

BIRMINGHAM DEVELOPMENT PLAN 2031**Recommended Main Modifications**

The modifications below are expressed either in the conventional form of **strike-through** for deletions and **underlining** for additions of text.

The page numbers and paragraph numbering below refer to the pre-submission version of the plan, and do not take account of the deletion or addition of text.

Reference	Page	Policy/Section	Main Modification
MM1	9	Introduction	<p>Amend the first sentence of paragraph 1.12 as follows:</p> <p>"Once adopted the BDP will replace the saved policies of the Birmingham Unitary Development Plan 2005, with the exception of those policies contained within chapter 8 and paragraphs 3.14 to 3.14D of that plan which will continue in force until the adoption of the Council's proposed Development Management DPD."</p>
MM2	28	Policy PG1 Overall Levels of Growth	<p>Amend the policy as follows:</p> <p>"Over the Plan period significant levels of housing, employment, office and retail development will be planned for and provided along with supporting infrastructure and environmental enhancements:-</p> <ul style="list-style-type: none"> • 51,100 additional homes. • 2 Regional Investment Sites of 20 and 25 ha and a 80 71 ha employment site at Peddimore. • A minimum 5 year reservoir of 96 ha of land for employment use. • About 270,000 350,000 sq.m. gross of comparison retail floorspace by 2026. • A minimum of 745,000 sq.m. gross of office floorspace in the network of centres primarily

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			<p>focussed on the City Centre.</p> <ul style="list-style-type: none"> New waste facilities to increase recycling and disposal capacity and minimise the amount of waste sent directly to landfill. <p><u>Birmingham's objectively assessed housing need for the period 2011 to 2031 is 89,000 additional homes, including about 33,800 affordable dwellings. It is not possible to deliver all of this additional housing within the City boundary. The City Council will continue to work actively with neighbouring Councils through the Duty to Co-operate to ensure that appropriate provision is made elsewhere within the Greater Birmingham Housing Market Area to meet the shortfall of 37,900 homes, including about 14,400 affordable dwellings, within the Plan period. Policy TP47 provides further details on this.</u></p>
MM3	28	Policy PG1 – Reasoned Justification	<p>Amend paragraph 4.4 as follows:</p> <p>"The Office of National Statistics (ONS) projections (2010-2012) indicate that by 2031 Birmingham's population will rise by 150,000-156,000 and that this will mean an increase of 80,000 in the number of households and the DCLG 2012-based household projections indicate that this will result in an increase of 86,000 households between 2011 and 2031."</p> <p>Amend paragraph 4.7 as follows:</p> <p>"The City Council will seek to work collaboratively with neighbouring authorities to secure the development of further homes to contribute toward meeting Birmingham's housing requirement over the period to 2031. <u>This will focus on the Greater Birmingham Housing Market Area (HMA), which comprises, in addition to Birmingham itself, The Black Country, Bromsgrove, Redditch, Solihull, North Warwickshire, Tamworth, Lichfield, Cannock Chase, South Staffordshire and parts of Stratford-on-Avon. In 2014 the Greater Birmingham and Solihull Local Enterprise Partnership and the Black Country authorities jointly commissioned a study to assess future housing requirements within the two areas and to identify scenarios</u></p>

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			<u>to provide for additional housing to meet any shortfall, including any unmet needs within Birmingham. The study area covers the majority of the Greater Birmingham HMA. The final phase of the study, together with additional work in relation to employment and sustainability, will provide a basis for a strategy to be agreed to accommodate additional housing provision to meet the shortfall arising in Birmingham and any other shortfalls within the study area. In the case of the Greater Birmingham and Solihull LEP, this will be reflected in the LEP Spatial Plan for Growth. The outcome of this will then be taken forward through revisions to individual Local Plans, where this is necessary, to ensure that additional land is allocated for new housing."</u>
MM4	31	Policy PG3 Place making	<p>Amend the first sentence of the policy as follows:</p> <p>"All new development will be expected to be designed to the highest possible standards, demonstrate high design quality, contributing to a strong sense of place."</p> <p>Add the following additional bullet point:</p> <p><u>"Make best use of existing buildings and efficient use of land in support of the overall development strategy."</u></p>
MM5	35	The Growth Areas	<p>Add at the end of paragraph 5.13 :</p> <p><u>"Each policy is accompanied by a plan which illustrates the proposals. This is provided as a visual aid, and does not form part of the policy."</u></p>
MM6	36	Policy GA1.1 City Centre – Role and Function	<p>Amend the third paragraph as follows,</p> <p>"The City Centre Retail Core City Centre Core, as defined on the Policies Map, will continue to be focused around The Bullring, New Street, Corporation Street, The Mailbox and Grand Central and improvements to the quality of the environment and the shopping experience within this area will be promoted supported. Future comparison retail development provision will be supported will be promoted supported.</p>

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			<p><u>“Development will need to consider impacts on soil resources during construction and operation, adhering to Defra’s Code of Practice to protect soil.”</u></p> <p>Add the following at the end of the policy:</p> <p><u>“Prior to development commencing an investigation should be undertaken into the existence of mineral deposits on the site, and any viably workable minerals should be extracted.”</u></p>
MM19	54	Policy GA7 Bordesley Park	<p>Add a seventh bullet point as follows:</p> <ul style="list-style-type: none"> • <u>“Protection for and, where appropriate, enhancement of the varied sports facilities currently located in the area, including at Birmingham City Football Club and Birmingham Wheels Park.”</u>
MM20	54	Policy GA7 – Reasoned Justification	<p>Add the following at the end of paragraph 5.72:</p> <p><u>“The site currently accommodates the Birmingham Wheels Park, providing a range of wheeled sports facilities including speed-skating and go-kart tracks and a stock-car racing circuit, which attract users and spectators from across Birmingham, the West Midlands and further afield. Some of the facilities are extensively used by young people from local schools and community groups. The importance of these facilities is recognised and the AAP will need to support their continued operation through equivalent or better quantity and quality replacement provision elsewhere and/or consolidation on site, in conjunction with any redevelopment of the Wheels site. This will include consideration of the catchment area of the participants involved. Appropriate provision will also need to be made for other existing business occupiers of the site.”</u></p>
MM21	56	Policy GA8 Eastern Triangle	<p>Amend bullet five of the Stechford section as follows:</p> <p><u>“Environmental improvements, including enhancement of water quality, biodiversity and</u></p>

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			<p><u>management of floodrisk along with</u> and enhanced access to the River Cole valley.”</p> <p>Amend the second bullet point of the Meadway section as follows:</p> <ul style="list-style-type: none"> • <u>“....Meadway Local Centre-Meadway District Centre....”</u> <p>Amend bullet four of the Meadway section as follows:</p> <ul style="list-style-type: none"> • “Improvements to Lea Hall rail station, <u>including formalisation of vehicle parking, and improvements to interchange</u> and the pedestrian and cycle links....”
MM22	56	Policy GA8 – Reasoned Justification	<p>Add the following after paragraph 5.98:</p> <p><u>“The limited value of the Yardley Sewage Works site in terms of the role and function of the Green Belt and the shortage of land for housing in the City, together with the local regeneration benefits and the potential for significant enhancements to the Cole Valley, represent exceptional circumstances which justify the release of the site from the Green Belt.”</u></p>
MM23	61	Policy GA9 Selly Oak and South Edgbaston	<p>Amend the penultimate bullet as follows:</p> <ul style="list-style-type: none"> • “Improvements to access for public transport, pedestrians and cyclists including enhancements to the rail station <u>University and Selly Oak rail stations.</u>” <p>Amend the final bullet as follows:</p> <ul style="list-style-type: none"> • “Improvements to the natural environment, <u>including improvements to the Bourne Brook corridor to encourage habitat connectivity between Woodgate Valley and Cannon Hill Park</u>, completion of key links in the City's Linear Open Space walkway network and improvements to the canal network including assistance for the restoration of the Lapal Canal and protection of the preferred restoration route.”

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			<p>Alternative Uses having been actively marketed, normally for a minimum of two years, at a price which accords with other property of a similar type in the area. Where it is argued that redevelopment for employment purposes would be commercially unviable, a viability assessment may also be required which should include investigations into the potential for public sector funding to overcome any site constraints."</p> <p>Delete the final paragraph:</p> <p>"Proposals involving the loss of employment land will be expected to make a financial contribution towards the upgrading and improvement of the quality of other employment land within the vicinity of the development."</p>
MM54	96	Policy TP19 Reasoned Justification	<p>Amend paragraph 7.18 as follows:</p> <p>"The SPD on the Loss of Industrial Land to Alternative Uses provides an appropriate and effective way of assessing loss of employment land proposals. <u>provides further details on the information required when submitting a planning application involving the loss of employment land. An updated version of this SPD will be prepared to reflect the incorporation of aspects of it within this Plan.</u>"</p>
MM55	97	Policy TP20 The Network and Hierarchy of Centres	<p>Add after the second sentence of the first paragraph:</p> <p><u>"Residential development will also be supported in centres having regard to the provisions of Policy TP23."</u></p> <p>Add at the end of the first paragraph:</p> <p>"....will be encouraged, <u>particularly where they can help bring vacant buildings back into positive use."</u>"</p>

Reference	Page	Policy/ Section	Main Modification
			<p>Amend the fourth paragraph as follows:</p> <p>"The comparison retail requirements as set out in the table <u>include commitments and</u> should be treated as specific to each centre."</p> <p>Add the following to the District Centre list:</p> <p><u>"Longbridge"</u></p> <p>Add the following at the end of the District Centre explanation in the table:</p> <p><u>"In the case of Longbridge the provision of additional comparison retail floorspace will be controlled in accordance with policy GA 10."</u></p> <p>Delete the following from the Local Centre list:</p> <p><u>"Longbridge</u></p> <p><u>Tyburn Road"</u></p> <p>Add the following to the Local Centre List:</p> <p><u>"Green Lane</u></p> <p><u>Yardley Road"</u></p> <p>Amend the name of the following District Growth Centre:</p> <p><u>"Perry Barr/Birchfield"</u></p> <p>Amend the names of the following District Centres :</p>

Reference	Page	Policy/ Section	Main Modification
			<p>"Alum Rock <u>Road</u></p> <p>Coventry Road, Small Heath</p> <p>Edgbaston (Five Ways)</p> <p>Swan Shopping Centre"</p> <p>Amend the names of the following Local Centres:</p> <p><u>"The Parade</u>, Hall Green</p> <p>Highfield Road, <u>Hall Green</u></p> <p>Kings Norton <u>Green</u></p> <p>Lozells Road</p> <p>Quinton Village</p> <p>Robin Hood, <u>Hall Green</u>"</p> <p>Make consequential changes to Plan 16 and the Policies Map</p> <p>Amend the final paragraph as follows:</p> <p><u>"Except for any specific allocations in this Plan</u>, proposals for retail, office, leisure and entertainment-main town centre uses outside <u>the boundaries</u> of the network of centres identified in policy TP 20 will not be supported permitted unless they satisfy the requirements set out in national planning policy. An impact assessment will be required for proposals greater than 2,500 sq.m. (gross). <u>The City Centre boundary for main town centre uses, and the City Centre Retail Core boundary are both shown on the Policies Map. Boundaries for other</u></p>

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			<u>centres are shown in the Shopping and Local Centres SPD."</u>
MM56	98	Policy TP20 – Reasoned Justification	<p>Add the following after the second sentence of paragraph 7.21:</p> <p>"The Shopping and Local Centres SPD contains boundaries and Primary Shopping Areas for each of the centres identified except for the City Centre. <u>However it should be noted that the hierarchy used in the SPD differs in some respect from that in this policy. It is proposed to update the SPD to bring it in line with this Plan."</u></p> <p>Add the following at the end of paragraph 7.23.</p> <p><u>"The floorspace figures are inclusive of commitments, which totalled around 142,000 sq m gross in 2012, about 77,000 sq m of which was in the City Centre, Sutton Coldfield and the District Growth Centres."</u></p> <p>Add the following to the end of paragraph 7.27:</p> <p><u>"The leisure, evening economy is also important and will continue to be supported in suitable centres and in line with the principles established in policy PG3."</u></p> <p>Amend paragraph 7.28 as follows:</p> <p><u>"The Longbridge AAP Policy GA10</u> sets out specific levels of retail and office floorspace for the new centre at Longbridge."</p>
MM57	102	Policy TP23 Promoting a Diversity of Uses within Centres	<p>Amend the third bullet as follows:</p> <p>"Restaurants and takeaways, <u>pubs and bars."</u></p> <p>Amend the second and third paragraphs as follows:</p> <p><u>"Within this context it remains important to ensure that:</u></p>

Reference	Page	Policy/ Section	Main Modification
			<ul style="list-style-type: none"> • Centres can maintain their predominantly retail function and provide shops (class A1 uses) to meet day to day needs. • There is no over-concentration of non retail uses (class A2, A3, A4 and A5) within a centre, and no dead frontages to the detriment of the retail function, attractiveness and character of the centre in question. <p>It is recognised that centres vary in terms of the mix of uses they contain and some have niche roles, for example the Balti Triangle in Sparkbrook. These niche roles will continue to be supported.</p> <p>As well as these uses it is also recognised that centres vary in terms of the mix of uses they contain and some have niche roles, for example the Balti Triangle in Sparkbrook. These niche roles will continue to be supported.</p> <p>Within this context it remains important to ensure that centres maintain their predominantly retail function and provide shops (Class A1 uses) to meet day to day needs. Primary Shopping Areas have been defined to help achieve this by protecting the retail function of centres.</p> <p>Within the Primary Shopping Areas:</p> <ul style="list-style-type: none"> • 55% of all ground floor units in the Sub-Regional and District Centres (including District Growth Points) should be retained in retail (Class A1) use and • 50% of all ground floor units in the Local Centres should be retained in retail (Class A1) use. <p>Applications for change of use out of A1 will normally be refused if approval would reduce the proportion of units in A1 use to below these thresholds, unless exceptional</p>

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			<p><u>circumstances can be demonstrated.</u></p> <p><u>In addition, within the Centre boundary of the Sub Regional, District (including Growth Points) and Local Centres, no more than 10% of units within the centre or within any frontage shall consist of hot-food takeaways.</u></p> <p><u>Further detail on the application of this policy is contained in the Shopping and Local Centres SPD. The boundaries of the centres and the Primary Shopping Areas are defined within the SPD."</u></p>
MM58	102	Policy TP23 – Reasoned Justification	<p>Add a new final sentence to para 7.38 as follows:</p> <p><u>"This policy seeks to ensure that the main retail function is not undermined by a concentration of non A1 uses and that an over-concentration of uses such as hot-food takeaways does not occur."</u></p> <p>Amend the final sentence of para 7.39 as follows:</p> <p><u>"More detail on the application of these policies is contained in the Shopping and Local Centres SPD. provides detailed policies on the concentrations of specific uses within Centres."</u></p>
MM59	103	Policy TP24 Tourism and Tourist Facilities	<p>Amend the title of the policy as follows:</p> <p>"Tourism and tourist <u>cultural</u> facilities."</p> <p>Amend the first sentence of the second paragraph as follows:</p> <p>"This will include supporting the City's existing tourist <u>and cultural</u> facilities....."</p>
MM60	108	Policy TP26 Sustainable	Amend bullet 5 as follows:

Reference	Page	Policy/ Section	Main Modification
		Neighbourhoods	"...and the use of green and blue infrastructure."
MM61	109	Policy TP27 The Location of New Housing	<p>Amend the first sentence as follows:</p> <p>"Proposals for nNew residential development...."</p> <p>Amend the first bullet as follows:</p> <ul style="list-style-type: none"> • "Be located outside flood zones 2 and 3a (unless effective mitigation measures can be demonstrated) and 3b." <p>Amend the second bullet point as follows:</p> <p>"Be adequately serviced by existing or new infrastructure which should be in place before the new housing is provided for which it is required."</p>
MM62	110	Policy TP28 The Housing Trajectory	<p>Amend the trajectory as follows:</p> <ul style="list-style-type: none"> • <u>"1,300 dwellings per annum (2011/12 – 2013/14).</u> • <u>1,900 dwellings per annum (2014/15 – 2015/16).</u> • <u>2,500 dwellings per annum (2016/17 – 2020/21).</u> • <u>3,090 dwellings per annum (2021/22 – 2030/31).</u> • <u>1,650 dwellings per annum (2011/12 – 2014/15).</u> • <u>2,500 dwellings per annum (2015/16 – 2017/18).</u> • <u>2,850 dwellings per annum (2018/19 - 2030/31).</u>

Reference	Page	Policy/Section	Main Modification
			And make consequential change to Figure 1
MM63	110	Policy TP28 – Reasoned Justification	<p>Add at the following at the end of paragraph 8.13</p> <p><u>“Whilst the trajectory sets out annual provision rates, they are not ceilings. Housing provision over and above that set out in the trajectory will be encouraged and facilitated wherever possible.”</u></p>
MM64	111	Policy TP29 The Type, Size and Density of New Housing	<p>After the first paragraph, add a fifth bullet point as follows:</p> <ul style="list-style-type: none"> • <u>“Market signals and local housing market trends.”</u> <p>In the final paragraph, revise the second sentence as follows:</p> <p>“There may be occasions where a lower density would be appropriate <u>in order to preserve the character of the locality</u>, for instance within a conservation area or a mature suburb, or where a proposal would make ...”</p>
MM65	111	Policy TP29 – Reasoned Justification	<p>Add new paragraph after paragraph 8.19:</p> <p><u>“The private rented sector, where multiple units are developed and held in single ownership for long term rental, is supported by the City Council as making an important contribution to the supply of housing in the city, and meeting the needs of a mobile workforce, young professionals, households who have deferred house purchase or those who prefer to rent as a lifestyle choice. The City Council recognise the different characteristics of such developments (typically funded by large institutions or investors), including the lifetime development economics, which look to longer term returns rather than short term “market” gains (compared to more traditional open market schemes), and will have regard to its particular characteristics during the decision making process when assessing the acceptability and viability of schemes.”</u></p>

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MM66	112	Policy TP30 Affordable Housing	<p>Amend the first sentence as follows:</p> <p>“The City Council will seek a developer contribution of 35% affordable homes as a developer contribution towards the provision of affordable housing on new developments of 15 dwellings or more.”</p> <p>Amend the fourth paragraph as follows:</p> <p>“In addition to general needs housing, development proposals for housing of a specialist nature within the C3 use class, such as housing for the elderly including extra care, supported housing and age restricted housing, will....”</p> <p>Amend the final paragraph as follows:</p> <p>“Where the applicant considers that a development proposal cannot provide affordable housing in accordance with the percentages set out above, either for example due to abnormal costs or changing economic conditions, the viability of the proposal will be assessed using a viability assessment tool as specified by the City Council. The use of a standard assessment tool* for all development proposals will ensure that viability is assessed in a transparent and consistent way. The level of provision will only be revised where viability has been assessed using the specified tool. The different characteristics of developments which look to longer term returns rather than short term “market” gains, such as multiple units of private rented sector housing in a single ownership intended for long term rental, will be taken into account when assessing viability. Costs associated with assessing the viability of a proposal shall be borne by the applicant.”</p>
MM67	114	Policy TP31 Housing Regeneration	<p>Add an additional bullet point as follows:</p> <ul style="list-style-type: none"> • “The Bromford Estate

Reference	Page	Policy/Section	Main Modification
			<ul style="list-style-type: none"> • <u>Newtown</u> • Druids Heath and Maypole ..."
MM68	115	Policy TP32 Student Accommodation	<p>Amend the final bullet point as follows:</p> <ul style="list-style-type: none"> • "The design and layout of the accommodation together with the associated facilities provided will create a <u>safe, secure positive and welcoming living experience environment.</u>"
MM69	116	Policy TP 33 Provision for Gypsies, travellers and Travelling Showpeople	<p>Add an additional sentence at the beginning as follows:</p> <p><u>"The following sites are allocated to provide for accommodation for gypsies and travellers:</u></p> <ul style="list-style-type: none"> • <u>Hubert St / Aston Brook St East</u> • <u>Rupert St / Proctor St"</u> <p>Revise the first sentence of the submitted policy as follows:</p> <p><u>"The provision of Other proposals for accommodation for Gypsies, Travellers and Travelling Showpeople will be supported on suitable sites in sustainable locations permitted where..."</u></p> <p>Delete the first and second bullet points:</p> <ul style="list-style-type: none"> • "There is a demonstrated need for Gypsy and Traveller / Travelling Showpeople accommodation in the City identified by a regional, sub-regional or local need assessment. • The site would not unacceptably adversely affect the character of the immediate or surrounding area, and there would be no significant unacceptable adverse impact on the amenity of nearby residents or on the operations of adjoining land uses."

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			<u>which will promote cycling as an attractive, convenient and safe travel mode."</u>
MM75	126	Policy TP 40 Public Transport	<p>Amend the third bullet of the Bus and Coach section as follows:</p> <ul style="list-style-type: none"> • "...through initiatives such as SMART routes and other bus priority measures and infrastructure." <p>Amend bullet 3 of the rail section as follows:</p> <p>"The provision of new stations at Kings Heath, Hazelwell and Moseley on the Camp Hill route, Castle Vale, Walmley, Sutton Coldfield Town Centre and Sutton Park on the Sutton Park route and at the Fort and Castle Vale on the Tamworth route. and at Soho Road on the Wolverhampton and Walsall route."</p> <p>Add at the end of the rail section:</p> <p><u>"The Council will continue to protect land within the designated HS2 Safeguarding Area. The area covered by the most recently issued Safeguarding Direction, at the time of the adoption of this plan, is shown on the Policies Map. Further updated Safeguarding Directions, which would supersede the HS2 Safeguarding Area shown on the Policies Map, may be issued by the Secretary of State for Transport and will be available at http://www.hs2.org.uk/developing-hs2/safeguarding".</u></p> <p>Add the following at the end of the first paragraph of the Rapid Transit section:</p> <p><u>"This will include cross-boundary routes, for example to the Black Country."</u></p> <p>Amend the second paragraph of the Rapid Transit section as follows;</p> <p>"In particular support for:</p>

Reference	Page	Policy/ Section	Main Modification
			<ul style="list-style-type: none"> • <u>A new Metro station at All Saints.</u> • An extension of the Midland Metro Tram network from New St to Centenary Square <u>and Five Ways Edgbaston.</u> • Bus Rapid Transit routes from the City Centre along the Walsall Road and Hagley Road. • A rapid transit link between the City Centre and Birmingham Airport and the proposed HS2 interchange in Solihull. • <u>An extension of the Midland Metro Tram network to Eastside and the Curzon Street High Speed 2 station.</u> • <u>Additional SPRINT/Rapid Transit routes with cross city centre links on a number of key corridors including but not limited to:</u> <p><u>Birmingham City Centre – Walsall</u></p> <p><u>Birmingham City Centre – Quinton</u></p> <p><u>Birmingham City Centre – Bartley Green</u></p> <p><u>Birmingham City Centre – Longbridge</u></p> <p><u>Birmingham City Centre – Airport (via East Birmingham)</u></p> <p><u>Birmingham City Centre – Airport (via A45)</u></p> <p><u>Birmingham City Centre – Maypole/Druids Heath</u></p>

Reference	Page	Policy/ Section	Main Modification
			<p><u>Birmingham City Centre – Sutton Coldfield</u></p> <p><u>Birmingham City Centre – Kingstanding</u></p> <p><u>Outer Circle/Route 11 Orbital.”</u></p>
MM76	127	Policy TP40 – Reasoned Justification	<p>Amend paragraphs 9.28 to 9.31 as follows:</p> <p>“9.28 However, the City’s suburban rail network is of only limited size and in need of enhancement, particularly as levels of commuting are rising and journey lengths increasing. There are no local train services to existing stations on lines from Birmingham to Tamworth and Nuneaton and there are no local stations or local passenger services on the following lines:</p> <ul style="list-style-type: none"> • Camp Hill route (Kings Heath, Hazelwell, Moseley). • Water Orton Corridor (Fort and Castle Vale). • Sutton Park Line (<u>Castle Vale</u>, Walmley, <u>Sutton Coldfield Town Centre</u> and Sutton Park). <p><u>The delivery of the Camp Hill Chord and Water Orton Corridor schemes are required to enable these local services, whilst offering additional benefits to help relieve capacity constraints at New Street Station and the national rail freight network running through the region.</u></p> <p>9.29 Centro manage a number of Park and Rides within the City that are linked to suburban rail stations. Currently these sites provide over 2200 parking spaces. These are supplemented by additional sites in the other West Midlands Districts which provide additional capacity and reduce the length of commuter car trips on Birmingham’s road network. There is potential to increase park and ride provision alongside proposals to increase the capacity of the suburban rail network. In some cases this may require decked car parking to be provided at suburban stations <u>along with</u></p>

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			<p><u>localised access improvements and controlled parking measures. In addition, pedestrian and cyclist accessibility may need improvement to enhance modal interchange including at Five Ways Station on the edge of the City Centre.</u></p> <p>9.30 Rapid Transit provides a fast and reliable travel mode which can encourage more sustainable travel patterns, improve access to key employment locations and complement the City's existing bus and heavy rail public transport networks. <u>As such, it is a key component of the City Council's Birmingham Connected transport strategy.</u></p> <p>9.31 The City's Metro line between Snow Hill station and Wolverhampton is currently being extended to New Street Station <u>and Centenary Square, with a further extension proposed to Five Ways Edgbaston.</u> To augment existing local bus and heavy rail Metro services on certain key corridors, options are being considered for the route connecting Birmingham City Centre and Birmingham Airport/Solihull which would serve major growth, development and regeneration sites in the City Centre, Meadway, Bordesley Park, Birmingham Business Park and the NEC, before connecting to Birmingham Airport/<u>Solihull.</u> The system would also serve HS2 stations, <u>with initial extensions planned to Eastside, the Curzon High Speed 2 station and Adderley Street.</u></p> <p>Consideration is also being given to the introduction of alternative rapid transit systems including <u>SPRINT</u>/bus rapid transit, <u>with a range of corridors identified in the City Council's Birmingham Connected transport strategy. Such services would be fast and reliable, operate with high quality vehicles and where practically possible have priority use of the highway network. Key routes include connecting the City Centre with the Airport (via A45), Bartley Green, Kingstanding, Longbridge, Maypole/Druids Heath, Quinton, Sutton Coldfield and Walsall. Movements will also be considered on the Outer Circle/Route 11 orbital along with cross boundary services. Interchange between modes will be strongly supported, with good access for pedestrians and cyclists forming key elements of all scheme proposals. The design of SPRINT/ bus rapid transit routes will be undertaken so as to not preclude future Metro operations.</u></p>

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MM80	131	Policy TP43 – Reasoned Justification	Amend the first sentence as follows: <u>“The ‘Smart Routes’ concept, which aims Measures to maximise the effectiveness of.....”</u>
MM81	134	Policy TP44 Accessibility Standards for New Development	Add the following to the second bullet point: <u>“In circumstances where this standard is not achievable, accessibility to bus services should be in line with Centro’s accessibility standards.”</u>
MM82	134	Policy TP44 – Reasoned Justification	Add a new paragraph after paragraph 9.60 as follows: <u>“Centro’s accessibility standards can be found on Centro’s website (http://www.centro.org.uk/transport/bus/access-standards/).”</u>
MM83	140		Add additional policy as follows: <u>“Developer Contributions</u> <u>Policy TP46 Developer Contributions</u> <u>Development will be expected to provide, or contribute towards the provision of:</u> <ul style="list-style-type: none"> • <u>Measures to directly mitigate its impact and make it acceptable in planning terms.</u> • <u>Physical, social and green infrastructure to meet the needs associated with the development.</u> <u>Why we have taken this approach:</u> <u>10.11 These contributions will be sought in line with Circular 05/2005, Community</u>

Reference	Page	Policy/ Section	Main Modification
			<p><u>Infrastructure Levy regulations or successor regulations/guidance. The City Council will, where appropriate, seek to secure site specific measures through planning obligations. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact on the site and surrounding area. Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Local Plan, and will ensure any new developments will provide the infrastructure, facilities, amenities and other planning benefits which are necessary to support and serve the development, and to offset any consequential planning loss to the local area which may result from the development. Developer contributions in the form of the Community Infrastructure Levy will contribute towards strategic infrastructure to support the overall development in the BDP.</u></p> <p><u>10.12 Planning Obligations - such obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) will continue to be used as a mechanism to make development proposals acceptable in planning terms, that would not otherwise be acceptable. Section 106 agreements will continue to be used to secure affordable housing, and on site public open space in residential development, ensure the development or use of land occurs in specific ways; and require specified operations or activities to be carried out.</u></p> <p><u>10.13 Community Infrastructure Levy - the Community Infrastructure Levy (CIL) came into force in April 2010 and allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The CIL is a set levy based upon the type of use and floorspace proposed and provides a standardised method for calculating contributions. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres. The City Council is putting in place a CIL to support the delivery of the sustainable growth agenda set out in the BDP.</u></p>