the Growth Zone agreed. The Sutton Coldfield content remains in the Plan under new Policy EC4A Centres for Significant Change.**
- **The Town Centre Boundary and former Growth Zone Boundary have been re-assessed and changes proposed.**
- **The Town Centre SPD Boundary remains unaffected – to be shown on diagram.**
- **The Site Allocations remain unchanged.**



6.20 GZ20 Longbridge

Background and Justification:

Following the closure in 2005 of the MG Rover plant at Longbridge, the City Council, in association with Bromsgrove District Council and other stakeholders, prepared the Longbridge Area Action Plan (AAP) to secure the comprehensive regeneration of this strategically important brownfield site that straddles the city boundary. The AAP was adopted in April 2009.

The Birmingham Development Plan, adopted in 2017, supported and carried forward the Longbridge Area Action Plan (AAP) proposals. The proposals emerged from extensive consultation with the local community, stakeholders and other key partners. Extensive progress has been made, with completion of the first phases of the Regional Investment Site (RIS) at Longbridge Technology Park, the new Town Centre (including the college, extensive retail, hotel and offices), a new urban park, and 1353 new homes. Approximately 1.43m sq.ft. of business floorspace has been developed, and significant development opportunities remain.

The Birmingham Local Plan will supersede the AAP. The outstanding proposals from the AAP are not extensive enough to warrant a revised AAP, which would require a separate plan process. Including the proposals within a Growth Zone is a more efficient way forward, consistent with other plan proposals.

The development of the former West Works (Site ref: LAAP RIS1, H1), MG site and new Town Centre remain to be completed. It is here that the opportunity exists to deliver significant growth and investment.

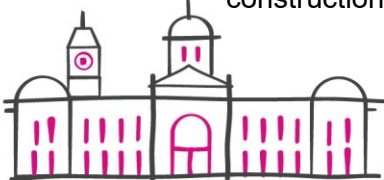
The AAP sought to respond to the closure of the former MG Rover plant by proposing an employment led approach to regeneration. It has created new employment across a range of skills and types and secured physical regeneration and the economic diversification of the area. The AAP has been successful as the vehicle to secure comprehensive regeneration at Longbridge. Additional retail floorspace and housing has been delivered, and there are no serious impediments to the development of the remaining proposals.

Policy Outcomes:

- Park Square - 376 new homes.
- West Works - 13ha of commercial development, 350 new homes, 11ha of public realm.
- MG Site – up to 2.12ha (15,000 sq.m. of employment, up to 695 new homes, up to 4.21ha of open space.
- Cofton Park – masterplan.
- Station improvements.
- Site allocations – West Works and MG Site.

Summary of Preferred Option consultation responses:

- A L2 SFRA should investigate the flood risk of these sites in further detail including the level of mitigation required and whether the proposed site uses, and housing numbers/densities can be accommodated. Site-specific measures may need to be included within the policy from the findings of the L2 SFRA.
- Much of the site already benefits from planning permissions and is under construction for a scheme of housing, with new riverside walking and cycling routes



through to Frankley. Employment development is under construction on some of the balance, with further employment parcels also set to come forward.

- It should more logically relate to the balance of the site not yet delivered. Site areas should be adjusted accordingly.
- The mixed uses proposed does not align to the Policy set out within the Plan at GZ20, not least in the way it does not identify that part of the site proposed as a Core Industrial Area, nor the proposed housing area.
- The prescriptive proposed floor areas for particularly described 'industrial' development is arbitrary, and the plan should merely define the extent of land available for the Core Industrial Area.
- Site requirements seem to merely state some of the requirements from the former Area Action Plan, which now do not align to Policy GZ20 including mistaken now outdated references to the following;
- 25ha gross employment land – this was the previous size of the total employment area extending to include the wider former Regional Investment Site also on the North Works Car Park site (now Longbridge Technology Park)
- Prescriptive references to the provision of a Technology Park, when the land is now identified in the Plan as a Core Industrial Area and Policy EC2 should apply
- A maximum provision of 25,000 sq.m m of office space, again an outdated reference to expected office provision within former Regional Investment Sites, not superseded by Policy EC2 of the new Plan.
- A maximum total of 10,000 sq.m m of services and amenities, again a misplaced and outdated reference to the former AAP policy.
- The site allocation makes no reference to B8 use, but this is a permissible use within Core Industrial Areas under EC2.
- Worcs CC requests clarification on how and when the key infrastructure requirements for Longbridge, e.g. improvements to Longbridge Rail Station, will be funded and delivered, and the contingency to cover the eventuality that sufficient funding is not available.
- The River Rea main river flows through the northern section of the growth zone and part of it has already been restored and re-landscaped next to the South and City College Birmingham Building. We would like to see this continued for the West Works site allocation and support policy GZ20 where it states '11Ha of public realm... and enhancements to the River Rea SLINC.' The connectivity and flows between the two sites West Works to Park Square, underneath the A38 bridge, including the removal of any remaining culvert, should form part of the enhancement works.
- There is a missed opportunity here to activate the local centre in the evening through hospitality and night-time economy uses.
- Despite the opening of the relief road the high street is still traffic dominated and the public realm poor. This should be addressed.

Main changes considered:

- The Longbridge Area Action Plan (2009) has several undelivered allocations. Should these be site allocations? Updated position on commitments needed.
- MG Motors site: several historic buildings on the site which are important in the history of the British Motor industry which should be retained and repurposed for employment use within any development. Update on allocation progress/need for detailed brief?
- Need AAP approach to be consistent for this Growth Zone and GZ13, as AAP areas.



Main changes made:

- **Discontinuing the Growth Zone agreed.** The outstanding sites now have planning permission and can be regarded as committed.
- The Town Centre Boundary in Policy EC4 remains unchanged.



6.21 GZ21 Northfield

Background and Justification:

Northfield Town Centre is highly accessible by public transport, with Bristol Road being a major bus route to and from the City Centre. Northfield Railway Station is located 1 km to the east on the Cross City line (although the pedestrian and cycle routes and wayfinding to the station are all in need of improvement).

Northfield experiences poor connectivity between residential areas, the Town Centre, key local facilities and the Railway Station, particularly by sustainable modes, and evidence shows that existing levels of walking and cycling are low. A programme of connectivity improvements will deliver an environment which is conducive to walking and cycling and to redress the balance between vehicles and active travel modes.

The key issue for Northfield is to maintain and strengthen its importance to the surrounding predominantly residential areas, and the residents who rely upon the Town Centre for the majority of their convenience shopping and service needs.

The City Council has invested significantly in Northfield's infrastructure, public realm and community facilities, including opening the relief road (Sir Herbert Austin Way), and replacing the former Northfield swimming baths with a modern leisure facility offering a multi-use sports gymnasium and training facilities in addition to a new swimming pool.

There is scope for considerable further investment in Northfield, with opportunities for development at Prices Square, on the western side of Bristol Road South and adjacent to Sir Herbert Austin Way, and in and around Northfield Shopping Centre and Victoria Common Park.

Policy Outcomes:

- At least 100 new homes
- Improved pedestrian and cycle routes and wayfinding to Northfield Rail Station
- Improvements to Victoria Common Park
- Public transport improvements
- Improved east-west connectivity across the Town Centre, particularly for pedestrians and cyclists.
- Public realm improvements including at gateways into the Town Centre and the potential for a new / improved public square.
- Site allocations - North and South of Lockwood Road, Prices Square and Bell Lane

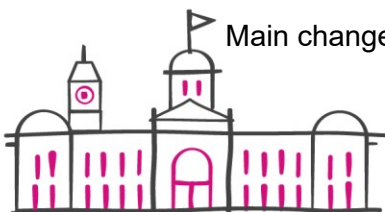
Summary of Preferred Option consultation responses:

- The night-time economy should be promoted to counterbalance the perceived dominance of hot food takeaways.

Main changes considered:

- Discontinue as Growth Zone.
- Potential town centre allocations rather than GZ strategic policy/allocations?
- Allocations aligned to policy EC4 (network & hierarchy of centres).

Main changes made:



- **Discontinuing the Growth Zone agreed. The Northfield content remains in the Plan under new Policy EC4A Centres for Significant Change.**
- The Town Centre Boundary and Site Allocations remain unchanged.



6.22 GZ22 Selly Oak

Background and Justification:

Selly Oak and South Edgbaston was included as Growth Area GA9 in the Birmingham Development Plan, and by the Wider Selly Oak Supplementary Planning Document (SPD), adopted in June 2015. Many of the proposals within the SPD have now been implemented, and a significant amount of new development has taken place over the last few years. This has included the development of the former Selly Oak Hospital site for housing, the development of the Selly Oak Shopping Park on the former Birmingham Battery site, the construction of the £16 million Aston Webb Boulevard and student flats that front its northern edge. Construction of the extended University Station has recently been completed, and discussions continue regarding a number of other development sites and opportunities.

The residential area to the south of Bristol Road, along with the former Selly Oak hospital were also included in the BDP Growth Area and Wider Selly Oak Supplementary Planning Document. These areas are not included within the proposed Growth Zone on the basis that the former hospital site has now been redeveloped, and issues relating to the residential area south of Bristol Road becoming a concentration of student housing is dealt with elsewhere. There are, however, a small number of potential development sites within this area that are close to the local centre, and these are included as development opportunities.

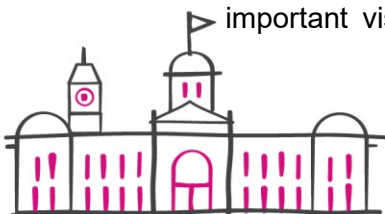
Demand for health services provided by the Queen Elizabeth Hospital has increased by about 60% over the last several years and the Women's hospital continues to upgrade its buildings. Additional facilities are planned, and these will be brought forward alongside the detailed consideration of high-quality design, enhancement of the environment, improved accessibility and connectivity and ongoing consideration of amenity and sustainability issues.

The University of Birmingham has invested over £600 million in its campus over recent years to enhance the student, staff and visitor experience and consolidate its national and international reputation for learning and research. The 12 acres 'Green Heart' focal space has been completed and new buildings will provide next generation teaching and research space to complement the new welcome centre, hotel and expanded conference facilities.

In collaboration with key stakeholders, the University is working on the development of a proposition for a Life and Health Sciences cluster to provide at-scale research facilities. The scheme consists of a series of future proofed, flexible and adaptable, and efficient research laboratory buildings for the site adjacent to the canal and to the west and north of the new Molecular Sciences Building and new Life and Health Sciences building is the proposed next step of this concept.

Birmingham is uniquely placed in that the Queen Elizabeth Hospital Birmingham, one of the largest single-site hospitals in the UK and one of the largest teaching trusts in England, is adjacent to the University. The Life and Health Sciences cluster will fuse the two sites, establishing a centrepiece for training, research and practice in the UK.

The Institute for Translational Medicine and the Bio-Medical Hub play a key part in such work, and this will be further enhanced with additional investment and growth in biomedical businesses and research facilities. The University provides an increasingly important visitor destination with a number of established attractions such as the



Barber Institute and Bramhall Music Building which has been complemented with investment in new sports, hotel and conference facilities.

Birmingham Health Innovation Campus (BHIC) will be a world leading healthcare technologies hub. Offering high quality, flexible lab and office space, the first phase opened in the autumn of 2024. The signature facility of Phase 1 is the Precision Health Technology Accelerator (PHTA) which will be the focal point of the development, providing up to 6,000sqm of innovation, co-creation and incubation space.

BHIC/PHTA will harness world-leading academic and clinical strengths while bringing new commercial power to the region to accelerate life sciences research, taking innovative new healthcare treatments and technologies from early development to real life application.

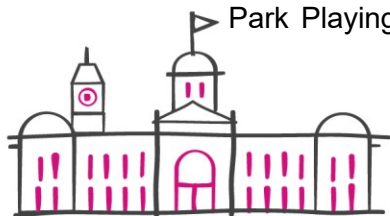
A 10-year masterplan is being developed for the Campus, which is being delivered by the University of Birmingham as landowner, and which will provide up to 700,000 sq.ft. of state-of-the-art lab, office and incubation space acting as a catalyst for the growth of the Midlands life sciences sector. It is set to create over 10,000 new jobs and contribute £400m GVA to the regional economy by 2031. It will become the only science park in the region dedicated to health and life sciences, sitting at the heart of a critical cluster of health excellence, led by Birmingham Health Partners, creating opportunities for transformative collaborations between businesses, the University and NHS partners.

This will be a pioneering and globally significant location that brings together outstanding researchers, clinicians, policy makers and industry to rapidly translate scientific and clinical insights into patient benefit and economic growth. It will reinforce Birmingham's global role, supporting innovative new partnerships and leveraging strong existing collaborations. Working with and for the large, diverse regional patient and public communities, it will be unparalleled in its ability to co-create dynamic solutions to some of the biggest challenges in life sciences and healthcare.

The new state of the art University railway station is designed to accommodate 7 million passengers a year – many times greater than the former station and with much improved facilities. The scope for improvements to Selly Oak Station will also be considered. Sprint bus rapid transit will also provide an attractive, quick and efficient way for people to travel between Selly Oak, surrounding areas and the city centre. Walking and cycling routes continue to be improved – the 4km fully segregated cycleway along the A38 provides a safe and fast route into the city centre. Additional paths and safe routes will be developed, including along the canal with enhanced access, surfacing and waymarking. Opportunities to reduce parking pressures on local residential roads will be explored.

The route of the Lapal Canal will be protected and potential for funding and works to re-establish the canal will continue to be explored.

New Fosse Way Gateway and environmental strategy: Significant environmental schemes have already been implemented across the area – including the new Green Heart that lies in the centre of the university. A new plaza at the centre of the Life Sciences/University/Health Innovation Campus could form a welcoming arrival place for train and bus passengers; a meeting place and event area and a contemporary space that celebrates the rich history of the Metchley Roman Fort scheduled ancient monument - and which will deliver a stronger sense of place. To the north, Metchley Park Playing Fields have potential for further enhancement and wider sporting and



leisure use. Any works at Metchley Roman Fort itself will require scheduled monument consent.

Selly Oak Town Centre will continue to be enhanced through investment in buildings and public space, creating more people friendly streets and spaces benefitting residents, students and visitors. Improvements will include reuse or greater use of historic buildings on Bristol Road clustered on the north side of the railway viaduct and the creation of new and improved public spaces. The 'triangle' site – once occupied by Sainsbury's prior to relocation to the nearby Selly Oak Shopping Park – now has planning permission for student apartments.

For the Town Centre, the quality of the public realm will be increasingly important in enhancing the attractiveness of the centre – particularly along Bristol Road now that Aston Webb Boulevard has been completed. Opportunities will include wider footways, new public space, improved crossings, trees, soft and hard landscaping and street furniture.

Policy Outcomes:

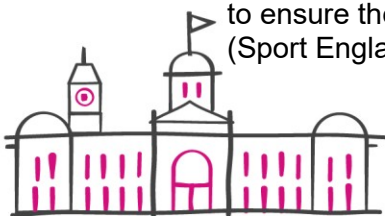
- New Fosse Gateway - public realm works, interpretive installations, lighting and enhanced linkages through the hospital and university campus.
- Canal access and environmental works and further restoration works.
- Environmental works and public realm improvements.
- Further rail station connectivity.
- Improvements to Selly Oak Station.
- SPRINT
- Improvements to POS including sites with designations and other blue infrastructure such as the Bourn Brook.
- Potential restoration of the Lapal Canal.

Site allocations:

- Bristol Road South and Chapel Lane (The Triangle site)
- Selly Oak Industrial Estate, Elliott Road

Summary of Preferred Option consultation responses:

- Policy GZ22 currently makes no direct reference to the BHIC. Given the facility's importance and the references earlier in the text, this is an omission. Policy to provide policy support for the growth of this important facility, including its potential expansion.
- There is currently a designation of a Core Habitat Zone as part of the Nature Recovery Network in the centre of the BHIC. Is this an error and is a designation that has now been superseded?
- Planning permission has been granted for 77,500 sqm of floorspace at BHIC, not the 54,000 sqm mentioned in the document in the first paragraph on page 156.
- it would be useful if the text for this growth zone could make it clear what contribution it is expected to make to employment growth, in which sectors, over the plan period, as well as the contribution it will make to meeting housing need.
- The site allocation for Selly Oak Industrial Estate is a concern due to the lack of reference to the need to relocate the existing Gymnastics Club that occupies part of the site. Make it clear that the developing the site is dependent on relocating this use to ensure the proposal is in accordance with Policy CE14 and para 103 of the NPPF. (Sport England).



- L2 SFRA is needed. Site-specific measures may need to be included within the policy from the findings of the L2 SFRA.
- The document notes that the Triangle site has a capacity of 102 dwellings however a planning application for 836 purpose-built student accommodation units was approved April 2024. Amend - Raises general query about how we address commitments in GZs.
- The plan for Selly Oak needs to mark the scheduled monument (Metchley Roman fort)
- The text needs to acknowledge that improvement works to Metchley Plaza will require scheduled monument consent.
- WJG's site is suitable for all forms of residential including, but not limited to: build to sell; build to rent; co-living; and PBSA.
- CRT welcome canal improvements and better connectivity to Selly Oak railway station.
- Selly Oak shopping park is an unsuitable land use for Birmingham's best connected suburb and should be included in site allocations for redevelopment as a new town centre rather than a car dominated retail park.
- Selly Oak shopping park should be included in the site allocations as a new 1000 home residential community. At present it is an unsustainable and inappropriate land use for one of Bham's best connected suburbs. It is a criminal waste of land.
- Protecting Heritage should include returning the Selly Oak Library into use.
- See responses 51-1 and 51-2 for additional text for inclusion.
- New canal turnaround in Selly Oak - attention to keeping this space in good condition should be a high priority.
- The development of the Triangle into student housing will increase the pressure on parking.

Main changes considered:

- Discontinuation as a Growth Zone considered.
- Many of the proposals within the SPD have now been implemented.
- Potential centre allocations aligned to policy EC4 (network & hierarchy of centres) considered, rather than GZ strategic policy/allocations. Selly Oak Shopping Park is to remain.
- However, on reflection most of the future opportunity in this GZ lies outside the Town Centre, in a much wider area including the University and hospitals. Continuation of the Growth Zone is more appropriate in this location.

Main changes made:

- **Discontinuing the Growth Zone agreed.** The Selly Oak content remains in the Plan under the **Education thematic policy**.
- Triangle and Elliott Road sites are now commitments, and removed as Site Allocations.
- Boundaries remain unchanged.



6.23 GZ23 Erdington

Background and Justification:

Erdington is a suburb of Birmingham 5 miles north-east of the city centre. The area started out as a village which was subsumed by Birmingham's expansion during the rapid industrialisation and expansion of the City. Erdington High Street covers a 0.85km long route through Erdington ward and serves North Birmingham generally including parts of Stockland Green, Gravelly Hill, Pye Hayes, Perry Common, Kingstanding, Wylde Green and Boldmere.

Erdington Town Centre boasts a number of attractive listed and non-listed buildings such as St Barnabas Church, and Erdington Abbey, and has excellent facilities such as Erdington Leisure Centre and the railway station, which as part of the cross-city line has regular services to the city centre.

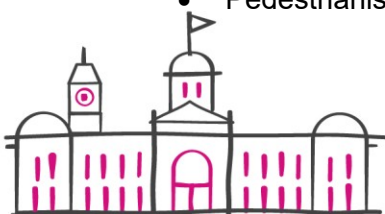
The High Street has declined in recent years. The latest retail and leisure need assessment has evidenced the need for more shops offering comparison goods, and nighttime leisure venues, with activity in the evening currently being focused on hot foot takeaways. Nevertheless, given its location, assets and connectivity there are clear opportunities for growth to re-establish its eminence within the retail hierarchy.

Proposals are being taken forward between Witton Lodge Community Association, Birmingham City Council, and the West Midlands Combined Authority to redevelop the former swimming baths on Mason Road into a community and enterprise hub with space for community activities and events. Together with the adjacent Erdington Library and Birmingham Metropolitan College, the repurposed Baths building will form a cluster of educational and cultural activity at the northern edge of the local centre.

There are proposals for the creation of a new community square at the centre of the High Street involving the demolition of a commercial property (154 - 156 High Street, currently Poundland) and improved links to Central Square, St Barnabas Churchyard, and the High Street. The proposals also incorporated further pedestrianisation of the High Street (to Church Road), and for improved links to the High Street for pedestrians and cyclists from the railway station via Station Road and Wesley Road. The footpath through St Barnabas Churchyard is also identified for improvement in terms of safety and accessibility.

Policy Outcomes:

- Approx. 220 new homes.
- Improved pedestrian and cyclist connections between Erdington Rail Station and the High Street via Station Road and Wesley Road.
- Improved pedestrian environment throughout the town centre, with tree planting, and other planting, blue infrastructure for rest and relaxation, quality street furniture, paving, and play equipment.
- Delivery of a new community square at 152-156 High Steet with green routes through an improved linkage to the centre via St Barnabas Churchyard, and an attractive civic plaza fronting onto to redevelopment of Central Square Shopping Centre.
- Improvements to St Barnabas Church Yard.
- Public realm improvements along Sutton New Road between Station Road and Reservoir Road, and public art and signage at Six Ways junction.
- Pedestrianisation of the High Street between New Street and Church Road.



- Cycle and pedestrian connectivity improvements from the centre to Local Cycling Route 10.
- Site allocation – Central Square.

Summary of Preferred Option consultation responses:

- HELAA REF: 2486 - Decrease in residential density compared to the potential capacity identified in the Housing and Economic Land Availability Assessment (HELAA), which was projected to accommodate 200 units.
- Godwin are seeking viable proposals for the vacant land to the rear of the Centre. The available land will not be suitable for commercial uses at ground level, as it will no longer form part of the retained shopping centre. Instead, it will be developed as a wholly residential scheme.
- The Poundland store, adjacent to St Barnabas Church, is not within Godwin's ownership. However, it is understood that this site may become available for demolition and the creation of a new public square. The City Council will need to discuss this possibility with the current site owner and it will be subject to delivery by the owner or BCC.
- The current drafting of the site allocation's requirements states that it should include a distinctive food and drink offering, retail, family leisure, and workspaces. These uses will now only be feasible within the retained commercial units along the High Street. It is neither practical nor desirable to introduce these uses to the rear of the Site.
- A mixed use scheme is not viable without substantial external funding.
- The final housing density on the remaining land is likely to range from 45 to 100 homes.
- Removal of Central Square suggested by one respondent.
- Support the plans for Erdington, particularly the library as part of "a cluster of educational and cultural activity at the northern edge of the local centre"

Main changes considered:

- One allocation 'Central Square,' Central Square Shopping Centre will be a major site for mixed use development within the town centre, with retail, leisure, creative, food and drink and community and wellbeing related ground floor uses being supported. The former Erdington Baths building will be refurbished as a new community and enterprise hub.
- Update on potential community hub opportunity.

Main changes made:

- **Discontinuing the Growth Zone agreed. The Erdington content remains in the Plan under new Policy EC4A Centres for Significant Change.**
- The Town Centre Boundary has been re-assessed and an extended Boundary is proposed. The Site Allocation remains unchanged.



6.24 GZ24 Tyseley Environmental Enterprise Park

Background and Justification:

The East Birmingham Inclusive Growth Strategy highlights the Tyseley Environmental Enterprise District (TEED) as a significant opportunity for future growth in the area. Originally an industrial area focused around the Tyseley Locomotive works, the 100-hectare district is now a major employment and skills hub. The district is also home to a waste wood biomass power plant, which provides power to a number of local businesses, and the UK's first low and zero carbon refuelling station which includes a range of fuels which contribute to reduced emissions such as hydrogen, compressed natural gas, commercial scale electric charges and biodiesel. Tyseley will also be the location for the National Centre for Heat Decarbonisation promoted by the University of Birmingham which has been awarded funding under tranche 3 of the Levelling Up Fund.

With convenient access to the A45 bus links, and rail links at Tyseley Station to Birmingham City Centre, NEC and Birmingham Airport, in addition to active travel routes to the city centre along the Grand Union Canal, the district is well placed for future growth. Supporting Birmingham to lead the way nationally in the development of sustainable technologies, attracting future investment to East Birmingham, and creating skills and employment opportunities for local people in green technology, green business, food, and a thriving green circular economy.

The Tyseley Environmental Enterprise District (TEED) partnership, consisting of Birmingham City Council, University of Birmingham, and the Tyseley Energy Park have developed a vision which further defines the area's identity and builds on the objectives of the East Birmingham Inclusive Growth Strategy with a commitment to contributing to the net zero agenda.

The Tyseley Enterprise District was identified in the 2017 Birmingham Development Plan which defined it as an economic zone in East Birmingham to support the growth of a low carbon economy, where recycling would be encouraged and the production of energy, local food, and renewables, including manufacturing and supply chain development would be supported. It was also designated as a Core Employment Area within the Birmingham Development plan.

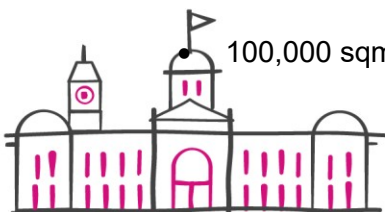
The area is also designated as a "Green Travel District" in the Birmingham Transport Plan which is a fully funded programme to reduce the use of private vehicles through schemes such as car sharing, bike hire, and freight consolidation.

The area has the potential to provide over 100,000 sqm of new floor space and up to 1500 jobs. While there has been some recent development in the area following its allocation through the BDP, there is a need for continued investment to tackle local socio- economic conditions, physical barriers and community constraints that undermine the sites integration into the local community and its attractiveness. There are up to 8000 residential assets within the TEED area and its immediate surrounds, and despite catalyst sites for growth within the zone coming forward the benefits have to be fully filtered through to the local community.

Across the area and in surrounding wards there are issues regarding accessibility to open spaces including formal open space and accessible natural green space.

Policy Outcomes:

100,000 sqm of commercial floorspace and 1500 jobs



- Improved pedestrian and cyclist connectivity across Coventry Road, Stockfield Road, and Small Heath Highway
- Improved public realm using healthy streets methodology along Coventry Road, Stockfield Road, the Grand Union Canal, and at Tyseley Station.
- Tyseley Bridge and associated highway works.
- Delivery of formal open space with child and youth play facilities at the junction of Wharfdale Road and Kings Road and gateway entry feature on arriving in the TEED from the railway station.
- Improvements in planting, lighting, safety, and the number of access points to the Grand Union Canal
- Amenity, access, and safety improvements to the River Cole Corridor
- Delivery of mobility hubs at key locations to support modal shift to walking and cycling
- Delivery of improved local cycle routes to and within the TEED
- Greening of all streets within the TEED and improvement in lighting

Site allocations:

- Hay Hall Road
- Tyseley Energy Park
- Hay Hall Business Park
- Former Redfern Road Depot

Summary of Preferred Option consultation responses:

- A L2 SFRA is recommended, and site-specific policy measures may need to be included where appropriate.
- Proposals to improve connectivity between the Airport and Tyseley Environmental Enterprise District are supported.
- Enhancements to Grand Union Canal, number of access points and provision of active frontages to waterside are welcomed.
- Support the references in policy GZ24 to the River Cole corridor will be enhanced with new planting. The Environment Agency removed some weirs and improved habitat in this reach and further planting, removal of invasive species and measures to improve water quality are welcome.
- The vision for the growth zone is for 100,000 sqm of commercial floorspace and 1500 jobs, for this major employment and skills hub.

Main changes considered:

- Not a Growth Zone policy – Core Employment allocation?
- Focus on Environmental Enterprise Park and potential allocations alongside Tyseley Rail Station.
- Environmental enhancements along River Cole Corridor.

Main changes made:

- **Discontinuing the Growth Zone agreed.** Sites moved to Core Employment.



6.25 GZ25 Washwood Heath

Background and Justification:

The site at Washwood Heath, comprising the former LDV Vans and Alstom Train sites, forms part of one of the city's most established and well connected industrial and business areas.

The overall site, 64 hectares, has a long history of employment use, and is identified as Core Employment Land. It is situated 3km to the east of Birmingham City Centre, is bounded by the existing Birmingham - Derby rail line, the new HS2 line (currently under construction) and A47 Heartlands Parkway to the north and the River Tame and A4040 Bromford Lane to the east. Drews Lane, Washwood Heath Road and Warren Road are to the south and Aston Church Road lies to the west.

The site is at the heart of the new HS2 rail line between London Euston and Birmingham Curzon Street that is currently under construction. Both the Rolling Stock Maintenance Depot (RSMD) and the Network Integrated Control Centre (NICC) are located at Washwood Heath as well as the western portal of the Bromford Tunnel.

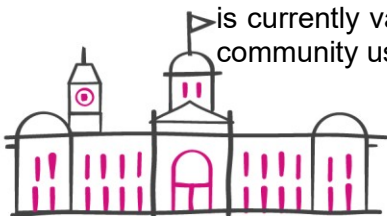
Although the surrounding residential area has a history of regeneration and investment it is still recognised as being economically and socially disadvantaged with high levels of worklessness. The Washwood Heath site and HS2 has the potential to generate significant employment and training opportunities for local people which can facilitate the regeneration of the wider area.

The Schedule 17 application (under the High Speed Rail (London – West Midlands) Act 2017) for the Depot and the NICC was approved in February 2023 with construction programmed to commence in 2025 with completion in 2028. The remaining land at Washwood Heath falls outside of the provisions of the HS2 Act and will therefore be subject to future applications under the Town and Country Planning Act 1990.

The HS2 Act identifies Washwood Heath as the Birmingham construction hub for HS2 which affects more land than the footprint for the Depot and NICC. Therefore, following construction there will be a significant employment opportunity site at Washwood Heath, currently up to 20ha. Following assurances under the HS2 Act from the Secretary of State, a Memorandum of Understanding was completed in 2021 setting out how the City Council will work with HS2 to develop a masterplan for the site. To this end a regular working group has been established with HS2 to progress the masterplan.

To the south of the site, at the junction of Drews Lane and Washwood Heath Road, there is an additional 4ha of employment land that HS2 did not acquire through the HS2 Act. The owners, Aviva, have secured planning approval for the employment development of this land.

To the south of Washwood Heath Road is Ward End Park, a significant area of public open space serving the local community. The Ward End Park Lakeside Renewal Project has been progressed with improvements to the Dolphin Centre (an education and training centre) and a suite of environmental and biodiversity improvements. Part of the scheme will allow for improved access around the park, with interpretation of the various habitats and waymarked and improved cycle access linking the neighbouring communities including the Washwood Heath site. Ward End Park House within the park is currently vacant and presents the opportunity for refurbishment for commercial and community uses that will enhance the overall vitality and security of the park.



The East Birmingham and North Solihull Corridor has also been identified as one of six Levelling Up Zones as part of the West Midlands Combined Authority's Deeper Devolution deal. Key investment sites within each (including Washwood Heath) will be unlocked by a new agreement with the Government that enables the region to retain business rates growth over the next 25 years, worth around £500 million. This will ignite the WMCA's growth agenda, which sets the region on course to grow the local economy by £3 billion and create 45,000 new jobs.

The land at Washwood Heath is within a Core Industrial Area and falls within the largest category of sites in the portfolio of industrial land prescribed under policy EC1.

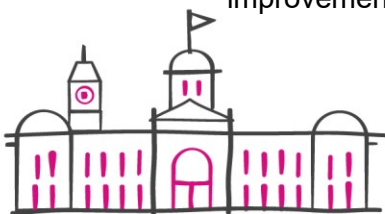
Overall, the scale of development opportunity will allow the creation of a high-quality new business environment, with scope to create an area with outstanding amenities for business occupiers and visitors.

Policy Outcomes:

- An exemplar industrial development of over 20ha
- Access improvements to Bromford Lane and Bromford Gyratory as required, including HGV access.
- Public transport investment, including new bus stops and enhancements and linkages to the proposed rail station at Fort Dunlop / Bromford (as part of the Midland Rail Hub).
- The promotion of active travel including pedestrian and cycle facilities
- New and improved public spaces and pedestrian environment throughout the site including the east / west link through the site as well as links to Ward End Park to the south and the River Tame and Bromford Estate to the east.
- Further enhancements to Ward End Park, including Ward End Park House
- Training and job opportunities targeted at the local community.
- Improvements to the Wash Brook including the water quality and exploring the restoration of the natural channel where possible.

Summary of Preferred Option consultation responses:

- The emerging Birmingham Local Plan Preferred Options document also uses the same terminology and identifies 27 Growth Zones. These are not the same as the WMCA Devolution Deal EBNS LUZ and Washwood Heath Growth Zone and therefore there is the potential for confusion. As such, it may be appropriate for the BLP to consider whether different terminology might be used to differentiate between the two.
- Several points of clarification and some suggested rewording of text – see HS2 rep (43). The growth zone is a key investment site for businesses and includes the HS2 line on part of the site.
- There is some significant flood risk to the northern part of the zone where it is nearest to the River Tame. A L2 SFRA is recommended, and site-specific policy measures may need to be included where appropriate.
- Lower Rea channel north of Heartlands Parkway - potential for off-site improvements to reduce flood risk from collapse of these walls.
- The proposed rail station at Fort Dunlop / Bromford is not in NR's scope for Midland Rail Hub.
- Avoid restricting future uses to rail related industries
- Apply a more flexible and less restrictive policy approach (particularly wider improvements, e.g. to Wash Brook, Ward End Park and pedestrian links).



Main changes considered:

- Current text states 'Washwood Heath will be brought forward for high quality employment development and a Masterplan will be prepared with HS2 setting out in more detail the design, connectivity and sustainability guidance for the development of the site.'
- Not a Growth Zone policy – this is a Core Employment allocation.

Main changes made:

- **Discontinuing the Growth Zone agreed.** Sites moved to Core Employment.



6.26 GZ26 Langley SUE

Background and Justification:

Factual changes are proposed to the existing BDP policy GA5 Langley Sustainable Urban Extension and are set out below as the proposed new Policy GZ26.

Exceptional circumstances to justify alterations to the Green Belt boundary in order to allocate a Sustainable Urban Extension at Langley were demonstrated through the adoption of the BDP. The allocation of Langley SUE in the BDP was followed by adoption of the Langley Supplementary Planning Document (2019) which provides additional detail to support implementation. The SPD sets out detailed guidance in relation to connectivity, design, and sustainability. It also defines the approach to delivery and phasing. The majority of the development area is considered to have low ecological value, with small areas of higher value designated as SLINCS. However, adequate mitigation and compensation will be delivered as part of the development process. Development should protect and enhance biodiversity reflecting priorities in the City of Nature Plan and Local Nature Recovery Strategy.

The landscape and visual sensitivity of the majority of the area is judged to be low due to the lack of landscape components and potential development being able to be accommodated in the area without significant loss of landscape features and opportunities for replacement/mitigation.

Land west of the A38 is clearly the most sustainable and accessible of all the options considered due to its proximity to existing local facilities. It also has fewer highway constraints and will impact on fewer junctions.

Heritage assets within the development area include Fox Hollies and its surroundings, including the parkland to its south and the crucible walls to its east; Langley Heath Farm and its setting; Langley Gorse and its setting; Langley Hall and its surroundings, including the moat and two fishponds; former fishponds or millponds on Langley Brook; Springfield Farm and its enclosure; fields around Ash Farm; and Fox Hollies Road. These include designated heritage assets and their settings which will be excluded from development, and heritage assets whose contribution to the character of the place can be enhanced by retention and through design solutions. Archaeological excavation has will be undertaken in advance of development, followed by analysis of the results and publication of reports.

New Hall Valley Country Park is an important countryside area which penetrates deep into the urban area and is designated as Green Belt. Retaining a green corridor to the Country Park and the wider Green Belt is a key element of the proposed development. At an appropriate time in the future this green corridor should be re-designated as Green Belt.

Langley's housing density will be a range of densities between 25 – 60 dph with an average around 35-40 dph, reflecting the site's urban fringe location adjacent to open countryside. This density responds to the site's landscape character, environmental qualities and its primary focus on family housing.

Policy Outcomes:

The key requirements are set out in the Council's Adopted Langley Supplementary Planning Document and these should be delivered comprehensively as part of the Sustainable Urban Extension.



Summary of Preferred Option consultation responses:

- Wording would benefit from a more detailed reference to the requirement to provide a new sports hub.
- New sports facilities as part of the provision of new schools within the development should also be referenced to be made community available in line with policy CE14.
- SCTC is aware concerns have been expressed locally about the impact of the development at the urban edge along the sensitive western perimeter of the site boundary. The supporting text should be amended in response to these concerns and to recognise the importance of mitigating the impact and retaining more landscape features in this area.
- Development is anticipated to commence in 2025.
- BCC has not specified this proposal within a Strategic Policy and has not set out and justified this proposal with reference to the 5no. criteria. This proposal is also not considered to meet the 5no. purposes of Green Belt listed in NPPF paragraph 143 and has not been addressed through the BCC Green Belt Background Paper. Green Belt Review should address this.
- Detailed suggested changes – see rep 62 Savills on behalf of Langley Sutton Coldfield Consortium.
- In relation to strategic modelling, the reference to National Highways should be amended to: "...can be identified and discussed with National Highways England in relation to the Strategic Road Network)...".
- The policy wording includes duplicate references to the primary focus of the Langley development being to deliver family housing, including areas of residential development averaging around 35-40dph. This wording could be rationalised.
- A new interchange at Minworth combining a passenger rail station and a Metro spur which connects to the East Birmingham Extension?
- Outline planning application (ref. 2021/10567/PA), pending but with resolution to grant subject to S106 (expected early 2025), is for 5,500 units.
- The only way to make this even remotely sustainable is to increase the density, reduce the parking and maximise public transport availability beyond Sprint. A new interchange at Minworth combining a passenger rail station and a Metro spur which connects to the East Birmingham Extension will make it tolerable.
- Do these factual changes include changes to the misleading name as the development is neither sustainable nor urban?

Main changes considered:

- As a Sustainable Urban Extension policy in the current BDP, isn't this a new allocation. It is a commitment to be carried forward than a Growth Zone.

Main changes made:

- **Discontinuing the Growth Zone agreed.** Sites are now committed.



6.27 GZ27 Peddimore SUE

Background and Justification:

Peddimore is located to the north-east of Sutton Coldfield, on land released from the Green Belt through the Birmingham Local Plan 2017. The site provides 71ha for employment uses to meet the needs of expanding sectors in the city. The first phase of development, as well as road access infrastructure, has been delivered.

Exceptional circumstances to justify alterations to the Green Belt boundary in order to allocate land at Peddimore for employment use were demonstrated through the adoption of the BDP. The allocation in the BDP was followed by adoption of a Supplementary Planning Document (2019) which provides detailed guidance to support implementation of the policy. The SPD sets out detailed guidance in relation to connectivity, design, and sustainability. It also defines the approach to delivery and phasing.

The site has low ecological and landscape value and sits within a low lying basin which provides an opportunity to visually contain large scale employment development. The site lies in close proximity to the M42 junction 9 and existing employment areas at Minworth and Kingsbury.

The City Council partnered with IM Properties in 2018 to deliver the scheme. Outline planning consent was secured in August 2019. The first phase has delivered an anchor logistics warehouse. A new junction on the A38 provides vehicular access into the site, and a pedestrian and cycle bridge over the A38 connects the site to the Langley Sustainable Urban Extension and the North Birmingham cycle network to the west. Landscaping has also been delivered. As part of the site wide permission and Section 106 Agreement, a Green Travel District Partnership Board was established in December 2023 with the main objective being to coordinate a 'Monitor & Manage' approach to the use of developer contributions for highways and active travel initiatives to the benefit of occupiers and the wider community. As the Langley SUE comes forward, they will also sit on and participate as part of this group. The moated site at Peddimore Hall is a Scheduled Ancient Monument and its setting is of archaeological importance and will remain in the Green Belt.

Other heritage assets in the development area include Forge Farm, buildings at Wiggins Hill, the Birmingham and Fazeley Canal and historic field boundaries and landscape features. Archaeological excavation will be required where development affects known, predicted or potential heritage assets of archaeological interest.

Peddimore provides a huge opportunity for jobs and this potential has been maximised through promoting local employment and opportunities to improve local skills. A Local Employment Strategy has been developed to secure the economic benefits of Peddimore for local communities. The development will support significant new jobs and training opportunities for local people. A minimum total of 60 Person Weeks of employment per £1million spend on the construction of the site will be provided for New Entrants whose main residence is in the Local Impact Area identified by Birmingham City Council's Employment Team or an alternative source agreed by the Council provided always that each new entrant is suitably qualified for the relevant role. This is secured through a S106 agreement.



Peddimore has been designated a Green Travel District and to support this an online active travel planner has been published. This provides up-to-date information on walking, cycling, public transport, and driving sustainably to and from Peddimore.

Policy Outcomes:

The key requirements are set out in the Council's Adopted Peddimore Supplementary Planning Document and these should be delivered comprehensively as part of the Sustainable Urban Extension.

Summary of Preferred Option consultation responses:

- The approved scheme of development is now largely completed, with the main site infrastructure complete and the estates' first building now occupied by Amazon (2.3m sq.ft.) which began operations in Q4 2023. This leaves 11.5 ha (net) of available land in IMP's ownership, and circa 23 ha (net) owned by BCC.
- Given that the development of Peddimore has reached an advanced stage since the adoption of the Birmingham Development Plan (2017), as indicated above, much of draft Policy GZ27 can now be deemed out of date, simply repeating BDP Policy GA6, which was delivered through the original hybrid planning permission approved in 2019.
- See rep 167 IM Properties (Turley) for discrepancies and shortcomings with the current draft Policy GZ27, where the wording is now too detailed or moribund.
- The detailed site allocation information for GZ27 Peddimore under Appendix 1 of the Preferred Options appears to be missing. This should be provided in full to allow for comprehensive review.
- Identification of canal as heritage asset welcomed.

Main changes considered:

- Peddimore is located to the north-east of Sutton Coldfield, on land released from the Green Belt through the Birmingham Local Plan 2017. As a Sustainable Urban Extension policy in the current BLP, isn't this an allocation rather than a GZ??
- The site provides 71ha for employment uses to meet the needs of expanding sectors in the city.
- As a Sustainable Urban Extension policy in the current BDP, isn't this a new allocation. It is a commitment to be carried forward than a Growth Zone.

Main changes made:

- **Discontinuing the Growth Zone agreed.** Sites are now committed.



7. Preferred Option 2 Growth Zones

- 7.1 After consideration of Preferred Option consultation responses, and a desire for a greater consistency of approach, the number of Growth Zones has been reduced to 15, as follows:

2024 POD	2025 FPOD
GZ1 Park Birmingham	GZ1 Central Heart
GZ2 Western Gateway	GZ2 Western Gateway
GZ3 Nechells	GZ3 Nechells
GZ4 Curzon Gateway	GZ4 Curzon Gateway and Birmingham Knowledge Quarter
GZ5 Gun Quarter	GZ5 Northern Gateway
GZ6 Snow Hill	
	Addition: GZ6 Central Cultural Quarter
GZ7 Newtown	GZ7 Newtown
GZ8 Hagley Road Corridor	GZ8 Hagley Road Corridor
GZ9 South Edgbaston	Growth Zone discontinued.
GZ10 Rea Valley Urban Quarter	GZ9 Rea Valley Urban Quarter
GZ11 Ladywood	Growth Zone discontinued. Move content to Policy HN9 Housing Regeneration.
GZ12 Digbeth	GZ10 Digbeth
GZ13 Bordesley Park	GZ11 Bordesley Park
GZ14 Hockley and Soho Hill	GZ12 Hockley, Soho Hill and Gib Heath
GZ15 Gib Heath	
GZ16 Villa Park and Witton	GZ13 Villa Park and Witton
GZ17 Perry Barr	GZ14 Perry Barr
GZ18 Greater Icknield	GZ15 Greater Icknield
GZ19 Sutton Coldfield Town Centre	Growth Zones 19/21 discontinued. Move content to Policy EC4A Centres for Significant Change. GZ20 Longbridge content is discontinued completely – sites are now committed.
GZ20 Longbridge	
GZ21 Northfield Town Centre	
GZ22 Selly Oak	Growth Zone discontinued.
GZ23 Erdington	Growth Zone 23 discontinued. Move content to Policy EC4A Centres for Significant Change.
GZ24 Tyseley Energy Enterprise Park	Growth Zone discontinued. Move content to Employment Site Allocation.
GZ25 Washwood Heath	Growth Zone discontinued. Move content to Core Employment Site Allocation.
GZ26 Langleigh SUE	Growth Zone discontinued. Move content to Housing Site Allocation.
GZ27 Piddimore	Growth Zone discontinued. Move content to Core Employment Site Allocation.

GZ26 Langleigh SUE and GZ27 Piddimore are existing allocations (now partially implemented) carried forward from the 2017 BDP.



- 7.2 A new Growth Zone is proposed for the revised Preferred Option – GZ6: Cultural Quarter.

Background and justification

Birmingham's cultural offer is a huge part of what makes the city thrive. It has a significant economic impact and attracts large numbers of visitors to Birmingham but is also crucial to ensuring all our communities have access to the arts.

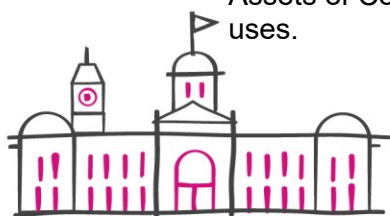
For example, Birmingham Museum & Art Gallery (BMAG) attracts up to 850,000 visitors each year, and over 390,000 people come to see musical theatre every year - the highest musical theatre audience attendance outside London.

Within this Growth Zone there are a significant number of cultural assets that need to be protected and enhanced.





Through identifying these assets and designating the area as a cultural growth zone, investment can be directed towards cultural uses and the associated uses and infrastructure requirements needed to create an ecosystem in which culture thrives. The Council will explore the role of Local Listing, Article 4 and the use of Assets of Community Value as a way to recognise these significant buildings and uses.



There are several significant opportunities for enhancements in the cultural offer within this Growth Zone.

The Council House is the historic home of the City Council. The focus of the city's civic life will be transformed to open up and bring under-utilised spaces into wider use by the community and visitors to the city, alongside providing modern function rooms and offices as the City Council's headquarters. Remodelling the central courtyard will provide a destination space for community and cultural events and activities and enable the reworking of connections with the Birmingham Museum and Art Gallery as well as improve access to the wider Council House complex. Opportunities will be sought to bring more commercially driven income to the building that will support a wider programme of activity. The opportunity for green spaces around the buildings will be explored, along with re-imagining Edmund Street as an exhibition and event space.

Birmingham Museum and Art Gallery (BMAG) showcases one of the greatest civic museum collections in the UK spanning art, history, and science – a priceless resource for learning, creativity, health & wellbeing. Attracting up to 850,000 visitors each year. BMAG is currently undergoing a transformation, with some of the work completed and open to the public. This will significantly improve access and facilities throughout its iconic Grade II* listed historic building to increase and diversify its audiences, enabling galleries and offices to become shared co-creative spaces for communities, educational and cultural organisations.

Birmingham Hippodrome is located at the heart of the area and attracts the highest musical theatre audience attendance outside London, with over 390,000 people coming to see musical theatre every year. The Hippodrome therefore acts as an anchor institution and a beacon to Birmingham's theatre district. Proposals that enhance this theatre, especially schemes that would allow it to have a wider reach to audiences will be supported. At present Birmingham Royal Ballet adjoins the theatre and proposals which provided this institution a greater public presence would also be welcomed. Hippodrome Square will be enhanced as it provides a key location for events and cultural performance right at the heart of the Central Cultural Quarter. The Hippodrome are at the early stages of developing ideas around a National Centre for Musical Theatre in Birmingham. The Centre would be the first national hub for musical theatre learning, development and production, supporting the full lifecycle of education, training and employment for creatives in Birmingham. Bringing together key players in industry, academia and local communities, this world-leading purpose-built facility would house a full ecosystem of theatre development. This proposal would result in the construction of a purpose-built facility within this Growth Zone as part of a wider culture-led regeneration of the area. The site would encompass training, research and development, creation and production space, as well as supporting facilities and infrastructure. The Council will continue to work with partners to support this exciting opportunity.

The expansion and enhancement of other existing theatres or new performance spaces within the Growth Zone will also be supported. Several of our theatres occupy historic buildings that need to be protected such as the Old Rep which sits on Station Street.

Station Street is a key opportunity within this Growth Zone. It is fundamental to the experience of visitors who access this part of the city centre from the Spanish Steps entrance of New Street Station. It is the gateway into the Theatre District, Chinatown and Gay Village. It has several historic buildings that need to be protected including,



the Grade II listed former Market Hotel (Comfort Inn), the Grade II listed Old Repertory Theatre, and the currently vacant Grade II listed Station Hotel (Crown pub), which is also of cultural significance as the pub in which Black Sabbath performed their first-ever gig. It also has the culturally important Electric Cinema, which, whilst not listed, is the oldest working cinema in the UK until it closed its doors in February 2024. The Council is committed to working with partners on proposals to ensure the long-term sustainability of these buildings and is keen to explore with partners proposals that retain the use of the cinema and the pub in recognition of their important social history.

To support the vitality of uses on this street the Council will look to ensure investment in the public realm. The aim is to transform station street into a vibrant destination through the creation of wider footpaths and opportunities for spill out space. The creation of new public space opposite the entrance to New Street station will provide a welcoming gateway to visitors. This will be supported by measures to reduce the impact of cars and congestion on the street. These proposals will be further enhanced through the long-term aspiration of demolishing the TK Maxx building and opening up Station Street onto 1000 Trades Square. The level differences lend themselves to the creation of a focal point through seating steps, providing a space for people to meet.

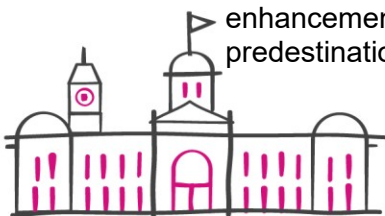
Connections from Station Street to the rest of the Growth Zone will be enhanced, with a key priority being the public realm along Hill Street and Hurst Street. S106 monies will be sought to deliver enhancements along this key route.

The connectivity within the Growth Zone will be enhanced through the demolition of the Ringway Centre, a 1960s Brutalist office block, which currently acts as a visual and physical barrier from this area of the city towards the Chinatown and Gay Village. The redevelopment of this site and the Holiday Inn will provide gateway landmark buildings welcoming visitors to the heart of the Central Cultural Quarter through direct linkages to Hippodrome Square.

The role that both the Chinatown and the Gay Village play in supporting the city is recognised. Both play clear roles in the economic success of the city, attracting visitors and supporting the nighttime and leisure offer. However, their role is greater than this as they both support the vibrancy of the city and meet their community's needs.

The Gay Village evolved organically in the area as the gay community took over derelict venues in what was at the time an industrial area of the city. Over time it has expanded, with the establishment of the Nightingale Club and Windmill bar in the 1980s. and consists of several venues meeting different needs for the LGBT+ community. The area on and around Hurst Street has changed over recent years with a significant amount of new residential developments coming forward. The Council has been working with developers and the community to address any conflict this has caused, especially regarding the impact of the nighttime economy on residential uses. New residential developments in this area will be expected to ensure they do not have a negative impact on the nighttime economy.

The following premises are considered to have important cultural value to the local community and will therefore be protected under Policy EC5 – The Nightingale, Eden, Missing Bar, The Fox, Sidewalk and, Equator Bar. The policy also looks to secure support for the Gay Village through S106 money to ensure the new development contributes to the quality of public realm in the area. Such enhancements could include green infrastructure, increased public space and predestination. Expansion to the cycle network that serves Hurst Street will improve



access to the Gay Village, better linking this area of the city with Birmingham New Street and other transport hubs, the new Smithfield neighbourhood and Digbeth.

The aim is that through measures that improve the visitor experience and safety of the area, along with the protection of key premises, the Gay Village will continue to thrive alongside the new residential developments.

Alongside the Gay Village is the Chinatown with a wide variety of restaurants and shops serving the Chinese community but also the wider community and visitors to the city. Starting with a cluster of businesses and social clubs along Hurst Street in the 1960s the area was officially recognised as Birmingham's Chinatown in the 1980s. The Chinatown plays a significant role in the local economy but also in the vibrancy of the city. Therefore, proposals that celebrate Chinese heritage and culture will be supported.

Measures that will enhance the Gay Village will also enhance the Chinatown due to their coexistence and the Council will work with both communities to ensure the public realm within this area reflects their identities. Proposals for public art will be supported in consultation with the community, wider public and businesses. In addition to the nighttime offer around Hurst Street the area has several other significant clusters of uses that support the cities nighttime economy. Most significantly is The Arcadian and John Bright Street. The importance of this cluster of uses is recognised through Southside being designated as one of three areas in the city that are the sequentially preferable location for high-capacity night-time economy venues within the city (Policy EC5).

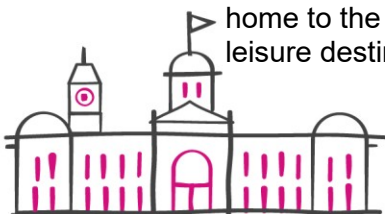
The continued success of John Bright Street, which is home to several restaurants, bars and pubs will be supported through the promotion of existing vacant premises for suitable uses, the protection of the historic buildings along this street and further enhancements to the public realm. The potential to create new public space where John Bright Street meets Suffolk Place and the creation of a new visitor experience for The Alexander Theatre are being explored.

The Arcadian which was built in the 1980s provides a nighttime destination of restaurants, a comedy venue and clubs. There is potential that in the long-term this could be reconfigured or redeveloped to provide a more modern development, but this would require the relocation/reprovision of the existing businesses and uses, including the Ibis Hotel.

The O2 Academy sits within this Growth Zone, but the ring road severs its connectivity. The Council will consider proposals to enhance the pedestrian connectivity to this significant cultural facility. Proposals to make more of a destination through the redevelopment of the office units above and the adjacent multi storey car park will also be welcomed as a way to enhance the visitor experience of this area of the city.

The Council will work with partners such as the Police and Southside Business Improvement District to address concerns around safety and the night-time economy. The potential to setup a Nighttime Economy group to mediate the conflict between stakeholders and involve residents and businesses owners in planning and licensing management could be considered.

The Smithfield site occupies 15 hectares in a central location that was previously home to the wholesale markets. Once delivered Smithfield will be a new cultural and leisure destination, with vibrant retail and food markets, space for start-ups, small



businesses and entrepreneurs. It will be a distinctive place, that reflects the area's rich history, (especially the Scheduled Monument - de Birmingham Moated Site and St Martins Church) with high quality architecture, a network of green infrastructure, public spaces and squares and a dynamic new residential neighbourhood providing sustainable family homes, that is reconnected to the wider city through new streets, public transport and pedestrian and cycle routes.

The Jubilee Centre which sits just outside of the Smithfield development provides artist studios in a central location. This will be supported as a hub for affordable cultural and creative spaces in the Southside. It could provide a cultural venue, studios and community space for artists within the area. Proposals for other such spaces would be supported within the Growth Zone.

Residential uses will be supported throughout the Growth Zone where they complement existing uses, do not cause conflict with the nighttime economy and where they do not propose the loss of a cultural facility. It is crucial that whilst new homes are supported to meet the city needs and bring vibrancy to areas of the city, that they do not undermine the vision for this Growth Zone as a destination for culture.

The northern parts of the Growth Zone centred around Hill Street and Navigation Street, are dominated by operational railway infrastructure, most notably the branching lines into New Street Station. This presents significant difficulties in bringing forward viable development proposals in close proximity to the railway, and the existing voids down to the tracks are required to be preserved due to operational and maintenance requirements for Network Rail, as well as for emergency access. Ongoing engagement between the Council and Network Rail will be undertaken to understand the long-term requirements for the voids and agreeing viable options in bringing forward development options within this area.

Acting as a golden thread throughout this Growth Zone public squares, existing and new, will be better linked together, joining up all the development opportunities, key destinations, transport hubs and cultural facilities together. This will provide a way to activate the city through events that bring all of the community together. It will also promote movement through the Central Cultural Quarter. This will be achieved through improved public realm and wayfinding linking Victoria Square, Hippodrome Square, 1000 Trades Square, St Martin's Square with the new public space in Smithfield and other smaller public squares throughout the Growth Zone. There are also key event spaces within landmark buildings within this Growth Zone, such as within Birmingham New Street Station and the Bullring Shopping Centre. The activation of such spaces for events brings culture to the community and as such will continue to be supported. Opportunities to pedestrianise streets such as Hurst Street will be sought, as a way of activating spaces for public activity between these public squares. If feasible new public spaces will be created by decking over the railway lines from New Street Station.

Policy Outcomes:

- Investment in cultural facilities
- Smithfield development will deliver at least one new significant cultural facility
- Refurbish/protection of the Jubilee Centre
- Both the Gay Village and the China Town will be supported to grow and thrive
- New residential development
- Public realm improvements, new squares and spaces



- In the longer-term Holloway Circus and the feeding roads will be remodelled

Opportunity Sites Identified:

- CCQ-01 Suffolk Street Queensway - residential, commercial, community, hotel and cultural uses
- CCQ-02 Site of New Monaco House - residential
- CCQ-03 Hill Street / Navigation Street - commercial on ground floor, mixed-use including office and residential
- CCQ-04 Land Bounded by Sherlock Street, Macdonald Street, Bishop Street and Hurst Street - residential
- CCQ-05 Access Self Storage & Surroundings - residential (need to incorporate Eden Bar and Youth facilities)
- CCQ-06 Arcadian Centre - redevelopment of existing space for restaurant, bars, hotel and night-time economy uses
- CCQ-07 St James House, 17 Horse Fair - commercial on ground floor, hotel, office and residential on upper floors
- CCQ-08 Horse Fair / NCP Car Park - redevelopment of existing space for restaurant, bars, hotel and night-time economy uses
- CCQ-09 Grosvenor Casino - commercial, including food & beverage, residential and offices
- CCQ-10 Wrentham Street and Lower Essex Street - commercial on ground floor and residential above
- CCQ-11 TK Maxx - commercial on ground floor and residential above
- CCQ-12 Telephone Exchange - commercial and cultural uses on ground floor and residential above
- CCQ-13 Smithfield Quarter Phase 2 - residential, commercial, community
- CCQ-14 Essex Street and Bristol Street - commercial on ground floor with residential above
- CCQ-15 Corner of Hill Street / Hinckley Street (The Crown Hotel) - proposals would need to protect and enhance listed Crown Pub, potential for commercial.



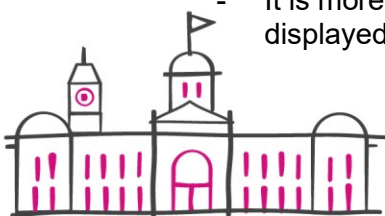
8. Density Assumptions Within the Growth Zones

8.1 The priority in Birmingham is to maximise the delivery of development within the built-up urban area by making as much use as possible of previously developed brownfield sites and underutilised land. The NPPF also requires local planning authorities to make efficient use of land by optimising densities while taking into account the identified need for different types of housing and the creation of well-designed, attractive and healthy places. The Council therefore seeks to take a density optimising approach as set out in the HELAA methodology.

8.2 In determining an appropriate density policy for the city, the Council undertook a detailed assessment of density on sites that were granted planning permission and sites that have been completed between 2017 and 2023. This data is published within the Housing and Economic Land Availability Assessment Methodology (2023) and is reproduced in the Housing Background Paper. The paper provides a detailed explanation of the method used and the findings discovered. It also provides detailed case studies of the densities of recent housing sites in the city. These findings have been used to inform the proposed density targets. The findings of that research are that the average density of dwellings completed in the city centre was 358 dwellings per hectare (dph), in and around urban centres the average density was 91 dph and elsewhere in the city it was 42 dph.

8.3 The research and case studies showed:

- Outside of the city centre densities averaged 42dph. The median density of the schemes reviewed was 36dph. The case studies show schemes of around 40dph have a floor area ratio of less than 0.5 and a bedrooms per hectare density of 100 to 130. On these sites 1.5 to 2 parking spaces per dwelling were generally provided. In the case study examples, most dwellings were 2-bed or 3-bed with a lower proportion of 4-beds. Most dwellings were 2 storey and semi-detached or in short terraces with a smaller number of detached dwellings.
- Within the city centre the average density was 358 dph. The median density was 170dph, however when schemes for minor developments (9 or fewer dwellings) are excluded the median scheme density increases to 267dph. Larger schemes tended to have higher densities, pulling up the average density and anecdotally there seems to be a growing trend for higher density schemes including towers. Lower density schemes were seen in Jewellery Quarter, perhaps because of heritage constraints. The case studies indicate that a density of 400dph and above will equate to a floor area ratio of greater than 3, and bedrooms per hectare densities in excess of 500. The case studies show parking ratios of under 0.5 parking spaces per dwelling. The case studies indicate that a density of 150-400dph is likely to have a lesser floor area ratio of 1-2 and is likely to be compatible with a greater level of greenspace/landscaping provision on site. In all of the case studies, dwellings were predominantly 1-bed and 2-bedroom apartments in buildings of 5 storeys and more in height.
- The case studies show some edge of city centre locations where schemes of a similar character to those in the city centre are being built, namely at Soho Loop in Winson Green/Ladywood, at Edgbaston Cricket Ground and at New Garden Square on Hagley Road.
- It is more difficult to generalise about schemes in and around urban centres. These displayed a large range of net densities from 20dph to 342dph. The median density



was 67dph and the mean 91dph. The case studies indicate that schemes of around 70-150dph can take the form of 3-4 storey apartment buildings or rows of terraced houses. Floor area ratios are likely to range from 0.5-1 and bedrooms per hectare from perhaps 150 to 300.

8.4 Preferred Options Policy HN4 on Residential Densities sets out the parameters for densities within the Growth Zones. This requires that new housing should be provided at a target density responding to the site, its context and the housing need with densities of at least:

- 400 dwellings per hectare in and within 400m of the City Centre.
- 70 dwellings per hectare in and within 400m of Urban Centres and areas well served by public transport.
- 40 dwellings per hectare elsewhere.

8.5 In assessing the suitability of new residential development full consideration will need to be given to the site and its context. There may be occasions when a lower density would be appropriate in order to preserve the character of the locality of an area, for instance, within a conservation area or mature suburb, or where a proposal would make a significant contribution to the creation of mixed and balanced communities, for instance, through the provision of family housing in appropriate locations within the City Centre. Where the density falls below these policy standards specified above, the applicant will be expected to provide supporting information justifying the density proposed.



9. Delivery within the Growth Zones

- 9.1 Where required the implementation of the Growth Zones will be supported by further plan making, including existing, emerging and proposed non-statutory masterplan frameworks or Supplementary Planning Documents to set out more detailed information on delivering the policies. In some instances, these masterplans will be produced in partnership with delivery partners to ensure a joined-up approach to delivery. Other mechanism may also be used to help inform the development of the Growth Zones including development briefs and design codes. The table below identifies all of those plans that will help to deliver each of the revised Growth Zone policies:

Policy	Title	Delivery
PG3	Central Birmingham	Central Birmingham Framework 2040 Birmingham Economic & Place Strategy. Birmingham Knowledge Quarter
Growth Zones		
GZ1	Central Heart	Central Birmingham Framework 2040 Birmingham Economic & Place Strategy
GZ2	Western Gateway	Central Birmingham Framework 2040 Birmingham Economic & Place Strategy
GZ3	Nechells	Central Birmingham Framework 2040 Birmingham Economic & Place Strategy; Birmingham Knowledge Quarter; Birmingham Economic & Place Strategy
GZ4	Curzon Gateway and Birmingham Knowledge Quarter	Central Birmingham Framework 2040 Birmingham Curzon HS2 - Masterplan for growth Birmingham Economic & Place Strategy
GZ5	Northern Gateway	Central Birmingham Framework 2040 Birmingham Economic & Place Strategy
GZ6	Central Cultural Quarter	Central Birmingham Framework 2040 Birmingham Economic & Place Strategy
GZ7	Newtown	Central Birmingham Framework 2040 Snowhill Masterplan; Aston, Newtown and Lozells AAP Birmingham Economic & Place Strategy
GZ8	Hagley Road Corridor	Birmingham Economic & Place Strategy
GZ9	Rea Valley Urban Quarter	Central Birmingham Framework 2040 Rea Valley Supplementary Planning Document; Our Future City Plan
GZ10	Digbeth	Central Birmingham Framework 2040 Digbeth, Deritend and Bordesley High Streets Conservation Area Appraisal & Management Plan
GZ11	Bordesley Park	Central Birmingham Framework 2040 Bordesley Area Action Plan; Urban Centres Framework;
GZ12	Hockley, Soho Hill and Gib Heath	Central Birmingham Framework 2040 A41 Soho Road Framework
GZ13	Villa Park and Witton	Aston, Newtown and Lozells Area Action Plan;
GZ14	Perry Barr	Perry Barr Masterplan, 3Bs (Beeches, Booths and Barr) Neighbourhood Development Plan (parts overlap); Urban Centres Framework; Enterprise Zone
GZ15	Greater Icknield	Central Birmingham Framework 2040 Greater Icknield Masterplan, Edgbaston Reservoir SPD, Smethwick to Birmingham Corridor SPD



10. Our Future City ‘Central Birmingham Framework 2045’

10.1 ‘Our Future City: Central Birmingham Framework’ (CBF) was approved by Cabinet on the 14th of May 2024 to be published as the City Council’s planning vision to guide the future redevelopment of Central Birmingham up to 2045. It provides the route map to help deliver a greener, safer, better connected and more inclusive Birmingham, promoting opportunities for:

- more jobs
- better public transport options
- higher quality, energy efficient, and affordable new homes
- more green spaces

10.2 The framework provides bold proposals that aim to meet the economic, social, and environmental challenges of the next 20 years and beyond. It has been shaped by the citizens, businesses, communities, and investors of Birmingham since the ‘Shaping Our City Together’ consultation in early 2021.

10.3 The CBF 2045 is a non-statutory planning document, but the vision and aspirations set out in the document have informed the preparation of the Birmingham Local Plan (BLP) and will be reflected in the draft policies and land uses proposed in its future consultation stages. From the outset the CBF 2045 Framework has considered all relevant adopted Area Action Plans, Supplementary Planning Documents, Masterplans and Neighbourhood Plans to ensure the delivery opportunities reflect the shared visions in the areas.

10.4 The CBF 2045 framework includes:

- A vision which aims to set the aspiration for Central Birmingham for the next twenty years.
- Six city themes to set out the potential actions to deliver the vision.
- Bold proposals including potential Growth Zones, Housing Action Areas and Major Development Sites identified in each area to achieve the objectives of each city theme.
- Delivery requirements to support a comprehensive, partnership-based approach which continues community engagement and involvement.

10.5 The Framework marks a major change from previous approaches to the city centre, with a clear intention to spread the benefits of development and investment into the surrounding inner-city areas, supporting access to infrastructure, jobs and improved public spaces. Unlike the previous Big City Plan, the CBF 2045 area goes beyond the Inner Ring Road. This is in recognition of the reality that Central Birmingham comprises many destinations, centres, quarters and neighbourhoods each with their own offer, character and opportunities that can deliver growth across our communities. The Framework is geographically grouped into five key areas:

- **City Heart:** Bull Ring, Colmore Business District, Snowhill and Steelhouse, Southside and Westside;
- **Central North:** Eastside and Aston Triangle, Gun Quarter, Nechells and Newtown.
- **Central East:** Bordesley, Digbeth and Small Heath;
- **Central South:** Balsall Heath, Edgbaston and Highgate; and



- **Central West:** Hockley, Jewellery Quarter, Ladywood, North Edgbaston and Spring Hill.
- 10.6 The CBF 2045 will be supported by an ongoing investment strategy. Much of the Framework's Delivery Plan is dependent on the existing Council strategies and investment plans which have informed the Framework's Bold Proposals, including the funding strategies that underpin them. These include the following:
- Housing Strategy (2023-2028)
 - Digital Strategy
 - Property Strategy
 - Transport Delivery Plan
- 10.7 An investment strategy for a framework of this scale and scope will evolve over time as the programmes and projects required to deliver the Bold Proposals are shaped by the changing political and socio-economic landscape over the years. In addition to the existing strategies that are shaping the investment strategy it's important to recognise the evolving political and socio-economic landscape that will inform the funding opportunities that will take it forward.
- 10.8 The 'Trailblazer Devolution Deal' announced in the Spring 2023 budget presents a significant opportunity for the West Midlands to shape and fund its own functional and place-based investment strategies. Informing how these functions will be delivered will be a number of place-based strategies that will come together to bring about multi-year transformation and create critical masses of investment in specific geographies, or 'corridors', below the sub-regional level. This Framework will be a key element within the place strategy for Birmingham and presents a significant opportunity to draw in investment for a number of the Bold Proposals.
- 10.9 In addition to this overarching regional investment strategy, there are also a number of place focused investment programmes that will support the Framework's delivery plan. These include the Enterprise Zone which is already funding several major development sites such as Smithfield. Other programmes include the Council's £1.4bn investment in housing to bring the stock up to decent standards and unlock new opportunities for investment, including in the Housing Action Areas.
- 10.10 The Birmingham Transport Plan (BTP) 2031 Delivery Plan aligns with the CBF 2045 transport ambitions and proposals in terms of delivering sustainable neighbourhoods that are well-served and connected by making it easier to travel by walking, cycling and public transport.



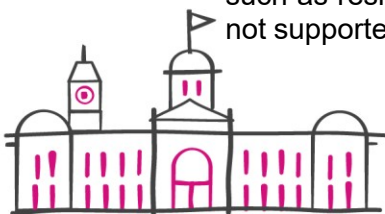
11. The Impact of Growth Zones

Areas of Wider Change within Growth Zones

- 11.1 It is likely that incremental development will bring about change in the majority of Growth Zones. To support this change several Site Allocations have been identified within the Growth Zones where there are clear opportunities for development. There are also wider areas of change. These may be areas that have large amounts of fragmented ownership and/or are currently in active viable uses and are therefore less certain to come forward within the plan period.
- 11.2 In some instances, opportunities may result from Private landowners who decide to substantially redevelop or expand their existing assets, either individually or in collaboration with other landowners and which hold the potential to materially improve the area. Opportunities for comprehensive area change could also result from the emergence of new public sector funding mechanisms, the creation of a major public facility and large-scale Highway infrastructure remodelling.
- 11.3 In these instances, the Council will wish to have close involvement in how the interventions can have the greatest impact for the benefit of existing residents, businesses and the community overall. Strategic discussions will be required, to allow decisions to be taken as to how Council owned buildings, open spaces and public realm could be reconfigured, rationalised or repurposed to support new development and ensure the maximum outcomes from all investments are achieved.
- 11.4 The areas of wider change may also offer different opportunities than site redevelopment such as shop front improvements, diversification of uses, expansions or conversions of existing buildings. In these instances, the Council will work with site owners and investors to ensure proposals accord with the overall vision for the Growth Zone.
- 11.5 Potential locations for 'Areas of Wider Change' include the area around Duddeston Railway station within Nechells Growth Zone and the area including and surrounding St Georges Church and Nishkam High School in Newtown Growth Zone.

Co-Location within the Growth Zones

- 11.6 The co-location of employment and residential uses is fairly common within Birmingham; areas such as the Jewellery Quarter and Digbeth in the city centre have seen a mix of housing and flexible employment space such as offices, small scale distribution and workshops coming forward over several decades as part of the regeneration of those areas from industry-focused areas to urban neighbourhoods supporting a wide range of different uses. The recently adopted Jewellery Quarter Neighbourhood Plan 2030 maintains support for this position through its policies, notably Policy 2(h) which requires major residential schemes in the quarter to provide a proportion of employment space within the scheme.
- 11.7 Regarding employment land, the Birmingham Development Plan (BDP) policy context is contained within Policies TP17 to TP20. Policy TP19 'Core Employment Areas' direct certain employment-generating uses (B1, B2 and B8 Use Class) to land designations which contain the highest proportions of those types of use. These include major industrial sites that are well connected to the strategic road network. Alternative uses such as residential are generally not appropriate in these locations and therefore are not supported in the policy. The city's Core Employment Areas are concentrated to the



north areas of the city, with some designations located close to the city centre (Nechells/Aston and Newtown/Gun Quarter).

- 11.8 At the Issues and Options consultation for the Local Plan review, several representations were made which suggested for employment and residential uses to be allowed 'alongside each other if they were compatible'. The co-location approach delivers employment generating/industrial uses combined with residential uses within the same development, so support for these schemes in the BLP Preferred Options would respond to these representations.
- 11.8 For Birmingham, the HEDNA reports that there are shortfalls in suitable office and industrial (inc. logistics) floorspace, reflecting increasing demands from both sectors, particularly logistics and warehousing.
- 11.10 The research around co-location schemes indicates that well designed schemes can deliver multiple benefits, such as higher proportions of affordable housing units and delivering net increases in greenery, as well as meet the needs of both housing and employment demand in general, all upon an individual site. Co-location schemes align well with the city's growth agenda, in terms of maximising development growth within the city's central areas and delivering job and housing growth sustainable and accessible locations.
- 11.11 The most common layout for co-location schemes in London has been the 'vertical stacked' layout, which could be appropriate in certain growth zones within Birmingham, particularly the ones in the central area that are proposed to be subject to high residential density requirements (minimum 400 dwellings per hectare within the city centre boundaries)
- 11.12 The co-location of Use Class E (g) (iii) general industrial and Use Class B8 (warehousing) with residential units will be encouraged within specific growth zones in the central areas of the city such as Digbeth (GZ.12), Nechells (GZ.3) and the Gun Quarter (GZ.5)

Cultural Action Areas and Place Making

- 11.13 The Council's Cultural Development Service have been awarded funding as part of the Commonwealth Games Legacy Enhancement Fund to develop cultural placemaking strategies for two Growth Zones (Digbeth and Perry Barr) and one Housing Action Area (Druids Heath) as set out in the Birmingham Local Plan Preferred Options Document. These are areas where there are already existing cultural organisations who can feed into a Cultural Placemaking Plan for each respective area.
- 11.14 The successful cultural organisations will co-design a focused art, cultural and heritage vision alongside the community and across different sectors, developing engagement and delivery plans, a budget breakdown, different processes and a framework with which to measure proposed impact. The plan aims: to empower residents to inform place-based strategies; to improve collaboration with those involved in shaping place; identify opportunities for future cultural investment with the outcome of improving perceptions of the area and increase capacity building among cultural organisations.



- 11.15 The Place Based Strategy is an integrated economic place plan which will help to address gaps and bring together various plans through a co-ordinated process. It will combine an active land use (place) and active labour market (people) approach to bring forward land and assets, expand value adding sectors and jobs, and connect opportunities to citizens - and the involvement of citizens in shaping their places. More funding opportunities and action are possible due to the single settlement, Investment Zone and Levelling Up Zone.
- 11.16 Birmingham's economic and place strategy is a whole city approach to accelerate opportunities, support a more resilient, stronger economic base, and enable all people and areas to benefit from economic growth including through well paid, good jobs, transport and digital connectivity and improved citizens outcomes. The approach is both people-based *and* place-based, with long-term, approaches for localities and for citizens such as reducing high levels of poverty and unemployment.
- 11.17 It involves proactive use of land, assets and investment. Advancing the potential of Birmingham is important for regional growth given the scale of the opportunities and city - around 40% of the WMCA regional economy. Specific areas of focus include:

Our Future City Plan (OFCP) area: A non-statutory planning framework which seeks to break down the barriers between the city centre and inner city. Within the OFCP are key development sites and areas including housing action areas, zones or economic growth, greenways, public realm improvements and enhancing community and culture facilities. The OFCP seeks to support economic growth, increase and extend agglomeration benefits from the centre, establish new parks, improve public transport and walking and cycling and accelerate new housing. It involves Our Future City Plan East which is within the East Birmingham North Solihull Levelling Up Zone.

East Birmingham North Solihull Levelling Up Zone: A joint programme between Birmingham City Council and Solihull Metropolitan Borough Council to bring forward growth and jobs unlocking key development sites, address transport connectivity and improve public services in an area with the region's highest concentration of deprivation. North Solihull and East Birmingham (EBNS) covers a functional economic area with similar challenges including transport connectivity and with significant opportunities. The LUZ has business rate retention growth zones.

Birmingham Knowledge Quarter (BKQ): A programme to turn a brownfield area in the north-east of the inner city into a high-growth innovation ecosystem with research, lab-space, manufacturing, start-ups and spin outs. The BKQ is anchored in the existing research excellence of Aston University and Birmingham City University campuses. The BKQ incorporates public realm improvements and benefits from business rate retention, tax incentives and government capital investment. BKQ sits within the wider West Midlands Combined Authority Innovation Zone and is in the East Birmingham North Solihull Levelling Up Zone.

Enterprise zone: Established in 2011 to enable the delivery of infrastructure and drive growth in the city centre. The Enterprise Zone is supported by business rate growth retention. It provides key opportunities outside of the Our Future City Plan and East Birmingham North Solihull areas. Priority areas within the Enterprise Zone include Piddimore, Perry Bar, Druids Heath, West Longbridge, Birmingham Health Innovation Campus, Northfields Town Centre, Erdington Town Centre and Birchfield Gateway.

In addition, across the city there are geographical priorities in relation to:



- Housing sites
- Transport improvements - involving Sprint, bus routes, Metro, rail, active travel and roads
- Parks, open spaces and nature - linked to Birmingham City Councils environmental justice analysis
- Heat action zones - Pilot for energy co-ordination and collective purchasing systems
- Community facilities and infrastructure

Public realm

Birmingham City Council has additional tools at its disposal to advance place priorities via the devolution deal and associated measures. These include business rate retention provisions in the Investment Zone and Levelling Up Zone; access to more long-term funding via the single settlement, and wider West Midlands Combined Authority (WMCA) funding, such as the affordable housing programme.

12. Conclusions

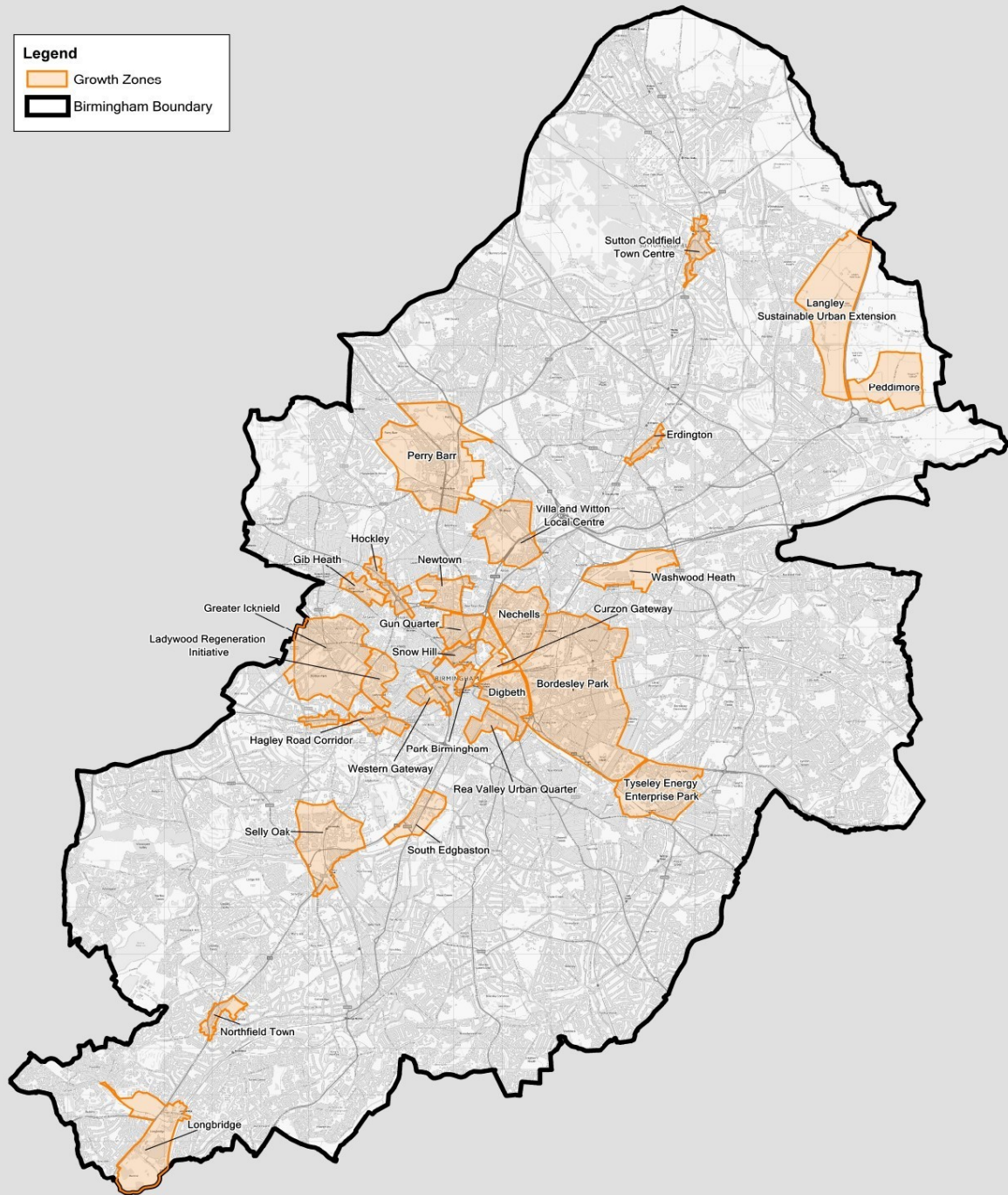
- 12.1 This background paper has signposted the formative national and local policy approaches and key pieces of evidence that have been used to help form the Development Strategy and Growth Zones policies which will help to deliver a sustainable development strategy for the city. The Council considers that this proposed strategy will help to deliver the Plan's vision, objectives and the Sustainability Appraisal objectives.
- 12.2 This background paper has been revised following the 2024 Preferred Options consultation to inform the next stages of the Plan prior to the Publication (Regulation 19) version. This next stage of plan preparation will involve refining the approach including updated evidence and consideration of the public consultation responses, site specific evidence such as Flood Risk Assessments and further work on the Sustainability Appraisal.



**Birmingham Local Plan
Growth Zones**

Legend

-  Growth Zones
-  Birmingham Boundary



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Appendix 1: Birmingham Local Plan Growth Zones (TO BE UPDATED)

