



BIRMINGHAM DEVELOPMENT PLAN
Part of Birmingham's Local Plan

Planning for sustainable growth

Adopted January 2017

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Introduction

1.1 The Birmingham Development Plan 2031 (BDP) is the City's statutory planning framework guiding decisions on all development and regeneration activity to 2031. The BDP sets out how and where new homes, jobs, services and infrastructure will be delivered and the type of places and environments that will be created.

1.2 The preparation of the BDP started in 2007 when the City Council decided that a new strategic planning document was needed to guide future growth and development. In Autumn 2008 a period of public consultation was held seeking views on a proposed strategy and range of options for delivering housing and economic growth. Following this consultation further work was carried out and in December 2010 a document entitled the Birmingham Core Strategy Consultation Draft was published.

1.3 As progress was being made in producing the final version of the BDP a number of significant changes occurred. The publication of the National Planning Policy Framework and the emergence of higher population projections required a review of how the City should plan for future development, which necessitated a further round of consultation to identify options for meeting the new challenges.

1.4 Between October 2012 and January 2013 a further options consultation on Planning for Birmingham's Growing Population was held. The outcomes of that consultation, along with all previous work and comments made during the past consultations have been drawn together to inform this pre-submission version of the BDP.

1.5 Throughout all the consultations a wide range of people and organisations have been engaged to gain as many ideas and opinions as possible on how Birmingham could develop up to 2031.

1.6 In parallel with the stages of consultation a range of supporting evidence has been gathered to help inform the approach of the BDP. Also integral to the plan's preparation has been the Sustainability Appraisal which has ensured that the approach is the most appropriate given the reasonable alternatives and that the full social, environmental and economic effects have been considered. The Plan is also supported by a Habitats Regulation Assessment.

1.7 In developing the BDP, the City Council has worked with authorities which adjoin or are close to Birmingham and other organisations collaboratively through the Duty to Co-operate to seek to identify a way forward on those issues of a strategic nature that are of greater than local significance.

1.8 The BDP was submitted to the Secretary of State and considered at an Examination in Public in October/November 2014. This process has determined that the BDP:

- Is consistent with national planning policy.
- Meets the development and infrastructure needs of the City along with any needs from neighbouring areas where it is reasonable to do so.
- Is consistent with achieving sustainable development.
- Has considered all reasonable alternatives in producing the plan.



New Street Station

- Is justified with evidence to support the approach taken in the Plan.
- Has been prepared through joint working to address cross boundary issues.
- Is deliverable.

1.9 While the BDP is intended to provide a long term strategy for the whole of the City it will not be able to provide all the detail necessary to guide all development. To support the delivery of the BDP a range of area and thematic based planning policy documents will be brought forward to provide more detail building upon the principles and strategy of the BDP. The City Council's Local Development Scheme will provide details of these documents with a schedule for their production.

1.10 The City Council has already adopted two Area Action Plans (AAP); Aston, Newtown and Lozells AAP and Longbridge AAP. A further AAP is in production for the Bordesley Park area. The City Council will also be producing a Development Management Development Plan Document (DPD) and has a range of Supplementary Planning Documents (SPDs) and Area Regeneration Frameworks.

1.11 The Big City Plan, launched in September 2010, sits alongside the BDP as a non-statutory document that sets out a vision and framework for how the City Centre will be transformed and the key proposals are reflected in the BDP.



Shoppers at the Bullring

1.12 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. The BDP will also replace Policy ED1 of the adopted Aston, Newtown and Lozells AAP (July 2012).

Structure of the BDP

1.13 The BDP is divided into six parts:

- Section 1 - provides an introduction to the BDP.
- Section 2 - describes the key characteristics of the City and the challenges for the future to which the BDP responds.
- Section 3 - sets out the vision, objectives and strategy for how the City will develop over the period to 2031.

- Section 4 and 5 - provides detail on how and where the future growth of the City will be delivered.
- Section 6 to 9 - contains policies covering a range of topics to guide how future growth and development will be managed.
- Section 10 and 11 - covers how the policies and proposals will be implemented and monitored. These provide a clear indication of how the BDP will be implemented and the indicators that will be used to measure its success.

1.14 There is an important emphasis on delivery and the BDP is accompanied by an Infrastructure Delivery Plan (IDP).

Waheed Nazir
Strategic Director
Economy

About Birmingham

2.1 Birmingham is a major city, the UK's largest outside London, with an established international standing and reputation as well as being the capital of the West Midlands.

2.2 Since the 1980s the City has been revitalised through economic restructuring, estate regeneration and transformation of its environment.

2.3 With a population of just over 1 million, the Census 2011 recorded Birmingham as having a significantly younger population profile than the national average, and an ethnically diverse population. In 2011, Birmingham was recognised as the top English core city in terms of the diversity of languages spoken (Cushman & Wakefield, 2011). The latest Census also shows that there are approximately 411,000 households in the City, with an average household size of 2.6 residents.

2.4 The City is a major employment centre, drawing in workers from across the West Midlands. It is a leading European business destination with an economic output of £20bn per annum. The local economy has major strengths, particularly in business, professional and financial services; digital media; advanced manufacturing (including the automotive industry); jewellery and environmental and medical technologies. Many international companies are based in the area, including Jaguar Land Rover, Kraft, KPMG, Deutsche Bank and GKN.

2.5 The local economy is supported by five universities and six major colleges. They provide world class learning environments, reflecting recent and ongoing investment programmes, supporting over 73,000 undergraduate and postgraduate students.

2.6 The City is a centre for culture, sports, leisure and shopping. It benefits from world class venues for everything from arts to conferencing, with over 30 million people visiting a year. Many of these attractions are in the City Centre, but there are also others, such as Edgbaston Cricket Ground and Sutton Park. Birmingham's sports teams and facilities regularly put it in the national and international spotlight.

2.7 There is a network of over 70 local centres across the City, with the largest being Sutton Coldfield. These centres help to meet a range of shopping needs, and act as a focus for local life and successful communities. Some centres specialise in different services, including the independent retail shops in Moseley and restaurants in the 'Balti Triangle' in the Sparkhill and Ladypool Road Centres.



The Library of Birmingham

2.8 In 2012, Birmingham was ranked as the most attractive UK regional City for quality of life.

2.9 Birmingham's City Centre is a major business and tourist destination. It is an international economic hub, benefiting from a diverse mix of retail, cultural, recreation and leisure uses. It is the UK's largest financial centre outside of London, with a large number of regional and national headquarters.

2.10 The City Centre attracts people to the City with a number of visitor destinations including the Library of Birmingham, the Bullring shopping centre, the Mailbox, the International Convention Centre (ICC), Symphony Hall and the Barclaycard Arena. The Centre benefits from a successful network of public squares, spaces and streets.

2.11 Birmingham is one of the most connected cities in the UK. There are three main railway stations (New Street, Moor Street and Snow Hill), located in the City Centre with direct services to cities across England, Scotland and Wales. Birmingham Airport, adjacent to the City boundary, operates routes worldwide. The City has excellent links with the national motorway network.

2.12 The City is also served by an extensive road network, linking the surrounding areas into the City Centre. There is a network of local bus and suburban rail services and a Metro line. There are cycling and walking routes, including the National Cycle Network and the canal network.

2.13 The built environment of Birmingham is mainly as a result of



The Cube

development in the 18th, 19th and 20th Century. The historic character of the City can still be seen today, with nationally renowned assets in the Jewellery Quarter and Bournville. The historic parts of the City Centre, including characteristic Victorian buildings and St Martins Church, are complemented by a number of landmark buildings, including the silver disc Selfridges building on the Bullring Shopping Centre and the Library of Birmingham.

2.14 The City Centre is surrounded by many pleasant and desirable leafy suburbs each with its own character and identity. This includes Edgbaston, Sutton Coldfield, Moseley and Harborne. Other residential areas have been subject to improvements, including successful investment in Castle Vale and Attwood Green.

2.15 Birmingham currently has 13 Scheduled Ancient Monuments,

almost 1,500 Listed Buildings, 30 Conservation Areas, 15 Historic Parks and Gardens and over 400 Locally Listed Buildings - all of which are unique heritage assets. The City's Historic Environment Record is continuously being updated and developed to include all aspects of the City's historic environment including non-designated heritage assets.

2.16 The City is one of Britain's greenest with more than one fifth of its area consisting of parks, nature reserves, allotments, golf courses and playing fields, many of which are linked by rivers, watercourses and a significant number of canals. Some of these assets are of national significance, including Sutton Park. There are also a number of Local Nature Reserves and sites identified for their nature conservation value and the City forms part of the Birmingham and Black Country Nature Improvement Area.

2.17 Birmingham is at the centre of the West Midlands region and has important relationships with surrounding areas. There are significant amounts of in-commuting to Birmingham, particularly from South East Staffordshire, South Warwickshire, Solihull and North Worcestershire and net migration from Birmingham to these areas. There are also important connections to neighbouring communities, regeneration programmes and environmental networks in the Black Country, North Solihull and Bromsgrove. The City collaborates with these areas through partnership arrangements, including the Greater Birmingham and Solihull Local Enterprise Partnership (LEP).

Challenges

2.18 The next 20 years are going to be amongst the most important for Birmingham. The progress that has been made has transformed the reputation of Birmingham, but if the City is to achieve its ambitions and prosper it will need to take a positive, proactive and plan-led approach to address the challenges that the coming years will pose:

- The City will need to play its part in reducing the impact of climate change and be prepared to adapt to its consequences so it can continue to prosper socially, environmentally and economically. This will require new approaches to development.
- By 2031, Birmingham's population is expected to grow by 150,000. It will be important that this growth is supported by high quality and affordable homes that integrate with communities, help reduce overcrowding and provide access to services and jobs.
- For a densely built up area like Birmingham there are significant challenges in identifying appropriate sites to accommodate and deliver the long term levels of growth needed within the existing built up area. This will require joint working with partners in adjacent areas to address where housing and employment is best located.
- The recent recession and resulting economic conditions have re-emphasised the continuing need to strengthen and diversify Birmingham's economy. The role of existing sectors in the City will change reflecting adjustments in the wider economy.
- There are a number of disadvantaged communities in Birmingham, particularly in the inner areas of the City. This corresponds spatially with other social issues including poor health and poverty. Worklessness is a significant issue - the employment rate is below the national average. There is a need to create local jobs for local people.
- There is a need to continue to secure investment and improvements to public transport to improve access to services, jobs and address congestion. More could be done locally to take advantage of the benefits and opportunities offered by cycling and walking.
- The changing nature of the retail industry is already impacting on the vitality of a number of the centres in Birmingham. These are an important part of the local economy and need to be supported to provide services for communities.



Selfridges at the Bullring

- Birmingham needs to continue to maintain and improve the quality of its built environment (including its historic environment) to help strengthen its local distinctiveness. Its design and archaeology standards must be higher to reflect that of a major international City. Birmingham's unique heritage assets have a positive role to play in this.
- The delivery of infrastructure (including health facilities, energy, schools, public spaces and transport) will require the effective coordination of delivery partners and agencies.
- The quality of the natural environment will need to be conserved and enhanced to provide facilities for people and connected networks to support wildlife. This will include addressing flood risk and low levels of biodiversity quality in parts of the City.
- Birmingham is part of a local and global market place and competes with other areas for investment. The positive progress that has been made in securing recent investment needs to continue to help the City prosper.



Aston Hall

The vision, objectives and strategy

The vision - Birmingham in 2031

3.1 By 2031 Birmingham will be renowned as an enterprising, innovative and green City that has delivered sustainable growth meeting the needs of its population and strengthening its global competitiveness.

3.2 We will plan to ensure Birmingham's residents will be experiencing a high quality of life, living within attractive and well designed sustainable neighbourhoods. The choice and affordability of housing will be meeting the needs of all and local jobs and services will be accessible by a range of sustainable transport choices.

3.3 The City's economy will be strong and prosperous, built around a diverse base of economic activities and supported by a skilled workforce. The City Centre will have expanded, accommodating major

new prime office developments and a series of exciting destinations boosting the cultural, leisure and retail offer. The network of thriving local centres will reflect the diversity of the City and the needs of local people.

3.4 The historic environment and the sense of place of localities throughout the City will have been enhanced. The City will have achieved high sustainability credentials with resilient, adaptive environments with all new developments built to high standards of design.



Proposals for Paradise Circus

Objectives

3.5 To deliver the vision of Birmingham in 2031 and ensure that future development meets the aspirations for the City the objectives of the BDP are:

- To develop Birmingham as a City of sustainable neighbourhoods that are safe, diverse and inclusive with locally distinctive character.
- To make provision for a significant increase in the City's population.
- To create a prosperous, successful and enterprising economy with benefits felt by all.
- To promote Birmingham's national and international role.
- To provide high quality connections throughout the City and with other places including encouraging the increased use of public transport, walking and cycling.
- To create a more sustainable City that minimises its carbon footprint and waste, and promotes brownfield regeneration while allowing the City to grow.
- To strengthen Birmingham's quality institutions and role as a learning City and extend the education infrastructure securing significant school places.
- To encourage better health and well-being through the provision of new and existing recreation, sport and leisure facilities linked to good quality public open space.

- To protect and enhance the City's heritage assets and historic environment.
- To conserve and enhance Birmingham's natural environments, allowing biodiversity and wildlife to flourish.
- To ensure that the City has the infrastructure in place to support its future growth and prosperity.

The strategy

3.6 To meet Birmingham's future needs and achieve the vision, we will need to provide for significant new growth in the most sustainable way, ensuring that the development of new homes is matched by the provision of opportunities for new employment, accessible local services and a high quality environment.

3.7 Developing Birmingham's international role will be an important part of its economic success, attracting inward investment and visitors, and supporting the delivery of the growth agenda. Building on previous plans the approach will continue to be to promote urban regeneration, and to encourage investment and improvement within the city wherever possible. However the growth pressures facing the city are such that some development will be necessary outside the limits of the existing urban area.



Longbridge

The environment and sustainability

3.8 The City's future growth will be pursued in the most sustainable way; reducing the City's carbon footprint and creating resilient and adaptive environments. New development will need to be built to the highest sustainability standards, helping to generate wider benefits in terms of the quality of the environment and carbon reduction, be energy efficient, using renewable resources, and minimising the production of waste. The built environment will need to be resilient to the potential impacts of climate change with flood plains protected from inappropriate development and the sustainable management of the City's watercourses promoted.

3.9 All future development will need to be supported by suitable social and green infrastructure and set within environments that reflect the character and history of the City. Across the City all development must be well-designed, accessible and safe including for people with disabilities. Schools, health care facilities, shops and other services need to be available in accessible locations along with parks, sports facilities and well-maintained local public open space, forming part of a wider 'green infrastructure network' threading through the City and linking to the open countryside beyond. The canal network will continue to be promoted as a vital asset for the City, supporting movement, environmental and biodiversity quality and as the setting for development.

3.10 The historic environment will be central to shaping the City's future. Heritage assets will be valued and conserved as part of the delivery of distinctive places. Equally, biodiversity and geodiversity will be critical components in delivering a high quality of life. Birmingham's wide variety of natural environments will be protected and enhanced in line with the principles of the Birmingham and Black Country Nature Improvement Area and taking account of the Arden and Cannock Chase and Cank Wood National Character Areas identified by Natural England. New opportunities for wildlife and biodiversity will be encouraged as part of new and existing development.

Economy and network of centres

3.11 The continued revitalisation and modernisation of the City's economy will be central to the growth agenda ensuring that jobs and prosperity are generated for current and future residents.

3.12 A continuous supply of land and full range of premises will be made available for all forms of employment development, including for the growth and modernisation of existing companies, the establishment of new businesses and to attract investment from both within the UK and internationally.

3.13 The City's Core Employment Areas will play an important role in accommodating the requirements of a wide range of economic sectors. These Core Employment Areas provide the City's main employment opportunities and include the Regional Investment Sites and other high quality areas such as The Hub, Witton and Bromford. To meet the City's need for a flexible supply of high quality sites, to accommodate economic development and investment, some development will need to take place on land removed from the Green Belt. The site at Peddimore will provide the City with much needed employment land of the right size and type for major investors.

3.14 Particular emphasis will be placed on ensuring that sites are available to support the economic sectors important to the City's economic growth. These include business, financial and professional services, creative and digital media, life sciences, food and drink, ITEC, logistics and advanced manufacturing.

3.15 Clustering these high growth sectors in specific locations will play a vital role in attracting investment and enabling growth. Six Economic Zones have been created to provide the clustering of economic activity within high quality business environments that are supported by the right infrastructure.

3.16 The Economic Zones are an Advanced Manufacturing Hub at the East Aston Regional Investment Site, ITEC Park at the Longbridge Regional Investment Site, Life Sciences Campus around the Queen Elizabeth Hospital and Birmingham University Campus, Environmental District at Tyseley, Food Hub at the former IMI site at Witton and The City Centre Enterprise Zone (EZ). The EZ, covering 26 sites in the City Centre, will play a key role in delivering high quality office accommodation for growth in business, financial and professional services, and supporting digital media and creative industries.

3.17 Outside of the core employment areas other land in employment use will continue to be protected and the provision of accommodation for small and medium enterprises (SMEs) will be supported. Marginal industrial land of poor quality that no longer meets the requirements of the market or business needs may be promoted for redevelopment to alternative uses.

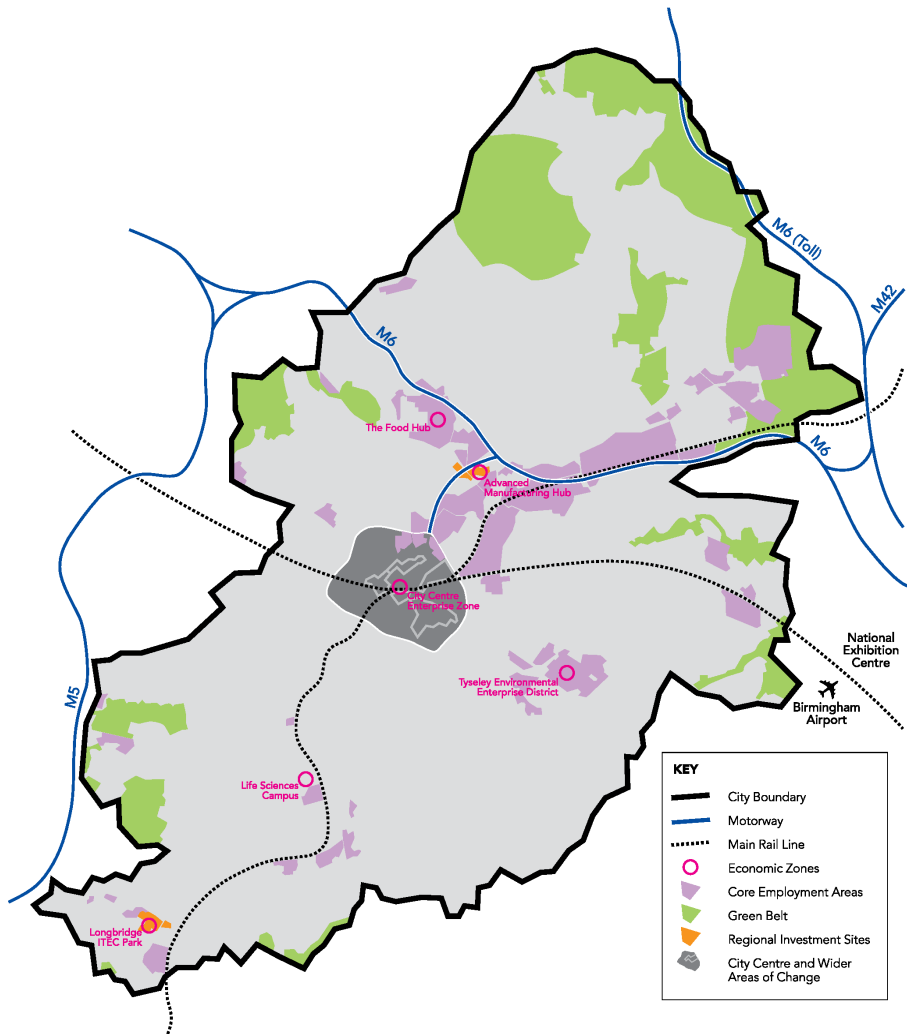
3.18 The provision of land and premises is only part of creating a prosperous economy and the City will need a skilled and competitive workforce now and in the future. The role of the Universities, education establishments and

other providers will be central to ensuring the workforce is equipped to drive the economy.

3.19 A thriving network of centres will be central to delivering new office and retail development and other services to support communities throughout the City. The priority will be to promote retail and office development within the defined centres and resist development that would undermine the strength of the network.

3.20 This network comprises:

- The City Centre, which will continue to be strengthened as a centre for financial and business services, and as a destination for shopping, business tourism and major cultural events with world class conference facilities and venues. Five wider areas of change will deliver the growth to strengthen the role of the City Centre, investing in new high quality buildings and public spaces and creating new vibrant destinations. This growth will be coupled with a focus on promoting the distinctive character of the Quarters. The success of the City Centre will be central in promoting the international profile of the City and attracting investment and visitors.
- Sutton Coldfield Town Centre as a sub-regional centre is capable of accommodating significant additional comparison retail floorspace and some office space.
- Perry Barr, Selly Oak and Meadway as district growth centres accommodating both retail and office uses at lower levels to the City Centre and sub-regional centre.
- A network of some 70 other district and neighbourhood centres accommodating more limited levels of growth supporting local needs.



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Plan 1 Employment sites

Homes and neighbourhoods

3.21 At the heart of the City's growth agenda will be the promotion of sustainable neighbourhoods as a means of supporting the City's increasing and diverse population in the most sustainable way possible. For sustainable neighbourhoods to flourish they will be supported by high quality local infrastructure and services, including a thriving network of local centres that provide for the local population and are accessible by a range of sustainable travel options.

3.22 High standards of design in new residential areas will be expected with a strong sense of place, environmental sustainability and climate proofing, attractive, safe and multi-functional public spaces and effective long-term management ensured. There will be an expectation that new housing will complement the character and environment of the surrounding area, in order to create high quality living environments, which promote good health and well-being.

3.23 In delivering the principles of sustainable neighbourhoods a wide choice of housing sizes, types and tenures will be provided to meet community needs including homes for families, the elderly and appropriate levels of affordable housing. The contribution that 'mature suburbs' make to quality and choice within the City's housing stock will continue to be maintained and enhanced.

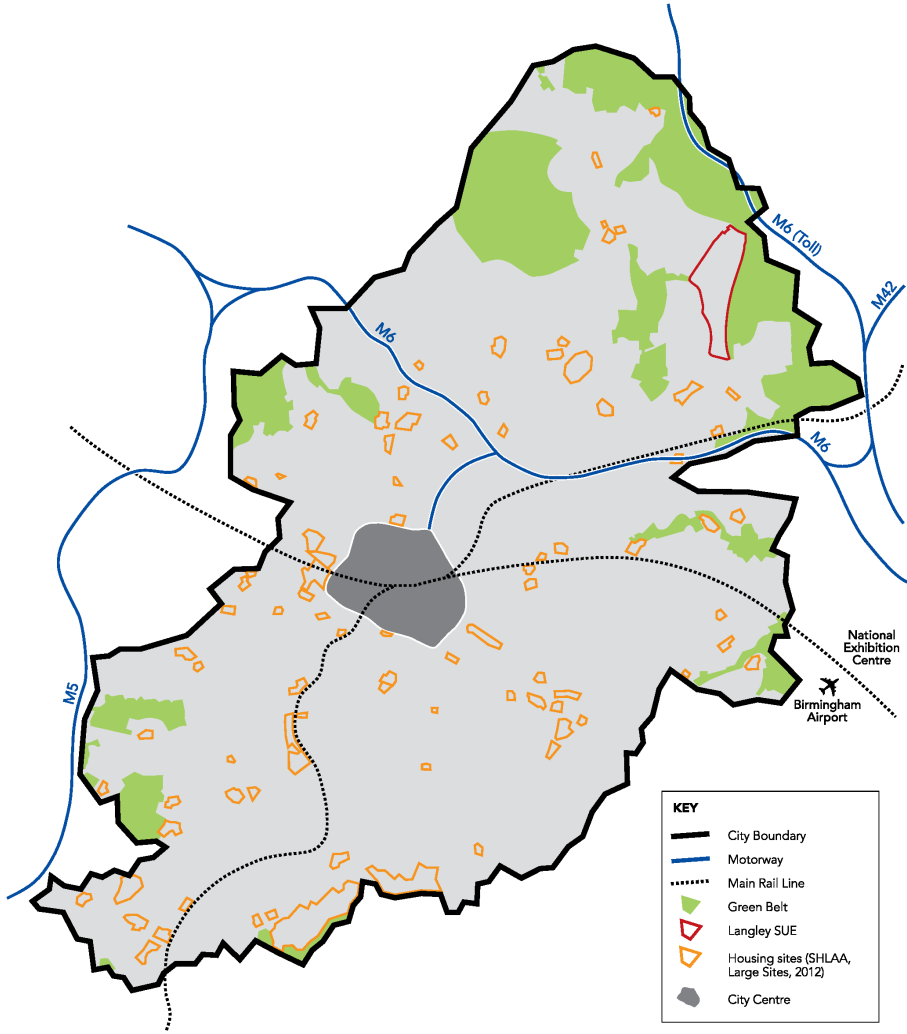
3.24 Over the period 2011 to 2031 the focus will be on delivering as much of the new housing that the City needs within the urban area as possible subject to maintaining the attractiveness of neighbourhoods as places to live. Brownfield and other available sites within the existing built-up area, including major developments such as Greater Icknield, the Southern Gateway and Longbridge, will be the priority. Within the urban area there is capacity for some 45,000 homes including bringing vacant

property back into use and utilising industrial land and some open space that no longer performs its original function.

3.25 While development in the urban area will be prioritised there is a limit to the amount of available space to accommodate the City's growing population. The removal of land from the Green Belt will provide for an additional 6,000 homes. Development in this location will be treated as a Sustainable Urban Extension (SUE) and will be required to deliver the principles of sustainable neighbourhoods.

3.26 In order to ensure the most effective use of land we will seek to ensure a density of 40 dwellings per hectare throughout most new residential schemes with higher densities required in the City Centre and areas well served by public transport. There will also be an emphasis on improving existing housing of poor quality and replacing that which is beyond repair or improvement.

3.27 The strategy of the BDP is to accommodate as much of the City's housing requirement as possible within the boundary. However, the land that is available to the City to accommodate future development is limited. Alongside the BDP a wider growth strategy for the LEP area and other adjoining authorities will set out how and where the remaining housing could be delivered. This will take account of historic trends where adjoining authorities have accommodated a proportion of the City's growth.



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Plan 2 Housing Sites

Connectivity

3.28 If Birmingham is to deliver its growth agenda and attract investment it must provide the necessary infrastructure. This will include easy movement within the City and the provision of high quality transport links to the rest of the country and beyond.

3.29 Transport improvements, as set out in the BDP, will be required to support the overall strategy for growth and ensure that the City has a world class transport network that is delivered in the most sustainable way. The Birmingham Mobility Action Plan (BMAP) develops the City's transport requirements under a number of themes including:

- City Centre connectivity and internal mobility.
- Improving strategic connectivity for regionally and sub-regionally important locations.
- Connected communities.

3.30 This transport vision for the City will support the Local Transport Plan (and its successors) and its delivery will require partnership working with the Highways England, Network Rail, Centro the LEPs, and will build upon the existing strength of the City's transport network and the opportunities created through growth.

3.31 The redevelopment of New Street Station will be a major - and symbolic - step in improving the profile and quality of infrastructure in the City. This development will be accompanied by a programme of further investment in public transport, including improvements to the rail network and extension of rapid transit routes vital to ensuring intra-city connections are efficient and effective.

3.32 Major planned improvements to the City's national and international accessibility will be brought about by the continued expansion of Birmingham Airport. The expected development of the High Speed rail link (HS2) will

provide further opportunities to build on this success and enhance the City's connectivity and improve rail capacity.

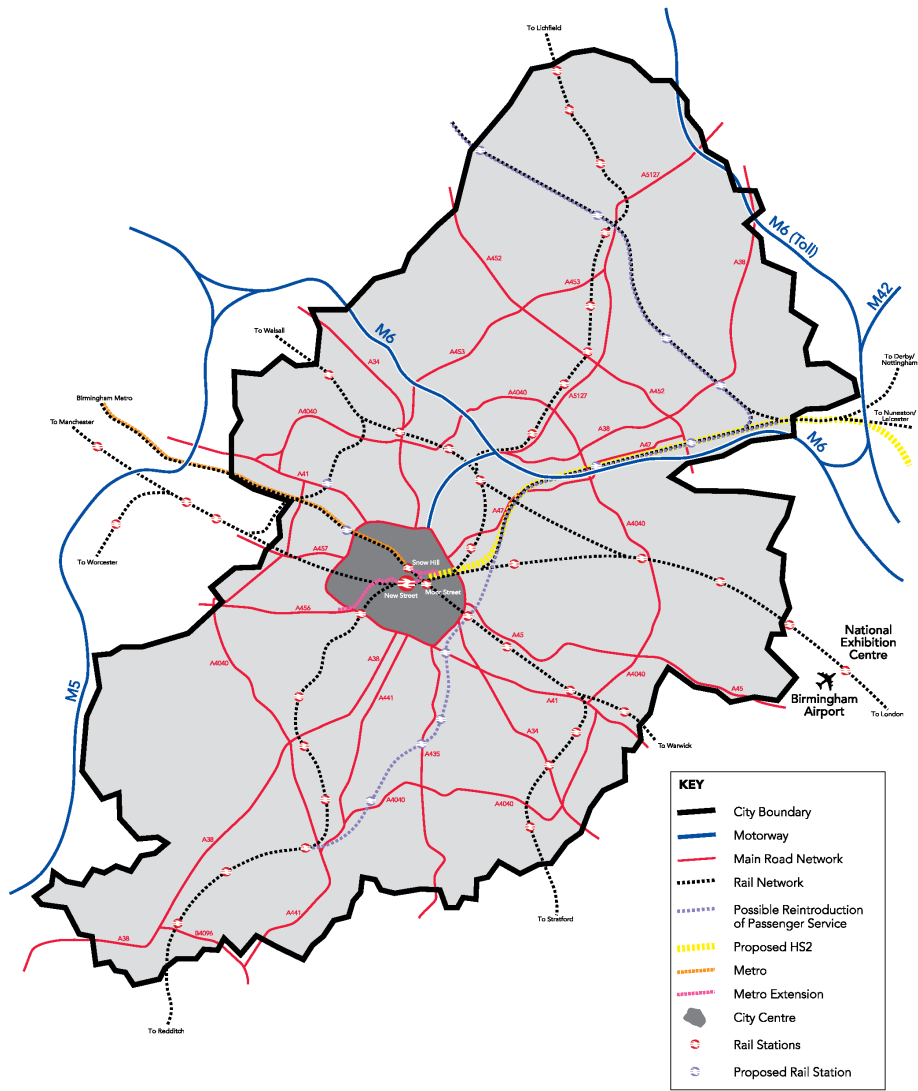
3.33 The City benefits from a number of transport corridors which provide an essential means of connectivity within the City and due to this accessibility provide opportunities for more intensive forms of development. These corridors including amongst others the A45 and A38 which will be suitable for a range of developments whilst continuing to provide essential transport functions.

3.34 New and improved routes for pedestrians and cycle priority will be promoted connecting the network of centres, residential areas, employment opportunities and the open countryside.

3.35 These investments will help to reduce car dependency and encourage use of public transport and non-motorised forms of transport such as cycling and walking. Those activities which generate a high number of trips will be encouraged to locations which have high levels of accessibility or where the infrastructure can be provided to enable sustainable modes to be promoted.

3.36 State of the art digital networks will be made available throughout the City. This is an essential step in ensuring that Birmingham can fulfil its potential as a centre of innovation drawing on the strong academic base established in the City's universities.

3.37 The provision of high quality infrastructure will underpin the successful delivery of growth that is sustainable and long term. A range of mechanisms will be utilised to ensure that the necessary infrastructure is in place covering highways and transport, surface water and flood management, waste, broadband, green infrastructure, libraries, education, sports and leisure, adult care, public health and wellbeing.



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Plan 3 The City's Transport Infrastructure

the vision, objectives and strategy / **birmingham development plan**

Planning for growth

4.1 The overall approach of the BDP is to support the continued renaissance of Birmingham which will see the City plan for significant new development to meet the needs of its growing population and ensure that it builds a prosperous economy for the future.

Overall levels of growth

Introduction

4.2 Over the period to 2031 the City faces new challenges and opportunities. Significant levels of housing, employment, office and retail development will be planned for, along with the supporting infrastructure and environmental enhancements.

Why we have taken this approach

4.3 One of the most significant challenges the City faces is the growth in its population and the resultant pressures this places on services, jobs and infrastructure.

4.4 The Office of National Statistics (ONS) projections (2012) indicate that by 2031 Birmingham's population will rise by 156,000 and the DCLG 2012-based household projections indicate that this will result in an increase of 86,000 households between 2011 and 2031.

4.5 To meet the needs of this growing population and ensure the City capitalises on its status and past investment the BDP seeks to plan for these significant levels of growth in the most sustainable way.

4.6 In the case of housing the City Council has sought to maximise the level of housing delivery within the built-up area of the City. However, it is not possible to achieve the levels of new housing development which would be required to meet this need within the City boundary. This reflects the fact that the land supply within the City is limited, even when Green Belt development

Policy PG1 Overall levels of growth

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.

- 51,100 additional homes.
- 2 Regional Investment Sites of 20 and 25 ha and a 71 ha employment site at Peddimore.
- A minimum 5 year reservoir of 96 ha of land for employment use.
- About 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 focussed on the City Centre.
- New waste facilities to increase recycling and disposal capacity and minimise the amount of waste sent directly to landfill.

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 TP48 provides further details on this.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy PG1	✓	✓	✓	✓	✓	✓

options are considered. To meet the rest of Birmingham's housing need, options outside the City's boundaries will need to be explored.

4.7 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. 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 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.

4.8 In order to provide employment for the City's growing population and reduce existing levels of unemployment and worklessness an additional 100,000 jobs need to be created. The levels of employment land provision proposed aim to enable this to be achieved and are supported by the Employment Land and Office Targets Study and the Employment Land Study for Economic Zones and Key Sectors.

4.9 The proposed levels of comparison retail development are in line with the Birmingham

Retail Need Assessment (BRNA) Update (2013) and support the City's position as one of the UK's top retail destinations. The retail provision will also allow the network of centres to thrive serving their local communities.

4.10 The BRNA update (2013) provides specific retail requirements to 2026, however beyond this period and upto 2031 the figures identified are indicative reflecting the uncertainty surrounding longer term retail growth. Specific figures for post 2026 will be subject to further study, to be undertaken at an appropriate time, later in the plan period.



Birmingham Airport

Birmingham as an international city

Introduction

4.11 Birmingham's future prosperity and success is underpinned by its regional, national and international standing and reputation.

4.12 Since the 1980s Birmingham has seen significant change restructuring its economy, enhancing its environment and improving its national and international standing. Further diversification of the economy, new investment in infrastructure and continued environmental enhancements will be essential to ensure the City strengthens its position.

Why we have taken this approach

4.13 Birmingham is internationally renowned for its innovation and industry, its strong academic base and commercial activity. The City benefits from being at the heart of the UK's transport network, with direct access to international markets through proximity of Birmingham Airport. Proposals for HS2 will further enhance this position. This connectivity and economic foundation are major assets for the City, underpinning its position both nationally and internationally.

4.14 Major attractions such as the Bullring shopping centre, Cadbury World, the International Convention Centre and Symphony Hall and National Indoor Arena are vital to the City's attraction as a business and leisure tourism destination.

4.15 The City's cultural diversity is increasing, characterised by the hosting of a variety of sporting, community and cultural events city-wide, attracting people from throughout the West Midlands region and beyond. Cultural diversity is also promoted through the range and number of international students who attend the City's universities each year.

Major plans for the future, outlined in Big City Culture 2010-2015, will continue to strengthen the City's position and reinforce Birmingham as a key destination.

4.16 Schemes such as the redevelopment of New Street Station, the new Library of Birmingham, major regeneration at Longbridge and ongoing expansion at Birmingham Airport will be central to the City's future success.

4.17 The continued economic restructuring will be supported by the six Economic Zones which provide a sectoral and spatial focus for investment in key growth sectors.

Policy PG2 Birmingham as an international city

Birmingham will be promoted as an international city supporting development, investment and other initiatives that raise the City's profile and strengthen its position nationally and internationally.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy PG2	✓	✓	✓	✓	✓	✓



Brindleyplace

Place making

Introduction

4.18 Creating an economically successful, safe and healthy City where people choose to live and work will be underpinned by the successful delivery of well designed development and places.

Why we have taken this approach

4.19 The quality of development and the ability to create well designed places will be central to how Birmingham is perceived and functions as a City in the future. For the City to compete in the international arena and secure investment, attention needs to be focussed on the design, quality and function of places.

4.20 The existing character and context of Birmingham will be an intrinsic component and consideration for any new development. New development and reuse of existing buildings has a significant visual, amenity and psychological impact on the people who will use them. It is essential to ensure the creation of places that are fit for purpose, attractive and sustainable.

4.21 The form a development takes will depend on the context, character, assets and constraints of a site, which in turn will be affected by its location within the City. Development will largely take place within the existing built up area, reusing land, buildings and spaces to best effect within a modern context. Further understanding of the context within which new development will take place will be provided by the Historic Landscape Characterisation Study which the City Council is undertaking in conjunction with English Heritage.

4.22 This policy sets the scene for how development should be brought forward and further detail is provided through the relevant thematic policies which follow. SPDs that have or will be produced to guide future development provide detailed guidance and policy advice on matters of design.

Policy PG3 Place making

All new development will be expected to demonstrate high design quality, contributing to a strong sense of place. New development should:

- Reinforce or create a positive sense of place and local distinctiveness, with design that responds to site conditions and the local area context, including heritage assets and appropriate use of innovation in design.
- Create safe environments that design out crime and make provision for people with disabilities through carefully considered site layouts, designing buildings and open spaces that promote positive social interaction and natural surveillance.
- Provide attractive environments that encourage people to move around by cycling and walking.
- Ensure that private external spaces, streets and public spaces are attractive, functional, inclusive and able to be managed for the long term.
- Take opportunities to make sustainable design integral to development, such as green infrastructure, sustainable drainage and energy generating features.
- Support the creation of sustainable neighbourhoods (Policy TP27).
- Make best use of existing buildings and efficient use of land in support of the overall development strategy.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy PG3		✓		✓	✓	✓



Park Central

Spatial delivery of growth

5.1 Over the Plan period Birmingham will support sustainable growth in housing, retail and employment development to meet the needs of its growing population. The City has traditionally seen new development accommodated through the regeneration, redevelopment and renewal of its urban area with periodic expansion. This approach will continue as the City seeks to accommodate the levels of development set out in Policy PG1 and deliver the overall strategy.

5.2 Delivering the City's growth agenda will require focusing significant development into a number of locations which currently play an important role in providing homes, jobs and supporting facilities.

5.3 Equally the wider City will also see levels of growth reflecting the historic patterns of development and availability of land. This distribution of growth is more dispersed, focused on opportunity sites and key transport corridors which will be considered against the overall strategy and thematic policies within the BDP.

5.4 The network of local centres, housing regeneration sites and Core Employment Areas located across the City will contribute toward the delivery of new homes, retail, office and employment based development that will make, alongside the growth areas, a significant contribution toward the delivery of the overall levels of growth set out in Policy PG1. The network of centres, as set out in Policy TP21, will provide opportunities for a range of new development and improvements to the quality of the environment and accessibility will be encouraged and supported.

5.5 The Core Employment Areas, as set out in Policy TP19, will be retained in employment use and be the focus for economic regeneration and development.

5.6 Housing growth across the City will be supported in locations in line with Policy TP28. The regeneration and renewal of existing housing areas, Policy TP32, will provide a contribution to improving the housing offer and quality of residential environments available within the City.

5.7 The City's administrative boundary is however constrained and there are also limits to the available land within the urban area to accommodate future growth requirements. As a result land will need to be removed from the Green Belt for housing and employment development.



Plan 4 Spatial distribution of growth

The growth areas

5.8 Across Birmingham there are a number of key areas, as shown in the diagram on page 34, which will make a significant contribution toward delivering the levels of growth in Policy PG1.

5.9 The focus for growth will primarily be upon re-using existing urban land through regeneration, renewal and redevelopment. The City Centre, as the regional centre and key growth point, has established itself as the economic engine of the City and wider region, it will be the focus for significant levels of housing, retail and office development.

5.10 The City has a number of further key areas, outside the City Centre, where there is significant opportunity for growth. These are:

- Greater Icknield - a strategically significant site to the west of the City Centre which will be developed to provide a sustainable neighbourhood of 3,000 new homes.
- Aston, Newtown and Lozells - the adopted Area Action Plan (AAP) proposes a 20 ha Regional Investment Site, over 700 new homes and new office and retail development, including the growth of Perry Barr District Centre.
- Sutton Coldfield Town Centre - significant growth and diversification of the town centre to improve the current limited retail and leisure offer.

- Bordesley Park - the AAP once adopted will deliver 750 new homes, enhanced connectivity, an improved environment and new employment generating activity.
- Eastern Triangle - regeneration and growth of around 1,000 new homes and improvements to local centres focused on the Meadway, Stechford and Shard End.
- Selly Oak and South Edgbaston - major regeneration and investment opportunity including growth of the District Centre, 700 new homes and a new life sciences campus.
- Longbridge - the adopted AAP proposes significant levels of growth including a Regional Investment Site, 1450 new homes, a new local centre and other employment sites.

5.11 To meet the needs of the growing population and ensure that sufficient high quality accessible land is available for residential and economic development the City has also planned for the expansion of the urban area through the removal of land from the Green Belt. This will enable the delivery of a planned sustainable urban neighbourhood and a large employment site both located in the northeast of the City.

5.12 The City Council will continue to work proactively in these locations with existing landowners, stakeholders and other agencies to bring forward developments.

5.13 The following section sets out the policies and proposals for those key areas. 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



Grand Central at New Street Station

Eastern Triangle

Introduction

5.78 This area has been an historic focus for development and regeneration, and a number of housing areas have benefitted from redevelopment and significant new investment including Bucklands End and Shard End. The area continues to provide the opportunity for regeneration and economic growth and a number of projects have been identified that will deliver positive change.

These include:

Stechford - an established mixed residential, commercial and local centre with opportunities for a number of sites to be brought forward for housing development.

The Meadway - a local centre with opportunities for redevelopment to provide an improved centre, regeneration and a reconfigured and enhanced area of open space.

Shard End - an area of recent change, but with ongoing potential for new housing including at the site of the former Yardley Sewage Works.

Why we have taken this approach

5.79 Each of the identified locations provide significant development opportunities in their own right, but collectively they have the scope to deliver new housing, improved local centres and enhanced community facilities for this part of East Birmingham.

5.80 The wider area is therefore recognised as having considerable development potential with scope to deliver over 1000 new houses. The area benefits from good access to both the City Centre and the Airport/NEC and the proposed interchange station that will serve the HS2 network. A potential rapid transit route is being explored which would link the city centre to the airport and which would run along Bordesley Green and the Meadway.

5.81 The Stechford area is served by both bus and rail services with Stechford rail station providing local rail services to Birmingham City Centre, the NEC and Coventry. There is a mixture of residential,

industrial and retail (including Stechford Retail Park) uses in the area. Given its public transport accessibility, there is the potential for Stechford to be the focus for new residential growth.

Policy GA8 Eastern Triangle

It is proposed that the Eastern Triangle will deliver regeneration and growth for around 1000 new homes. This will be across a number of locations and offering a range of housing types. The potential for the redevelopment of further unsuitable housing stock as well as the more efficient and effective use of existing land and buildings where practical and particularly at locations that are close to local centres, accessible by public transport and on or close to main transport corridors will be explored. In addition, a range of other growth proposals are identified to improve connectivity and transportation across the area including road improvement schemes and investment in public transport. Proposals also include the regeneration and improvement of key local centres and improvements to the wider local environment.

At Stechford this will include:

- The promotion of new residential development including the redevelopment of the former Bulls Head Allotments and potentially in the longer term the industrial/commercial area to the south of Stechford Bridge.
- The growth and improvement of Stechford Local Centre to meet the retail, service and community needs of the local area.
- Improved accessibility by all means of transport including enhanced pedestrian and cycle linkages and connectivity to Stechford rail station and the local centre.
- A resolution to the transportation and congestion issues within the area including the junction of Station Road, Flaxley Road and Iron Lane and the bridge over the River Cole.
- Environmental improvements, including enhancement of water quality, biodiversity and management of floodrisk along with enhanced access to the River Cole Valley.
- Potential to consider the future of other sites for housing or associated development including under-used allotments at Burney Lane and Francis Road.

At the Meadway this will include:

- Redevelopment of the former Meadway flats site which will deliver the reconfiguration and enhancement of the adjoining Kent's Moat Recreation Ground.
- The development of the Meadway District Centre which could comprise either the redevelopment or remodelling of the existing Poolway Shopping Centre.
- Improvements to Lea Hall rail station, including formalisation of vehicle parking, and improvements to interchange and the pedestrian and cycle links from the station to the centre and adjoining residential areas.
- Support for a new rapid transit route connecting the area to the City Centre and the Airport/NEC.

continued...

- At Shard End this will include:
- The removal from the Green Belt of part of the former Yardley Sewage Works site and development of up to 350 new homes. The development will be expected to provide:
 - High quality new housing environment that will ensure wider housing choice within the Shard End area in line with the principles in Policy TP27. This will include broader housing opportunities and associated community facilities.
 - Enhancement of the Cole Valley both on the site with improved access, amenity and landscaping and along the wider corridor - improving the offer of the Cole Valley in terms of leisure, recreation, education and nature conservation.
 - Enhancement of community facilities both on and off site, including scope for the use of planning obligations in connection with development proposals.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA8	✓	✓	✓	✓	✓	✓

5.82 The rail station has poor access for those with mobility difficulties, so enhancements will be supported both to the station facilities and environment, as well as improvements to the level of services.

5.83 The area also suffers from road congestion, particularly at the junction of Station Road, Flaxley Road and Iron Lane, and measures to reduce this congestion will be promoted.

5.84 The former Bulls Head Allotments have been declared surplus and provide an immediate opportunity for new residential development. Other residential opportunities in the area will be explored in the longer term including the industrial and commercial area to the south of Stechford Bridge. Any proposals should enhance and provide connections with the River Cole Valley which passes through Stechford and is a significant leisure and nature conservation asset for the area.

5.85 Wider opportunities for housing in the area will also be explored including the potential redevelopment of under used allotments on Burney Lane and Francis Road.

5.86 At Stechford there is the opportunity for new retail development that is within or is well integrated with the local centre and the rail station. Environmental and public realm improvements to the local centre will also be promoted.

5.87 Further planning guidance will be produced to guide future development in the area.

5.88 The Meadway is a focus for regeneration that comprises the redevelopment of the cleared Meadway flats site, the reconfiguration and enhancement of the adjoining Kent's Moat Recreation Ground and proposals for development at the local centre itself. These proposals will include the potential provision for a rapid transit link through the area from the City Centre to the Airport/NEC.

5.89 Improvement of the public realm within the centre and the adjacent Kent's Moat Recreation Ground will be required and improvements will be made to the centre's relationship with and linkages to the recreation ground and adjoining and nearby housing regeneration proposals.

5.90 There is a limited retail offer in East Birmingham and the appropriate growth of both the Meadway and Stechford local centres will be supported to address this shortfall.

5.91 It is proposed to improve the scale and range of retail, service and community facilities at the Meadway Centre (Poolway) to create a new focus for the surrounding community. The centre could accommodate additional comparison floorspace in line with policy and an enhanced convenience retail offer.

5.92 The remodelling of the existing Poolway Centre will be considered to accommodate development that could range from refurbishment and expansion to more comprehensive restructuring. The emphasis will be on creating a more attractive local centre that addresses current design and access issues and provides facilities that are accessible by all modes of travel. A review of the provision and range of services and community facilities will be undertaken.

5.93 Detailed proposals for this area will be developed through the production of further planning guidance.

5.94 Within Shard End targeted redevelopment has delivered a high degree of social and affordable housing to meet immediate re-housing requirements in this area. The former Yardley Sewage Works provides a much larger development opportunity that can deliver a broader range of accommodation that will further improve the attractiveness of the housing offer and regeneration potential of the area.

5.95 The site provides the opportunity to facilitate both the delivery of a new residential area that will help address local regeneration issues (in terms of the diversification and widening of choice within the local housing stock) as well as securing significant environmental works to the Cole Valley that will transform the amenity value of the site along with the access to it and the range of facilities available to the immediate and wider community.

5.96 The site forms part of the former Yardley Sewage Works, which ceased operation in the 1970s. Following decommissioning, only limited remediation was carried out and parts of the site were used for the landfill of demolition and construction waste. Initial investigations of the ground conditions and potential contamination have been undertaken and further investigations will be undertaken as the proposals are advanced.

5.97 The site comprises a generally featureless area to the south of the River Cole. Although included within the Green Belt as part of the Cole Valley, the site currently has restricted access and a limited environmental and recreational value. Principal sporting and recreational sites are located elsewhere in the Cole Valley corridor and are more accessible by local communities (such as the rugby pitches on the opposite side of Cole Hall Lane).

5.98 The River Cole road bridge at Cole Hall Lane has also been recently upgraded to facilitate regeneration opportunities in this area and to encourage better public transport services.

5.99 Development of part of the former sewage works site would seek to secure compensatory measures including opportunities for the improvement of access to the heart of the Cole Valley for the surrounding communities; opportunities to improve facilities

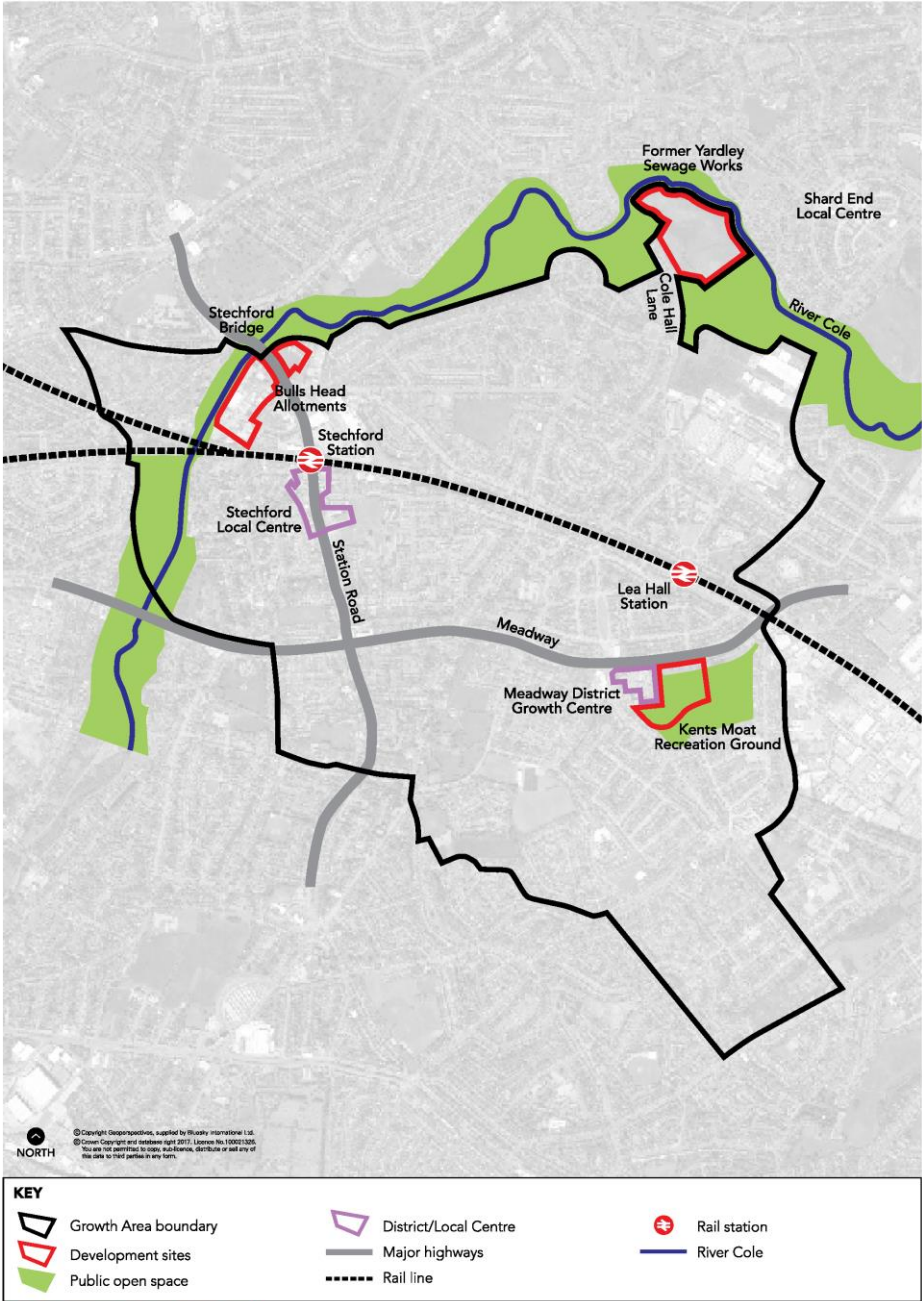
(including local centres) within the wider area as part of the delivery of new residential development; and the retention and further enhancement of the most attractive aspects of the Valley. This includes the potential relocation of Yardley and District Rugby Club's clubhouse and changing rooms to their pitches on the opposite side of Cole Hall Lane. 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.

5.100 Further development guidance for the site will be prepared as necessary to bring forward development. This will include the potential remediation strategy for the site.



New housing



Plan 12 Eastern Triangle Spatial Plan

Open space, playing fields and allotments

Introduction

6.50 Open space encompasses a wide range of spaces, not just traditional parks and gardens, grassed areas and woods but also cemeteries, allotments and civic spaces. All are important in providing recreational, health and other benefits for Birmingham residents and others who work in or visit the City.

Why we have taken this approach

6.51 Given Birmingham's built up character and with an increasing population and pressure for development, opportunities to create new areas of open space are limited within the existing urban area. Further development pressures on the City's open space resource will be carefully considered.

6.52 The main emphasis is on quality and accessibility; ensuring that people have access to good facilities and sufficient recreational space. Therefore accessibility and quality will inform the assessment of how much public open space provision is required.

6.53 In response to the need for assessments the City Council undertook a survey of demand which was published in 2004 which included 5,000 households, 4,000 within the City and 1,000 just outside. This together with work on the Parks Strategy has formed a background to the approach set in Policy TP9.

6.54 The City Council maintains records of provision for public open space, public and private playing fields expressed in hectares (ha) per 1,000 population by ward. A minimum 2 ha per 1,000 population standard is a simple, initial indicator of adequacy of provision. It serves to identify where there are supply problems. The use of up to date assessments of need provides more subtle information, reflecting quality and accessibility issues as well as quantity.

Policy TP9 Open space, playing fields and allotments

Planning permission will not normally be granted for development on open space except where:

- It can be shown by an up to date assessment of need that the open space is surplus taking account of a minimum standard of 2 ha per 1,000 population and the accessibility and quality criteria listed below.
- The lost site will be replaced by a similar piece of open space, at least as accessible and of similar quality and size.
- Where an area of open space is underused, as it has inherent problems such as poor site surveillance, physical quality or layout, which cannot be realistically dealt with, then in this case proposals that would result in the loss of a small part of a larger area of open space will be considered if compensation measures would result in significant improvements to the quality and recreational value of the remaining area.
- The development is for alternative sport or recreational provision, the benefits of which clearly outweigh the loss.

Playing fields will be protected and will only be considered for development where they are either shown to be surplus for playing field use, taking account of the minimum standard of 1.2 ha per 1000 population, through a robust and up to date assessment and are not required to meet other open space deficiencies, or alternative provision is provided which is of equivalent quality, accessibility and size.

Provision of public open space

Public open space should aim to be provided throughout Birmingham in line with the following standards:

- All residents should have access within 400m, (5 to 10 minutes walk) to an area of publically accessible open space which should have grass and trees and be at least 0.2 ha in size. Similarly, there should be children's play facilities within 400m of all residents.
- Within 1km (15 to 20 minutes walk) of all residents there should be an area of publically accessible open space of at least 2 ha in size. This should have paths, seating, bins, trees and landscape features. It should be capable of accommodating differing and potentially conflicting recreational activities without problem e.g. space for football and for those who want to sit and relax.
- Within 3km of all residents there should be access to a publically accessible park which has a wide range of facilities and features which may include water features, children's play facilities, cafés and formal landscaping. These spaces should be capable of holding local, or in some instances national events. These sites should be more than 2 ha in size and should also have good access for public transport and for walkers and cyclists. Some of these parks will have additional facilities and will be of a size which allows them to be used for major events and celebrations. It will be a priority to ensure that these parks have good access by public transport and adequate car parking.

New developments, particularly residential, will place additional demand upon all types of open space and children's play areas. New residents, visitors to Birmingham and people working within the City all place

continued...

varying demands upon open space. In new residential developments provision of new public open space will be required broadly in line with the standard of 2 ha per 1000 population. In most circumstances, residential schemes of 20 or more dwellings should provide on site public open space and/or children’s play provision. However, developer contributions could be used to address the demand from new residents on other types of open space such as allotments and civic spaces.

Further detail on the implementation of these requirements is provided in the Public Open Space in New Residential Development SPD.

The emphasis will be on good quality, accessible public open space that people want to use and feel safe to use. There should be well maintained paths, hard and soft landscape elements, bins, seats and other appropriate site furniture and the needs of people with disabilities should be taken into account.

Allotments

Provision of allotments should relate directly to demand in the area. Where there is a shortage of provision then consideration will be given to using other surplus open space land for allotments.

Allotment land will only be released for development where it can be shown that the site is not required to satisfy the demand for allotments in the area, or equivalent alternative provision will be made available. Where it is demonstrated that an allotment site is surplus then the first consideration should be whether it can be used as other open space where there are deficiencies. If this land is not required for other open space use then it can be considered for development. Planning permission for the development of allotments will not be granted simply because the site has fallen out of use and become derelict. Every effort should be made to improve allotment provision in areas of deficiency when the opportunity arises.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management
Policy TP9	✓	✓		✓	✓



Cannon Hill Park

6.55 The City Council has a Playing Pitch Strategy. This shows a significant short-fall of natural turf and artificial grass pitches.

6.56 Allotments play an important role in recreation and sustainability and form part of the green infrastructure network. There has been renewed interest in allotments and a diversification of users. Assessing need is more straightforward as waiting lists and vacant plots provide barometers of demand and supply. Where there is a demonstrated shortage of provision then the possibility of creating new provision by using surplus open space land can be considered.

6.57 For the purposes of the BDP the following definitions apply:

- **Open space** is all open land of recreational or public value, including playing fields, which primarily consists of natural elements such as trees, grass and water. It may or may not have free public access. It may or may not be used or held by the City Council for recreational purposes.
- **Public open space** is open space, including playing fields, owned by the City Council or to which there is a public right of access, used by the public primarily for recreation purposes. It does not include private or education playing fields, nor does it include municipal or private golf courses, cemeteries, or open areas within housing estates which substitute for private gardens.

The network and hierarchy of centres

Introduction

7.20 One of the characteristics of Birmingham is its extensive network of centres, which provide a focus for growth in the retail, office and leisure sectors. Centres also act as a focus for local community life and ensure that services are available in accessible locations. The network and hierarchy of centres will be the preferred location for retail and office development over the plan period.

Policy TP21 The network and hierarchy of centres

The vitality and viability of the centres within the network and hierarchy identified below will be maintained and enhanced. These centres will be the preferred locations for retail, office and leisure developments and for community facilities (e.g. health centres, education and social services and religious buildings). Residential development will also be supported in centres having regard to the provisions of policy TP24. Proposals which will make a positive contribution to the diversity and vitality of these centres will be encouraged, particularly where they can help bring vacant buildings back into positive use.

Alongside new development, proposals will be encouraged that enhance the quality of the environment and improve access.

The focus for significant growth will be the City Centre, Sutton Coldfield, Selly Oak, Perry Barr and Meadway but there is also potential for growth in several of the District centres, notably Erdington, Mere Green and Northfield. The scale of any future developments should be appropriate to the size and function of the centre.

The comparison retail floorspace requirements as set out in the table include commitments and should be treated as specific to each centre.

	Level of comparison retail floorspace (sq.m. gross)	Level of office floorspace (sq.m. gross)
	2012-2026	2013-2031
City Centre	160,000	700,000
Sub-Regional Centre Sutton Coldfield	30,000	20,000
District Growth Points Perry Barr Meadway Selly Oak	20,000 15,000 25,000	10,000 5,000 10,000
District Centre Acocks Green Alum Rock Castle Vale Coventry Road Edgbaston Erdington Fox and Goose Harborne Kings Heath Longbridge Maypole Mere Green New Oscott Northfield Sheldon Soho Road Stirchley Swan	Within District Centres, levels of comparison retail and office floor space growth should be appropriate to the size and function of the centre but should not normally exceed 5,000 sq.m. gross in either case. However, higher levels of office development will be supported in Edgbaston (Five Ways) District centre because of its close links to the City Centre. In the case of Longbridge the provision of additional comparison retail floorspace will be controlled in accordance with policy GA10.	
<i>continued...</i>		

Local Centre	
Balsall Heath Boldmere Bordesley Green College Road Cotteridge Dudley Road Frankley Glebe Farm Green Lane The Parade, Hall Green Hawthorn Road Hay Mills Highfield Road, Hall Green Highgate Ivy Bush Jewellery Quarter Kings Norton Green Kingsbury Road Kingstanding Circle Ladypool Road Lea Village Lozells Moseley Newtown Olton Boulevard (Fox Hollies) Pelham Queslett Quinton Robin Hood, Hall Green Rookery Road Scott Arms Shard End Short Heath Slade Road Sparkbrook Sparkhill Springfield Stechford The Radleys Timberley Tyseley Villa Road Walmley Ward End Weoley Castle West Heath Witton Wylde Green Yardley Road Yardley Wood Yew Tree	Within local centres comparison retail and office floorspace will be acceptable in line with the size of the centre and provided that the proposal is aimed at catering for the local catchment population.

Except for any specific allocations in this Plan, proposals for main town centre uses outside the boundaries of the network of centres identified in policy TP21 will not be 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). 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 centres are shown in the Shopping and Local Centres SPD.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP21	✓	✓	✓	✓	✓	✓

Why we have taken this approach

7.21 Birmingham contains a large network of centres ranging from the City Centre that holds a national position as a retail destination to local centres which meet immediate day-to-day needs. These centres are varied in terms of size, offer and who they serve, some serving not just local people but a regional and in some cases national population. Birmingham's centres are diverse and have a range of uses, particularly retail but also other focal points for the local communities which they serve, for example places of worship, community centres, universities and offices. Arising from this, centres are also important sources of employment. In addition to the centres identified in the hierarchy, there are also many smaller shopping parades.

7.22 The network of centres proposed in the BDP is based on work carried out through the preparation of the Council's Local Centres Strategy and the Retail Need Assessment which contains a health check of the larger centres (district level and above). The Shopping and Local Centres SPD contains boundaries and Primary Shopping Areas for each of the centres identified except for the City Centre. 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. The network includes a new centre at Longbridge which is proposed in the Longbridge AAP.

7.23 Definitions for the categories of centre used in the hierarchy are set out below:

- **Regional Centre** - Very large centre, embracing a wide range of activities and serving a regional/national catchment.
- **Sub-Regional Centre** - Major centre, providing an extensive range of facilities and services for a more than local population.

- **District Centre Growth Point** - A major group of shops, identified as a focus for retail growth and office development.
- **District Centre** - A major group of shops, including at least one foodstore or superstore and a range of non-retail and public services.
- **Local Centre** - A significant group of local shops and services, usually including one or more smaller foodstore.

7.24 The comparison retail floorspace figures derive from the Birmingham Retail Need Assessment (BRNA) Update (2013) and reflect the position that growth in comparison retail expenditure is now expected to be lower than previously anticipated, and internet sales are expected to grow more rapidly. 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.

7.25 The City Centre will continue to be the primary focus for retail, office and leisure activity reflecting its national standing and attraction as a top visitor destination. Future growth will be in line with the role of the centre and need to ensure it remains competitive.

7.26 For Sutton Coldfield the comparison retail requirements are taken from the Retail Needs Assessment. They have been set at a level that allows for the implementation of the main retail components of the Sutton Coldfield Town Centre Regeneration Framework SPD.

7.27 The comparison retail requirements for the three growth centres (Perry Barr, Selly Oak and Meadway) are drawn from the Retail Need Assessment, but have been distributed on the basis of the capacity of these centres to accommodate growth. In the case of the Meadway, this figure also

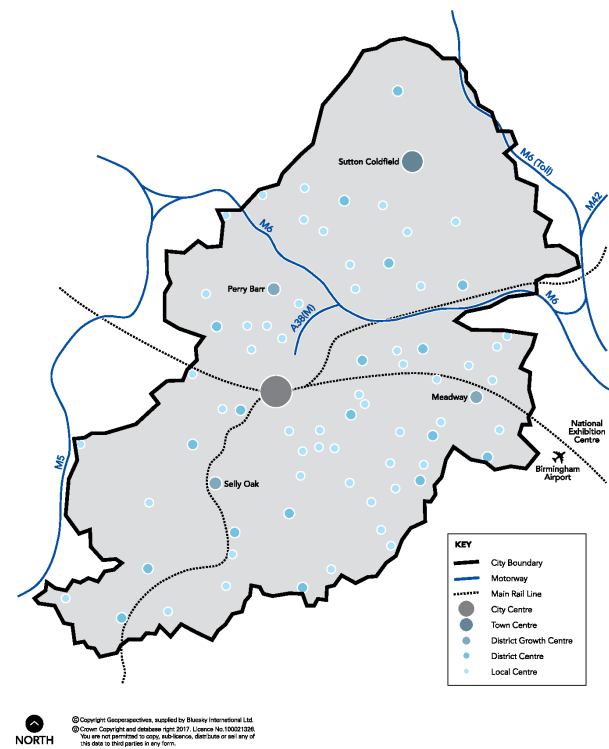
reflects the lack of comparison retail facilities currently in this part of the City.

7.28 No specific requirements for the other main town centre uses such as leisure have been identified - but these uses will continue to be encouraged in the network of centres at an appropriate scale. 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.

7.29 Policy GA10 sets out specific levels of retail and office floorspace for the new centre at Longbridge.

7.30 Edgbaston (Five Ways) District Centre and surrounding area is an existing focus for office development on the edge of the City Centre and has the potential for future growth which will be supported.

7.31 A plan illustrating the location of all centres listed in the hierarchy is shown below.



Plan 16 Hierarchy of centres

Convenience retail provision

Introduction

7.32 Accessible convenience retail provision such as food stores is important for communities across the City. The BRNA Update (2013) shows that there is little overall scope for additional convenience floorspace.

Why we have taken this approach

7.33 The BRNA Update (2013) indicates that there is limited capacity for additional convenience retail development in Birmingham in the period to 2026 after existing commitments are taken into account. Over recent years there has been significant growth in the convenience retail sector that has seen a number of new and improved stores created throughout the City. This has served to improve the offer and quality of provision ensuring that local communities have access to convenience retail provision. As identified in the BRNA Update (2013) due to the recent number of developments there are no major gaps in provision although it is recognised that at a local level there may be variations in provision.

Policy TP22 Convenience retail provision

In principle, convenience retail proposals will be supported within centres included in the network of centres, subject to proposals being at an appropriate scale for the individual centre. Proposals should deliver quality public realm and create linkages and connections with the rest of the centre and improve accessibility. Proposals that are not within a centre will be considered against the tests identified in national planning policy and other relevant planning policies set at local level, in particular the policies for the protection of employment land.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP22			✓		✓	✓



Foodstore

Small shops and independent retailing

Introduction

7.34 Throughout the network of centres there is a broad range of shops and services, however in overall terms the City lacks a diverse enough offer to ensure it provides a high quality shopping experience and offer. One key area to address will be the presence of more independent and niche retail shops.

Why we have taken this approach

7.35 The diverse retail offer in Birmingham's extensive network of centres is provided not solely by large national retailers but smaller independent retailers who may operate one or more stores in the centres identified in the hierarchy. Although there are many small shops and independent retailers across the City, there are gaps in some of these centres and in particular the city centre where the BRNA Update (2013) has identified a particular deficiency.

7.36 The BRNA Update (2013), and City Centre Retail Assessment, along with discussions with key stakeholders in connection with the Big City Plan, identified that Birmingham (in comparison to other regional centres) lacks representation from independent, niche and small retailers to provide a diverse retail experience.

7.37 Areas across the City such as the Jewellery Quarter, Alum Rock and the Soho Road provide a unique retail offer and the provision of smaller retail units would assist in creating opportunities for smaller and independent retailers to flourish.

Policy TP23 Small shops and independent retailing

Proposals which promote and encourage independent and niche retailers across the City will be supported. Specifically the City Council will seek to ensure that:

- There is a range of retail premises across the City including provision of smaller units.
- Future developments within centres consider the need for a range of unit sizes to suit all potential needs.

The BRNA Update (2013) has identified a particular deficiency in independent retailing in the City Centre. Proposals for new retail development within the City Centre should therefore include provision which will encourage the creation of new specialist and independent shopping destinations.

Proposals for other forms of retailing such as markets that encourage smaller and independent retailers will be supported and encouraged.

A number of other centres have developed specific niche roles (for example the Jewellery Quarter, Alum Rock Road and Soho Road) and this will continue to be supported.

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP23	✓	✓				✓

101



Jewellery Quarter

Homes and neighbourhoods

8.1 The provision of a sufficient quality and quantity of housing to meet the City's growing population is a central part of the strategy of the BDP. The type and condition of homes, together with the quality of the immediate surroundings, is one of the most important factors affecting quality of life.

8.2 The following policies contribute to the strategy for urban regeneration and economic revitalisation by ensuring that Birmingham's residents can live in comfortable and affordable homes in sustainable and successful neighbourhoods. The approach will need to ensure that there is sufficient land available to enable a variety of good quality housing to meet a wide range of needs, and that the City is increasingly attractive as a place to invest and live.

Sustainable neighbourhoods

Introduction

8.3 At the heart of the City's growth agenda is the concept of sustainable neighbourhoods ensuring that future housing, within and outside the growth areas, is delivered in the most sustainable way contributing to creating a strong sense of place, high standards of design and environmental sustainability, climate proofing and supported by high quality infrastructure and facilities.

Why we have taken this approach

8.4 The City is experiencing a period of rapid population growth, which leads to a requirement for many new homes and jobs. At the same time Birmingham has set itself a demanding target in terms of reducing its carbon emissions and needs to deliver development with high sustainability credentials.

Policy TP27 Sustainable neighbourhoods

New housing in Birmingham is expected to contribute to making sustainable places, whether it is a small infill site or the creation of a new residential neighbourhood. All new residential development will need to demonstrate that it is meeting the requirements of creating sustainable neighbourhoods. Sustainable neighbourhoods are characterised by:

- A wide choice of housing sizes, types and tenures to ensure balanced communities catering for all incomes and ages.
- Access to facilities such as shops, schools, leisure and work opportunities within easy reach.
- Convenient options to travel by foot, bicycle and public transport (see Policies TP39-TP41) with reduced dependency on cars and options for remote working supported by fast digital access.
- A strong sense of place with high design quality so that people identify with, and feel pride in, their neighbourhood.
- Environmental sustainability and climate proofing through measures that save energy, water and non-renewable resources and the use of green and blue infrastructure.
- Attractive, safe and multifunctional public spaces such as squares, parks and other green spaces for social activities, recreation and wildlife.
- Effective long-term management of buildings, public spaces, waste facilities and other infrastructure, with opportunities for community stewardship where appropriate.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP27	✓	✓	✓	✓	✓	✓

8.5 All new residential development will need to demonstrate that it is meeting the requirements of Policy T27, thus ensuring that it contributes toward meeting the broader objectives of the BDP.

8.6 The principle underpinning the policy is that not only should new

development be as 'sustainable' as possible, but it should also wherever possible contribute to the increased sustainability of what already exists, for example through reducing travel needs, extending CHP and the use of renewable energy.

The location of new housing

Introduction

8.7 Housing is the predominant land use within Birmingham and new housing will be appropriate in many locations across the City.

Why we have taken this approach

8.8 In identifying potential development opportunities the City Council has sought to create a sustainable pattern of development. Account has been taken of the availability of

previously developed sites, their location and accessibility, the capacity of infrastructure, the ability to build mixed and balanced communities and constraints on development land, both physical and environmental.

8.9 Although every effort has been taken to make the Strategic Housing Land Availability Assessment (SHLAA) as comprehensive as possible, it is inevitable, given the built-up nature of Birmingham, that other opportunities for development/ redevelopment for housing will arise. The same principles will be followed in assessing planning applications for new housing development.

8.10 The majority of new housing provision within Birmingham will be located on previously developed land within the existing urban area. Based on an assessment of future land supply, the City Council expects that a minimum of 80% of new homes provided in the city over the plan period will be built on previously developed land. As set out in Section 3 it has been necessary, in order to meet the needs of Birmingham's growing population, to identify some land other than brownfield for housing development.

Policy TP28 The location of new housing

New residential development should:

- Be located outside flood zones 2 and 3a (unless effective mitigation measures can be demonstrated) and 3b.*
- Be adequately serviced by existing or new infrastructure which should be in place before the new housing for which it is required.
- Be accessible to jobs, shops and services by modes of transport other than the car.
- Be capable of remediation in the event of any serious physical constraints, such as contamination or instability.
- Be sympathetic to historic, cultural or natural assets.
- Not conflict with any other specific policies in the BDP, in particular the policies for protecting Core Employment Areas, open space and the revised Green Belt.

* As defined in the Strategic Flood Risk Assessment.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP28					✓	✓

The housing trajectory

Introduction

8.11 Over the period 2011-2031 51,100 homes are planned to be delivered. This reflects the current capacity and land allocations available within Birmingham’s administrative area. It is however, insufficient to meet objectively assessed need and additional provision will be required beyond the City’s boundary. This reflects the growth agenda and the desire to accommodate as much of the City’s projected housing growth as possible within the City’s boundary.

8.12 The trajectory takes account of the anticipated capacity of the urban area to accommodate additional housing; evidenced by the SHLAA, and the technical work to assess the deliverable capacity on land removed from the Green Belt to the north-east of the City.

Why we have taken this approach

8.13 The City Council’s aim is to increase the level of housing provision as quickly as possible as the country emerges from the difficult economic climate which

prevailed at the beginning of the plan period. This has had a major impact on the house building industry with significant reductions in both housing starts and completions. In the short term it is unlikely that there will be a return to the levels of building experienced pre-2008 and this, together with a significantly increased house building target, will require a stepped approach if the trajectory is to be delivered. 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.

8.14 Housing completions reached a low point between 2010/2011 and 2012/2013. The City Council will seek to stimulate house building in the short term, and a range of measures will be set out in the Housing Growth Plan. In the medium term the trajectory increases in line with anticipated improvements to market conditions and delivery on the sustainable urban extension taking place. In the longer term it is assumed that there will be stronger market growth in the City Centre and other growth areas making a significant contribution to housing provision.

Policy TP29 The housing trajectory

The housing requirement will be delivered in accordance with the following indicative average annual rates:

- 1,650 dwellings per annum (2011/2012 - 2014/2015).
- 2,500 dwellings per annum (2015/2016 - 2017/2018).
- 2,850 dwellings per annum (2018/2019 - 2030/2031).

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP29	✓	✓	✓		✓	

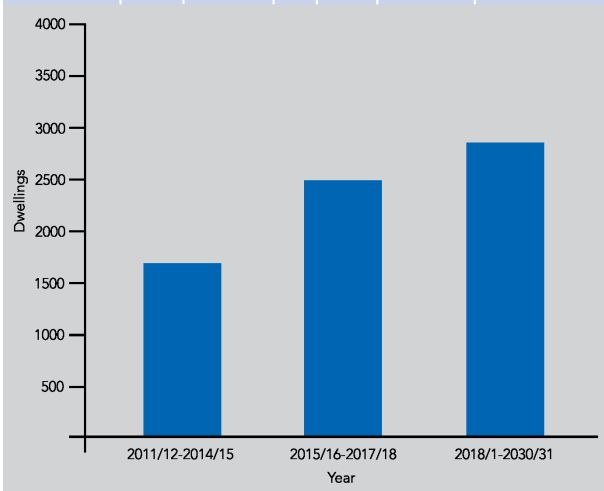


Figure 1 Housing trajectory

The type, size and density of new housing

Introduction

8.15 Over the Plan period a significant increase in the delivery of new housing will be required to meet the needs of the City's growing population. In bringing forward new housing schemes the type, size and density of residential developments will be just as important as the overall numbers that are delivered.

Why we have taken this approach

8.16 New housing provision in Birmingham should be made in the context of creating sustainable communities, which contain a mix of dwelling types, sizes and tenures together with the local facilities that make a neighbourhood successful. The amount of new housing provided over the plan period will be relatively small compared to the level of the existing dwelling stock. It is important that new

housing is provided across all sectors of the housing market and that it meets the needs of a wide variety of households. New housing should add to the choice of accommodation available to people, whatever their circumstances. It should therefore be a mix of both market and affordable housing, and should consist of a mixture of tenures and prices, sizes and types. It should cater for specific needs, such as a wider choice of housing options for people whose current home is no longer suitable for their needs.

8.17 The City Council has undertaken a Strategic Housing Market Assessment (SHMA) and will review this periodically during the life of the BDP. The table on page 113 sets out the current proportion of housing by tenure and Policy TP31 on Affordable Housing should be cross referenced when considering the overall mix of dwellings.

8.18 In ensuring an appropriate mix of housing is provided it is also important that the most efficient use of the land is made. Land is a scarce resource so it is important that it is used efficiently when new residential schemes are proposed. As such, the density at which development occurs should be maximised subject to the density being appropriate to the character of the area. Appropriate densities will vary across the City, with higher densities in the City Centre to lower density housing in the suburbs. Higher densities should be accompanied by high quality design and ensuring the impact on its surroundings is fully considered.

8.19 The spacious nature and low density of some of the City's mature suburbs has led to development pressure for the intensification of existing housing areas through redevelopment at higher densities and the development of infill plots and backland areas. This can have a significant impact on local distinctiveness by the erosion of

continued...

Policy TP30 The type, size and density of new housing

Proposals for new housing should seek to deliver a range of dwellings to meet local needs and support the creation of mixed, balanced and sustainable neighbourhoods. Account will need to be taken of the:

- Strategic Housing Market Assessment (or any subsequent revision).
- Detailed Local Housing Market Assessments (where applicable).
- Current and future demographic profiles.
- Locality and ability of the site to accommodate a mix of housing.
- Market signals and local housing market trends.

New housing should be provided at a target density responding to the site, its context and the housing need with densities of at least:

- 100 dwellings per ha within the City Centre.
- 50 dwellings per ha in areas well served by public transport.
- 40 dwellings per ha elsewhere.

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, 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 those specified above, the applicant will be expected to provide supporting information justifying the density proposed.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP30		✓	✓		✓	✓

the unique character that makes these places special, particularly if the principles of good design are not taken into account. It is essential therefore if development takes place in these areas, that it is appropriate in all respects and that it makes a positive contribution to the environment and community within which it is located.

8.20 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.

Affordable housing

Introduction

8.21 The City Council is committed to providing high quality affordable housing for people who are unable to access or afford market housing. This is an important commitment to ensure that a choice of housing is available to all in mixed income and mixed tenure sustainable communities.

Policy TP31 Affordable housing

The City Council will seek 35% affordable homes as a developer contribution on residential developments of 15 dwellings or more.

The level of developer subsidy will be established taking account of the above percentage and the types and sizes of dwellings proposed. The City Council may seek to negotiate with the developer in order to revise the mix of affordable dwellings (for instance to secure additional larger dwellings) or to adjust the level of subsidy on individual dwellings (a higher subsidy may be required in high value areas). Where such negotiations impact on the number of affordable dwellings secured the level of developer subsidy should be unchanged.

There will be a strong presumption in favour of the affordable homes being fully integrated within the proposed development. However the City Council may consider off site provision, for instance to enable other policy objectives to be met, subject to an equivalent level of developer contribution being provided. Off site provision could be either by way of the developer directly providing affordable dwellings on an alternative site, or by making a financial contribution which would enable provision either through new build on an alternative site, by bringing vacant affordable dwellings back into use or through the conversion of existing affordable dwellings to enable them to better meet priority needs.

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 be expected to deliver affordable housing in accordance with this policy in order to assist in meeting the affordable housing needs of all members of the community.

In phased housing developments, developers will be expected to provide details of the affordable housing provision in each phase, including the number and type of affordable dwellings to be provided.

Where the applicant considers that a development proposal cannot provide affordable housing in accordance with the percentages set out above, 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* will ensure that viability is assessed in a transparent and consistent way.

continued...

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.

*Currently the Homes and Communities Agency's Economic Assessment Tool (EAT)

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP31				✓	✓	

Tenure	One bed	Two bed	Three bed	Four bed	Total
Market	8.1	14.9	17.3	21.9	62.2
Shared ownership	1.1	1.2	2.2	0.3	4.8
Affordable rent	3.7	11.6	5.3	0.9	21.6
Social rent/ requires subsidy*	1.7	3.0	1.6	5.0	11.4
Total	14.6	30.8	26.3	28.1	100

* Can be provided in either the social or private sector.
Note: Figures may not sum due to rounding.

Figure 2 Tenure of housing required (as a percentage)



New affordable housing

Why we have taken this approach

8.22 The most recent City wide SHMA, published in 2012, found that about 38% of the City's overall housing requirement is for affordable housing. The City Council will continue to seek to deliver the levels of affordable housing as set out below and so help meet the needs of the City's growing population. Figure 2 below shows the split by tenure of affordable and market housing required for the City as a percentage.

8.23 The City Council will seek to achieve this challenging target by making the best use of the finance available including public subsidy, by directly building new council housing and by exploring all partnership opportunities to increase supply. Affordable housing provided through developer contributions will continue to play an important role in meeting the City's affordable housing needs.

8.24 Whenever practicable within mixed tenure developments, the affordable dwellings should be located in clusters to enable effective management of them.

Housing regeneration

Introduction

8.25 The quality of residential neighbourhoods and the housing stock within them is an important factor affecting the quality of life. The City Council will work to improve the quality of existing residential neighbourhoods through a programme of regeneration. Some regeneration areas have already been identified whilst others will be brought forward during the plan period.

Why we have taken this approach

8.26 The City has a long tradition of supporting regeneration and the renewal of existing housing estates to deliver an improved environmental quality and housing offer. A large proportion of the City's housing offer is contained within existing large residential estates. Some of these areas do not provide the quality of accommodation or environment that ensures a high quality of life for residents. The City Council will continue to support the regeneration and renewal of housing estates/areas. In particular the following have been identified as key opportunities:

- The Lyndhurst Estate, Erdington - Redevelopment to provide up to 300 new homes, enhanced community facilities and public open space along with improvements to the existing tower blocks.
- The Bromford Estate - Improvement of the housing stock, the environment and local amenities including the provision of enhanced community facilities. The future of land to the east of the estate, where clearance of housing has taken place, will be reviewed with consideration being given to alternative uses where sites are not suited for residential redevelopment.

Policy TP32 Housing regeneration

The regeneration and renewal of existing housing areas will continue to be promoted to ensure that high quality accommodation and environments are provided in line with the principles of sustainable neighbourhoods. The initial priorities will be:

- The Lyndhurst Estate.
- The Bromford Estate.
- Newtown.
- Druids Heath and Maypole.
- Kings Norton Three Estates.
- The Meadway.

Replacement rates on cleared sites will be maximised subject to the provision of high quality accommodation within a high quality environment. In redeveloping cleared sites the focus will not only be on addressing housing needs but, where appropriate, will need to identify and provide opportunities to improve local employment, open space provision, playing fields, sports facilities and the quality of the local environment and community, health and education facilities.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP32	✓	✓	✓	✓	✓	✓

- Newtown - the regeneration of the Newtown Estate has already seen 287 new houses built, alongside the rebuilding of Holte, Mayfield and Lozells Schools, a new youth centre (the Lighthouse), redevelopment of the Crocodile Works (168 homes) and completion of the Pannel Croft Extra Care Scheme (180 units). Further phases of the ongoing transformation of Newtown, which will focus primarily on selective demolition, refurbishment and enhancement of community facilities, is expected to create approximately 115 additional new houses.
 - Druids Heath and Maypole - The Druids Heath Estate will be the focus of selective redevelopment and renewal to create a new neighbourhood, and deliver long-term social, economic and environmental improvements including over 500 homes.
 - Kings Norton 3 Estates - Major redevelopment to create a sustainable neighbourhood and deliver long-term social, economic, physical and environmental improvements in accordance with the adopted Kings Norton Planning Framework. Around 500 homes will be provided.
 - The Meadway - A new sustainable neighbourhood will be created at the Meadway.
- 8.27** Over the plan period other areas will come forward for regeneration and a proactive approach between the City Council, delivery partners and local residents will be taken to deliver the change and improvements.

Connectivity

9.1 High quality connections by road, rail, bus, walking, cycling or digital, are all vital to the City's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail and leisure opportunities.

9.2 Transport is an enabler for economic growth and for the City to successfully deliver its sustainable growth agenda it will need to develop its existing transport networks ensuring that they provide an effective, efficient and comprehensive public transport system, high quality routes and environments for pedestrians and cyclists, an efficient road network and modern digital infrastructure. In addition to improvements to its internal connections, the City will need to secure further improvements in connectivity with commuter towns and surrounding areas, to the rest of the country and internationally in order to attract investment and support access to jobs.

A sustainable transport network

Introduction

9.3 An efficient, comprehensive and sustainable transport system is an essential element in supporting the City's economic competitiveness, meeting the targets for reducing CO2 emissions and enabling the delivery of sustainable development. Promoting sustainable transport modes will help re-balance the focus to those modes that have lower emissions and contribute to creating a higher quality environment across the City.

Why we have taken this approach

9.4 A key principle for the transport network is to make the existing connections as efficient as possible, ensuring the movement of as many people as possible in

Policy TP38 A sustainable transport network

The development of a sustainable, high quality, integrated transport system, where the most sustainable mode choices also offer the most convenient means of travel, will be supported.

The delivery of a sustainable transport network will require:

- Improved choice by developing and improving public transport, cycling and walking networks.
- The facilitation of modes of transport that reduce carbon emissions and improve air quality.
- Improvements and development of road, rail and water freight routes to support the sustainable and efficient movement of goods.
- Reduction in the negative impact of road traffic, for example, congestion and road accidents.
- Working with partners to support and promote sustainable modes and low emission travel choices.
- Ensuring that land use planning decisions support and promote sustainable travel.
- Building, maintaining and managing the transport network in a way that reduces CO2, addresses air quality problems and minimises transport's impact on the environment.
- In some circumstances, the re-allocation of existing roadspace to more sustainable transport modes.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP38	✓	✓	✓	✓	✓	✓

the most sustainable and safest way. Achieving this will require a road user hierarchy that favours sustainable modes of transport. Any development of the transport network will need to consider the impact of schemes on different road users and take this hierarchy into account to resolve competing demands. It will be necessary to strike a balance between the needs of road users and the function of different routes.

9.5 The City Council is developing the Birmingham Mobility Action Plan (BMAP) and will work with public and private sector partners to develop the City's transport system in a way which supports national goals for transport and local targets for reducing emissions of pollutants (including greenhouse gases), supports sustainable housing and community growth and addresses the changing needs of the City's communities.

In particular, the City Council will seek to ensure that transport initiatives promote:

- Economic sustainability by providing effective and efficient connections between people and jobs, and between businesses and their suppliers and customers.
- Social sustainability by providing a comprehensive and fully accessible transport system which connects and serves all members of Birmingham's diverse communities.
- Environmental sustainability by supporting the development of a connected city whilst seeking to minimise the negative impacts on the current and future environment.

9.6 The West Midlands Local Transport Plan (2011 to 2026) contains various targets for improving transport and reducing its impacts. The Local Transport Plan also contains accessibility targets for access to key services by public transport and active travel. Centro's 'Towards a World Class Integrated Transport Network' document sets out a high level vision for achieving a world class public transport system. The BDP supports and complements the approach set out in these documents.

9.7 Transport has a range of impacts on the environment. It is a major source of CO2 (accounting for 25% of the City's CO2 emissions) and it also contributes to poor air quality in the form of Nitrogen Dioxides, Particulate Matter and other emissions which are known to have

consequences for health and life expectancy. Transport also requires infrastructure which requires land take and space. A balance must be struck between how much of our urban area should be developed to provide transport capacity against other uses.

9.8 Opportunities to minimise these impacts by reducing the need to travel, and through the use of alternative more sustainable transport and less polluting modes will be taken unless there is a good justification as to why this is not possible.

9.9 The Smarter Choices initiative, which provides a range of 'soft' transport policy measures aimed at providing and promoting a package of initiatives for influencing people's behaviour towards more sustainable modes will be important in changing attitudes and approaches to travel. Smarter Choice measures can be introduced through the planning process and developed to address transport impacts arising from new developments through a range of measures including:

- Encouraging behavioural changes through the TravelWise campaign and Travel Planning (via a range of work place, school, residential, rail station and personalised travel plans) that encourage people to choose the most sustainable means of travel.
- Supporting the growth of Car Clubs in the city as an alternative to private car ownership.
- Requiring Travel plans in line with the relevant national guidance.

9.10 TravelWise is a national campaign to encourage people to think about the impact that their daily journeys have on the environment, their community and on their own health. TravelWise schemes can also help people to look for more environmentally-friendly alternatives to driving alone, such as car sharing, using public transport, walking or cycling. People can save money and improve their health whilst helping to reduce congestion, air and noise pollution and the negative effects of road traffic.



Metro extension

Walking

Introduction

9.11 Walking plays an integral part in the day to day life of most people. The provision of a safe and pleasant walking environment has a significant role to play in supporting quality of life and encouraging active travel.

Why we have taken this approach

9.12 The Transport Strategy for Birmingham places pedestrians at the top of the road user hierarchy with the commitment to encouraging walking as a safe, attractive and convenient means of getting around the city. The City Council is continuing to improve public realm environments, improve walking routes through the provision of dropped kerbs and pedestrian crossing facilities, and develop way finding facilities through a variety of media and community safety initiatives with a view to ensuring that walking is a safe option for as many people as possible. Interconnect Birmingham, for example, has been introduced to improve wayfinding through the streets and spaces in the City Centre.

9.13 Birmingham's Rights of Way Improvement Plan (ROWIP) and the definitive map of routes support Birmingham's commitment to preserving walking routes across the City and improving their level of maintenance.

9.14 The Department for Transport's Creating Growth, Cutting Carbon document endorses the promotion of walking as an efficient, environmentally friendly and healthy option for making shorter journeys. Increased walking is promoted through 'Smarter Choices' measures which aim to promote more sustainable alternatives to single occupancy car use.

9.15 Improvements to the public realm will be prioritised to improve primary routes first, and secondary and tertiary routes will then follow. To complement these major interventions, more localised spaces throughout the City Centre, for example, will be improved and created. This network will be explored further in a detailed public realm strategy for the City Centre.

Policy TP39 Walking

The provision of safe and pleasant walking environments throughout Birmingham will be promoted. In particular this will include:

- Building upon the success in improving pedestrian safety and continuation of the support for the priority of pedestrians at the top of the road user hierarchy ensuring that in centres and residential areas, the public realm environment reflects this priority.
- Ensuring new development incorporates high quality pedestrian routes which will promote walking as an attractive, convenient, safe and pleasant option for travel including to and from bus stops, train stations and Metro stops.
- Ensuring good design of pedestrian routes/areas reflecting desire lines and providing adequate way finding facilities where appropriate whilst ensuring that routes/areas are free from unnecessary clutter.
- Providing pedestrian crossing facilities where appropriate and ensuring footway surfaces are well maintained.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP39	✓	✓		✓	✓	✓

Cycling

Introduction

9.16 Cycling contributes towards reducing carbon emissions and improving air quality. As a form of active travel it can assist with the adoption of healthier lifestyles and managing the use of the City's transport network more efficiently.

9.17 Cycling has the potential to significantly contribute to the sustainable movement of people around Birmingham and as a mode of travel it can replace many car trips.

Why we have taken this approach

9.18 Cycling is increasingly seen as an essential component of successful 21st century cities moving towards sustainability and offering a healthy lifestyle. It can provide a means for residents from across the City to access areas of employment by affordable and sustainable transport. Cycling is still at a low level in Birmingham, comprising only 1-2% of total trips.

9.19 Birmingham has some good cycling infrastructure, but this is characterised by a number of off-road routes and canal towpaths. There is a relative lack of infrastructure to provide an appropriate cycling environment on busier roads. These roads tend to be the most well known and direct routes to major destinations, and use of them is almost unavoidable for some part of any urban cycling journey.

9.20 The 'Birmingham Cycle Revolution' sets out a 20 year strategy to provide a network of new and improved cycle routes. Phase 1 of this Strategy will focus on an area within 20 minutes cycling time from the City Centre. Later phases will extend this provision beyond this area to the wider City.

9.21 Infrastructure improvements will be supported by cycle training provision, access to bikes, promotional activities and travel behaviour initiatives.

Policy TP40 Cycling

Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives. This will include:

- Development of different route types e.g. improvements to major radial roads and other main roads including improved crossing facilities and creating new, quieter, parallel routes, using roads with lower speed limits and traffic flows, linking residential areas, green spaces, local centres and transport interchanges in order to encourage short trips and offer an alternative to busy A and B roads.
- Further development and enhancement of an extensive off-road network of canal towpaths and green routes.
- Incorporating cycling into the 'Interconnect' on-street wayfinding totems currently being rolled out across the City Centre, and using improved direction signing.
- Improving cycle security with upgraded parking and trip end facilities within the City Centre, local centres and at railway stations.
- Increasing access to bicycles with cycle loan and hire opportunities.
- Providing enabling support to take up cycling through training and travel behaviour initiatives.
- Ensuring that new development incorporates appropriately designed facilities which will promote cycling as an attractive, convenient and safe travel method.

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP40	✓	✓		✓	✓	✓



Cycle route

Public transport

Introduction

9.22 There is a continuing need to improve public transport facilities including interchanges so that access to places of employment, education, shopping, medical, cultural, leisure and social facilities is an attractive and viable alternative to private transport.

Why we have taken this approach

9.23 The bus remains by far the most important mode of public transport in Birmingham and is certain to remain so for the foreseeable future. The design and location of new development will need to ensure that travel between destinations by bus is as attractive and viable an option as possible. It is important that buses are easily accessible to and from, and able to penetrate residential and employment areas and offer a good choice of destinations to serve the needs of passengers.

9.24 Centro works with transport operators and the West Midlands metropolitan councils to promote and develop public transport throughout the West Midlands. Centro does not directly operate bus services, which are operated by a number of private operators on a commercial basis. However, Centro does provide subsidy support for non-profitable, but in-demand, services.

9.25 Coach travel is also important as a sustainable mode of travel with over 2 million visits made by the Group Travel Market to the City each year, and worth over £130 million to the local economy.

9.26 The City sits at the heart of the UK's railway network. Between 2001 and 2011 the number of passengers travelling into the City Centre by rail has increased by 60%. This has coincided with improved frequencies and journey times on the West Coast Main and Chiltern Lines together with investment in rolling stock. The City's suburban rail network is of only limited

Policy TP41 Public transport

Bus and Coach

The bus remains by far the most important mode of public transport in Birmingham. There continues to be a challenge in making bus travel attractive as a sustainable alternative to the private car.

The City Council will continue to work with Centro and bus operators to improve the bus network by:

- Supporting partnership measures to develop and improve the bus network including the City Centre Statutory Quality Bus Partnerships and Bus Network Reviews.
- Ensuring that road space is managed efficiently to support public transport through initiatives such as bus priority measures and infrastructure.
- Ensuring that adequate coach access is provided for as part of new developments where it is required.

Rail

Proposals to enhance the City's rail network will be supported, including:

- Reopening the Camp Hill and Sutton Park railway lines to passenger services.
- The delivery of the Camp Hill Chord scheme and the facilitation of services from the Camp Hill line and from Tamworth/Nuneaton to run into the new platforms at Moor Street station.
- 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.
- Redevelopment of Snow Hill station and reinstatement of Platform 4.
- The expansion of park and ride sites including Kings Norton, Four Oaks and Lea Hall.

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: www.hs2.org.uk/developing-hs2/safeguarding

continued...

size and in need of further enhancement in order to meet the growing demand. HS2 provides further opportunities to enhance local and regional rail services by releasing network capacity.

9.27 The City Centre has three main line stations - New Street, Moor Street and Snow Hill. New Street Station is a key gateway into Birmingham City Centre. £600

million of planned investment (Gateway Project) is transforming the station into a bright, modern transport hub for the City and will support greater visitor and commuter numbers.

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

Rapid Transit - Midland Metro and Bus Rapid Transit

The development and extension of metro/bus rapid transit to facilitate improvement/enhancement in the public transport offer on key corridors and to facilitate access to development and employment will be supported. This will include cross-boundary routes, for example to the Black Country.

In particular support for:

- A new Metro station at All Saints.
- An extension of the Midland Metro Tram network from New St to Centenary Square and Five Ways Edgbaston.
- An extension of the Midland Metro Tram network to Eastside and the Curzon Street High Speed 2 station.
- Additional SPRINT/Rapid Transit routes with cross city centre links on a number of key corridors including but not limited to:
 - Birmingham City Centre - Walsall.
 - Birmingham City Centre - Quinton.
 - Birmingham City Centre - Bartley Green.
 - Birmingham City Centre - Longbridge.
 - Birmingham City Centre - Airport (via East Birmingham).
 - Birmingham City Centre - Airport (via A45).
 - Birmingham City Centre - Maypole/Druids Heath.
 - Birmingham City Centre - Sutton Coldfield
 - Birmingham City Centre - Kingstanding.
 - Outer Circle/Route 11 Orbital.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP41	✓	✓	✓	✓	✓	✓

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:

- Camp Hill route (Kings Heath, Hazelwell, Moseley).
- Water Orton Corridor (Fort and Castle Vale).
- Sutton Park Line (Castle Vale, Walmley, Sutton Coldfield Town Centre, Sutton Park).

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.

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 along with 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.

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. As such, it is a key component of the City Council's Birmingham Connected transport strategy.

9.31 The City's Metro line between Snow Hill station and Wolverhampton has been extended to New Street Station and Centenary Square, with a further extension proposed to Five Ways Edgbaston. To augment existing local bus and heavy rail 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/Solihull. The system would also serve HS2 stations, with initial extensions planned to Eastside, the Curzon High Speed 2 station and Adderley Street. Consideration is also being given to the introduction of alternative rapid transit systems including SPRINT/bus rapid transit, 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.

9.32 The High Speed 2 (HS2) Safeguarding Zone is a designation put in place by the Government. Safeguarding means that, except where that type of application for planning permission is exempted, LPAs must consult HS2 Ltd on any application for planning permission, or undecided applications for planning permission, which fall within the safeguarded areas. HS2 Ltd must then respond to the consultation within 21 days, or by an agreed date. If HS2 Ltd objects to a planning application and the LPA are minded to approve it, they must first notify the Secretary of State for Transport. The Secretary of State can within 21 days then either notify the LPA that he/she has no objections to permission being granted, or issue a direction restricting the granting of planning permission for that application. The purpose of the designation is to ensure that proposed developments within the safeguarded area do not negatively affect the delivery of the nationally important HS2 proposals. The designation does not necessarily mean that all of the land within the safeguarding zone will be required for the construction of HS2.

Freight

Introduction

9.33 The efficient movement of freight is important to Birmingham's economy. Freight is a key component of traffic on the road network, with over 10% of traffic movements being either heavy or light goods vehicles, with light goods vehicles making up three quarters of total freight traffic.

Why we have taken this approach

9.34 All the items in the City's shops, factories and homes have been transported at some point. The continuing modernisation of the City's manufacturing base and the need to maintain its competitiveness mean that the efficient movement of goods to, from and within the City is vital.

Policy TP42 Freight

A well integrated freight distribution system which makes the most efficient and effective use of road, rail, air and water transport will be sought. Locations to support freight logistics will be required to demonstrate that:

- Developments which generate large volumes of freight traffic or involve the transport of bulk materials should make use of rail (or water if appropriate) for freight movements wherever practical. They should include as part of the development, or be located close to, inter-modal freight facilities, rail freight facilities or wharves.
- Sites which are used or are suitable for inter-modal transfer facilities, rail freight facilities, including rail aggregate facilities and water-borne freight facilities will normally be protected for these uses.
- The retention of rail freight connections to existing industrial sites will be encouraged and the development of new inter-modal transfer facilities, new rail sidings and rail freight facilities and new wharves will be supported.
- Consideration will be given to providing long stay lorry parking in areas where there are significant logistical movements.

Where road haulage is involved in the transport of large volumes of freight or the carrying of bulk materials, planning conditions and obligations will be used to define and agree suitable traffic routes and the need for other necessary environmental and traffic management controls.

Where freight movements result in negative environmental impacts, the Council will consider the use of restrictions on the size and type of vehicles and access restrictions at certain times to address this.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP42	✓	✓			✓	✓

Implementation

10.1 The BDP sets out how the City will develop over the period to 2031, identifying where the homes, jobs, services and infrastructure will be delivered and the type of places and environments that will be created. Having set out a clear direction for how the City will develop, and the planning policies and proposals that will help achieve this, it will be important that there are tools in place to help implement these and ensure the successful delivery of the overall vision for Birmingham.

10.2 In implementing the policies and proposals within the BDP the private sector will have a key role to play in both the funding and delivery of development.

10.3 The City Council will equally have an important role to play and will make use of all appropriate mechanisms including:

- Use of Government grants, European funding and prudential borrowing.
- Working in partnership with other statutory delivery agencies (e.g. Centro, the Environment Agency, the Homes and Communities Agency, Sport England and the

Water Companies) to ensure that essential infrastructure is provided.

- Working in partnership with landowners/developers and other private sector organisations including Business Improvement Districts to secure deliverable development proposals and investment.
- Engaging with education providers and other organisations to support skills and training initiatives.
- Use of funding and incentives available through the Enterprise Zone initiative.

- Preparation of Local Development Orders (LDOs), AAPs, SPDs and other more detailed frameworks to provide context and support for site specific delivery.
- Application of the Development Management and other regulatory functions.
- Use of the Council's Compulsory Purchase powers to assist with site assembly.
- Use of Section 106 agreements to secure affordable housing and other benefits.
- Support for Neighbourhood Planning and other local initiatives.
- Use of tariff-based systems such as the Community Infrastructure Levy for infrastructure delivery, where appropriate and in line with current statutory regulations.
- Use of other funding sources such as the landfill tax, the aggregates levy, the lottery fund, development incentives and other initiatives as they arise.
- Pro-active use of the City Council's land holdings to assist delivery.
- Production of a Housing Delivery Growth Plan and Education Development Plan to set out detailed proposals and identify delivery mechanisms to support housing development and provision of school places.



Beorma

10.4 Each policy within the BDP is accompanied by a table providing a summary of the key mechanisms that will be used to support their implementation covering one or more from the list of aspects identified above. These key implementation mechanisms are summarised as follows:

- Local and national funding.
- The Community Infrastructure Levy and Planning Obligations.
- Partnership working.
- The City Council's Compulsory Purchase powers.
- Planning Management process.
- Other Development Plan Documents, SPDs, regeneration frameworks/masterplanning exercises and ongoing monitoring.

10.5 Over the lifetime of the BDP it is likely that new initiatives, partnerships and sources of funding will emerge that will play a new role in helping to implement proposals and deliver growth. The following provides examples of some of the specific mechanisms that are currently and will continue to play a key role in the short to medium term in ensuring the BDP is successfully implemented and growth delivered.

Local and national funding

10.6 One of the key aspects for the successful delivery of the BDP will



Post and Mail Phase 2

be the provision of infrastructure to enable and support development. There are a range of funding options that can be utilised to support the infrastructure and environmental improvements that are required to enable the delivery of the overall strategy and support sustainable growth.

10.7 Enterprise Zone - The City Centre was designated an EZ in April 2011 as part of the national initiative to boost economic growth. The benefits on offer include business rates relief, simplified planning and enhanced marketing. The primary benefit however is the retention of business rates generated within the zone and the ability for the LEP to recycle these into supporting its economic priorities. In the case of the City Centre EZ the LEP has

already committed a first phase of funding of £128m to support delivery.

10.8 The European Regional Development Fund (ERDF) - is one of the European Union's structural funds and is aimed at addressing imbalances in economic performance within and between member states.

10.9 The Regional Growth Fund (RGF) - is a Government challenge fund to encourage private sector growth and new jobs, particularly in areas and communities currently dependent on the public sector.

10.10 The City Deal for Birmingham - is an agreement with Government that gives the City new powers to build infrastructure, create jobs and train local people with the right skills to fill them.

Developer contributions

Introduction

10.11 Development will be expected to provide or make a contribution to the cost of providing what is necessary to support the new development.

Why we have taken this approach

10.12 These contributions will be sought in line with Circular 05/2005, Community 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.

10.13 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.

10.14 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 adopted CIL in 2016 to support the delivery of the sustainable growth agenda set out in the BDP.

Inward investment

10.15 Alongside securing funding for infrastructure the ability to attract private sector investment will be central to the overall success of the BDP. The City Council will continue to take a proactive and constructive approach to potential local, national and international investors. There are likely to be particular challenges in achieving this with the pace of recovery of the national economy a key issue but one directly outside the City Council's control. The City Council will however continue to work actively in promoting Birmingham and the opportunities on offer, for example, through the Big City Plan and the Area Investment Prospectuses, to ensure that the City is best placed to take advantage of improved economic conditions whenever they arrive. Securing the EZ status and promoting the Economic Zones will provide a focus for economic activity and help target inward investment.

Partnership working

10.16 While the City Council has a key role to play in delivering the policies and proposals responsibility does not rest solely with the City Council and it will require the combined efforts and investment of a range of partners.

10.17 The successful implementation will require a wide range of organisations to work together. The City Council will have a vital role in coordinating the actions and activities of these partners be they in the private, public or third sector.

10.18 The LEP will have a central role in supporting the delivery of the overall growth agenda for Birmingham. Local Enterprise Partnerships are led by businesses and local authorities across natural economic areas. They provide the vision, knowledge and strategic leadership required to drive sustainable private sector growth and job creation in their areas. The LEP for the Greater

Policy TP47 Developer contributions

Development will be expected to provide, or contribute towards the provision of:

- Measures to directly mitigate its impact and make it acceptable in planning terms.
- Physical, social and green infrastructure to meet the needs associated with the development.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP47	✓	✓		✓	✓	✓

Birmingham and Solihull area was formed in 2010 and is a business-led initiative with local authority, the business community and educational providers represented. Those local authorities covered by the LEP are Birmingham City Council, Bromsgrove District Council, Cannock Chase District Council, East Staffordshire Borough Council, Lichfield District Council, Redditch Borough Council, Solihull Metropolitan Borough Council, Tamworth Borough Council and Wyre Forest District Council.

Duty to Co-operate

10.19 The Duty to Co-operate is a requirement of the Localism Act 2011 and is designed to ensure that all bodies involved in planning work together on strategic issues that are greater than local significance. The duty is particularly important and challenging for a major city like Birmingham where its influence spreads far beyond its administrative boundaries. It is also challenging to those authorities surrounding Birmingham especially in relation to the accommodation of growth that cannot be met within the City's administrative boundary.

10.20 In relation to the local authority dimension of the Duty to Co-operate the City Council works collaboratively through the West Midlands Joint Committee (which brings together the seven districts in the West Midlands metropolitan area), The LEP and West Midlands Planning Officers Group. In addition to these groups the City Council works on a bi-lateral basis with all adjoining local authorities not only on the challenges faced by Birmingham but also in relation to the emerging plans in those adjoining areas.

10.21 The co-operation through the LEP has been particularly important. A Spatial Plan for Recovery and Growth is being progressed for the LEP area. This has included the joint commissioning of technical studies to inform the long term scale and distribution of growth. The

intention of these studies is to sit alongside the progress being made by the current round of development plans - including the BDP - but also to help inform subsequent updating of plans.

10.22 This collaborative working has also been taken forward in bi-lateral discussions with adjoining authorities where there are strong connections with Birmingham including the Black Country and North Warwickshire.

Use of City Council powers

10.23 The City Council has a range of powers that are available to help support delivery. This will not just be confined to those of the planning system but also the housing, education and highway functions it provides.

10.24 Compulsory Purchase Powers are an important tool for local authorities and other public bodies to assemble land to help deliver social and economic change. The City Council has a strong track record in utilising these powers to support urban regeneration schemes and the delivery of infrastructure and will continue to apply these powers where the acquisition of land is necessary to enable comprehensive schemes that deliver economic, social and/or environmental benefits.

10.25 The City Council has extensive landholdings within Birmingham and will seek to use these to take forward the strategy, whether through development promotion or through the protection and improvement of environmental assets.

10.26 The preparation of more detailed plans to guide delivery in areas of change has proved to be successful in the past and will continue. Wherever possible the City Council will aim to make use of SPDs, AAPs, Neighbourhood Development Plans and regeneration frameworks to provide local and site specific policy and promote

a comprehensive approach to development initiatives. The Development Planning and Development Management roles of the City Council will remain an important delivery mechanism.

Infrastructure Delivery Plan and Site Delivery Plan

10.27 The BDP is supported by an Infrastructure Delivery Plan (IDP) and Site Delivery Plan which provide detail of the infrastructure necessary to enable growth to occur and delivery issues in relation to key proposals. The City Council will keep these documents under review to measure progress and ensure funding, initiatives and action are targeted.

10.28 Combining all these mechanisms with the policies and proposals set out in the BDP will enable the successful delivery of the vision for an enterprising, prosperous, innovative and green City.

