



# Aston, Newtown and Lozells Area Action Plan

July 2012

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# Part 1

## The vision

## 4 Introduction

1.1 The Aston, Newtown and Lozells Area Action Plan (AAP), forms part of Birmingham's Local Development Framework (LDF) and acts as a basis for determining planning applications and bringing forward regeneration in the AAP area.

1.2 The purpose of the plan is to provide a clear vision and strategy for regeneration and development in the Aston, Newtown and Lozells area over the period 2012-2026. The AAP sets out a comprehensive and co-ordinated approach to shaping housing, employment, local centres, community facilities, infrastructure, transport and the environment.





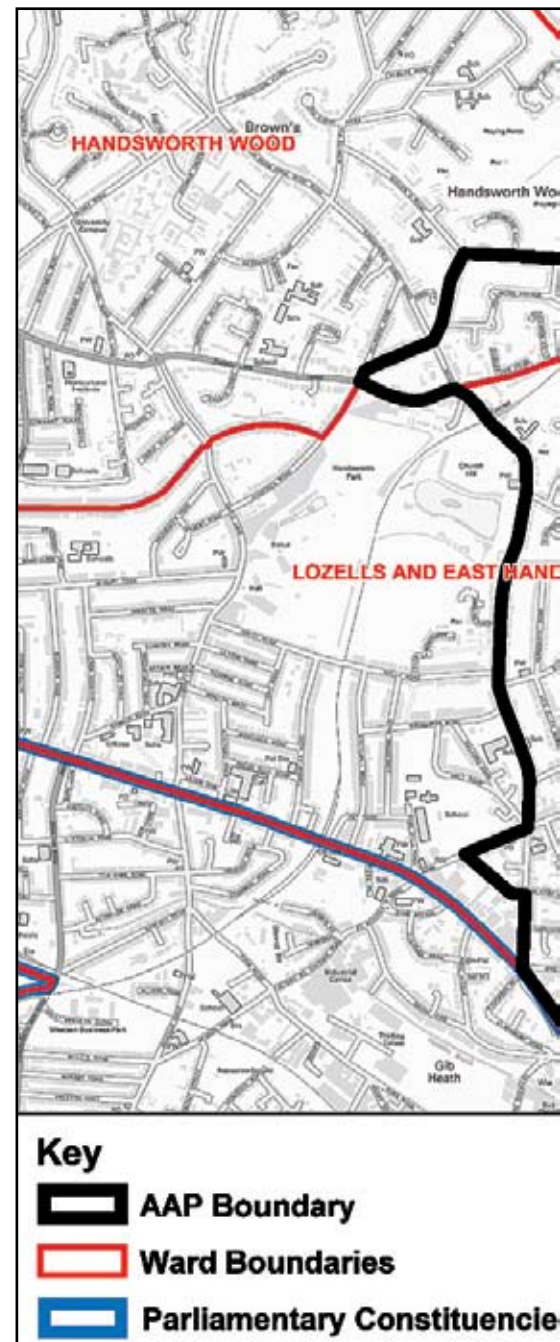
# Location

2.1 The AAP covers an area of approximately 903 hectares and lies immediately north of Birmingham City Centre. From the A4040 Ring Road the Plan area stretches north to include Perry Barr/Birchfield Centre, east towards Gravelly Hill Interchange (Spaghetti Junction) and west to Hamstead Road.

2.2 The constituencies of Ladywood and Perry Barr lie within the AAP. It is home to a broad mix of land uses, a range of local centres and several distinctive neighbourhoods. 54,034 people live in the vibrant communities which make up this diverse and dynamic place (Office for National Statistics (ONS) 2009).

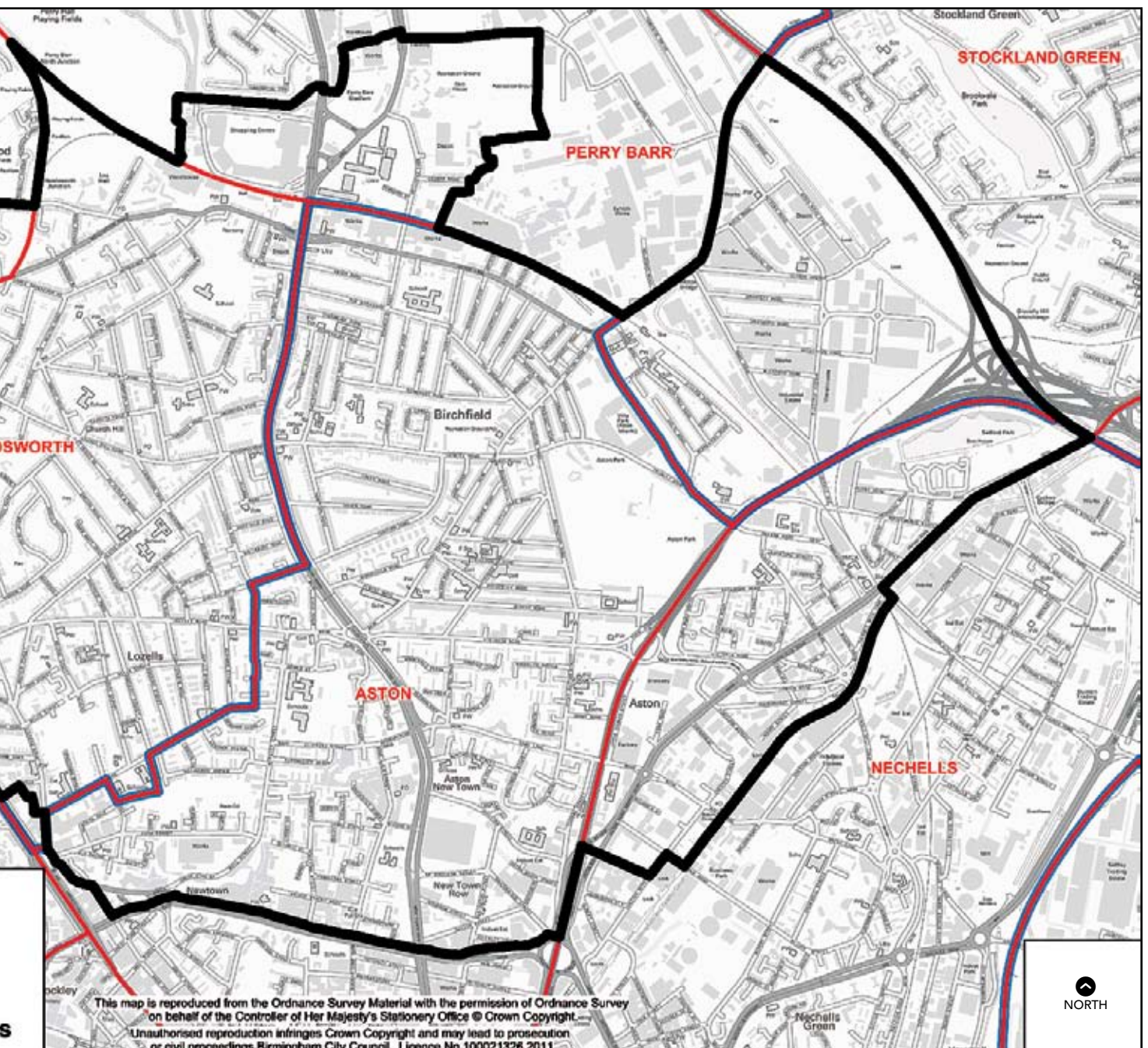
2.3 The area has excellent transport links with good access to public transport and motorway networks. The major arterial routes running through the area are the A38 (Aston Expressway), A34 Birchfield Road and A5127 Lichfield Road. The A4540 Ring Road runs along the southern boundary and the A4040 Outer Circle runs close to the northern boundary. The Birmingham Walsall Railway Line traverses the north eastern boundary of the plan, served by Perry Barr, Witton and Aston Stations. The Cross City Railway Line runs close to the eastern boundary, also running through Aston Station.

2.4 Many of the City's iconic structures and institutions are located here, including Aston Villa Football Club, Aston Hall and Park, Birmingham City University and Spaghetti Junction. Other assets include a variety of green open spaces and waterways such as the River Tame, Tame Valley Canal and the Birmingham and Fazeley Canal.



**FIGURE 1** Location Plan (Constituency and Ward boundaries)





# The challenge and the opportunity

3.1 There are a number of strategic and local factors influencing the need for change in Aston, Newtown and Lozells, which present a huge regeneration challenge.

## Housing and population

3.2 Demographic Trend Projections from the ONS for the period 2006-2026 point to a 14% growth in Birmingham's population with a particularly high rate of growth in the child population and people 80 years and over. The population in the AAP area has grown from 50,828 in 2001 to 54,034 in 2008. It has a young population profile with 28% of residents under 16 years of age (ONS, 2009). The Black and Minority Ethnic community is large and diverse, making up 76.4% of the resident population compared to 29.6% city-wide (Census 2001).

3.3 A key challenge for the City as a whole is to respond to household growth and the need to increase housing provision. Birmingham's Core Strategy Consultation Draft 2010, aspires to embrace sustainable growth of the City by

providing for a target of 50,600 homes. This supersedes the older (2004) UDP housing target.

3.4 The majority of the AAP area falls within the Birmingham-Sandwell Housing Market Renewal Area (Urban Living), which was set up in 2002 to tackle weak housing markets. In Aston, Newtown and Lozells the housing stock is characterised by areas of large-scale post-war housing with a high rate of obsolescence, proportionally fewer detached and semi-detached dwellings compared with terraced properties and purpose built flats, lower than average home ownership levels (42% compared with 60% across the City), and a higher than average proportion of homes owned by the local authority or housing associations (44% compared with 27.8% in the

City), (Census 2001). A lack of family housing is evidenced by overcrowding and aspirations for larger homes (Census 2001 and the Birmingham and Sandwell Housing Needs Study Final Report 2003). The poor environment and issues with crime and safety reinforce the high rate of resident dissatisfaction with the area (Birmingham and Sandwell Housing Needs Study Final Report 2003).

3.5 There is a great opportunity to transform the housing situation in Aston, Newtown and Lozells by capitalising on the area's strategic location just north of Birmingham City Centre, and on the excellent transport links offered. The challenge is to provide sufficient housing for the growing population and meet the need for larger family accommodation. Housing is just one element in the equation of creating better places to live and has to be balanced against the many other demands on land. Maintaining a supply of employment land and providing jobs is a key aspect of this AAP, as is the creation of sustainable neighbourhoods.



Housing transformation

## The economy

3.6 The need to maintain a supply of employment land is driven by the adopted Birmingham Plan (UDP) and the Core Strategy Consultation Draft which encourage the provision of a portfolio of employment land to ensure that no desirable investment is lost due to the lack of a suitable site. As part of this portfolio provision will be made for Regional Investment Sites (RIS) intended to encourage the diversification and modernisation of the region's economy and the development of the cluster priorities. The Core Strategy



Consultation Draft identifies two RIS within the City - Longbridge and Aston. A major proposal in this AAP is the designation of a RIS in East Aston.

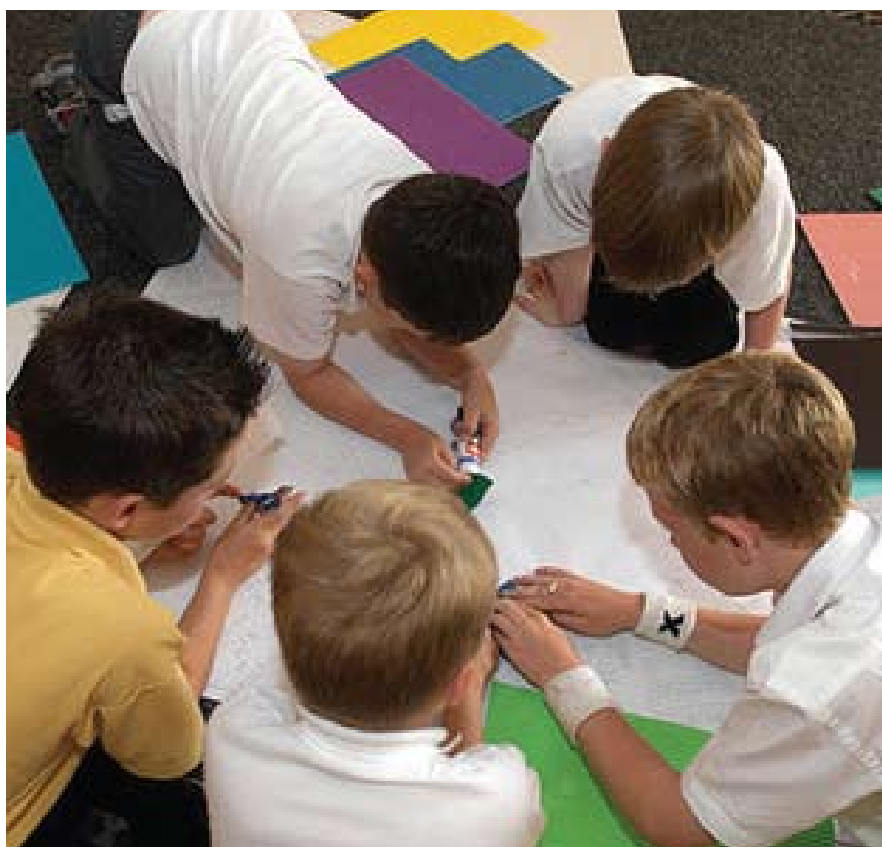
3.7 Like many parts of the City, manufacturing has been in decline for the last few decades and this has affected the area's economic prosperity. A large proportion of the Wards in the AAP area fall in the 5% most deprived in the country (Indices of Multiple Deprivation, 2004). Diversifying the area's economy, creating new jobs and tackling worklessness are critical issues for the AAP to address in order to create "prosperity for all" - one of the Council's key objectives.

3.8 Worklessness rates in the plan area are persistently high. While nearly 22% of the working age population claim workless benefits in Birmingham the rate rises to 28.7% in Aston Ward and 28.8% in Lozells and East Handsworth. In some Super Output Areas the rate is above 30% (DWP/NOMIS/ BIEC). In April 2007 the proportion of children dependent on workless benefits was 42% in Aston and 34% in Handsworth. The comparable figure for Birmingham is 32%, which is considerably higher than the regional and national rate of just under 20% (Annual Population Survey 2006).

### Skills and education

3.9 Adult skill levels are well below the City average in the study area. In 2001, 44% of Aston Ward residents and 43% of Lozells and East Handsworth Ward residents aged 16-64 had no qualifications compared with 31% in Birmingham.

3.10 Educational attainment of pupils resident in the area has shown steady improvement over the last few years. The percentage of pupils resident within the following Wards achieved 5 or more GCSEs at A\*- C Grades including English and Maths in 2009/10: Aston 49%, Handsworth



Enhancing educational facilities

Wood 67%, Lozells and East Handsworth 53%, Nechells 49%, and Perry Barr 61%, compared with the City average of 54.6%. The percentage of pupils achieving 2 or more passes at A Level equivalent in 2009/10 in Aston Ward was 100%, Handsworth Wood 96.75%, Lozells and East Handsworth 92.4%, Nechells 92.86%, Perry Barr 96.93%, compared with the City average of 94.3%. (Source: Department for Education).

### Environment and sustainable development

3.11 Environmental quality across the plan area ranges from good to poor. The main issues are: poor air and noise quality associated with the major roads that run through the area; lack of access to quality wildlife sites evidenced by the designation of a major portion of the area as a Wildlife Action Area; low biodiversity value; lack of open space; poor water quality and potential contamination of underlying soils and groundwater

on current and former industrial sites. Regeneration of the area will bring about a range of opportunities to improve the environment. In particular, there is potential for ecological enhancements, most notably along the River Tame.

3.12 The plan area contains a number of listed buildings, sites of archaeological importance and two Conservation Areas. In addition to designated sites, other buildings, streets and neighbourhoods of heritage and townscape value contribute to the area's local character. The plan promotes the protection and enhancement of the historic environment.

3.13 Sustainable development is a core principle in national, regional and local policy making. Sustainable development is the idea of ensuring a better quality of life for everyone, including future generations. This objective is at the heart of all the AAP policies and proposals.

## Open space, playing fields and community facilities

3.14 There is a wide range of community centres, cultural centres, health centres, meeting halls, and places of worship that caters for the diverse interests and ethnic groups in the area. However, there is a lack of indoor and outdoor sports facilities. Playing field provision is only 0.32 hectares per 1000 population in Ladywood Constituency compared with the minimum UDP standard of 1.2 hectares per 1000 population. Public open space provision is also below the City standard of 2 hectares per 1000 population. Public consultation on the AAP revealed demand for protection and enhancement of green open space and more children's play areas and outdoor sports facilities for young people. The AAP attempts to address these issues and provide access to good quality, leisure and sports facilities, open space and green environments in order to encourage healthy lifestyles and improve access to biodiversity, as well as help to create sustainable neighbourhoods.

## Local centres

3.15 As well as providing essential day-to-day facilities, local centres promote a sense of identity for local communities. There are three main centres in the plan area: Perry Barr, Witton Road and Lozells/Villa Road. Perry Barr is a strong district centre but is showing signs of environmental decline. It has been identified in Birmingham's Core Strategy Consultation Draft as one of three "Growth Points" in the City. The planned growth and expansion of Perry Barr Centre is a major proposal in the AAP. A supporting framework for the Perry Barr/ Birchfield Centre and the A34 North Corridor has been prepared to provide further detail.

3.16 A handful of smaller local centres and shopping parades are located at Newtown, Wheeler Street, Upper Sutton Street and Aston Station. The policies and proposals in the AAP aim to protect and enhance the role of local centres.

## Transport and connectivity

3.17 Two north-south roads (the A34 and A38) pass through the area, and offer good access from the north of Birmingham and the M6 to the City Centre. Traffic levels on these roads, in combination with their design, have severed communities on either side of the roads. Pedestrian subways, provided along the A34, are unpopular because they are perceived as being unsafe. However, it has proved difficult to provide acceptable alternative facilities on this route.

3.18 The pedestrian environment in existing local centres is generally poor, notably Perry Barr/Birchfield Centre. Within post-war residential areas, pedestrian links are not well-maintained and are poorly overlooked.

3.19 Bus access is generally good with the majority of the area being within 400 metres of a bus stop. Bus Showcase improvements have been implemented on the A34, A5127 and Outer Circle routes. Services are good in terms of frequency, price and journey time. However, services are focused on radial routes to and from the City Centre, whereas east-west routes, in particular to the proposed Regional Investment Site will need to be addressed through the Area Action Plan.

3.20 There are three railway stations close to the northern boundary of the plan, which are served by London Midland trains. Perry Barr and Witton stations are served by two trains per hour and the route into the City Centre is a lot longer than using the A34, resulting in a rail service that is only slightly faster than the more frequent bus service. Rail journeys between the City Centre and Perry Barr are made by passengers interchanging at New Street, whereas those that start/finish in the City Centre generally travel by bus. Opportunity exists to enhance interchange facilities at Perry Barr, which serves Birmingham City University, through the proposals to enhance Perry Barr/Birchfield Centre.



Providing safe environments

3.21 Aston Station is on both the Walsall Line and the Cross City Line and provides an opportunity for those changing trains to avoid doing so at New Street. The station is also the closest to the Regional Investment Site.

3.22 It is necessary to ensure that adequate transportation infrastructure is developed and that it maximises opportunities for access for all by public transport, walking, cycling and by car, and reduces both the need to travel and reliance on single occupancy car journeys.

### **Crime and safety**

3.23 Crime and safety is a major concern in Aston, Newtown and Lozells. The MORI survey 2004/5 identified 11 priority Wards for crime reduction. Notably, all of the wards within the AAP area (except Perry Barr) are priority Wards. High levels of robbery, vehicle crime, and assault have been recorded in parts of the area and anti-social behaviour is a major concern.

3.24 However, the area has made strong progress in reducing crime levels in recent years, and the West Midlands Police "My Neighbourhood" website (November 2010) shows that crime decreased by 3% in Aston, 10% in Lozells and East Handsworth and 15% in Perry Barr Wards in the 12 months from December 2009 compared to a 2% increase in the West Midlands area.

3.25 Improvements to the physical environment can make a contribution to improving safety and security by applying principles of good urban design and encouraging development to meet the "Secure by Design 2" standard.



# Vision

4.1 This Area Action Plan supports a regeneration process that will make Aston, Newtown and Lozells a location of choice by creating mixed, balanced and successful communities. The shared vision for Aston, Newtown and Lozells is:

- A transformed housing market where choice and quality meet the needs of existing residents, and which attracts new residents and accommodates sustainable growth.
- A successful economy where businesses can flourish and a range of jobs are accessible to local people.
- A network of thriving local centres, open spaces and community facilities.
- Well-connected, integrated and sustainable neighbourhoods.

4.2 The vision will be achieved by a co-ordinated approach to both physical and social regeneration. This plan sets out those interventions which relate to the use of land to support the regeneration programme.

4.3 Around 1,700 new homes will be built over the plan period, across the AAP area. Masterplans support the regeneration process in Newtown and Lozells, and Perry Barr where most of the housing intervention will take place.

4.4 Approximately 5,160 new jobs will be created, of which 3,000 will be as a result of the Regional Investment Site. The remainder will be generated from the expansion of Perry Barr/Birchfield Centre and other development on under-utilised or derelict land.

4.5 A range of new community facilities, including the rebuild of Holte, Lozells and Mayfield schools, a £5m My Place Youth Centre, and an Extra Care Village for the Elderly are already underway.

4.6 The AAP proposes growth and expansion of Perry Barr/Birchfield Centre, in line with the Birmingham Core Strategy Consultation Draft. Development and enhancement of the A34 Corridor from New John Street West to Perry Barr Centre will help to strengthen the linkages between the communities as well as address the negative environmental impact of this major road.

4.7 Open space provision in the area is poor and, therefore, the Open Space Strategy supporting this AAP aims to ensure that existing green spaces are high-quality, multi-functional and accessible. The strategy proposes a linked network of open spaces and "green links" from the main residential areas to the open spaces. The City's emerging Green Infrastructure Strategy will provide further information.

4.8 The AAP builds upon the excellent transport connections in the area by proposing improvements to public transport and walking and cycling facilities and focussing development on key transport corridors.





# Transformational themes and objectives

5.1 The following objectives capture the long-term goals for the area and are grouped under six transformational themes:

## **a. Sustainable development and quality places**

- the creation of sustainable neighbourhoods that embody the principles of good urban design and sustainable development.

**b. A successful economy** - the improvement of employment opportunities, economic diversification, and business growth in the area and establishment of a Regional Investment Site (RIS) to attract regional, national and international investors.

**c. Thriving local centres** - the maintenance and enhancement of the network of local centres across the area and strengthening of Perry Barr/Birchfield Centre as a key commercial gateway.

**d. Housing and neighbourhood quality** - the development of well designed homes and sustainable neighbourhoods catering for a range of households and a network of high quality educational, sports, health and community facilities that are easily accessible.

**e. Integrated and sustainable transport** - the provision of safe and convenient routes by a choice of transport modes.

**f. Environment and green space** - the creation of a network of linked open spaces, playing fields and enhancement of heritage and biodiversity value.

## **Sustainable development and quality places**

### **Objective 1**

To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way.

### **Objective 2**

To apply the principles of sustainable development at neighbourhood level and in the design of individual buildings and sites, and ensure that development addresses flood risk requirements and future climate change impacts.

### **Objective 3**

To protect and enhance the historic environment, including archaeological remains, canals, and non-designated buildings and sites of heritage value, for the benefit of residents and visitors alike.

## **A successful economy**

### **Objective 4**

To develop a 20 hectare Regional Investment Site (RIS) which is attractive to regional, national and international investors in order to secure economic diversification, business growth and the creation of 3,000 jobs.

### **Objective 5**

To ensure that employment opportunities are accessible to all and assist in securing the provision of employment and training opportunities for local residents.

### **Objective 6**

To support a culture of enterprise, entrepreneurship, innovation and sustainable business growth.

## **Thriving local centres**

### **Objective 7**

To grow and enhance Perry Barr/Birchfield Centre, strengthening the retail, office, leisure and housing offer. Improve the public transport facilities and radically enhance the pedestrian environment of the centre.

### **Objective 8**

To continue to support the maintenance and enhancement of all local centres in the area.

## **Housing and neighbourhood quality**

### **Objective 9**

To deliver around 1,730 new dwellings (gross) to help meet existing and future housing needs.

### **Objective 10**

To diversify the type, size and tenure of housing, including affordable housing to meet local community needs.

**Objective 11**

To improve the quality of the neighbourhood environment. Housing will be designed to the highest standards, and, where appropriate, to achieve Lifetime Homes Standard.

**Objective 12**

To ensure that all development provides safe and secure environments.

**Objective 13**

To support the transformation of educational facilities in the area and encourage school links with local businesses and residents for the benefit of the whole community.

**Objective 14**

To ensure that everyone has access to health, sports and community facilities of a high standard and within close proximity to where they live.

**Integrated and sustainable transport****Objective 15**

To provide safe and convenient routes by a choice of transport modes, secure appropriate investment in key public transport improvements and road infrastructure, and support the effective management of sustainable travel patterns.

**Environment and green space****Objective 16**

To establish a network of quality, connected green spaces and corridors across the plan area to enhance biodiversity, leisure and environmental value.

**Objective 17**

To ensure that the local area's natural and built environment is protected and enhanced, including addressing water quality issues for the River Tame, Hockley Brook, the Tame Valley Canal and the Birmingham and Fazeley Canal.



Thriving local centres

# Relationship with other plans and policies

6.1 This AAP has not been prepared in isolation but within the context of a range of plans, policies and programmes which are fully listed in Appendix A. It is in general conformity with national planning policy guidance and the Birmingham Core Strategy Consultation Draft. It also supported the objectives of a number of programmes namely Urban Living, Aston Pride New Deal for Communities and the Working Neighbourhoods Fund (which all came to an end in March 2011).

6.2 Figure 2 shows the relationship between City-wide strategies in Birmingham and this AAP. In particular, the AAP supports Birmingham's Sustainable Community Strategy which sets out a high-level over-arching vision for Birmingham. The plan makes reference to the extant Birmingham Unitary Development Plan where the UDP policies and proposals are still up to date and relevant to the Plan. In other cases, references are made to the emerging Core Strategy where these emerging policies and proposals are relevant to the AAP.

6.3 The AAP is also supported by the following non-statutory documents which add detail to the policies and proposals in this plan:

- Newtown Masterplan.
- Lozells Masterplan.
- Draft Framework for Perry Barr/ Birchfield Centre and A34 North Corridor.

6.4 The adopted UDP and the Birmingham Core Strategy Consultation Draft set out open space standards for the City and have informed the Open Space Strategy for Aston, Newtown and Lozells AAP (a separate supporting document). The Open Space Strategy also reflects and translates the Birmingham and Black Country Biodiversity Action Plan (2010) to a local level in the AAP.

6.5 Three related key public sector investment programmes supported this Plan:

1. The Urban Living Housing Market Renewal Pathfinder invested £62.2m in the Birmingham part of the Pathfinder including the Aston, Newtown and Lozells area. Projects supported include: Pannel Croft Extra Care Scheme; new housing at Gerrards Close and North Newtown; sustainable refurbishment of Manton and Reynolds Towers; clearance and redevelopment of Birchfield Towers; Crocodile Works development, deconversion of large houses from flats to single family dwellings and retro-fitting of sustainable technologies to homes in Lozells; masterplanning; heritage and open space assessments and community cohesion programmes. As Urban Living came to an end in 2011, it is crucial that the AAP sets out the long term strategy for housing regeneration in this area and continues the work that has been started.

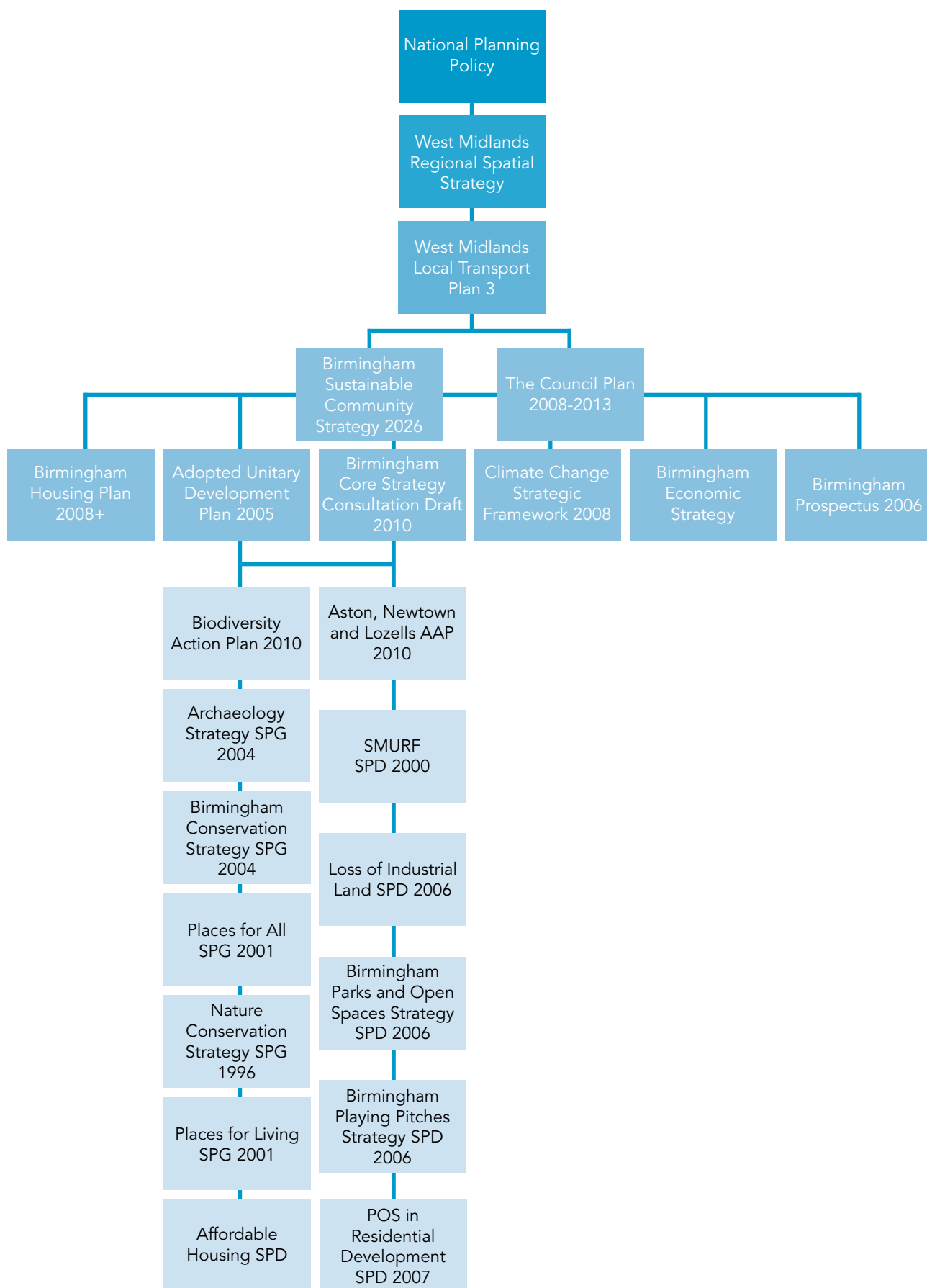
2. Before abolition of the Building Schools for the Future (BSF) Programme, Birmingham had the largest BSF Programme in the country. Fortunately £140 million from the government has already been secured to redevelop ten sites in the City. This includes the rebuilding of Holte Secondary School (Lozells), Mayfield School (Handsworth) and Lozells School on one merged site and the refurbishment of Broadway School

(Perry Bar). The BSF programme is an important element of the AAP as redevelopment of the schools necessitates reconfiguration of land uses in those areas. As well as the educational improvements being delivered through the programme, the local community will also benefit from the dual facilities provided by the schools, in particular life-long learning and sports opportunities.

3. The Working Neighbourhoods Fund supported a programme aimed at tackling worklessness in the most deprived areas of Birmingham. A total investment of £5.9m was made in Ladywood Constituency engaging workless clients, moving clients towards work, bespoke employer-led training, job matching and post employment aftercare services.

6.6 Funding was also provided by Advantage West Midlands to invest in priority industrial sites in the Plan area.





**FIGURE 2** Relationship with Other Plans and Programmes

# How the AAP has been prepared

7.1 The AAP is the result of wide-ranging consultation with local residents, businesses, community organisations and other stakeholders.

7.2 The preparation of the AAP commenced in June 2005 with extensive consultation to find out what issues local people wanted to see addressed and what priorities were attached to them. Following this, in June 2007, consultation took place on a draft vision and objectives for the AAP, along with four spatial options for development. These were Option One: Do Minimum; Option Two: Little Change; Option Three: Substantial Change; and Option Four: Major Change.

7.3 Overall, consultation revealed support for Options Three and Four (or variations of them). This led to the development of the Preferred Options which were based on a modified combination of Options Three and Four. The Aston, Newtown and Lozells Area Action Plan Preferred Options Report was subject to wide-spread consultation in September-November 2009. The Preferred Options were further developed and refined and set out in the Submission Document. The Submission Document was subject to an Examination in Public in January 2012. This final document which incorporates the Planning Inspector's modifications, was adopted by the Council in July 2012.

7.4 References to the former Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) in the Submission Document have been updated in this Adoption Document to refer to the National Planning Policy Framework (NPPF) which came into force on the 27th March 2012. Nothing in the NPPF contradicts any of the policy references or conclusions in the Inspector's Report which referred to the previous PPSs and PPGs.

7.5 Consultation with local residents and key stakeholders has been a key part in the preparation of the plan. Throughout the process the aim has been to maximise opportunity for everyone to have a voice in the development of the AAP. During the course of the process, over 20,000 residents, businesses and other stakeholders were consulted. A wide variety of methods were used to engage with people and a detailed account of the consultation undertaken since 2005, and summaries of the responses received, are set out in the accompanying Consultation Statement.

7.6 An independent Sustainability Appraisal (SA) has also been prepared to ensure the AAP contributes to sustainable development. A Scoping Report was issued for consultation in September 2006 and a draft SA was subject to consultation at the same time as the Preferred Options Report. The final SA accompanies this Document.

7.7 This document is also informed by a robust evidence base and number of technical studies and supporting papers which are listed in Appendix B.





## Part 2

# Policies and proposals



# Introduction

1.1 Widespread consultation on the Preferred Options Report showed that the majority of respondents supported most of the proposals contained in the Preferred Options (which were based on Options 3 - Substantial Change and Option 4 - Major Change of the Issues and Options Report). This approach was also supported by key consultees and funding partners as it allowed the opportunity to achieve the vision for the area within the principles of national, regional and City-wide planning policy and guidance.

1.2 The policies and proposals set out in this plan provide a framework to deliver major change in the area, as well as take account of the representations received during the consultation process. The key land-use and movement proposals are illustrated on the following plans:

- Proposals Map.
- Movement Plan.
- Open Space Strategy.
- Flood Risk.



# Sustainable development and quality places

2.1 Birmingham's Sustainable Community Strategy: Birmingham 2026 sets out a high-level vision for Birmingham that is defined around key five outcomes. These are to enable Birmingham's people to:

- Succeed economically.
- Stay safe in a clean, green city.
- Be healthy.
- Enjoy a high quality of life.
- Make a contribution.

2.2 Sustainable development is the over-arching principle to achieving these outcomes and is embedded in national planning policy, the Birmingham Core Strategy Consultation Draft and in this Plan.

## Sustainable development

2.3 Sustainable development is about meeting the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland 1987). It's about ensuring the design, construction, use and management of buildings, environments and supporting infrastructure are built to last and maintain environmental resources.

2.4 Action to mitigate and adapt to climate change is a key objective of the Birmingham Core Strategy Consultation Draft, which is underpinned by the draft Climate Change Adaptation Action Plan (2011) being prepared by the City Council which identifies the impact of the Urban Heat Island effect upon the City Centre and adjoining areas in the Plan area. The City Council is committed to a 60% reduction in carbon dioxide (CO<sub>2</sub>) emissions produced in the City by 2026 based on 1990 figures. Actions to help achieve this target will include:

- Requiring new developments to reduce CO<sub>2</sub> emissions (Birmingham Core Strategy Consultation Draft Policy SP5).
- Promoting the use of low carbon energy sources (Birmingham Core Strategy Consultation Draft Policy SP8).
- Encouraging the use of waste as a resource (Birmingham Core Strategy Consultation Draft Policy SP42).
- Promoting sustainable transport systems (Birmingham Core Strategy Consultation Draft Policy SP35).
- Supporting the development of new low carbon technologies (Birmingham Core Strategy Consultation Draft Policy SP9).

## Reducing energy consumption and adapting to climate change

2.5 Ensuring that new buildings in the AAP meet high standards of sustainable design and construction will help reduce the City's carbon footprint. Buildings account for a high proportion of the City's CO<sub>2</sub> emissions. All non-residential development should aim to achieve BREEAM (Building and Research Establishment Environmental Assessment Method) Very Good or Excellent Standard and should demonstrate how it accords with the standard through a Design and Access Statement accompanying a planning application.

2.6 In order to reduce CO<sub>2</sub> emissions there is a need to move towards lower carbon forms of energy production. The use of natural renewable energy such



Sustainable development

as geothermal energy and solar panels is encouraged. There is also significant potential for Combined Heat and Power (CHP) as part of District Heating Schemes. This is being implemented in North East Newtown. A network of CHP serving the proposed Aston Regional Investment Site, the Hub and Perry Barr/Birchfield Centre should also be explored.

2.7 The City will also need to assess the risk from climate change impacts, specifically those posed by the urban heat island effect and extreme weather events and use appropriate measures to adapt accordingly. An approach is outlined in the draft Climate Change Adaptation Action Plan (2011) being prepared by the City Council. This underpins the actions in the Birmingham Core Strategy Consultation Draft Policy SP6; Adapting to Climate Change.

### **Policy SD1** **Reducing Energy Consumption and Adapting to Climate Change**

New residential and commercial developments will be encouraged to reduce energy consumption and demonstrate that they have adapted to the potential impacts of climate change. Combined Heat and Power (CHP) generation is an example of the type of technology which can reduce energy consumption and the use of CHP and other technologies such as solar panels will be supported.

The Plan area will need to adapt to the impacts of extreme weather and climate change. Policy SP6 of the Birmingham Core Strategy Consultation Draft provides the City's planning policies on adapting to climate change and recommends measures to help manage the impacts, which include:

- Managing Flood Risk and promoting sustainable drainage systems (SP10).
- Promoting and enhancing a green infrastructure network in the City (SP11).

- Protecting the natural environment (SP49).
- Minimising the impact of climate change through building design, integration of green infrastructure and provision of green roofs in new development where feasible (SP6).

Further guidance on adapting to climate change will be contained in the City Council's Supplementary Planning Document "Places for the Future".

### **Waste**

2.8 The City Council as a Waste Planning Authority (WPA) is required by Government to monitor and manage the City's waste in a sustainable way. Waste must be viewed as a resource and its disposal the least sustainable and desirable option for the management of waste (in order of desirability - waste prevention, re-use, recycling/composting and energy recovery is preferred). The City's waste management strategy is set out in Policy SP42 of the Core Strategy Consultation Draft.

### **Policy SD2** **Waste Management**

At a local level, all development will be required to include provision to encourage recycling and sustainable waste management. Household waste recycling should seek to achieve a target of at least 50% by 2020 in accordance with the EU Waste Development Framework.

### **Design quality**

2.9 Good design means creating places that work well, are built to last and are pleasing to the eye. Good design and place-making are central to this Plan as well-designed buildings, neighbourhoods, public spaces and streets contribute to a better quality of life, improve social cohesion and enhance economic prosperity by attracting investment into the area.

2.10 The design principles within the Plan are supported by Core Strategy Consultation Draft Policy SP48 and by Supplementary Planning Guidance 'Places for All' and 'Places for Living.' Development will be expected to have a clear focus on place-making and achieve a high quality of design in layout, materials and relationship with its context. Poor quality design will not be accepted.

2.11 Design and Access Statements should explain how the principles of good urban, architectural and landscape design have informed proposed development layout, orientation, scale, massing, landscape and architecture.

### **Policy SD3** **Design Principles**

Proposals for new development should be consistent with the relevant design guidance adopted as Supplementary Planning Documents by the Council:

- Places for Living.
- Places for All.
- High Places.

2.12 New development will be encouraged to meet the following standards:

- Building for Life Gold or Silver (for residential development).
- Code for Sustainable Homes at least Level 3 (or any future national equivalent) from the adoption of this Plan, at least Code Level 4 from 2013 and Code Level 6 from 2016.
- BREEAM standard "very good" (or any future national equivalent) from the adoption of this Plan and from 2013 BREEAM standard excellent (non-residential buildings).
- Secure By Design (all development).



- Lifetime Homes (residential).
- Manual for Streets 1 and 2 (street design principles).

### Historic environment

2.13 Within Aston, Newtown and Lozells there is a rich tapestry of historic buildings, environments and archaeological sites pointing to the importance of the area as a centre of early industrial activity. Development should respect the value of existing built environment assets and local heritage. These are important contributors to local character and have significant economic, social, cultural and townscape benefits.

2.14 There are two Conservation Areas within the AAP - Aston Hall and Church Conservation Area and Lozells and Soho Hill Conservation Area. A draft Conservation Area Character Appraisal and Management Plan has been prepared for Lozells and Soho Hill Conservation Area that recommends changes to the Conservation Area boundary, policies to protect the existing historic environment and design principles for new development. The Character Appraisal and Management Plan will be adopted as a Supplementary Planning Document. Informal Design Guidance has also been produced for the wider South Lozells area to advise home owners and developers about how to make changes to buildings or carry out new development while protecting local character.

#### Policy SD4

##### Lozells and Soho Hill Conservation Area

The Lozells and Soho Conservation Area will be amended in accordance with the Lozells and Soho Hill Conservation Area and Management Plan due to be adopted as a Supplementary Planning Document (SPD). Development must comply with the policies and design principles

set out in the SPD and preserve and enhance the character of the Conservation Area.

2.15 Aston Hall and Park have benefitted from recent investment providing restored stables, a new garden, new sports pitches, children's play area, sports pavilion and the excavation and display of archaeological remains of the North Range and Icehouse. The Council will support the development of a Character Appraisal and Management Plan for the Conservation Area when funding becomes available.

#### Policy SD5

##### Aston Hall and Church Conservation Area

Development proposals will be required to preserve and enhance the character and appearance of Aston Hall and Church Conservation Area.

2.16 The historic environment is a non-renewable resource and therefore protection of it will contribute towards sustainable development, for example, through the retention and re-use of historic buildings and structures. Any development proposals within Conservation Areas or affecting listed buildings or buildings and areas of historic and archaeological value will be required to preserve and enhance their character and appearance in accordance with the UDP and Core Strategy Consultation Draft. The design of new development should be of high quality, taking into consideration its historical context, building materials, massing, and views. Buildings of historic value should be retained and re-used unless there are over-riding reasons why this is not viable.

2.17 Within the Plan area there are in the region of 50 statutory listed buildings and around 100 sites listed on

the Council's Archaeological Sites and Monuments Record. All archaeological sites are a material consideration in the planning process. Where proposed developments are likely to affect archaeological remains, an assessment of their impact will be required, including an archaeological evaluation. Depending on the results of the assessment, any new development may need to be designed so as to ensure the archaeological remains are preserved in situ.

2.18 The environment of the River Tame, Tame Valley Canal and Birmingham and Fazeley Canal corridors also consist of a wide range of archaeological remains and historic buildings. All development proposed within or adjoining river and canal corridors and their tributaries must ensure that archaeological remains, historic buildings and historic landscapes are preserved and protected.

#### Policy SD6

##### Archaeology and Historic Environment

Development proposals will be required to preserve and enhance the area's historic environment, which includes its designated buildings and areas, archaeological remains, canals and other neighbourhoods, streets and buildings of heritage value.

### Natural environment

The area contains a variety of open spaces, parks, allotments and playing fields - many of which are linked by water courses and canals. The importance of safeguarding and enhancing the natural environment is recognised. Development should comply with policies set out in the adopted UDP, Consultation Draft Core Strategy Policy SP11 (Green Infrastructure Network), Policy SP49 (Biodiversity and Geological Conservation) and Policy OS10 of this AAP.



### Green infrastructure

The City has a wide network of green spaces and other environmental features which provide leisure and environmental benefits to its local residents. Green infrastructure includes established green spaces and new sites and their connection with the surrounding built environment and wider rural area. A city-wide Green Infrastructure Strategy is currently being prepared. Development should maintain and enhance the integrity of the green infrastructure network, as set out in Policy SP11 of the Core Strategy Consultation Draft.



Protecting heritage

# A successful economy

3.1 Policies in this plan seek to stimulate new economic activity, create employment opportunities and support business growth in order to provide a sustainable, diverse and competitive economy. Key to this is ensuring that a portfolio of development opportunities are available, including sites suitable for the promotion of new research and development-based industries, offices and retail development.

## Employment and skills

3.2 Worklessness in the AAP area is persistently high with significant numbers of people experiencing long-term unemployment. Nearly half the adult population in Aston, Newtown and Lozells lack any form of recognised educational qualifications (Census 2001). The creation of new jobs in the area will therefore be supported by initiatives to help link local people to jobs.

### Policy ES1

#### Employment and Skills

The Plan encourages and supports:

- Training and learning opportunities to enhance the local skills and knowledge base.
- The use of Section 106 agreements to secure commitment to local employment objectives such as the use of local contractors in the construction phases of major developments and employment of local people within the final development.
- Targeted recruitment and training strategies.
- Linkages and partnerships between the local authority, employment agencies, further education institutions and employers.

## Aston Regional Investment Site

### Overview

3.3 This plan proposes a 20 hectare Regional Investment Site (RIS) on land in Aston Hall Road, Queens

Road, and Grosvenor Road adjacent to the A38. The RIS will be a high quality development attractive to international, national and regional investors. It will contribute to the portfolio of employment opportunities in the City and the Region to support the diversification of the regional and local economies. It plays an essential part in delivering the strategic vision for the area by helping to create new jobs and a more flexible and competitive economy.

3.4 RIS have been a long-standing part of the portfolio of employment sites supported and delivered in the City and Region. The Aston RIS is supported in Birmingham's Core Strategy Consultation Draft.

3.5 The RIS proposed in this plan is highly accessible by the motorway (M6) and trunk road network (A38) and well-served by public transport (both rail and bus). It is located in an area of great need in terms of economic and social regeneration where unemployment is double the city average. It is estimated that the RIS will create approximately 3,000 new jobs.

3.6 The proposed site occupies a strategic and prominent location within the City immediately adjacent to Salford Lake, Spaghetti Junction and the Aston Expressway, providing a unique and exciting urban setting for realising the RIS concept.

### Land Uses

3.7 The proposed site is approximately 20 hectares (gross)

and currently comprises a mix of uses including industrial, small scale retail, leisure, community and residential uses. It also incorporates a large piece of vacant land on the former Holte and Priory housing estate and the Serpentine site which includes a sports hall and is used for match day parking for Aston Villa Football Club.

3.8 The RIS will provide a range of employment opportunities including manufacturing activities, research and development facilities, headquarter offices and other supporting uses as detailed in Policy R1 below.

### Policy R1

#### RIS Land Uses

Land in Aston Hall Road, including the former Holte and Priory Site, Serpentine Site and land bounded to the north of Grosvenor Road/ Queens Road, will be developed as a Regional Investment Site (RIS). Uses will be restricted to B1 Uses (a) offices, (b) research and development, studios, laboratories, high technology, (c) light industry and high quality B2 Uses (General Industry).

Supporting uses such as conference facilities, small-scale retail of no more than 2,000m<sup>2</sup> gross floorspace, cafes, crèche, gym and hotel of an appropriate scale and ancillary to the main use of the site will be acceptable.

Land will be safeguarded within the RIS for comprehensive development in accordance with a Development Framework which will be prepared by the City Council.



## Movement and Access

3.9 High quality pedestrian, cycling and public transport facilities alongside localised improvements to road infrastructure is required from the outset to ensure that these areas do not establish unsustainable travel patterns. The transport proposals and policies in relation to the RIS are set out in Policies T2 to T6 in Section 6 Integrated and Sustainable Transport.

## Environment, Open Space and Landscape

3.10 A small part of the proposed RIS falls within the Aston Hall and Church Conservation Area. The site also covers part of the medieval village of Aston, Holte Almshouses, the former course of the River Tame, and a medieval moated site at Electric Avenue.



Regional Investment Site

### Policy R2

#### RIS Historic Environment

Development should preserve and enhance the character and appearance of Aston Hall and Church Conservation Area. The design of the development on the northern side of the A38 should also respect the special character of Aston Hall, Church and Park taking into consideration views to and from the park, and building heights and materials.

An archaeological evaluation is required as part of any development proposals in the vicinity of the archaeological sites mentioned above in order to determine whether any local or regionally significant remains survive below ground. Depending on the results of the evaluation, archaeological remains will be required to be preserved in situ by layout or design, or excavated in advance if preservation in situ is not possible.

3.11 The site is bounded by Salford Lake and Park and the River Tame Wildlife Corridor and SLINC to the north which are important environmental assets. The eastern part of the site lies within designated flood risk Zones 2 and 3 (Environment Agency). Development of the RIS should include the enhancement of the surrounding green networks and infrastructure.

### Policy R3

#### RIS Environment and Landscape

The development will provide for the enhancement of the River Tame corridor, flood storage measures, and enhanced green infrastructure to serve the development. A flood risk assessment will be required in accordance with Planning Policy Statement 25: Development and Flood Risk.

Open spaces should be created and designed to enhance biodiversity with appropriate maintenance and access.

Hard and soft landscaping and linkages to open spaces throughout the site should create a high-quality environmental setting.

### Design and Sustainability

3.12 There is a unique opportunity to create a high-density gateway development at this strategic location within the City. The design and layout of the RIS will be of the highest quality following the principles set out in the 'Places for All' SPG.

3.13 All development shall comply with the sustainability requirements detailed in Policies SD1-SD3 of this document. The Council will encourage the use of green technologies on the RIS development.

## **Policy R4** **RIS Design and Massing**

Development will comply with the principles of the 'Places for All' Supplementary Planning Guidance.

Development shall be of the highest quality and recognise the importance of this strategically prominent site adjacent to Spaghetti Junction.

Buildings will frame the streets and public spaces and be designed to overlook them to provide natural surveillance.

Development should recognise key views to and from the site and mitigate any adverse impact on views and integrate the development into the landscape character of the area.

### **Implementation and Delivery**

3.14 A comprehensive and co-ordinated approach is required to deliver the RIS and to ensure a high quality integrated development and the timely delivery of social, environmental, economic and physical infrastructure improvements.

3.15 To deliver the RIS, a more detailed level of strategic design is required before development can commence. A Development Framework will be prepared by the City Council which will provide:

- Concept plan and design code.
- Framework Travel Plan.
- Detailed phasing and delivery strategy.
- Street hierarchy plan and design of key highways infrastructure.
- Public transport strategy.
- Landscape strategy.
- Flood risk assessment and drainage strategy.

3.16 The Development Framework for the RIS will be used to inform outline planning applications for the site and their associated Section 106 Agreements that will tie the planning contributions to specific phases of development.

## **Policy R5** **Delivering the RIS**

A comprehensive approach is required to develop the RIS and to ensure an integrated and high quality development. A Development Framework, which will cover site-wide issues, will be prepared, to which all individual planning applications must conform.

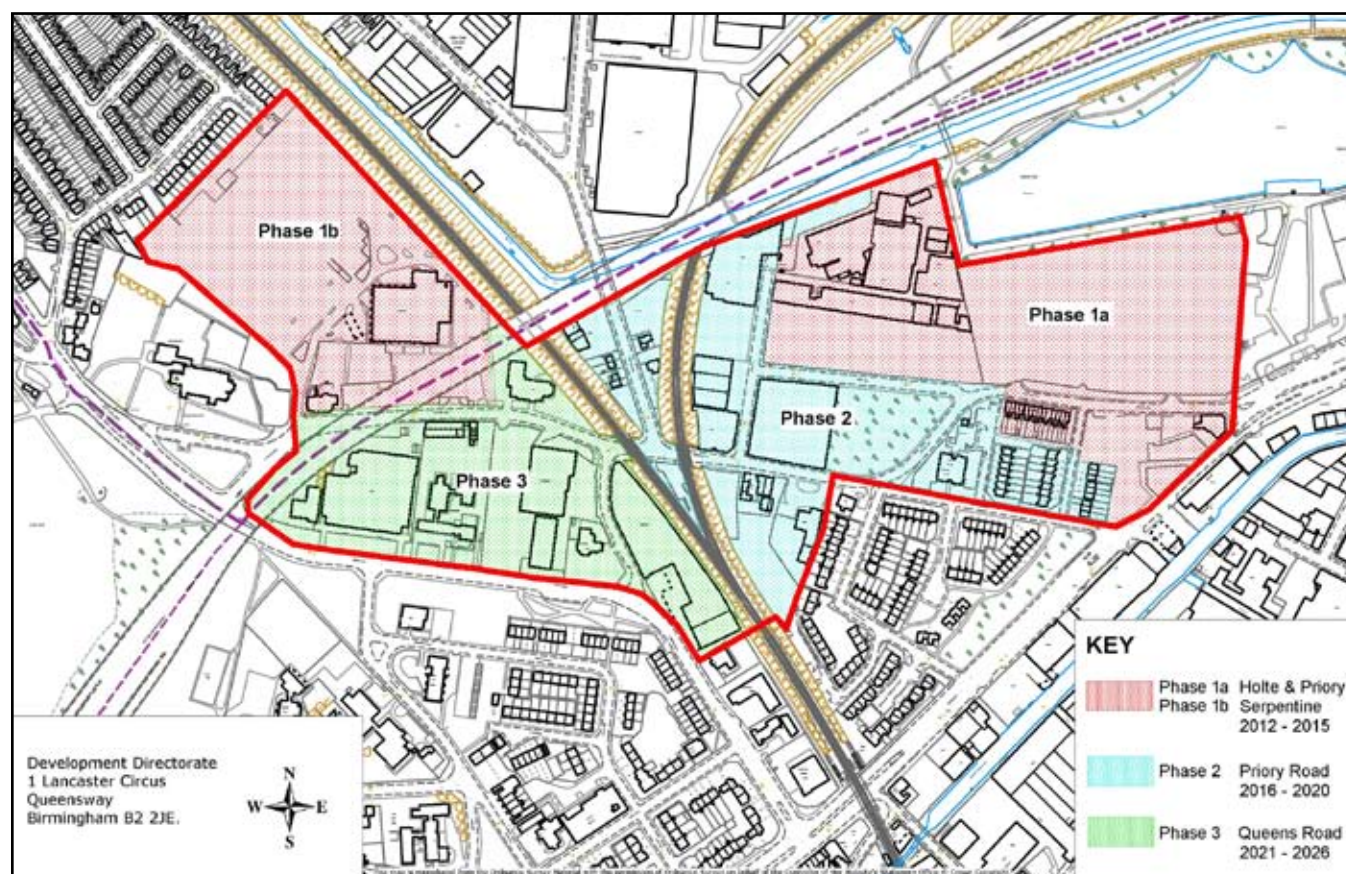
Any subsequent planning permission for the RIS will require the developer to prepare a Scheme of Management in consultation with the HCA and the Council. The scheme of management will ensure that the site is used for purposes that meet the RIS objectives of attracting high quality technology related investment to diversify the economy. It will set out the measures to be established to provide effective control of uses including the issue of controlling appropriate high quality B2 uses.

### **Phasing**

3.17 The fragmented ownership of the RIS means that there are challenging issues to resolve. However, a significant advantage is that sites within the early phases have been acquired by Advantage West Midlands for RIS development and are readily available sites that can be developed in the short term. A phasing plan has been formulated based on this 'early win' potential (see RIS Phasing Plan opposite) and Table 1 indicates the phasing components of the RIS.



Phase	Years	Site	Comments
1(a)	2012-2015	Holte and Priory	Prepare Development Framework and obtain outline planning permission. Procure development partners and market to occupiers. Undertake highway access works to Lichfield Road/Aston Hall Road junction. Demolish derelict buildings.
1(b)	2012-2015	Serpentine	Prepare Development Framework and obtain outline planning permission. Procure development partners and market to occupiers.
2	2016-2020	Priory Road	Acquire sites (not necessarily using public sector funding) by negotiation, or Compulsory Purchase Order if necessary, and relocate existing businesses. Undertake site preparation works and demolition of obsolete buildings. Procure development partner and market the site.
3	2021-2026	Queens Road	Acquire commercial site by negotiation and relocate existing businesses. Undertake site preparation works. Procure development partner and market sites. Include provision for local centre/ancillary uses.

**TABLE 1** RIS Phasing

**FIGURE 3** RIS Phasing Plan

## Planning Obligations

3.18 The Council's general approach to planning obligations is set out in the UDP 2005 and the Core Strategy Consultation Draft. Major investment is required to create a high quality development and to ensure that it enhances the surrounding environment and provides any necessary infrastructure. The City Council will, therefore, seek to enter into legal agreements with developers under Section 106 agreements in accordance with the Town and Country Planning Act 1990 (as amended); Circular 05/2005 and related agreements under Section 278 of the Highways Act 1980 or any provision equivalent to this legislation in any statutory instrument revoking or re-enacting the Act/Circular.

3.19 The Development Framework for the RIS will be used to inform the outline planning application and associated Section 106 agreement that will tie planning contributions to specific phases of development.

### Policy R6 Planning Obligations

In order to support and serve the RIS development and offset any consequent impacts which may result from it, the City Council will seek to enter into legal agreements with developers under Section 106 and/or Section 278 Agreement to secure the following:

- Junction improvements on Lichfield Road as set out in Policy T2.
- Improved bus links between the residential areas of Newtown, Lozells and South Aston and the RIS as set out in Policy T3.
- Improved bus stop facilities near to the site.
- Enhancements to Aston Railway Station.

- Enhancements to Aston Churchyard.
- Traffic management measures (including pedestrian and cycle crossings).
- Environmental improvements including improvements to Salford Park and access to the River Tame Corridor (See Policy OS4).
- Provision of pedestrian and cycling routes and facilities as set out in Policy T4.
- An appropriate local employment and training package.

### Gravelly Hill Interchange (Spaghetti Junction)

3.20 Gravelly Hill Interchange, better known as Spaghetti Junction, lies immediately north-east of the proposed RIS. It connects the M6 southbound - leading to the M1 and M42, the M6 northbound - leading to the M5, the A38 Aston Expressway, and several other local roads. The elevated motorway also

straddles two railway lines, three canals, and two rivers. It is a nationally recognised structure and an iconic gateway into Birmingham City Centre. This key gateway can be maximised by imaginative environmental enhancements as well as working with the surrounding community to look at better utilising the space underneath the structure. As sections of underground high power cables pass through this area, no permanent structures are to be built over or near the cables and safe unrestricted access must be maintained at all times.

### Policy R7 Spaghetti Junction

Spaghetti Junction should be recognised as an iconic gateway into Birmingham City Centre. Options for the use of land beneath and adjacent to Spaghetti Junction to better connect the surrounding communities, canal system, River Tame, Salford Lake and proposed developments such as the Aston Regional Investment Site will be explored, as well as imaginative environmental schemes and public art to enhance this major gateway.



Gravelly Hill Interchange (Spaghetti Junction)



## Core employment areas

3.21 The areas of Aston, Newtown and Lozells have a strong industrial heritage which remains evident to this day. However, like many parts of the City, manufacturing has been in decline for the last few decades and this has affected the area's economic prosperity. It is therefore important that industry is maintained and modernised as advocated in the Core Strategy Consultation Draft.

3.22 Consistent with the Birmingham Core Strategy Consultation Draft, the Plan identifies Core Employment Areas which will be retained in employment use. Parts of the following Core Employment Areas fall within the Plan:

- The Hub.
- Witton.
- Aston Regional Investment Site.
- Aston Cross.
- Windsor Industrial Estate.
- Philips Street Area.

## Policy CEA Core Employment Areas

Core Employment Areas will be retained in employment use and will be the focus of economic regeneration activities and additional development opportunities likely to come forward during the plan period.

Measures to improve the quality and attractiveness of these areas to investment in new employment will be supported.

## Industrial Regeneration Areas

3.23 The majority of the above Core Employment Areas (with the exception of the RIS) have been recently developed. Within these, there are two areas where industrial properties are older, out-dated and require investment. These

have been identified in this AAP as Industrial Regeneration Areas in Newtown Row and Tame Road. These employment areas provide a range of accommodation for various industrial activities and are an important source of local jobs. Properties in the Tame Road area have recently benefitted from grants made available by Aston Pride for Business Improvements. The Council will support the growth and development of local businesses and enterprises in the area to provide more flexible and modern business spaces.

3.24 Environmental improvements and making more of the gateways into the industrial areas through key building enhancement or redevelopment will also be encouraged.

## Policy IR Industrial Regeneration Areas

The following Industrial Regeneration Areas, as identified on the Proposals Map, will be retained for employment uses and be the focus of economic regeneration (defined as development in Use Classes B1b, B1c, B2 and B8 and other activities appropriate for industrial areas):

- Newtown Row (IRA).
- Tame Road/Wyrley Road/Brookvale Road (IRB).

## Mixed-use sites

3.25 The Plan identifies land that is currently under-utilised for a range of purposes and with potential for mixed-use redevelopment. These are primarily industrial sites which fall outside the Core Employment Areas and local centres and are in close proximity to housing.

## New John Street West

3.26 Land on New John Street West and Great King Street North is a prime example of an area that is under-used and disjointed with little sense of place. The

former Tenby site which occupies approximately 3.3 hectares, located between housing and open space, has been a vacant industrial (B2 Use Class) unit for several years. It has recently gained planning consent for change of use to an indoor football arena. The site is considered suitable for a mix of uses including residential (C3 Use Class), health, education/training, cultural and community uses (D1 Use Class) light industrial (B1 Use Class), leisure (D2 Use Class) and ancillary offices.

3.27 The area fronting New John Street West and bounded by Pannel Croft, Summer Lane and Frankfort Street primarily consists of outmoded vacant industrial units, including the former Brandauer Works which is a Grade II Listed Building, and a small police station which is locally listed. The listed building should be protected through retention and conversion. There is opportunity to bring about new development fronting A4040 New John Street West and reconfigure the open space within the locality or contribute to the enhancement of existing open space to compensate for the small loss (0.24 hectares). High-quality high-density development would be suitable at this location, whilst respecting the character of the listed buildings. An appropriate mix of uses as described in Policy MU1 below will be acceptable within a comprehensive scheme. Improved access to this area from the residential communities in the City Centre Big City Plan area to the south of New John Street West will be required as part of any development proposals. These improved linkages to areas such as St George's, would include enhanced pedestrian crossings as part of future developments and junction improvements on the A4040 New John Street West.

3.28 The area on the western fringe of Newtown adjacent to the A41 Hockley Circus comprises a small parade of single storey shops, three and four storey maisonettes, three high-rise residential blocks



and open space. The condition of the residential stock ranges from good to average. The long-term proposal for this prominent site is a high-quality high-density mixed-use development within the uses described in Policy MU1 below. Once again, development should be brought onto the front of New John Street West to make the most of this gateway. This proposal is consistent with the Draft A41 Corridor Framework being prepared by the City Council. This seeks to see the transformation of Hockley Circus and surrounds into a high quality mixed-use area.

### **Policy MU1** **New John Street West Mixed Use**

The areas identified on the Proposals Map along New John Street West should be developed for new mixed use including residential (C3 Use Class), health, education/training, cultural and community uses (D1 Use Class), light industry (B1 Use Class), leisure (D2 Use Class), ancillary offices and enhanced open space. Improved pedestrian linkages to the St George's area, and other residential communities within the City Centre Big City Plan area south of New John Street West, will be required as part of any development proposals.

### **Churchill Parade**

3.29 Churchill Parade on Birchfield Road currently comprises vacant shops and flats. The redevelopment of this site, which is located between Birchfield/Perry Barr Centre and Six Ways, for high quality mixed use (small-scale retail and residential accommodation) will help in establishing and realising the concept of the A34 as an Urban Boulevard. The amount of retail should comply with the tests in the NPPF to ensure that it does not undermine the role of existing nearby centres.

### **Policy MU2** **Churchill Parade Mixed Use**

Churchill Parade should be redeveloped for new high quality mixed uses fronting the A34 Birchfield Road which may include small scale retail uses on the ground floor and residential accommodation and/or offices above.

### **Victoria Road/Park Circus Gateway**

3.30 A prominent 0.62 hectare site at the corner of Victoria Road and the A38(M) Aston Expressway, forming part of the Park Circus gateway, is currently occupied by the Masjid E-Noor Mosque. However, the site is under-utilised and offers opportunity through redevelopment for a landmark building at this key gateway and entrance point into South Aston. A mixed-use development including place of worship, community, education/training, leisure and health uses are considered appropriate.

### **Policy MU3** **Victoria Road/Park Circus Gateway site**

Victoria Road/Park Circus Gateway site is currently under-utilised and there will be a presumption in favour of a high-quality landmark development including place of worship, community, education/training, leisure and health uses.

### **Westwood Road/Dulverton Road**

3.31 The site is located within a mixed area of residential and industrial uses and comprises large vacant industrial premises situated between Westwood Road and Dulverton Road. The premises face residential properties on Westwood Road and adjoin further residential properties to the north east.

3.32 The opportunity arises for redevelopment of this site for

a more suitable mixed use for residential and light industrial uses. Careful consideration of all the issues will be needed to achieve a suitable scheme.

3.33 Whilst the 'Loss of Industrial Land' SPD seeks to maintain a supply of industrial land, this is relatively small site not identified within a Core Employment Area. Redevelopment of this site for mixed use will also help to reconcile the currently awkward relationship of the site to existing housing.

### **Policy MU4** **Westwood Road/Dulverton Road**

The site should be redeveloped for mixed use comprising residential and light industrial uses. As the site lies within the River Tame flood zone no development should take place until the River Tame flood alleviation works are completed by the Environment Agency.

### **Former Clyde Tower Site**

3.34 The vacant site is suitable for mixed use development including small scale retail, community, leisure, residential and other appropriate local centre uses. The key aim is to secure a building of high quality on this prominent gateway site which addresses both Lozells Road and Birchfield Road.

### **Policy MU5** **Former Clyde Tower**

The site is suitable for a mixed use development of high quality design addressing both Lozells Road and Birchfield Road.

### **Employment opportunities in the wider area**

3.35 The Hub, that lies just outside the plan area between the Tame Road industrial area and Birmingham City University in Witton, is a prestigious industrial and distribution development.

It occupies 29 hectares and has the potential to create 400 jobs. Options are being considered to relocate Birmingham Wholesale Markets to the Hub which would create 200 jobs. This would leave a further 150,000 sq. ft. of land available for development. The Hub is identified in the Birmingham Core Strategy Consultation Draft as a Core Employment Area. The AAP will seek to link employment opportunities created by The Hub to local people through the Council's established local employment access programmes.

### **Aston Villa Football Club**

3.36 Aston Villa Football Club is located adjacent to the local centre and is a major contributor to the prosperity of the area. The club may look to further increase capacity at some stage in the future and indeed permission for a replacement North Stand was granted in 2000 although this has now lapsed. Future expansion plans will be supported by the Council, subject to national and local policy and guidance, and should include appropriate match-day parking provision.



Aston Villa Football Club

# Thriving local centres

4.1 Policies in this plan seek to stimulate and enhance the role of local shopping centres as a key contributor to economic activity, employment opportunities and community development in the plan area. As well as providing for essential day-to-day needs, local centres are essential for maintaining the rich cultural and associational life of the area's residents.

## Perry Barr/Birchfield District Centre

4.2 Perry Barr/Birchfield District Centre is a busy and vibrant centre situated at the crossroads of two major roads (A34 Birchfield Road and A4040 Aston Lane). The Centre is split between two distinct shopping areas - the purpose-built One Stop Shopping Centre and the terraced shops located on Birchfield Road/Aston Lane and Wellington Road. The relationship and linkages between the two shopping areas are poor. Fragmentation of the centre is compounded by the flyover and underpass system which dominates the area and creates both a physical and mental barrier to pedestrian movement.

4.3 Birmingham City University (BCU) is located within the centre and is an important source of local jobs and other economic activity generated by its student population. BCU sits adjacent to Aston Lane and Birchfield Road but it is set back behind a boundary wall which creates a blank frontage onto the A34. Perry Barr railway station is conveniently located at the core of the centre, but customer facilities are limited and access to the platform is poor. There is also a bus interchange at the entrance of the One Stop Shopping Centre but it is dominated by vehicular traffic and not pedestrian-friendly. Overall, the centre is suffering from environmental decline and is not achieving its full economic potential.

4.4 The Birmingham Core Strategy Consultation Draft Policy SP18 identifies Perry Barr/Birchfield

Centre as one of three district centres in the city for growth and development. A Regeneration Framework has been prepared for Perry Barr/Birchfield A34 and supports this AAP by identifying investment and development opportunities together with a delivery plan.

### Policy LC1 Perry Barr/Birchfield District Centre

#### Growth and uses

The growth and development of the centre will be supported in line with the levels of floor space set out in the Core Strategy Consultation Draft:

2008-2021 - 10,000 sq.m. of additional comparison floor space.

2021-2026 - 10,000 sq.m. of additional comparison floor space.

Any proposals for the period post 2021 should be subject to further assessment in relation to need and impact and should not be granted before 2016.

2006-2026 - 10,000 sq.m. maximum of additional office floor space.

In addition, leisure and entertainment uses such as cinemas, restaurants, bars, casinos and health and fitness centres, community uses such as a library, amongst other uses, will be supported and encouraged.

There will also be scope to incorporate high-quality residential accommodation above the ground floor as part of mixed-use schemes.

### Opportunity Sites

The following sites are suitable for new development for local centre uses:

- Gyratory site.
- Crown and Cushion Public House.
- Former Birchfield Library and Aston Lane temporary shops.
- 271 Birchfield Road (former Bingo Hall).
- Attwood and Baker Buildings, Aldridge Road (medium to longer-term).

In regard to the Perry Barr Greyhound Stadium there is an opportunity to enhance the existing leisure offer and develop complementary uses on land surrounding the stadium. If the stadium was redeveloped, equivalent provision should be made at least as accessible to current and potential users as the existing facility.

Parts of the Perry Barr/Birchfield Centre lie within the River Tame Flood Zone and close to Handsworth Brook and accordingly a flood risk assessment must be undertaken and the mitigation measures agreed with the Council and Environment Agency prior to any development.



## Policy LC1A

### Perry Barr - Public Realm

Public realm improvements such as new paving, lighting, improved signage, and planting will be undertaken.

Please refer to Section 6 Integrated and Sustainable Transport regarding transport for other proposals for Perry/Barr Birchfield Centre.

### Lozells/Villa Road Local Centre

4.5 Under Birmingham's Local Centres Strategy and Programme, twenty centres across the City have benefitted from public realm improvements, traffic management measures, and marketing and community safety measures in recent years including Witton and Lozells/Villa Road Local Centres.

4.6 Lozells/Villa Road Local Centre is a traditional linear centre comprising a variety of independent shops and community facilities including a new health centre on Lozells Road and a new church community hall on Villa Road. The centre appears to be showing signs of growth and vitality with a recent development of eight shops with flats above. There are further development opportunities at two strategic locations (Villa Cross Gateway and the Historic Gateway) in the centre which will help to enhance the shopping offer and the environment of the area. Part of Villa Road is within the Lozells and Soho Hill Conservation Area.

4.7 The Villa Cross Gateway currently consists of the former Aldi site and car park on the northern side of Lozells Road and the empty Villa Cross building on the corner of the junction of Lozells Road/Heathfield Road. There is a major opportunity for transformational redevelopment and regeneration of these sites which will significantly improve the character, appearance and facilities at this prominent

gateway into Lozells. A high-quality mixed-use development incorporating retail, residential, community uses and a public square within a comprehensive scheme would be supported.

4.8 The Historic Gateway is located on the crossroads of Villa Road and Hamstead Road. The four corners of the gateway comprise the vacant site of the former Black Cat building, the existing halal slaughterhouse/retail unit, a public car park, the Old Bank, the partly empty Trinity building and the Asian Resource Centre which provides office space for small businesses and voluntary and community groups.

4.9 To the east of the junction the site of the former Black Cat Café occupies a prominent position

within the centre and currently detracts from the Lozells and Soho Hill Conservation Area. A high-quality landmark development in keeping with the character of the Conservation Area will be supported. A mixed-use scheme including retail, public parking, community and residential uses will be encouraged.

4.10 To the west of the junction, properties along both sides of the road have been identified for residential use, with existing dwellings on the northern side to be refurbished and retail units on the southern side, including the former post office, to be redeveloped for residential. The Old Bank, which is a listed building, has been refurbished and is in use as an education and skills centre.



Lozells Road



**Policy LC2****Lozells/Villa Road Local Centre**

The land identified on the Proposals Map as the Villa Cross Gateway (LC2A) should be developed as a comprehensive high-quality mixed-use scheme incorporating retail, residential, community uses and a public square.

The Black Cat Café site as identified on the Proposals Map on the eastern side of the Historic Gateway (LC2B) should be redeveloped as a high quality landmark development in keeping with the character of the Conservation Area. A mix of uses including retail, public parking, community and residential uses will be acceptable.

Refurbishment of the listed buildings Nos. 49-61 Villa Road and re-use as family accommodation will be encouraged.

Redevelopment of the units at Nos. 56-70 Villa Road for residential use will be supported.

**Witton Local Centre**

4.11 Witton Local Centre is a small-medium sized linear centre with shops mainly concentrated on the southern side of Witton Road. In addition to a new supermarket on Aston Lane, Witton's retail offer predominantly comprises independent ethnic shops which serve the needs of the local population. It is also used by the surrounding employment areas such as the Hub. The centre has benefitted from environmental improvements undertaken in recent years. These include new paving, lighting, traffic-calming measures and shop front grants.

4.12 To help consolidate the local centres uses around the junction of Aston Lane and Witton Road, it is proposed to include the former Aston Manor Transport Museum and Station Road coach park (used on match days by Aston Villa Football Club) into the boundary of the local centre. These sites adjoin Witton Local Centre to the north east.

4.13 The former Aston Manor Transport Museum and adjacent

buildings are included in the City's Historic Environment Record due to their importance as the surviving structure of the former Aston Manor Tramway Depot, including the former Steam Tram Shed and associated former offices/residence. This does not preclude development of the site, but in accordance with the NPPF any new development will need to retain and adapt the existing structures rather than remove them, because of their significance as a heritage asset and their contribution to the character and distinctiveness of the area.

4.14 The site is suitable for retail and other local centre uses subject to the retention of the structure and the identification of a suitable alternative site for coach parking in the vicinity of Aston Villa Football Ground.

**Policy LC3****Witton Road Local Centre**

The Council will continue to maintain and enhance the vitality and viability of Witton Local Centre (LC3).

**Policy LC3A****Former Aston Manor Transport Museum and Station Road Car Park**

The former Aston Manor Transport Museum and former Steam Tram Shed, offices/residence and Station Road car park will be incorporated into the boundary of the centre and is suitable for retail and other local centre uses subject to the retention of the buildings as a heritage asset and identification of a suitable alternative site for coach parking in the vicinity of the football ground (LC3A).

Parts of Witton Local Centre lie within the River Tame flood zone and accordingly a flood risk assessment must be undertaken and the mitigation measures agreed with the Environment Agency prior to any development.



Witton Local Centre

### **Newtown Shopping Centre and Newbury Road Site**

4.15 Newtown Shopping Centre was redeveloped in the mid 1990s and comprises a complex of two medium-sized food stores, a range of small convenience stores, sandwich shops, food takeaways, hairdressers, post office and offices with flats above. The shopping centre is privately-owned and general improvements to the centre will be encouraged.

4.16 Vacant land on Newbury Road immediately adjoining Newtown Leisure Centre has potential for high-density mixed-use development including small-scale shops, leisure, community and residential uses.

#### **Policy LC4A Newtown Shopping Centre**

Improvements to Newtown Shopping Centre will be encouraged.

Parts of the Newtown Shopping Centre lie within the Hockley Brook flood zone and accordingly a flood risk assessment must be undertaken and the mitigation measures agreed with the Council/Environment Agency prior to any development.

#### **Policy LC4B Newbury Road**

Vacant land on Newbury Road is suitable for new mixed-use development including small-scale shops, leisure, community and residential uses.

#### **Wheeler Street Shopping Centre**

4.17 Wheeler Street Shopping Centre located in the heart of the Newtown estate, has been in decline for several years. Only two units out of the fourteen currently operate on a regular basis, along with the Newtown Health Centre. The insular design, quality and environment of the centre are very poor. Redevelopment of the centre to allow small-scale shops and the

health centre to front onto Wheeler Street will significantly enhance the appearance of the area as well as improve community safety. Reconfiguration of the buildings will also allow the opportunity to open up the frontage of adjoining Burberry Park onto Wheeler Street. Detailed design options will be progressed through the Newtown Masterplan (Policy H6).

#### **Policy LC5 Wheeler Street Shopping Centre**

The demolition of Wheeler Street Shopping Centre and creation of a small parade of replacement shops, health, community and residential uses fronting onto Wheeler Street will be encouraged. Replacement shops should be of an appropriate small-scale function so as not to detract from other nearby centres.

Parts of the Wheeler Street Shopping Centre lie within the Hockley Brook flood zone and accordingly a flood risk assessment must be undertaken and the mitigation measures agreed with the Council/Environment Agency prior to any development.

#### **Aston Local Centre**

4.18 Currently, the small parade of shops on Lichfield Road, which is in close proximity to Aston Station caters mainly for passing trade. The Regional Investment Site (RIS) development on Aston Hall Road/Lichfield Road will bring about need for uses such as sandwich shops, cafes, and small-scale convenience stores. The area shown on the Proposals Map as the Aston Local Centre is designated for local centre uses in support of the RIS.

#### **Policy LC6 Aston Local Centre**

As identified on the Proposals Map, Aston Local Centre will provide small-scale retail uses such as a convenience store, sandwich shop, and café, in support of the proposed Regional Investment Site.

# Housing and neighbourhood quality

5.1 One of the Government's key aims is to ensure that everyone has the opportunity to live in a decent home, which they can afford, in a community where they want to live. To create desirable and sustainable neighbourhoods in Aston, Newtown and Lozells it is vital that housing quality and choice are transformed in order to help form mixed and balanced communities. These are communities that offer a range of housing types, tenure, size and affordability and are genuinely mixed and economically and socially sustainable. Together with a range of sports, leisure and community facilities that are accessible to all, and of high quality, these work to make neighbourhoods successful.

## Existing housing stock - decent homes and beyond

5.2 The level of new housing provision in the plan area compared with the size of the existing dwelling stock is relatively small. It is therefore important to enhance and maintain existing dwellings and prevent the loss of decent housing to other uses.

5.3 The Government required that all council homes met the Decent Homes Standards, as a minimum, by 2010. In April 2008, 78% of Council properties, and over 97% of housing association homes met the Decent Homes Standard. In 2004, only 36% of City Council homes were considered to be of satisfactory standard. Birmingham City Council has invested £673 million since 2004 to support major improvements to council homes across the city, and is on course to meet the Decent Homes target. The majority of council dwellings in the plan area have been improved to Decent Homes Standard with only 214 homes left to be upgraded.

## New housing

5.4 The City's housing requirement has been influenced by the former West Midlands Regional Spatial Strategy. Core Strategy Consultation Draft Policy SP2 'Overall Levels of Growth' states that over the period 2006 to 2026, the City Council will plan for the growth of 50,600 additional dwellings. The Core Strategy Consultation Draft Policy SP24

allocates approximately 11,000 in the North Birmingham area. This Plan will contribute to housing growth and identifies sites for a net increase of around 783 units for new residential development which accords with Core Strategy Draft Policy SP25 regarding the location of new housing. Targets for the number of new homes on each site are indicated in Table 2. It must be noted that these figures may change following detailed design.

5.5 Some of these allocations are below ten dwellings and would fall within the small-site windfall. However, they have been specifically identified in this Plan for their important local regeneration impact and to facilitate delivery at an early stage. The majority of the sites are on previously developed land.

April 2010	No. of dwellings	Site area (ha)
<b>Under construction</b>		
Crocodile Works	168	1.4
Pannel Croft	180	2.5
<b>Total under construction</b>	<b>348</b>	<b>3.9</b>
<b>Detailed permission (not started)</b>		
Finch Road	6	0.1
Burberry Street	4	0.1
Villa Road	19	0.2
Endwood Public House	23	0.7
Grosvenor Road	7	0.2
Wellington Road	12	0.2
Livingstone Road/Westminster Road	7	0.3
North Newtown	287 gross (14 net)	6.6
Wheeler Street adjoining Holte School	40	0.7
Wills Street	3	0.1
<b>Total commitments</b>	<b>408 (gross) 135 (net)</b>	<b>9.1</b>

**TABLE 2** Existing Commitments

Site	Ref.	Estimated no. of dwellings (ha)	Site area (ha)	Estimated construction completion		
				Pre 2014	2015-2020	2020-2026
Corner of Johnstone Street and Birchfield Road	1	20	0.3		X	
Former Siemens Site	2	130	2.5		X	
Aston Fire Station	3	18	0.3		X	
George's Park	4	30	1.93	X		
Radnor Road	5	12	0.3	X		
Nursery Road/Church Street	6	7	0.2	X		
Tame Road	7	25	0.5		X	
Lozells Street	8	21	0.6	X		
Naden Road	9	7	0.14	X		
Land rear of Angelsey Street/ Burbury Street/Nursery Road	10	6	0.12		X	
Roland Road	11	30	0.7		X	
Carpenters Road	12	5	0.2			X
Wretham Road/Soho Hill	13	15	0.3			X
Newtown Areas 2 and 3	H6	397 gross 124 (net)	24.9		X	
Burton Wood Drive/ Bridgelands Way	14	73 gross (-269 net)	2.58	X		
Mixed use sites						
Westwood Road/Dulverton Road	MU4	10	0.6			X
Crown and Cushion Public House and adjoining land	LC1	60	1.0		X	
Former library and temporary shops Birchfield Rd/Aston Lane	LC1	60	0.8		X	
Newbury Road	LC4B	30	0.4		X	
Villa Cross	LC2A	23				X
New John St. West	MU1	220	3.13			X
Churchill Parade	MU2	14	0.6	X		
Former Clyde Tower	MU5	50	0.5	X		
Sub Total		1,263 gross 648 (net)				
Sites with planning permission not yet started		408 gross 135 (net)				
TOTAL		1,671 gross 783 (net)				

TABLE 3 New Housing Sites



<p><b>Policy H1</b> <b>New Housing</b></p> <p>Around 783 additional (1,671 gross) new homes will be built in the Plan area over the period 2010-2026. These will be developed on the sites identified in Table 3 and on the Proposals Map.</p>	<p><b>Policy H2</b> <b>Housing Type and Size</b></p> <p>Proposals for new housing should take account of the Strategic Housing Market Assessment and detailed local housing market assessments (where they are available), in particular the need for larger family accommodation. Proposals should assist in the creation of mixed, balanced and sustainable communities.</p>	<p><b>Policy H3</b> <b>Affordable Housing</b></p> <p>The City Council will seek a developer contribution towards the provision of affordable housing on residential developments of 15 dwellings or more in accordance with the adopted UDP (and subsequent Core Strategy when adopted).</p>
<p>5.6 The City Council will continue with a programme of regeneration throughout the City, particularly of municipal housing estates that are defective or no longer fit for purpose. Major demolition has already taken place in North Newtown and on the former Birchfield Towers site.</p> <p><b>Housing type and size</b></p> <p>5.7 New housing provision should be made in the context of creating sustainable communities which contain a mix of dwellings types, sizes and tenures, together with the local facilities that contribute to a successful neighborhood.</p> <p>5.8 The City Council undertook a City-wide Strategic Housing Market Assessment (SHMA) in 2008 which identified a need for larger homes across all tenures. In particular, the SHMA identified a demand for larger affordable housing with four or more bedrooms. Across the Urban Living area household size is 3.2 persons per dwelling (with Asian households averaging 4.3) compared with a 2.5 national average. 18.3% of households in the Aston, Newtown and Lozells area are overcrowded (based upon the Department for Communities and Local Government's Bedroom Standard) (Urban Living Household Survey Report 2008). The shortfall in family housing, also highlighted as an issue during public consultation on this AAP, should be addressed within the context of creating mixed and balanced communities.</p>	<p><b>Affordable housing</b></p> <p>5.9 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 provide a choice of accommodation and therefore consist of a mixture of tenures and prices. Government Guidance in the NPPF supports mixed tenures and enables local authorities to set targets for the amount of affordable housing to be provided.</p> <p>5.10 The SHMA 2008 found that just over 40% of the City's overall housing requirement is for affordable housing. Within the AAP area 43.6% of households rent from the local authority or a social registered landlord (Census 2001). The majority of housing demolitions that will take place during the plan period will be in this sector.</p> <p>5.11 The definition of affordable housing is set out in the adopted UDP. Housing developments of 15 or more units will be required to provide for affordable housing in accordance with the adopted UDP policies.</p> <p>5.12 Integration of social rented dwellings into developments across the area will contribute to mixed and balanced communities, and will avoid single-tenure neighbourhoods.</p>	<p>The level of developer subsidy will be established taking account of the percentages set out in the emerging Core Strategy and the types and sizes of the 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). Such negotiations will impact on the number of affordable dwellings secured but will not impact on the level of developer subsidy.</p> <p><b>Provision of new open space in new residential development</b></p> <p>5.13 New residential development will place additional demand upon open space and children's play areas. The City Council's Supplementary Planning Document, 'Public Open Space in New Residential Development', July 2007, requires, in most circumstances, residential schemes of twenty or more dwellings to provide on site public open space and/or children's play provision. However, in some circumstances it may be preferable for all, or part, of the public open space requirement to be provided off-site as a monetary contribution through a Section 106 agreement.</p>

## Policy H4

### New Open Space in New Residential Development

New residential developments will be required to provide new open space at a standard of 2 hectares per 1000 population. Further detail is provided in Supplementary Planning Document, 'Public Open Space in New Residential Development', July 2007.

## Design and quality of new housing

5.14 Good design should apply to all scales of residential development - new neighbourhoods, streets and individual dwellings - to create places that are distinctive, safe, attractive and meet residents' needs through local facilities, the mix of uses and type, tenure and size of dwellings. New housing must comply with the design principles set out in Birmingham City Council's "Places for Living" SPG. National standards applicable to housing quality include 'Building for Life,' 'Code for Sustainable Homes,' 'Lifetime Homes,' 'Secure by Design' and 'Manual for Streets'.

5.15 Sustainable homes and neighbourhoods can make a huge contribution to combating climate change and improving energy efficiency. The re-use of building materials in house building, and the generation of on-site renewable energy and district heating systems amongst other sustainable practices, will be supported.

## Policy H5

### Design and Quality of New Housing

New housing should meet the following building standards:

- Code for Sustainable Homes Level 3 (or any future national equivalent), at least Code Level 4 from 2013 and Code Level 6 by 2016. Developers will need to demonstrate how this will be achieved in their design and access statement.



Well designed new housing

Proposals for residential development should:

- Be consistent with 'Places for Living', the City Council's detailed Supplementary Planning Guidance on the design of new residential developments.
- Provide an element of Public Open Space in accordance with policy SP45 of the Birmingham Core Strategy Consultation Draft.

### Newtown Housing Regeneration Area

5.16 Newtown is a priority area for housing market intervention under the City Council's Housing Plan 2008+ and has been a focus for Urban Living. The Newtown Estate (bounded by New John Street West

in the south, A34 Birchfield Road to the east, Hockley Circus to the west and Nursery Road/Wheeler Street and Lozells Street in the north) lies only one kilometre from the city centre and comprises 2,245 homes of which 1,404 are BCC stock, 264 are housing association and 577 are privately-owned. Newtown is an area characterised by increasing out-migration of the established community. From 1996 to 2006 around 10% of the population moved out of the area. Despite significant investment during the 1990s through the Estate Action and City Challenge programmes, Newtown remains unpopular, with low house prices, poor quality environment and weak demand for particular properties.



5.17 In 2007 Urban Living and Birmingham City Council commissioned a masterplan for Newtown in order to establish a long-term framework for regeneration. Consultation on the AAP and the Newtown masterplan has shown support for major housing regeneration of the Newtown Estate.

5.18 North East Newtown (Area 1 in the masterplan) has been the focus for initial intervention and investment and the subject of detailed masterplanning by the City Council through the Birmingham Municipal Housing Trust. North East Newtown originally comprised some 325 properties. Cabinet approved the phased clearance of these properties in 2003 and 2009 which has now reached an advanced stage. While the majority of acquisitions have been successful via voluntary negotiations it is anticipated that

some privately-owned interests will need to be acquired using Compulsory Purchase Order powers.

5.19 Public consultation on the detailed masterplan for North East Newtown was undertaken in September-November 2009. Planning permission has been granted for the construction of 287 new dwellings, provision of new public open space and a My Place youth centre. The youth centre will be built in the northern section of the site (near Six Ways) and provide a range of activities including a sports hall, media and performing arts space, and an IT suite within a high quality landmark building.

5.20 A financial options appraisal for masterplan Areas 2 and 3 will report in early 2011 and will inform intervention proposals for the rest of the Newtown Estate.

## **Policy H6 Newtown Housing Regeneration Area**

The Newtown Estate will be comprehensively improved to create a new high-quality environment by building new aspirational housing, improving existing housing where appropriate, increasing housing numbers to support enhanced local facilities, making better connected and more attractive streets and green spaces, and improving housing mix and choice.

Detailed masterplanning work and community engagement will be undertaken to inform future detailed interventions.

The City Council will continue to implement proposals for North East Newtown which include the demolition of existing buildings (apart from Manton and Reynolds Towers), erection of 327 new dwellings and associated open space, landscaping, parking and road layout and provision of a My Place youth centre.

Parts of the Newtown Housing Regeneration Area are within the Hockley Brook flood zone and accordingly a flood risk assessment must be undertaken and the mitigation measures, including easements from the culvert, agreed with the Council/Environment Agency prior to any development.

## **Lozells Housing Regeneration Area**

5.21 The Lozells Housing Regeneration Area boundary is broadly defined by Nursery Road in the south, Gibson Road and Church Hill Road to the north, the A34 Birchfield Road to the east, and Soho Hill to the west. The area's character is predominantly residential, consisting of Victorian terraces and semi-detached villas. Retail, community, education, and religious uses are located along the main streets of Heathfield, Villa and Lozells Roads and small-scale offices and light industrial uses scattered through the area.



North East Newtown - Phase 1

5.22 It contains a large part of the Lozells and Soho Hill Conservation Area and several listed buildings. Generally, Lozells has a strong local character based around a robust grid street pattern, the architectural quality of the Victorian housing and green leafy streets. A Character Appraisal and Management Plan for the Conservation Area has been prepared and will be adopted as a Supplementary Planning Document. A non-statutory design guide has been produced for the wider South Lozells area to help residents and developers build new, or alter existing properties, while enhancing local character.

5.23 A characteristic feature in Lozells is the 'groves' housing located off the main streets with pedestrian access to large front gardens. A number of 'groves' have been cleared because of their poor condition and issues such as lack of car parking. However, some of the remaining groves provide distinctive and popular housing and their improvement will be supported.

5.24 The predominance of Victorian terraced housing means that there is a lack of housing choice in the area, especially for large families. There are a limited number of generally small sites available for new housing identified in the Plan. Other measures to create larger family housing, such as deconversion of Houses in Multiple Occupation are supported. The housing sites are identified in Policy H1. However, other sites appropriate for housing development may arise.

5.25 This Plan supports the approach taken by the North and South Lozells masterplan (August 2009) which focuses on strategic locations and gateway sites; smaller gap sites, i.e. empty plots or derelict land and grove clearance or improvement. The gateway sites where groups of buildings present an opportunity for a more comprehensive scale of redevelopment include the Historic

Gateway and Villa Cross, which are covered in the Thriving Local Centres Section in paragraphs 4.5-4.10 and Policy LC2 of this Plan.

### **Policy H7 Lozells Housing Regeneration Area**

Improvements to the housing stock will be supported provided that they do not detract from the historic and architectural character with particular emphasis on refurbishment at a high level of sustainability.

Improvements to and around the remaining groves are considered a priority.

Improvements to the public realm, making better connected and more attractive streets and green spaces, will be supported. Such works could include new street lighting, tree planting, parking facilities and resurfacing.

The deconversion of Houses in Multiple Occupation (HMOs) into single family dwellings will be supported.

### **South Aston Housing Estate**

5.26 South Aston is located just north of Birmingham City Centre and bounded to the west by the A34 Birchfield Road and to the east by the A38 Aston Expressway. The area is predominantly residential with the main public open spaces located on Park Lane and Philip Street. South Aston is similar to Newtown in terms of the housing type and layout, leading to similar issues as described in Newtown. However, owner occupation (through Right to Buy) is substantially higher than Newtown.

5.27 South Aston was identified as a key neighbourhood within North West Birmingham, as part of the housing market renewal area. Consultation carried out under the Urban Living programme and at the Preferred Options stage of the AAP demonstrated that the residents of

South Aston were strongly opposed to clearance or any interventions that could result in the loss of any homes in the area.

5.28 As a result, the AAP does not propose any major redevelopment in South Aston. All council homes will have been improved to Decent Homes Standard, by the end of 2010. In addition, future options can be looked at to improve the general housing environment such as improvements to parking areas, access, security, pavements and waste storage.

### **Policy H8 South Aston Housing Estate**

Improvements to the public realm will be supported where funding is available. Such works could include new street lighting, tree planting, parking facilities and resurfacing.



# Integrated and sustainable transport

## Introduction

6.1 The creation of neighbourhoods that are well connected by public transport and give priority to pedestrians and cyclists is key to achieving sustainable development. In Aston Newtown and Lozells a significantly higher proportion of all journeys will therefore be made on foot, by cycle and via public transport than comparable existing developments.

6.2 New development should not cause unreasonable levels of congestion and will be designed to minimise car-dependency. To achieve a modal shift from car to journeys by foot, cycle and public transport, excellent sustainable transport infrastructure will be provided and supported through smarter choice measures.

6.3 A detailed Travel Demand Report has been developed that underpins the Transport Strategy (separate supporting document). This is based upon detailed analysis of travel demand and has helped to identify a series of policies for the area.

6.4 The land-use proposals in this Plan are consistent with national and local transportation policies as set out in National Planning Policy Framework, West Midlands Local Transport Plan (2006), Birmingham Core Strategy Consultation Draft and supporting documents, Centro's public transport prospectus, Transforming Bus Travel and the Rail Development Plan. Policies set out in this document are additional to the policies in the above documents and do not supersede them (e.g. the requirements for travel plans, application of parking standards or transport assessments).

6.5 The objectives of the AAP integrated and sustainable transport policies can be summarised as:

- Reducing the growth in the number and length of private motorised journeys and promoting sustainable modes of travel.

- Promoting economic regeneration.
- Ensuring accessibility for all.

### Area wide transport policies

6.6 In order to achieve the aims of the AAP and the Transport Strategy, there are a number of interventions that will be relevant to all sites, irrespective of land use or location.

#### Policy T1 Area-Wide Transport

Network efficiency - a balanced package of treatments will be required across the area which maximise the efficient and reliable operation of the current highway network, thus reducing congestion and carbon emissions. This will include route enhancements, targeted investments at specific junctions and public transport improvements.

Smarter choices - techniques for influencing peoples' travel behaviour towards more sustainable options, including walking and cycling will be employed. These will include school, workplace, community and residential as well as personalised travel planning techniques. Travel planning will be carried out consistently on all development proposals within the plan.

Technology - a number of technology based interventions will be required. These will include real-time information for bus and rail journeys, new fuel technology for buses and electronic charging points for vehicles.

Accessibility to services - residential developments should be within a 15 minute walk of a GP Surgery and local food shops, a 10 minute walk from a primary school and a 20 minute walk from a secondary school. Developments should also be within a 10 minute public transport journey from a local centre.

Connectivity - to maximize the economic benefits of the Plan good public transport links will be provided between the major land uses - the Regional Investment Site, the local centres, the residential areas and the City Centre. Particular emphasis will be placed on improving the east to west links across the area, which are currently poor.

### Policies relating to specific areas

6.7 Based on the land use proposals there are several key drivers for movement in the area:

- Development of a Regional Investment Site (RIS) and the need to provide good links, particularly by walking, cycling and public transport, between the RIS and the residential areas. There is a need to minimise the impact on the Strategic Highway Network of the RIS by providing good access by other modes of transport (addressed in Policies R1-R6).
- A34 Urban Boulevard proposal includes growth in retail and office space at Perry Barr/ Birchfield Centre and therefore there is a need to reconfigure the

highway network in the area in order to support the proposed growth in retail provision.

- Housing Regeneration in Newtown and Lozells and the need to improve the connections between communities that are either side of the main transport routes (A34 and A4540) and reduce the impact of car parking which is likely to be associated with the greater density of housing development.

### Regional Investment Site

6.8 It is vital that all development is underpinned by effective transport infrastructure and services in order to ensure accessibility and connectivity to jobs and services. The RIS will be a significant development creating around 3,000 new jobs by 2026.

6.9 The transport strategy for the RIS will have comparatively high levels of sustainable transport use by restricting the maximum levels of parking, taking advantage of the existing public transport facilities and improving the local walking and cycling network.

6.10 The site is already well-served by public transport with Aston Station linking the area to Birmingham City Centre, Walsall and Lichfield and there are regular bus services along the Lichfield Road. East-West public transport links are not so good, with only one, infrequent, bus service linking the RIS site with the rest of the AAP area.

6.11 The A5127 is a major road that runs between Birmingham and Lichfield, Staffordshire. It is designated as a Bus Showcase Corridor to the Birmingham boundary and an important connecting corridor into the City Centre from Salford Circus. The Lichfield Road junction with Aston Hall Road will form the main access into the RIS.

6.12 The most dominant section of the route is adjacent to Salford Park where the road-way expands to 6-lanes at one point to allow 2-lanes to feed directly into Cuckoo Road, Nechells and towards Star City.

6.13 Improvement of the road access to and from the Strategic Highway Network (including the M6) and within the area is crucial to realising the full potential of the area. Improvements to Lichfield Road will be required to serve the RIS.

6.14 The West Midlands and Chilterns Route Utilisation Strategy

identifies the stretch of line through Aston station as congested and a constraint on future network growth, both for passengers and freight. The track bed between Aston South Junction and Proof House Junction, to the east of the Plan area, is largely a four track formation. However, the existing double track line through Aston station will remain a bottleneck until the extension of the four track section. The extension of four tracking to Aston North Junction would allow the future operational segregation of the Walsall and Cross City North services, and allow service growth on both these routes.



Sustainable transport

<p><b>Policy T2</b> <b>RIS Highways</b></p> <p>The main access(es) to the site will be via one of a series of industrial distributor roads with junctions onto the B4137 Aston Hall Road/ Witton Lane.</p> <p>The fully-occupied site will require junction improvements to:</p> <ul style="list-style-type: none"> <li>- Lichfield Road/Aston Hall Road.</li> <li>- Lichfield Road/Grosvenor Road.</li> <li>- Lichfield Road/Cuckoo Road.</li> <li>- Lichfield Road/Waterlinks Boulevard.</li> <li>- Salford Circus.</li> <li>- Park Circus.</li> <li>- Aston Road/Park Lane/Rocky Lane.</li> <li>- Aston Hall Road/Electric Avenue.</li> <li>- Witton Road/Tame Road.</li> </ul> <p>A Transport Assessment will be required for each development site, that identifies the level of impact the development has on the highway network. Individual developers will be expected to contribute towards the above improvements proportionally.</p>	<p><b>Policy T4</b> <b>RIS Walking and Cycling</b></p> <p>A network of integrated pedestrian and cycle routes and facilities through the whole development will be provided as part of the first phase of development. These include the provision of linkages to the Birmingham and Fazeley Canal towpath, public transport and the Strategic Cycle Route.</p> <p>6.15 Car parking standards are set out in Birmingham City Council's Draft Parking Guidelines SPD (August 2010). Car park management plans should be prepared to promote shared use of car parking and to include appropriate charges to encourage modal shift.</p> <p>6.16 The Serpentine site (which forms part of the proposed RIS) currently provides 800 match day parking spaces. Aston Villa FC is required, as part of the planning agreement for the North Stand, to ensure an identified level of match-day car parking is available. The AAP supports this principle and proposes that future occupiers of the RIS site work with Aston Villa to provide alternative match-day parking facilities in the locality or on the RIS site.</p>	<p>respect of extending the coverage and/or operation of the current residents' permit scheme including the Tame Road area.</p>
<p><b>Policy T3</b> <b>RIS Public Transport</b></p> <p>Improved bus links are required between the residential areas of Newtown, Lozells and South Aston and the RIS in order to provide access to job opportunities for local people. These are to be provided as part of the first phase of development.</p> <p>Improved bus stopping facilities (including Real Time Passenger Information) near to the site are required while high quality, safe and secure routes between the RIS, bus stops and Aston Railway Station are to be provided.</p> <p>Enhancements to passenger facilities at Aston Railway Station and improvements to track capacity near to the Aston Railway Station are supported in principle.</p>	<p><b>Policy T5</b> <b>RIS Parking</b></p> <p>For the purposes of assessing parking standards, the entire RIS will be considered as being within Zone 2, as the majority of the site is located within 500 metres of Aston Railway Station.</p> <p>Match-day car parking spaces should be re-provided in the locality. A proportion of these could be provided by making car parks at the RIS available for paid match-day parking.</p> <p>The existing match day Controlled Parking Zone will be reviewed and necessary improvements made in</p>	<p><b>Policy T6</b> <b>RIS Framework Travel Plan</b></p> <p>Developers and/or occupiers of the RIS will be required to sign up to and implement the Framework Travel Plan produced by the City Council, in consultation with Centro and the Highways Agency. The Framework Travel Plan will have regard to the latest Census derived modal split for the Birmingham area and will aim to maximise the potential for sustainable modal shift as set out in the Council's Travel Demand Assessment.</p> <p><b>A34 (North) Urban Boulevard</b></p> <p>6.17 The A34 (North) Corridor runs through the neighbourhoods of Newtown, Aston, Lozells and Birchfield forming a key movement corridor and gateway into the City Centre, alongside which are a number of potential development sites and gateway opportunities. A Regeneration Framework for Perry Barr/Birchfield Local Centre and the A34 (North) Corridor is being prepared that will identify investment and development opportunities to realise its growth potential and successfully transform it into a thriving and desirable place.</p> <p>6.18 Perry Barr/Birchfield Centre is proposed for retail and office growth. Perry Barr/Birchfield Centre suffers from a poor pedestrian environment and there is a need to create better linkages between One Stop, Perry Barr Railway Station, BCU and Birchfield Road/ Aston Lane and reconfigure the highway to support growth of the centre.</p> <p>6.19 Substantial improvements have been made to public transport along the corridor over the last 15 years through the Bus Showcase programme. Rapid transit options</p>



along the A34 from Birmingham City Centre to Great Barr will be considered for the future to provide a fast, frequent link from the City Centre to Perry Barr and Walsall.

6.20 Significant public transport improvements are required at Perry Barr/Birchfield Local Centre, including improvements to the existing bus/rail interchange at Perry Barr. South of Birchfield Island, the rapid transit route will be delivered largely within the existing highway boundary.

6.21 The A34 also hinders pedestrian movement due to limited crossing facilities and unpopular subways. It is recognised that the replacement of subways at Six Ways and Birchfield Island would be particularly challenging.

#### **Policy T7** **A34 Urban Boulevard**

The development of the A34 as a Rapid Transit Corridor, largely within the existing highway boundary, will be supported. Enhanced interchange facilities are supported at Perry Barr linking rail with strategic bus and proposed rapid transit routes.

Development should provide improvements to existing crossing facilities on the A34 to strengthen connections between local communities.

At Aston Six Ways the removal of existing subways and replacement with attractive level crossing facilities will be supported.

Improvements to the existing back street cycle route between Perry Barr and the City Centre will be supported.

#### **Policy T8** **Perry Barr - Highways**

Junction improvements are required at the following junctions to cater for the increase in traffic generated by the growth of Perry Barr/Birchfield Centre:

- Birchfield Road/Aston Lane/Wellington Road.
- Birchfield Road/Heathfield Road/Trinity Road.
- Walsall Road/Aldridge Road.
- Wellington Road/Church Road.
- Wellington Road/Westminster Road.
- Aston Lane/Witton Lane.
- Hamstead Road/Church Hill Road.
- Witton Road/Trinity Road.

Other changes to the highway layout will be required as part of the walking and cycling improvements set out in Policy T9.

#### **Policy T9** **Perry Barr - Walking and Cycling**

The environment of the shopping centre will be enhanced, particularly for pedestrians and cyclists, by creating attractive, safe and convenient routes between Birchfield Road/Aston Lane, Perry Barr Train Station, the One-Stop Shopping Centre and BCU.

A surface-level pedestrian link between the eastern and western

side of Birchfield Road, Walsall Road and Aldridge Road and the northern and southern side of Wellington Road and Aston Lane will be supported.

Provision of links to existing cycle routes on Perry Hall playing fields and on Stoneleigh Road will be encouraged.

#### **Policy T10** **Perry Barr - Public Transport Interchange**

The creation of high-quality interchange facilities at Perry Barr will be supported, linking bus, rapid transit and rail services to ensure better connectivity between the area, the City Centre and the wider conurbation.

The City Council will continue to work alongside Centro in improving existing passenger facilities at Perry Barr Train Station and enhancing access to the station.



Encouraging cycling and walking



## Newtown and Lozells

6.22 The Newtown and Lozells areas will provide the majority of the new homes and the transport implications of this have been assessed. The proximity of the location to the City Centre provides significant opportunity to encourage the use of sustainable modes of transport. The Transport Strategy therefore recommends the following.

### Policy T11

#### Newtown and Lozells - Highways and Parking

Improvements will be required at the following junctions:

- A34 High Street/Park Lane.
- Wheeler Street/Gerrard Street.
- Wheeler Street/ Clifford Street.
- Dartmouth Circus.
- Six Ways Aston.
- Lozells Road/Wheeler Street.
- Lozells Road/Villa Road.
- New John Street West/Boulton Middleway.

This area falls within Zone 3 of the City Council's parking standards. This allows for a maximum of 2 spaces per dwelling. In this high density, inner city area with good access to public transport networks, it may be appropriate to provide lower levels of parking, if good design practice is followed.

- The design of parking areas does not cause local congestion.
- Shared parking areas are used.
- Good quality walking routes to bus stops are provided.
- Residential Travel Plans.

### Policy T12

#### Newtown and Lozells - Walking and Cycling

Development should provide improvements to crossing facilities on the A34 and A4540 to strengthen the connections between local communities.

- Newtown Local Centre - improvement of the existing crossings between Milton Street and Newbury Road to provide links between the shopping centre and the park.
- Wheeler Street - walking and cycling route between Wheeler Street Centre, across the park and over an improved crossing of New John Street West at Great Hampton Row.

### Highway improvements/ maintenance projects

6.23 Three projects are planned to take place during the Area Action Plan period (2011-2026). Whilst they are not directly related to the land use proposals set out within this Plan, they are likely to have an impact on the Plan area.

6.24 Aston Lane/Witton Road Roundabout - as part of the S106 agreement for the Tesco Store on Aston Lane that opened in 2008, funding was provided to make improvements at this junction. This project will reduce local congestion by improving traffic capacity at the junction. It is anticipated that this project will be completed by 2014.

6.25 Tame Valley Viaduct - it is anticipated that major structural maintenance works to the Tame Valley Viaduct (which carries the A38 through the area) will be required during the plan period. This will be a significant construction project that may cause some traffic disruption whilst works are underway.

6.26 Managed Motorways - it is envisaged that the Highways Agency will implement Birmingham Box Phase 3 between Junctions 5 and 8 of the M6 Motorway during the plan period. This project is supported and will see the introduction of 'hard shoulder running' along with other measures to reduce congestion and improve journey time and reliability.



# Environment, open space and sport

7.1 One of the overall aims of the Plan is to protect and enhance Aston, Newtown and Lozells' built and natural environment. This includes their open spaces, waterways, historic buildings and environments which all add to the distinctiveness of the local area and provide visual and leisure amenity. An open space strategy has been prepared that seeks to enhance the network of green linkages in the area and improve the quality of the green spaces based on Policy SP11 of the Core Strategy Consultation Draft regarding Green Infrastructure Network. Further guidance on green infrastructure will also be contained in the City's emerging Green Infrastructure Strategy.

## **New development - public open space and landscape enhancement**

7.2 As the area is densely developed, identifying new areas of open space is difficult. But where new residential development is proposed, new open space should be provided in accordance with policies in the UDP, Birmingham Core Strategy Consultation Draft and 'Public Open Space in New Residential Development' SPD.

7.3 All new development must consider the landscape character of the area. Frontages to developments must where possible aim to include street tree planting, screening, ease of access and quality surfacing. Where new developments are adjacent to existing landscape features e.g. canal, river corridor, or existing public open space, it is essential to generate access and to ensure that the scheme is appropriately designed in order to maintain and enhance these features.

7.4 New and improved public open space must include provision for the required revenue for the site and facilities. Currently 15 years of maintenance must be funded before any new public open space is implemented.

## **Open space and playing fields**

7.5 Open space not only includes traditional parks and gardens, but also encompasses allotments, cemeteries and civic parks amongst

other spaces. City-wide standards for open space and playing fields are identified in the UDP 2005 and the Core Strategy Consultation Draft Policy SP45. All residents should have access within 400 metres to an area of publically accessible open space. Similarly, there should be a children's play area within 400 metres of all residents. As a basic guide to the supply of open space the aim will be to provide a minimum target of 2 hectares of open space and 1.2 hectares of public or private playing fields per 1,000 population at the Constituency level. There is a presumption against development on open space unless it can be demonstrated that it is surplus to requirements.

7.6 The Wards of Aston, Nechells and Lozells and East Handsworth fall below the minimum target for public open space and playing field provision at 1.68, 1.83 and 1.15 hectares per 1000 population respectively. Within these densely-populated areas, where open space is deficient, it will be difficult to increase provision without major redevelopment and change of land-ownership. In these areas the Open Space Strategy for the AAP looks at strengthening connections to surrounding public open space through links and ease of pedestrian movement.

7.7 Birmingham City Council's 'Parks and Open Spaces and Playing Pitch Strategies' (adopted as Supplementary Planning

Guidance in 2007) contain basic data regarding the open spaces in the AAP alongside policy guidance.

7.8 The Urban Living Green Space Audit and Strategy (May 2009), which covers the majority of the AAP, provides another layer of information by assessing the quantity and quality of the existing open space. A Comprehensive Assessment Tool (CAT) was used to assess the quality of the major open spaces in the UL area.

## **AAP Open Space Strategy**

7.9 The Open Space Strategy for the AAP builds upon the Urban Living Green Space Audit and Strategy (2009) and the Birmingham Parks and Open Spaces Strategies (2007), but looks at the AAP area in more detail and provides greater links and co-ordination with the AAP proposals.

7.10 The principle of the strategy is based on the essential role that open space plays in developing sustainable communities, contributing to healthier lifestyles, encouraging movement between spaces, adding economic and social value, bringing benefits for children and young people, and their value for biodiversity.

7.11 The main objectives of the Open Space Strategy are:

- To maximise/enhance existing public open spaces for biodiversity and recreational value.



- To improve linkages from residential areas to open spaces, water courses, wildlife corridors, and Sites of Local Importance for Nature Conservation.
- To identify opportunities for the development of new open spaces, particularly within areas which are currently lacking in open space.

7.12 The Open Space Strategy for the AAP identifies a network of green streets/links and opportunities where existing open space and biodiversity can be improved. Areas within the AAP which are densely-populated and already deficient in open space have been the most challenging to address. The open space proposals are set out in the Open Space Strategy Plan (Plan 3, on page 76).

### **Green links and streetscape environment**

7.13 A network of green routes linking the key open spaces in the area is identified in the Open Space Strategy and shown in Plan 3. This is indicated by a tree symbol on the plan and should not be taken as a specific scheme. It is merely intended to indicate the key routes where tree planting will be encouraged. Tree planting along these routes would not only help to form green links to areas of public open space, it would also improve the local environment and biodiversity of the residential areas. Any tree planting would have to be implemented in conjunction with Amey who are responsible for Birmingham City Council highways.

7.14 The north west zone of the AAP (shown hatched and numbered 6 on the Open Space Plan, page 76) in particular suffers from a lack of green space and play provision does not meet the National Playing Fields Association standard of 400m from dwellings. However, encouraging local residents to utilise Handsworth Park and Aston Park would be effective. This includes improving the ease of access across dominating

highways which currently dissect neighbourhoods and inhibit pedestrian movement.

### **Policy OS1 Green Links**

A network of green routes (as shown on the Open Space Strategy - Plan 3) linking residential areas to key open spaces such as Aston Park and Handsworth Park and open space corridors, is where street tree planting will be encouraged in order to encourage movement to open spaces, enhance neighbourhoods lacking in green space and improve the biodiversity of the area.

As a basic guide to the supply of open space in the plan area, the aim will be to provide a minimum target of 2 hectares of open space and 1.2 hectares of public or private playing fields per 1,000 population at the Constituency level. There is a presumption against development on open space unless it can be demonstrated that it is surplus to requirements.

### **River Tame corridor**

7.15 The River Tame Corridor which runs around the northern perimeter of Salford Lake and through the

Siemens site and partly alongside Brookvale Road, contributes significantly to the biodiversity of the area. It is designated as a Site of Local Importance for Nature Conservation (SLINC). Rivers and streams are identified as a national priority habitat and included in the Birmingham and Black Country Local Biodiversity Action Plan

7.16 The Environment Agency has had a long-standing aim to create a footpath along the entire River Tame to support the role of the river corridor as a recreational resource. Physical improvements along the river corridor need to be encouraged in conjunction with improved access through entrance ways from the surrounding land use and opening up views into the river. Whilst it is accepted that constraints of ownership may prevent public access to some parts of river corridor, access should be improved wherever possible. Other multi-functional benefits will be encouraged including improved flood risk management, wildlife corridors, enhanced public amenity and other measures to combat climate change and improve water quality. There are opportunities to improve access to the River Tame through the RIS development and proposals for the Siemens Site.



River Tame



## **Policy OS2** **River Tame**

Opportunities for the improvement of the River Tame will be encouraged including safe access at appropriate locations, creation of new riverside spaces, flood risk management, enhanced public amenity, improvement of water quality and its enhancement as a wildlife corridor. These shall be appropriately designed so as to minimise any impact on existing wildlife and habitats.

## **Hockley Brook Corridor**

7.17 The Hockley Brook Corridor runs through the south of the plan area. It is almost entirely culverted through the AAP area from the Hockley flyover through to where it discharges into the River Tame at Cuckoo Bridge. In parts of the plan area the culvert is 8 metres deep, making deculverting unfeasible. There are, however, some open sections along the line. The Hockley Brook is identified in the Birmingham Brooks Report as currently suffering from environmental degradation and pollution and poor access. Improvements along the river corridor need to be encouraged, including flood risk management, improved access for maintenance, wildlife corridors and improved water quality.

## **Policy OS2A** **Hockley Brook**

Opportunities for the improvement of the Hockley Brook will be encouraged, prohibiting building over the culvert, a 7 metre wide easement on either side, maintenance access at appropriate locations, creation of new riverside spaces, flood risk management, reducing surface water discharge to it, enhancing public amenity, improvement of water quality and its enhancement as a wildlife corridor. These shall be appropriately designed so as to minimise any impact on existing wildlife and habitats.

## **Tame Valley Canal**

7.18 Within the AAP, The Tame Valley Canal is a hidden asset which runs under Spaghetti Junction, around the northern perimeter of Junction Six Industrial Estate and the back of houses in Amberley Grove. Development in these locations predominantly turns its back on the canal. The UDP 2005 proposes improved access to the Tame Valley Canal for leisure use and enjoyment of its nature conservation and wildlife habitat. The Tame Valley Canal is designated as a Site of Local Importance for Nature Conservation (SLINC) and safeguarding/improving its water quality is important. A safe environment needs to be created to encourage public use of the canal corridor.

## **Policy OS3** **Tame Valley Canal**

Where appropriate, improved access to the Tame Valley Canal and the enhancement of the canal, its water quality and its settings, will be secured through developer contributions.

## **Aston Regional Investment Site, Aston Churchyard and Salford Park**

7.19 The AAP proposes Spaghetti Junction and the area surrounding Salford Park as a key gateway to Birmingham. It is essential that planning proposals for the Regional Investment Site (RIS) include a landscape master plan to ensure a high quality character of the area is achieved. The linkages and connection of the RIS to Aston Churchyard and Salford Park should be fully explored. The development would benefit from its proximity to this unique largely water-based feature, as would Salford Park Open Space benefit from improvement as part of the surrounding investment. An attractive streetscape within the RIS, combined with an improved recreational space at Salford Park, and pedestrian linkages to Aston Churchyard would help to attract investment to the RIS. Improving

linkages to the park and churchyard would benefit residents in Aston East and encourage movement to these valuable resources. A crucial improvement would be the access to Salford Park and Aston Churchyard. New access points from the RIS would enable increased usage of these existing areas in conjunction with effective signage from surrounding roads.

## **Policy OS4** **RIS, Aston Churchyard and Salford Park**

Development of the RIS must comply with an agreed master plan including a landscape plan providing high-quality landscaping within the RIS and linkages to Aston Churchyard, Salford Park and Lake and the River Tame.

## **A34 Urban Boulevard**

7.20 Landscape and environmental improvements to this significant route into the City are of great importance alongside proposed developments on the A34. An Urban Boulevard, comprising improvements to the public realm and a better physical environment could be achieved through the use of high-quality materials and landscaping which would also help to reduce the impact of the road.

7.21 The redevelopment of the former Birchfield towers area will include a new play area within the proposed master plan. A play area and new public open space would effectively provide much needed recreational provision within this area.

7.22 The wide open grass areas alongside the A34 should be improved for recreation and walking as opposed to their current state as under-used grass sites adjacent to the highway. Increasing pedestrian movement will be important to help counteract the barrier of the A34 and connect developments on the A34. This would improve the use of existing facilities between neighbourhoods currently dissected by the road.

7.23 In some areas of open space dense tree canopies should be thinned to enable light to penetrate these shaded sites. Footpaths should be installed to encourage greater public use as well as railings and access gateways to the boundaries. Art sculptures that are visible from the main highway could also be included. New seating, litter bins, bulb planting and lighting would encourage greater use and improve safety. High quality materials would upgrade the neighbourhoods' image, and create an improved entrance into the City.

### **Policy OS5** **A34 Urban Boulevard**

Landscape improvements to the A34 Corridor to create an "Urban Boulevard" character will be supported, including tree planting, enhanced fencing, seating, surfacing and lighting.

### **Key gateways**

#### **Park Circus Gateway**

7.24 Park Circus is a key gateway located at the A38 entrance into the City and has great potential for environmental improvement. The barrier of the A38 currently inhibits pedestrian movement of residents from the east of the highway to Aston Park immediately west. The large area of land at this gateway is under-utilised and if improved would benefit the surrounding neighbourhoods.

7.25 The hardscape and grassed areas within Park Circus could be made more attractive to users through the creation of a surface level crossing. This would generate greater movement in the area and lead to a safer environment.

7.26 Land to the east of Park Circus forms an existing linear green space leading to a multi-use games area at Sycamore Road. The grassed area is overgrown and densely planted which creates a



Enhanced open space and landscaping

dark and shaded space inaccessible to the public. With some tree reduction and the installation of a footpath this would help to link the gateway to the surrounding estate.

### **Policy OS6** **Park Circus**

Park Circus is a key gateway into Aston and landscape improvements and introduction of a surface level crossing will be supported.

#### **Villa Cross Gateway**

7.27 The Lozells Masterplan (EDAW on behalf of Urban Living) 2009 proposes the creation of new public open space/public square in the heart of Villa Road Centre at the junction of Villa Road and Lozells Road. This would transform the degraded appearance of the area through the removal of poor buildings and replacement with high-quality development and provide much needed open space in the area. However, significant land assembly would be required to deliver this long-term proposal.

### **Policy OS7** **Villa Cross Gateway**

Any proposals at this gateway (See Policy LC2A) should make provision for a public square/open space.

### **Newtown**

7.28 The neighbourhood of Newtown is well served by public open space with Burbury Park, Yellow Park, New John Street West, Great King Street and Newtown Row open spaces amounting to 13.71 hectares. The redevelopment of North Newtown Estate will bring an additional 0.8 hectares of public open space into the area. Masterplanning of areas 2 and 3 in the Newtown masterplan will deliver further housing regeneration including refurbishment and redevelopment of housing resulting in a net increase of approximately 124 net new dwellings. The Newtown masterplan proposes development on some of the open space at Burbury Park but open space gains will result elsewhere so that there will be no net loss of open space. Houses on Melbourne

Avenue currently back on to the park. The masterplan proposes redevelopment of these to allow development to overlook the park.

7.29 Houses currently back onto Yellow Park. The Newtown masterplan proposes the redevelopment of the houses on the western perimeter of the park to allow overlooking onto the park. The link between these series of parks is important and the Newtown masterplan shows how this could be achieved. This is consistent with the AAP Open Space Strategy Plan.

7.30 New John Street is a large well-used open space for walking with a good stock of mature trees. There are however, no other facilities and the community would benefit from the introduction of play and sport facilities which would complement development proposals in the area. Improvements could also include seating, more planting, an improved footpath network, and public sculpture.

### **Policy OS8 Newtown Open Space**

Housing redevelopment in Areas 2 and 3 of the Newtown masterplan should enhance existing open spaces and create stronger linkages between them. There are also opportunities for improvements to the open spaces through the introduction of additional play and sports facilities at Yellow Park and New John Street public open space, amongst other landscape improvements.

### **Lozells**

7.31 There are minimal recreational facilities within the densely-populated area of Lozells. Carlyle Road play area is to be improved by March 2011 but would require further investment to achieve greater impact and benefit to the community. Within this area green routes are identified to encourage movement to nearby public open space through tree planting, resurfacing and new lighting.

### **Policy OS9 Lozells Open Space**

Carlyle Road public open space will be improved and all existing public open space in the Lozells area should be retained and protected.

Development of green links to encourage movement to George's Park, Handsworth Park and potential new public open space at Villa Cross is supported.

### **Biodiversity**

7.32 Biodiversity is the variety of life we see around us. Planning policies at national and local level aim to conserve and enhance biodiversity, in particular, sites which have been designated for their wildlife value. Biodiversity value within the AAP however is low, evidenced by the designation of the Handsworth Wood-Newtown-Lozells-Birchfield Wildlife Action Area which covers a large portion of the AAP. Wildlife Action Areas are defined in the Birmingham's Nature Conservation Strategy (1997) as parts of the City where people do not have access to a 'known site of quality within 500m of their home.' (A 'site of quality' is any SSSI, SINC, LNR or SLINC).

7.33 There are three designated Sites of Local Importance for Nature Conservation (SLINC) within the Plan area:

- River Tame.
- Tame Valley Canal.
- Birmingham and Fazeley Canal.

7.34 There are also areas that are not designated and play a vital role in the 'stepping stones' between designated sites, which should also be enhanced and protected. In terms of species, Salford Lake provides an important wildlife habitat for wintering waterfowl and Black Redstarts have been recorded in the area, as have Peregrine Falcons which may utilise disused towers for breeding. Bats are recorded throughout the area, though generally at low density.

7.35 The area also contains a number of sites where a mature tree structure exists such as Aston Park. It is essential these are retained and enhanced for biodiversity.

7.36 The major constraints on biodiversity within the AAP are:

- The heavily urbanized character of some of the areas.
- The lack of consideration of biodiversity within previous landscaping schemes.
- The heavily-lit character of much of the area together with the excessive use of flood-lighting.

7.37 To raise the biodiversity value of the area, existing open spaces can be enhanced to improve wildlife habitats by planting new woodlands and hedgerows or creating new ponds and wetlands.

7.38 Within all proposed future landscaping schemes within the AAP, biodiversity should be a key consideration. Opportunities to improve the biodiversity of this area should focus on:

- Reinforcement of existing wildlife corridors and features.
- Creation of bio-diverse rich landscapes through selection of appropriate species within landscaping schemes.
- Allowing complex vegetation structures to develop.

7.39 There is an opportunity to combine landscape improvements with ecological enhancement strategies for major developments through planning conditions relating to planning permissions.

7.40 Further opportunities to enhance biodiversity exist through the opening up of culverted streams and rivers. The 'Sustainable Management of Urban Rivers and Floodplains' SPD (2007), and UDP, encourage the opening up of culverted streams and rivers



in order to enhance biodiversity, water flow and water quality. Three water courses run through the Plan area, two of which are designated SLINC in the Nature Conservation Strategy. These are the River Tame and the Tame Valley Canal.

7.41 The Hockley Brook runs east to west through Newtown and South Aston. It is not a designated site of quality and is predominantly culverted through the Plan area. The potential for opening up the culverted part of the Handsworth Brook in the north western part of the plan area should be investigated for its water quality, biodiversity and flood risk mitigation benefits.

### **Policy OS10** **Biodiversity and Water Quality**

The plan encourages the protection and enhancement of the natural environment (including sites designated for their nature conservation value and non-designated sites) and its wider landscape character through measures to create new green infrastructure, increase biodiversity, improve water quality and minimise pollution through reductions in reinforcement including de-culverting where feasible, debris removal, and reducing discharge misconnections. Any new development affecting sites with nature conservation value, including waterway corridors should seek to protect and enhance their landscape quality and biodiversity.

The plan will require developments within the plan area to meet the objectives of the Humber River Basin Management Plan and Water Framework Directive aimed at improving water quality across the region. These strategies set out the targets for water quality improvement impacting upon the plan area. The Council as a co-deliverer of the strategies will seek to ensure that developments should cause no detriment to the overall classification of the Humber

River Basin Management Plan Waterbody, explore options for water environment improvement and commit to them wherever viable in order to help bring all waterbodies up to the required standard by 2015.

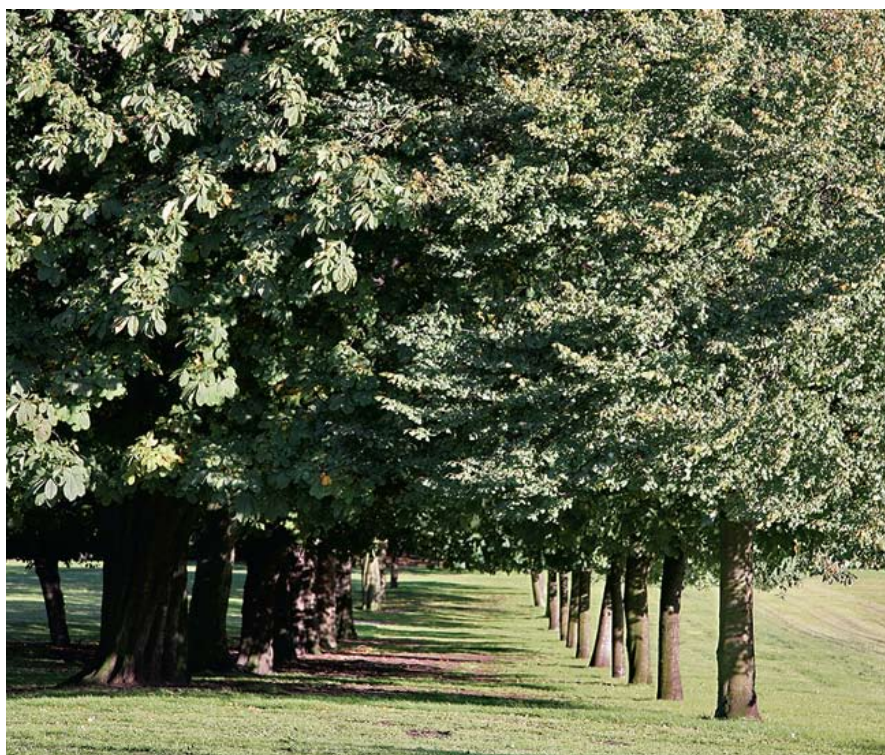
By incorporating ecologically-sensitive design features in new developments significant improvements for biodiversity can be achieved e.g. green roofs and green walls, beneficial planting, bird boxes and sustainable drainage systems.

7.42 The Birmingham Brooks Report (2010) and the Humber River Basin Management Plan (2009) identify the watercourses in the area as being of poor water quality, with the Hockley Brook being a priority for improvement. Reducing artificial reinforcement, de-culverting, debris removal, new tree planting and reducing misconnections are all proposed in tackling water quality and enabling biodiversity improvements. Developers should be aware that details of the specific actions required to meet the requirements

of the Water Framework Directive and Humber River Basin Management Plan will be published in 2015.

7.43 Where development schemes affect water corridors, sites designated for their nature conservation value and non-designated sites, an ecological impact assessment is likely to be required in support of any planning applications. Assessments will need to consider potential impacts on protected and notable species as well as important habitats, designated sites and ecological functionality. All development proposed adjacent to the river corridors and their tributaries shall be designed to take account of its proximity to the river.

7.44 The Nature Conservation Strategy also identifies five "Key Wildlife Corridors" in the AAP which form part of a city wide network of open space corridors. These are the Cross City Line: New Street - Blake Street; Main Section: Wolverhampton - Gravelly Hill Railway; Tame Valley Canal - Rushall Canal; Birmingham and Fazeley Canal and the River Tame. Research



Enhancing public open space



shows that links between sites of quality help species to spread from one site to another and sustain genetic variability. The Open Space Strategy therefore sets out a green network linking open spaces, wildlife corridors, watercourses and allotments.

7.45 There is also potential for cross-boundary partnership working to achieve enhancements along water and wildlife corridors. This approach is supported by the Government's recent Natural Environment White Paper. Mechanisms by which this could be achieved include the Local Biodiversity Partnership and the emerging Green Infrastructure Strategy.

### Flood risk

7.46 The floodplain provides natural storage of floodwater and by reducing the floodplain (through development) without compensatory flood storage elsewhere, will lead to increased flooding problems downstream. The NPPF emphasises the importance of assessing flood risk in plan-making. Development proposals will also need to take regard of Policy SP10 Managing Flood risk in the Core Strategy Consultation Draft which sets out the Council's policies in regard to flood risk and sustainable urban drainage systems in line with the Strategic Flood Risk Assessment carried out in support of the Draft Core Strategy and the Council's Draft Surface Water Management Plan (2011) which maps areas susceptible to surface water flooding.

7.47 A map of flood zones produced by the Environment Agency (EA) show the different flood risk zones for areas near to rivers (Plan 4, page 78). Parts of the AAP fall in Flood Zone 2 (medium risk) and Flood Zone 3 (high risk) floodplains. This includes the entire length of the Hockley Brook and the River Tame. The River Tame has been prone to flooding in the past and a River Tame Flood Risk

Management Strategy (2010) has been adopted which proposes a range of flood defence measures. In particular, the Tame Road area of Witton will benefit from the new measures.

### Policy OS11 Managing Flood Risk

Site-specific flood risk assessment will be required when considering proposals to develop within the River Tame and Hockley Brook flood zones, and in areas susceptible to surface water flooding as defined by the locally agreed surface water information, including appropriate mitigation measures to address any issues identified and reductions in surface water discharge in line with the Strategic Flood Risk Assessment. Sustainable Urban Drainage Systems (SUDS) will be required for all developments including arrangements for the long-term maintenance of the SUDS infrastructure. No development of the Tame Road and Westwood Road/Dulverton Road sites should take place until the River Tame Flood Alleviation works are completed by the Environment Agency.

### Sport

7.48 Sport is important to the health and well-being of people as well as providing economic benefits to an area. There are a range of sporting facilities in Aston, Newtown and Lozells including the Aston Villa Football Stadium, Newtown Leisure Centre, Powerleague Soccer Pitches and Perry Barr Stadium. On ongoing review of sports facilities in the City is taking place to inform the Council's "Sport Facilities Strategy". The Playing Pitch Strategy is also in the process of being updated.

7.49 Paragraph 3.63 of the Unitary Development Plan and Policy SP46 of the Core Strategy Consultation Draft states that sports facilities will be protected from development

unless it can be demonstrated that they are surplus to requirements. Any replacement provision should be at least as accessible to current and potential users as the facility to be replaced.

7.50 The following developments (currently being progressed/ recently opened) will provide new and additional sports facilities for the area:

- Holford Drive Community Sports Hub - £1.2 million has been secured to develop a Local Community Hub and improve access and use of the site by schools and the community.
- My Place, Newtown - work has started on site in North Newtown on this £5 million world class youth facility for 13-19 year olds. Facilities include an indoor sports hall, performing arts space, ICT suite, broadcasting and recording studios, multi-functional rooms and workshop area.
- Birmingham Futsal Arena, Great King Street North - has recently opened in Newtown providing 12 five-a-side futsal pitches including 4 international FIFA futsal pitches. This is supported by a range of ancillary uses such as under 7's football, netball, dodgeball, indoor hockey, handball and martial arts.
- Holte, Mayfield and Lozells School - a Building Schools for the Future Project which will deliver upgraded indoor and outdoor 'dual use' sports facilities. The new school to due to open in September 2011.
- Broadway School - a Building Schools for the Future project including newly refurbished indoor and outdoor sports facilities for 'dual use'.





# Excellent education facilities

8.1 In line with Birmingham's Core Strategy Consultation Draft, the AAP Plan aims to promote opportunities for all to achieve high educational standards and raise the skill base of the local population. This will involve supporting Birmingham City University's (BCU) City North Campus in Perry Barr and the local schools in the area.

## **Birmingham City University City North Campus**

8.2 Birmingham City University has prepared a draft masterplan (February 2008) for their City North Campus which proposes the consolidation of teaching and accommodation facilities, improved student services, improved and expanded parking areas, and a sports village on the campus. Central to the proposals is the 'greening' of the campus through a programme of environmental improvements.

8.3 Land at the northern end of the campus has been identified in BCU's masterplan as surplus to their requirements and therefore an opportunity site for future disposal. The AAP supports the designation of this land for employment uses that could facilitate the rationalisation of existing uses at the University's campus, in particular, the relocation of the bus depot on Wellhead Lane. Any redevelopment will need to take account of proposals for a junction improvement at Holford Lane/ Aldridge Road. The line of a Roman road and potentially other roadside structures runs through the western sports ground. Archaeological evaluation will be required as part of any development proposals. Depending on the results of the evaluation, archaeological remains will be required to be preserved in situ or excavated in advance if preservation in situ is not feasible.

8.4 A further aspect of the masterplan is the improvement of linkages to the Perry Barr/Birchfield District Centre from the campus, including improved pedestrian access to Perry Barr Railway Station,

the One Stop Shopping Centre, and access to local shops and facilities on Birchfield Road.

## **Policy ED1 Birmingham City University City North Campus**

The enhancement of Birmingham City University's City North Campus will be supported comprising environmental improvements, the consolidation of teaching and accommodation facilities, improved student services, improved and expanded parking areas and provision of a sports village. Pedestrian links to Perry Barr/Birchfield District Centre and Perry Barr Railway Station will be improved.

The Attwood and Baker Buildings on Aldridge Road will become surplus to the University's future requirements and are identified for appropriate local centre uses in Policy LC1 of this Plan.

Land to the north of the University's Sports Centre will become surplus to the University's future requirements and will be considered for alternative appropriate uses.

## **Holte, Mayfield and Lozells School**

8.5 Two out of the four secondary schools in the Plan area have already benefitted from Phase 1 BSF investment. Broadway School has recently been refurbished and Holte, Mayfield and Lozells schools will be merging and occupying a new building on the Holte School site which is due to open in March 2011.

8.6 The new Holte School will be a 'dual use' school meaning that the building and sports facilities will be accessible to the local community. The new school will make a significant contribution to the regeneration of the Newtown area.

8.7 The two development plots (0.7 hectares) in front of the school are proposed for new housing.

8.8 Mayfield School Annexe will be retained by the City Council's Children's, Young People's and Families Portfolio in order to address the shortfall in pupil places in the area.

## **Policy ED2 Holte, Mayfield and Lozells School**

Improvements to local education facilities through the Building Schools for the Future programme will continue to be supported.

The two opportunity sites in front of the Holte, Mayfield and Lozells School are proposed for new housing.

## **Broadway School Annex**

8.9 Broadway School's three campuses were consolidated and upgraded on its main site in Broadway Road as part of the BSF programme in 2010. The improved Broadway School, which has been designed to the highest eco standards, will provide extended use benefitting not only the school but also the wider local community.

8.10 The Broadway School Annexe on Whitehead Road will continue to provide school provision in order to address the shortfall in pupil places in the area. The buildings are statutorily Grade II Listed so proposals will need to ensure that their historic and architectural quality is preserved. Adjacent to the Annexe is the recently statutory listed Aston Fire Station - any development proposals must respect both the architectural and heritage value of both sets of buildings.

### **Policy ED3** **Broadway School Annexe**

Broadway School Annexe will continue to provide school places. Any proposals which affect the school and adjacent fire station should preserve or enhance the historic and architectural quality of these listed buildings as heritage assets.

### **Other school provision**

8.11 There are four secondary schools and seventeen primary schools in or near the Plan area. These schools are currently coping with demand but some are very close to being at full capacity. With new and emerging developments coming forward it is necessary to ensure that additional education provision is made where there is an identified need. Funding will be secured by way of planning obligations for improvements or extensions to existing schools or contributions towards the building of a new school if required. This approach is supported through the City Council's adopted policies for planning obligations and calculated by application of a standard formula.

8.12 This will be especially relevant in Newtown and Handsworth Wood where schools already run at capacity.

### **Policy ED4** **Education Provision**

To accommodate any new pupil yields arising from major new housing, developer contributions will be sought for education provision in accordance with the adopted UDP (and subsequent Core Strategy).

8.13 Dual use facilities within schools provide a useful contribution towards the recreational and leisure requirements of the City and will be encouraged.



Birmingham City University





# Part 3

## Delivery and implementation

# Introduction

1.1 The success of this AAP will primarily be measured against whether the vision for the area is achieved. It is important, therefore, that proposals in this Plan are both deliverable and viable within the Plan timeframe. The Council has set out the infrastructure improvements needed to support the regeneration of Aston, Newtown and Lozells in Table 4, page 58. Delivery of the AAP proposals are, however, dependent on a number of factors including economic growth, commercial interest, site constraints, development costs, the amount of investment received from partners and availability of public sector funding. The Delivery Plan in Table 5, page 61 represents the current understanding of the main proposals. However, as new priorities are identified, the Delivery Plan may need to be adjusted and must be seen as a “working document” in order to maintain its effectiveness.





# Working in partnership

2.1 The Aston, Newtown and Lozells AAP has been developed in partnership with a wide range of stakeholders over the last few years and the Council will continue to work with key stakeholders in developing and delivering the objectives of the AAP. The AAP provides the necessary framework for co-ordinating investment and action across all partners.

2.2 The City Council is prepared to use compulsory purchase powers where necessary, in circumstances where the promoter of the development has secured adequate funding to support the compulsory purchase. The City Council will also use its own land to support projects, which may include selling sites to developers.





# Planning contributions

3.1 In terms of planning obligations, these may require the developer to carry out certain prescribed works to provide appropriate infrastructure and other measures (e.g. requiring that a certain proportion of housing is affordable); and/or mitigate the negative impacts of a development and to ensure that it makes a positive contribution to the communities within which it is situated (e.g. through environmental mitigation measures and increased public transport provision). These types of obligations, in line with Planning Obligations Circular 05/05, are identified in Table 5. Future planning contributions will also be in accordance with a Community Infrastructure Levy being brought forward by the Council for implementation from 2014 onwards.

3.2 The infrastructure to be delivered through planning obligations will be agreed after market viability appraisals have been prepared. Developers will be required to underwrite the cost of market viability appraisals and enter into agreements to cover the cost of compliance monitoring throughout the lifetime of the obligation.

3.3 Another important element of the regeneration is the provision of local employment opportunities to help reduce the local unemployment rate. The use of targeted employment strategies to link training to employer demand and the use of the local workforce in the construction phases of development on major developments will also need to be secured through Section 106 agreements.

- Enhancing the built and natural environment e.g. environmental enhancements, measures to reduce flood risk and improve water quality.
- Measures to offset impact on environment, climate change and loss of/impact on amenity/resource on site or nearby.
- Provision of facilities/services to support development e.g. education and sports facilities.
- Other obligations related to the development e.g. training/employment.
- Measures to implement policies proposals in the UDP and subsequent Core Strategy.
- Other controls where material to the development e.g. phasing.

## Policy DI 1 Planning Contributions

In accordance with the policies set out in the Birmingham UDP 2005 and Birmingham Core Strategy Consultation Draft, contributions will be sought for:

- Transport/physical infrastructure e.g. highway improvements, public transport improvements (Sections 278 and 106).
- Travel planning and associated smarter choice measures (Section 106).

Table 4 identifies the schedule of community infrastructure requirements to support the AAP.

Item	Rationale	Phasing
1. Lichfield Road/Aston Hall Road improvements and other junction improvements required for the RIS as set out in Policy T2	Identified by the AAP Transport Strategy and RIS Development Framework as a requirement for the development of the RIS.	Lichfield Road/Aston Hall Road improvements should link to Phase 1 of the RIS development (2012-2015).  Other junction improvements required for the RIS should be delivered as development comes forward and based on results of detailed Transport Assessments.
2. RIS pedestrian and cycle routes and improvements (Policy T4)	Identified by the AAP Transport Strategy and RIS Development Framework as a requirement for the development of the RIS.	Link to Phase 1 of the RIS development (2012-2015).
3. Perry Barr Railway Station improvements (Policy T10)	Identified by the AAP Transport Strategy to include upgrading of existing station access.	2016-2020 linking in with public realm improvements in Perry Barr/ Birchfield Centre.
4. Bus Service Improvements to the RIS (Policy T3)	Identified by the AAP Transport Strategy and RIS Development Framework for improvements/ provision of east west bus links to the RIS.	Link to Phase 1 of the RIS development.
5. Public Transport Interchange at Perry Barr (Policy T10)	Supported in the AAP Transport Strategy to include new passenger waiting facilities, real time information points, taxi waiting areas, bus turning facilities and strong physical connections to Perry Barr Station and Perry Barr/ Birchfield Local Centre.	2016-2020 to tie in with Perry Barr/ Birchfield development.
6. A34 Urban Boulevard and Rapid Transit Corridor (Policy T7)	Identified in the AAP Transport Strategy. Includes, enhancement of open space, street trees, and public realm improvements.	2012-2026. Early developments such as North Newtown and Birchfield Estate to progress in earlier years followed by later developments such as Six Ways and Perry Barr/Birchfield gateways.
7. Junction improvements in Perry Barr as set out in Policy T8	Identified by the AAP Transport Strategy to cater for the increase in traffic generated by the proposed growth of Perry Barr/Birchfield centre.	2020-2026 linking to development in Perry Barr/ Birchfield Centre.
8. Junction improvements in Newtown and Lozells as set out in Policy T11	Identified in the AAP Transport Strategy to accommodate new development.	To link in with early phases of new developments.
9. Six Ways Junction (Policy T7)	Supported in the AAP Transport Strategy to include remodelling of Six Ways Junction to allow safer and easier pedestrian crossing environment.	2020-2026 linking in with later phases of development on the A34 Urban Boulevard.

TABLE 4 Infrastructure Requirements

Item	Rationale	Phasing
10. Open space/biodiversity/green infrastructure/off-site walking and cycling routes (various sites)	AAP Open Space Strategy supports improvements detailed in Section 7, to include enhanced open space, landscape improvements, ecological measures etc. The emerging Green Infrastructure Strategy for the City will provide further guidance.	Starting with early developments such as North Newtown from 2011. Continue as developments progress.
11. Sustainable transport and off-site mitigation (Policies T1 and T6)	Identified in the Transport Strategy and Framework Travel Plan to achieve target modal share. To include travel plans, car clubs. Schemes involving AVFC and its parking sites - match day parking schemes to encourage public transport use on match days.	As applicable developments progress.
12. Education provision (Policy ED4)	Identified by the UDP to accommodate any new pupil yields arising from major new housing. To include investment in new or existing school and pre-school facilities.	Throughout plan period starting from planning application approvals for major housing development.
13. Sports facilities, playing fields and community facilities (Policy DI1)	Identified by the UDP to support development.	As applicable developments progress.
14. Flood Risk mitigation, water quality improvements and measures to mitigate the impact of climate change and River Tame Strategy (Policy SD1, DI1 and OS11)	Identified in Flood Risk Assessments, Birmingham Brooks Report, River Tame Strategy and draft Climate Change Adaptation Action Plan.	Linked to approval of major applications.
15. Heritage and culture (Policies SD6 and DI1)	To include measures to mitigate against any negative impacts upon Conservation Areas or listed buildings and contribute towards the development of Conservation Area Management Plans.	As applicable developments arise.
16. Lifelong learning (Policy ES1)	Contributions to support local learning initiatives focused on skilling local people to new local job opportunities.	As applicable developments arise.
17. Local Employment and Training Agreements (Policy ES1)	To assist in securing employment and skills development for local people as part of the construction phases of the development and with end-site occupiers.	Linked to approval of major planning applications.

**TABLE 4** Infrastructure Requirements (Continued)





# Phasing

4.1 Table 5 sets out a Delivery Plan indicating the delivery agencies to be involved and indicative timescales, for each of the proposals in the AAP, including public realm enhancements and transport schemes. The broad timescales included are indicative and subject to change following development of detailed schemes. Sites that are indicated in the first five years are either those where the Council is the landowner and will be directly influencing the development of land, or otherwise where developer or landowner intentions are known and are being encouraged or facilitated by the Council. Those programmed for the 5-10 year period are those sites where the Council is confident that the land will come forward for development, but where there is either some known constraint, such as land assembly that first needs to be addressed, or currently no developer interest. Those indicated for the 10-15 year period are those which will require complex land assembly and public funding. Those which span the life of the AAP from 0-15 years are a combination of the above or are general policies which apply throughout the Plan period.

4.2 The planning and phasing of development needs to be carefully managed so that disruption to residents and businesses is kept to a minimum and services and facilities are provided at the right time. The estimated development phases are detailed in the Delivery Plan in Table 5.







# Delivery plan

5.1 The AAP sets out an ambitious agenda for change in Aston, Newtown and Lozells. Some of the more complex and major developments such as the RIS are likely to take 15 years to complete. The AAP therefore needs to set out a flexible approach. The Delivery Plan is not intended to be a rigid blueprint for development, but rather a framework to guide and co-ordinate individual development projects to ensure overall integration.

AAP Policy/ Proposal	Delivery Agency	Timescale (completion)	Funding	Delivery Mechanism/Progress
H1 Housing Sites (various sites as listed in Part 2: Table 1)	Private Sector Housing Associations City Council as BMHT and landowner	0-15 years	Private Sector Housing Associations Birmingham Housing Municipal Trust (BHMT)	The various sites are in a mix of private and council ownership. Policy H1 identifies an indicative timescale for the development of each of the sites. It is expected that the majority will be delivered by the private sector.
H2 Housing Type and Size	Private Sector Housing Associations City Council	0-15 years	Private Sector Housing Associations BHMT	The appropriate housing type and size of new housing development will be established via the planning application process which will take into account the Strategic Housing Market Assessment and other local housing assessments that may apply.
H3 Affordable Housing	Private Sector Housing Associations City Council BHMT	0-15 years	Private Sector Housing Associations BHMT	Affordable housing on new housing developments of 15 or more units will be provided by means of Section 106 agreements relating to planning applications.
H4 New Open Space in New Residential Development	Private Sector Housing Associations City Council BHMT	0-15 years	Private Sector Housing Associations BHMT	New open space or contributions to open space will be sought from new residential developments of 20 or more dwellings.
H5 Design and Quality of New Housing	Private Sector Housing Associations City Council BHMT	0-15 years	Private Sector Housing Associations BHMT	Design quality of new housing will be ensured through the planning application procedure and in particular by Design and Access Statements.

**TABLE 5** Delivery Plan

AAP Policy/ Proposal	Delivery Agency	Timescale (completion)	Funding	Delivery Mechanism/Progress
H6 Newtown Housing Regeneration Area	City Council (as BMHT and landowner) Urban Living (to 2011) Housing and Communities Agency (HCA) Housing Associations	Area 1 0-5 years Areas 2 and 3 5-10 years Areas 4 and 5 10-15 years	Private Sector City Council BHMT HCA	Planning permission has been granted for the construction of 287 new dwellings, provision of new public open space and a My Place youth centre for Area 1. The majority of the site has been cleared. The Council are in the process of making a CPO on outstanding interests. A financial options appraisal (led by BCC Housing) for masterplan Areas 2 and 3 will report in early 2011 and will inform intervention proposals.
H7 Lozells Housing Regeneration Area	Midland Heart Housing Association City Council Private Sector Urban Living (to 2011)	0-15 years	Midland Heart Housing Association Private Sector	Midland Heart has embarked on a programme of converting and refurbishing HMO into family accommodation. Urban Living-led masterplan prepared for Lozells by EDAW (May 2009). Public consultation undertaken on masterplan. New housing sites identified in Policy H1 are within a mix of private, Council and housing association ownership. A detailed scheme is being developed for George's Park with a view to submitting a planning application in the next 6 months.
H8 South Aston Housing Estate	City Council Private Sector	10-15 years	City Council Private Sector	All City Council homes have recently been improved to Decent Homes Standard. Future options will be explored to improve the general housing environment such as improvements to parking areas, access, security, pavements and waste storage.
ES1 Employment and Skills	City Council Private Sector LEP	0-15 years	Private Sector LEP	The Development Management process will be used to ensure commitment to local employment objectives through Section 106 agreements linked to major developments.
R1- R6 Aston Regional Investment Site	Private sector HCA City Council	Phase 1: 2012-2016; Phase 2: 2016-2021; Phase 3: 2021-2026	Private Sector HCA	The majority of Phase 1 has been acquired by HCA for the RIS development and the council will continue to work with HCA and its successor in promoting and progressing the RIS. A Masterplan Framework for the RIS will be prepared by the City Council and be used to inform an outline planning application for the whole site and its associated Section 106 agreement that will tie the planning contributions to specific phases of development.

TABLE 5 Delivery Plan (Continued)

<b>AAP Policy/ Proposal</b>	<b>Delivery Agency</b>	<b>Timescale (completion)</b>	<b>Funding</b>	<b>Delivery Mechanism/Progress</b>
R7 Spaghetti Junction	City Council Private Sector Highways Agency	Link to Phase 1 of RIS	Private Sector	Imaginative environmental schemes and public art to enhance this major gateway will be explored as part of the Masterplan Framework for the RIS.
CEA Core Employment Area	City Council LEP Private Sector	0-15 years	Private Sector LEP	The Development Management process will be used to ensure that the Core Employment Areas are retained in employment use. The City Council will work with landowners, developers and the emerging Local Enterprise Partnership to identify regeneration opportunities and overcome obstacles to development.
IR Industrial Regeneration Areas	Private Sector City Council Aston Pride (to 2011)	0-15 years	Private Sector	A Business Improvement Programme was implemented by the City Council and Aston Pride. Grants were available until March 2011 for improvements to businesses in the Aston Pride area (which includes the Tame Road IRA) and potential ERDF funding may be available. Policies in the AAP will protect the loss of employment uses to other uses within the IRA.
MU1 New John Street West mixed use	Private sector City Council	10-15 years	Private Sector	Planning permission has been granted on part of this allocation for an indoor sports arena.
MU2 Churchill Parade	Private Sector	5-10 years	Private Sector	A planning application has been granted for redevelopment of the site for student accommodation and retail.
MU3 Victoria Road/Park Circus Gateway	Private Sector	10-15 years	Private Sector	The site is currently occupied by the Masjid E-Noor Mosque but under-utilised. The Council will work with the mosque and other stakeholders to maximise use of the site and deliver a high quality gateway mixed use development including the place of worship, community, and education training, leisure and health uses.
MU4 Westwood Road/Dulverton Road	Private Sector	10-15 years	Private Sector	Site is privately owned and predominantly vacant. Informal approaches have been made with the owners regarding mixed use redevelopment.

**TABLE 5** Delivery Plan (Continued)



AAP Policy/ Proposal	Delivery Agency	Timescale (completion)	Funding	Delivery Mechanism/Progress
MU5 Former Clyde Tower	City Council (as BMHT and landowner) Private Sector Housing Association	5-10 years	Private Sector Housing Associations	Sale of the land is being progressed.
LC1 Perry Barr/ Birchfield Centre	Private Sector (One Stop Shopping Centre) City Council Birmingham City University	0-15 years	Private sector Birmingham City University	Development will be private sector-led. A Draft Regeneration Framework has been prepared for Perry Barr/ Birchfield Centre and A34 North Corridor that will be subject to public consultation in Summer 2011. It provides a framework and delivery plan which recognises the growth potential of the centre.
LC1A Perry Barr/Birchfield Public Realm Improvements	Private Sector (One Stop Shopping Centre) City Council Birmingham City University	5-15 years	Private sector Birmingham City University City Council	Planning contributions will be negotiated for public realm improvements in Perry Barr/Birchfield Centre via Section 106 agreements in association with planning applications for major new development in the Centre. The Regeneration Framework for Perry Barr/Birchfield Centre and A34 North Corridor will provide a more detailed comprehensive plan for growth and enhancement of the Centre.
LC2 Lozells/Villa Road Centre	Private Sector City council	10-15 years	Private sector City Council	Urban Living-led masterplan for Lozells prepared by EDAW (April 2009). Public consultation on masterplan undertaken. A Design and Business Plan for the Black Cat site is currently being prepared. Development of the Historic and Villa Cross gateways to be private sector-led and public square/ open space to be secured via Section 106 agreements associated with planning applications.
LC3 Witton Local Centre	City Council Aston Villa Football Club		Private sector Aston Villa Football Club	Informal discussions held with agents of AVFC. Continue working with club.
LC4A and LC4B Newtown Shopping Centre and Newbury Road site	City Council Private Sector	10-15 years	Private sector	Both the shopping centre and Newbury Road is privately-owned by the same owner. Approaches have been made to the owners regarding development. The sites also fall within Area 3 of the Newtown masterplan for which a financial options appraisal is being undertaken by BCC Housing. This will inform future intervention proposals

TABLE 5 Delivery Plan (Continued)

<b>AAP Policy/ Proposal</b>	<b>Delivery Agency</b>	<b>Timescale (completion)</b>	<b>Funding</b>	<b>Delivery Mechanism/Progress</b>
LC5 Wheeler Street Shopping Centre	City Council (landowner) Traders Private Sector Newtown Health Centre	10-15 years	Private Sector Newtown Health Centre	The shopping centre falls within Area 2 of Newtown masterplan for which a financial options appraisal is currently being undertaken. Options are being explored for the redevelopment of the shopping centre and reconfiguration onto Wheeler Street. Consultants will report in early 2011.
LC6 Aston Local Centre	Private Sector	0-10 years	Private sector	A small parade of shops and other community uses already exist near Aston Railway Station. As the RIS is developed, it is anticipated that there will be increased demand for supporting facilities. Small-scale retail, convenience stores, cafes and sandwich shops will be supported and delivered by the private sector via the planning application process.
ED1 Birmingham City University	Birmingham City University Private Sector	0-15 years	Birmingham City University Private sector	Continue to work closely and support Birmingham City University in its plans to improve and consolidate the Perry Barr campus.
ED2 Holte Mayfield and Lozells School	City Council	Completion 2012.	Building Schools for Future Fund	Work on the new school started on site in 2010 and is due for completion in February 2012.
ED3 Broadway School Annex	City Council	0-15 years	City Council	Broadway School Annexe will continue to provide school provision. Policies in the AAP will ensure preservation or enhancement of the historic fabric of the listed building.
ED4 Education Provision	Private Sector City Council		Private Sector	To accommodate any new pupil yields arising from major new housing, developer contributions will be sought for education provision in accordance with the adopted UDP and subsequent Core Strategy.
T1 Area Wide Transport	City Council Centro Private Sector Network Rail Highways Agency	0-15 years	City Council Centro Private Sector Network Rail	A detailed Travel Demand Strategy has been developed which underpins the AAP Movement Strategy. This is based upon analysis of travel demand and has helped to identify a series of policies for the area. Sustainable transport measures such as Travel Plans will be required via Section 106 agreements in relation to planning applications.

**TABLE 5** Delivery Plan (Continued)

<b>AAP Policy/ Proposal</b>	<b>Delivery Agency</b>	<b>Timescale (completion)</b>	<b>Funding</b>	<b>Delivery Mechanism/Progress</b>
T2-T6 Regional Investment Site	City Council AWM/ HCA Private Sector Centro Network Rail Highways Agency	Tie in with first phase of development.	City Council AWM/ HCA Private Sector Centro Network Rail	A Masterplan Framework for the RIS will be prepared by the City Council and be used to inform an outline planning application for the whole site and its associated Section 278 and Section 106 agreements that will tie the planning contributions to specific phases of development.
T7 A34 Urban Boulevard	City Council Centro Private Sector	0-15 years	City Council Centro Private Sector	The range of measures and developments involved in the development of the A34 Corridor as an Urban Boulevard is set out in the Draft Regeneration Framework for the Perry Barr/Birchfield Centre and the A34 North Corridor. The framework identifies investment and development opportunities together with a delivery plan.
T8 Perry Barr Highways	City Council Private Sector Birmingham City University	10-15 years	City Council Private Sector Birmingham City University	The necessary junction improvements at Birchfield Road, Walsall Road/ Aston Lane and Walsall Road/Aldridge Road to cater for the increase in traffic generated by the new retail developments will be delivered using Section 278 and Section 106 agreements in relation to planning applications. A Draft Regeneration Framework has been prepared for Perry Barr/Birchfield and the A34 North Corridor which will set out in further detail the necessary highway improvements.
T9 Perry Barr Walking and Cycling	City Council Private Sector Birmingham City University	5-15 years	City Council Private Sector Birmingham City University	Planning contributions will be negotiated for improvements to the public realm for pedestrians and cyclists via Section 278 and 106 agreements in association with planning applications for major new development in the centre. The Regeneration Framework for Perry Barr/Birchfield Centre and the A34 North Corridor will provide a more detailed comprehensive plan for growth and enhancement of the centre.
T10 Perry Barr Public Transport Interchange	Centro City Council	10-15 years	Centro Private Sector City Council	Identified by Centro and included in the Draft Regeneration Framework for Perry Barr/Birchfield A34 North Corridor.

**TABLE 5** Delivery Plan (Continued)



<b>AAP Policy/ Proposal</b>	<b>Delivery Agency</b>	<b>Timescale (completion)</b>	<b>Funding</b>	<b>Delivery Mechanism/Progress</b>
T11 Newtown and Lozells Highways and Parking	City Council Private Sector	0-15 years	Private Sector	Policies in the AAP will help to ensure that appropriate levels of car parking are delivered in new developments.
T12 Newtown and Lozells Walking and cycling	City Council Private Sector	10-15 years	Private Sector	Improvements to crossing facilities on the A34 and the A4540 will be sought through planning contributions linked with major planning applications in the area.
OS1 - OS11 Environment, Open Space and Sport	City Council Private Sector	0-15 years	City Council Private Sector	An Open Space and Landscape Strategy has been prepared. Further detailed design work is required to progress the strategy. The emerging City-wide Green Infrastructure Strategy will provide further guidance. Contributions towards open space, sport, landscape/ biodiversity enhancements, and flood risk mitigation and water quality improvements will be sought via Section 106 agreements in relation to planning applications.
SD1 Reducing Energy Consumption and Adapting to Climate Change	City Council Private Sector LEP Carbon Trust Energy Saving Trust	0-15 years	Private Sector	Further guidance on the use of CHP will be contained in the City Council's SPD Places for the Future. The City Council is also preparing an Energy Plan which will promote a city-wide district energy network.
SD2 Waste Management	City Council Private Sector Be Birmingham	0-15 years	City Council Private Sector	The City Council will continue to work with key partners such as Government Agencies, Be Birmingham and waste management companies to promote the sustainable management of the City's waste.
SD3 Design Principles	City Council Private Sector	0-15 years	Private Sector	The policy will be implemented through the Development Management process.
SD4 Lozells and Soho Hill Conservation Area	City Council Private Sector	0-5 years	Private Sector City Council	A Draft Conservation Area Character Appraisal and Management Plan has been prepared for Lozells and Soho Hill Conservation Areas and will be adopted as SPD.
SD5 Aston Hall and Church Conservation Area	City Council Private Sector	0-15 years	Private Sector City Council	The policy will also be implemented through the Development Management process.

**TABLE 5** Delivery Plan (Continued)

<b>AAP Policy/ Proposal</b>	<b>Delivery Agency</b>	<b>Timescale (completion)</b>	<b>Funding</b>	<b>Delivery Mechanism/Progress</b>
SD6 Archaeology and Historic Environment	City Council Private Sector	0-15 years	Private Sector City Council	The policy will also be implemented through the Development Management process.
DI1 Planning Contributions	City Council Private Sector	0-15 years	Private Sector	The Development Management process will be used to assess applications and ensure full provision for any management and ongoing maintenance implications through the use of conditions and/or planning obligations.

**TABLE 5** Delivery Plan (Continued)

# Monitoring and review

6.1 The objectives and policies in the AAP, once adopted, will be monitored every year to check the progress of the Plan. This will also ensure that we are delivering sustainable development and that the policies are working as intended.

6.2 Table 6 sets out the monitoring framework which will be used to measure the progress of the AAP towards meeting its objectives and policies. A number of Key Performance Indicators (KPIs) have been identified, which will be refined over time and linked to appropriate targets. These targets

will then be reported through the Annual Monitoring Report.

6.3 Due to the AAP coming forward prior to the adoption of the Core Strategy, it is the Council's intention to review the monitoring framework as soon as the Core Strategy is adopted.

AAP Objective	AAP Policy/ Proposal	Indicator Type	Key Performance Indicators
1 - Sustainable Neighbourhoods	SD1 - SD3	AAP Indicator	Number of new dwellings meeting Code for Sustainable Homes Levels 4/5/6 - Houses completed to Lifetime Homes Standard. - % of households within 15 minutes walk of key local services. - Number of commercial buildings compliant with BREEAM Very Good and Excellent Standards. - Number of new dwellings and commercial buildings connected to Combined Heat and Power System.
2 - Minimising flood Risk and mitigating the impact of climate change	OS11, R3	Core Output E1	- Number of planning permissions granted contrary to the advice of the Environment Agency on flooding and water quality grounds.
3 - Protecting and enhancing the Historic Environment	SD4 - SD6, R2	Local Indicator	- Planning permissions adversely affecting listed buildings or Conservation Areas.
4 - Regional Investment Site	R1 - R6	Core Output BD3, BD1	- Employment Land Availability - by type. - Total amount of additional employment floor space - by type.
5 - Opportunities for local employment and training	ES1, R6, DI1	AAP Indicator	- Number of people assisted into a job.
6 - Supporting enterprise and innovation	ES1,R1,IR	AAP Indicator	- Number of new businesses created. - Number of businesses supported by grants. - Number of new VAT registrations.
7 - Growth of Perry Barr/Birchfield Centre	LC1, LC1A	Core Output BD4	- Amount of floor space completed by retail, office and leisure development.

**TABLE 6** Monitoring and Review

AAP Objective	AAP Policy/ Proposal	Indicator Type	Key Performance Indicators
8 - Enhancing and maintaining Local Centres	LC1 - LC6	Core Output BD4 Local Indicator	- Amount of completed retail, office and leisure development. - Number of vacant units.
9 - Achieving housing growth	H1	Core Output H2(c), H3	- Net additional dwellings. - New and converted dwellings on previously developed land.
10 - Diversifying housing type, size, tenure and affordable housing	H2, H3	AAP Indicator	- Number of affordable housing completions. - Housing completions by size, tenure and type.
11 - Enhancing neighbourhood Quality	H4 - H8	AAP Indicator	- Size/ha created or enhanced.
12 - Creating safer environments	H5, H6, SD3, T6, T8, T11	AAP Indicator	- Number of developments achieving Secure by Design.
13 - Transforming educational facilities	ED1 - ED4	AAP Indicator	- % of pupils achieving 5 or more GCSE & Equivalent grades A*-C.
14 - Ensuring good access to health, community and sport facilities	T1	AAP Indicator	- % of households within 15 minutes walk to a health, sports or community facility.
15 - Provide safe and convenient routes by a choice of transport modes	T1	Local Indicator T1	- Length of cycle route/walkway created.
16 - Establish a network of connected green open spaces	OS1- OS9	Local Indicator LS1, LS2	- Net gain of public open space and green infrastructure. - % of new dwelling completions within reasonable walking distance of public open space. - Creation of BAP habitat and species.
17 - Protect the natural environment, including water quality improvements	OS10	Core Output E2(a) and E2(b)	- Change in areas and populations of biodiversity importance including: change in priority habitats and species (by type). - Water quality GQA measurement. - Change in areas and populations of biodiversity importance, including: change in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance.

TABLE 6 Monitoring and Review (Continued)





# Plans

**Plan 1**

Aston, Newtown and Lozells Area Action Plan Proposals

**Plan 2**

Movement Framework

**Plan 3**

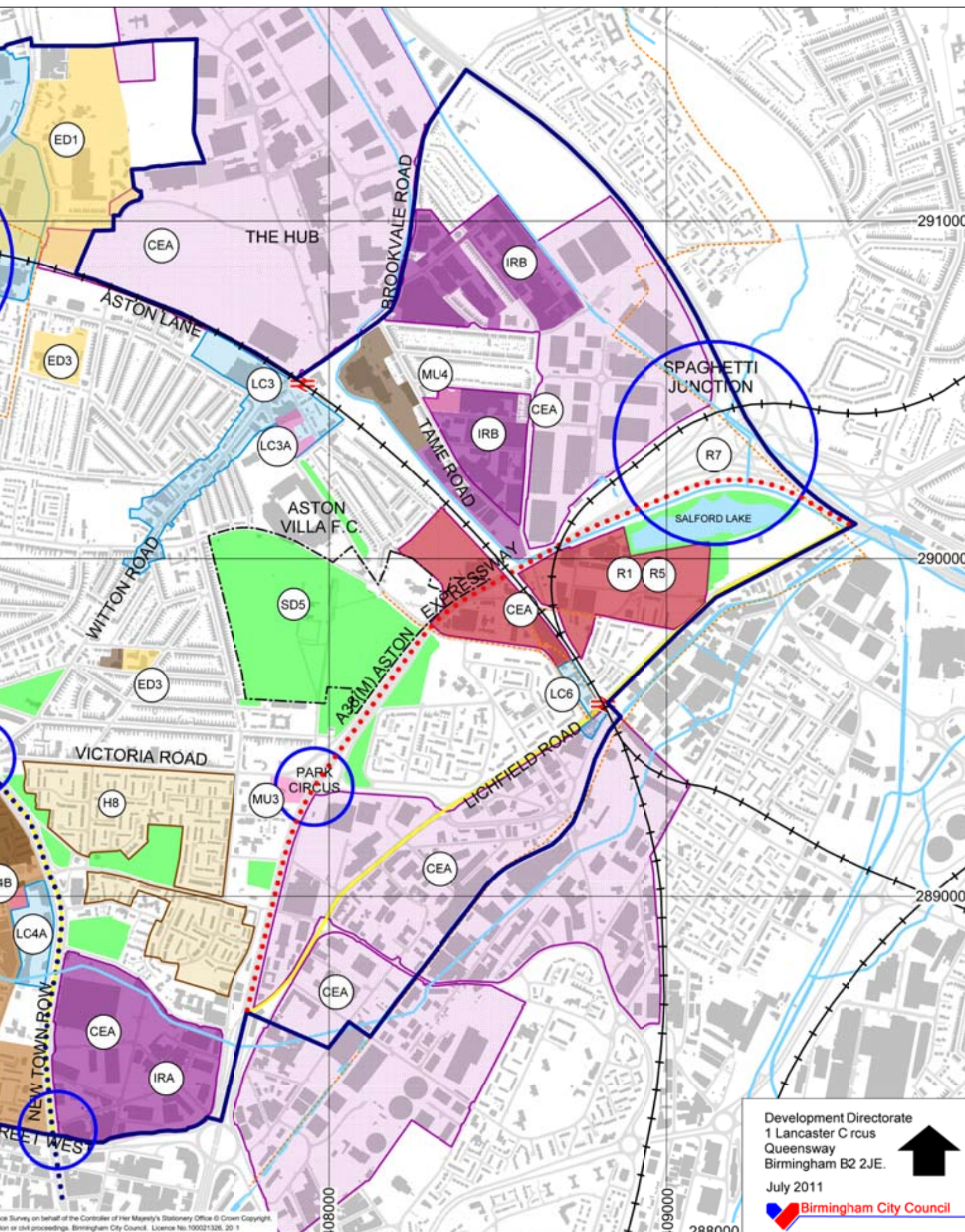
Open Space Strategy

**Plan 4**

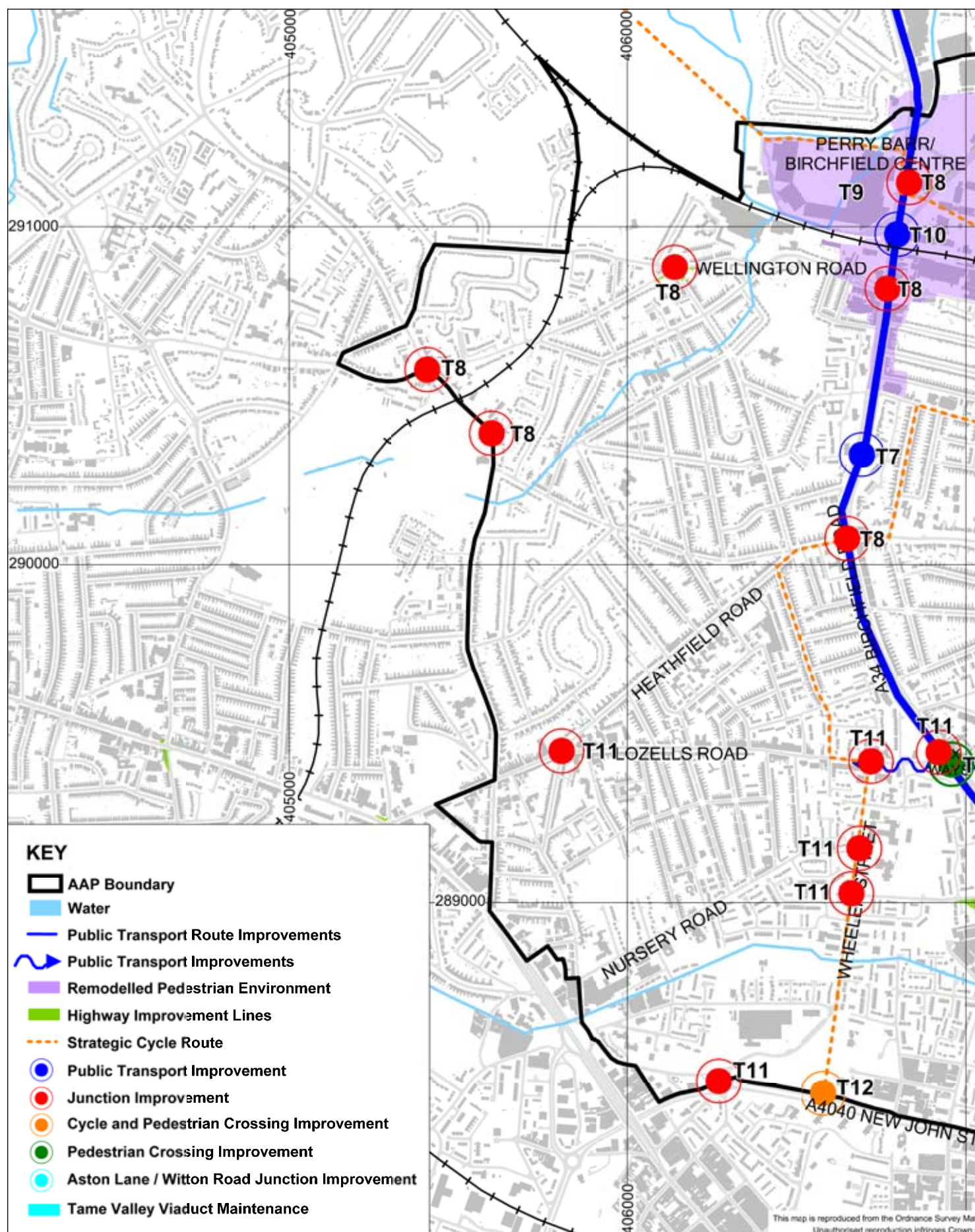
Flood Risk





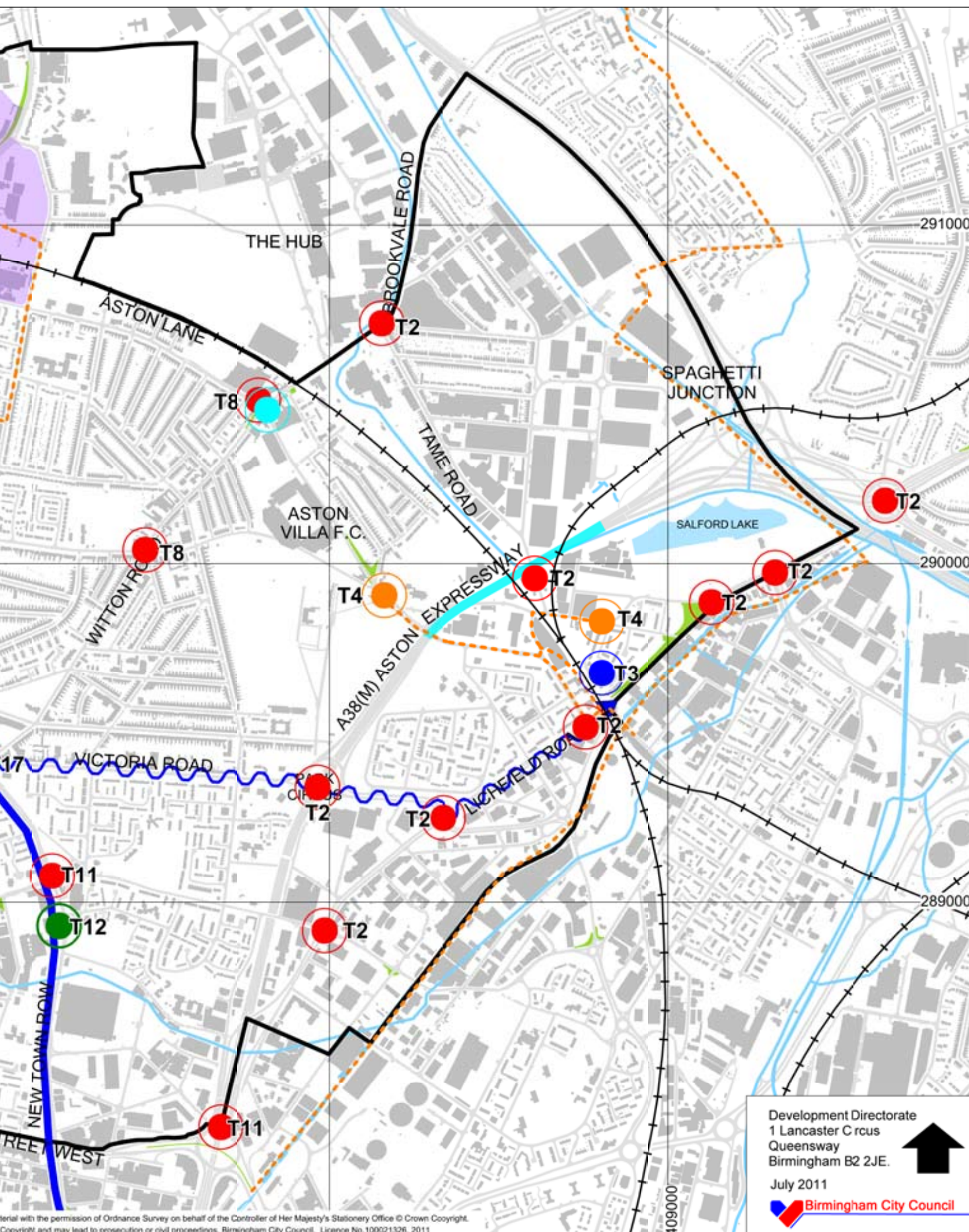






## PLAN 2 Movement Framework





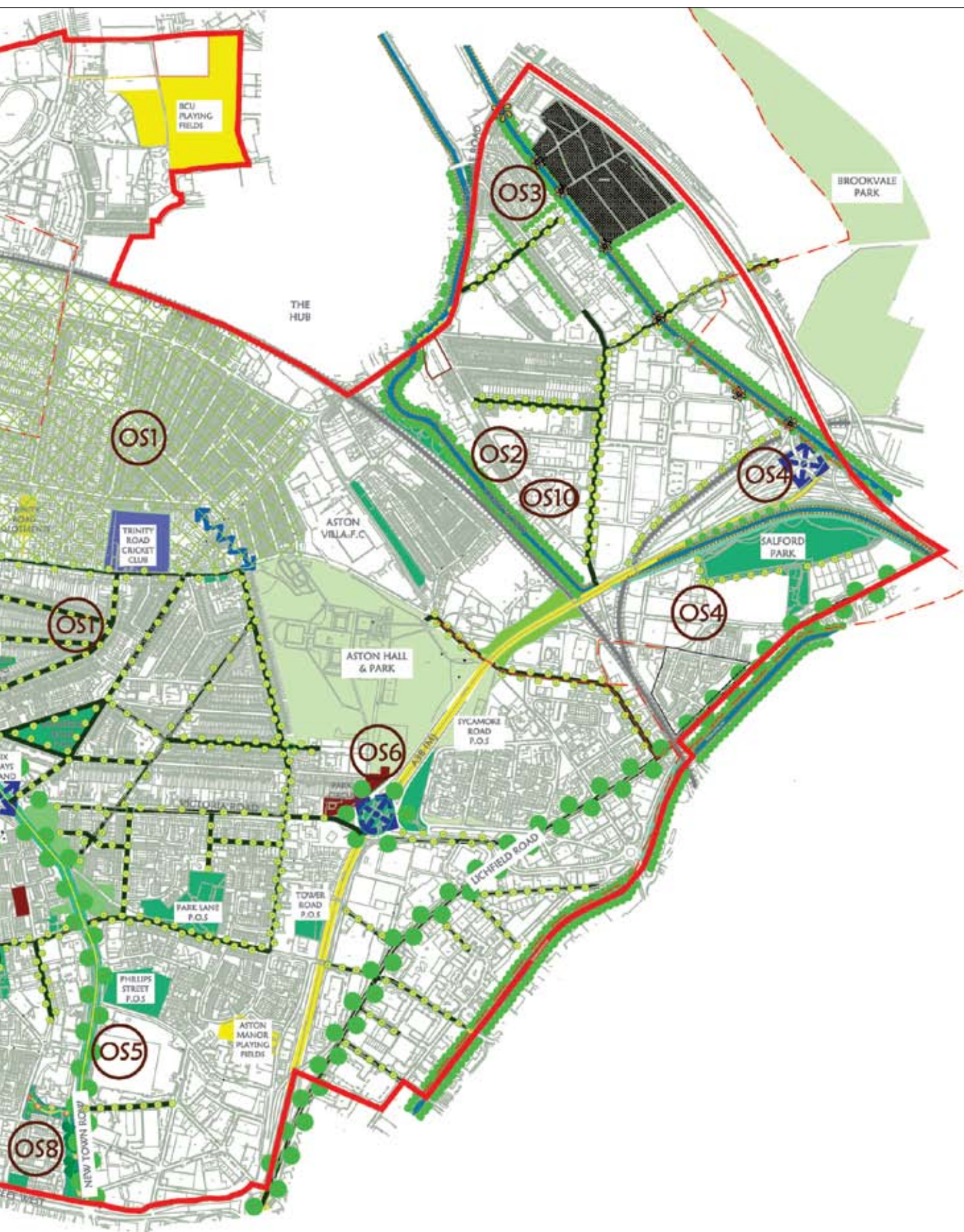


- KEY**
-  EXISTING PUBLIC OPEN SPACE
  -  EXISTING PUBLIC OPEN SPACE POTENTIALLY TO BE IMPROVED
  -  POTENTIAL NEW P.O.S.
  -  EXISTING ALLOTMENTS TO BE IMPROVED
  -  EXISTING PRIVATE ALLOTMENTS
  -  PROPOSED STREETScape IMPROVEMENT (THE GROVES; NEW STREET SQUARES)
  -  EXISTING PRIVATE PLAYING FIELDS
  -  EXISTING EDUCATION PLAYING FIELDS
  -  PROPOSED 'GROWING SPACES' SITE
  -  GATEWAYS: IMPROVED PEDESTRIAN CROSSING; IMPROVED SURFACING; LANDMARK FEATURES
  -  AAP BOUNDARY
  -  MAIN CORRIDOR ROUTE
  -  AREAS WHICH WOULD BENEFIT FROM STREET PLANTING; DEVELOPMENT OF GREEN CORRIDORS TO ENCOURAGE ACCESS TO P.O.S.
  -  PROPOSED TREE PLANTING; SCREENING INDUSTRIAL AREAS
  -  LINKS BETWEEN AREAS NEEDED TO ENCOURAGE MOVEMENT TO EXISTING P.O.S.
  -  CYCLEWAY
  -  POTENTIAL TAME VALLEY CANAL ACCESS POINTS TO BE FURTHER INVESTIGATED
  -  EXISTING SLINC RIVER & CANAL CORRIDORS TO BE IMPROVED. ACCESS; TOW PATH SURFACING; SEATING; PLANTING; LIGHTING
- OS1** DEVELOP 'GREEN LINKS' & STREETScape IMPROVEMENTS WITHIN THESE NEIGHBOURHOODS
- OS2** RIVER TAME CORRIDOR; FOOTPATH RESURFACE; LANDSCAPE IMPROVEMENTS; GREEN CORRIDOR; ENCOURAGE USAGE; STREET TREE PLANTING; INDUSTRIAL FRONTAGE SCREENING; ENCOURAGE DEVELOPMENT OF WILDLIFE CORRIDOR
- OS3** TAME VALLEY CANAL; TOW PATH IMPROVEMENTS; IMPROVE ACCESS; SCREENING OF INDUSTRIAL AREA; ENCOURAGE DEVELOPMENT OF WILDLIFE CORRIDOR
- OS4** REGIONAL INVESTMENT SITE; LINK TO SALFORD PARK AND POTENTIAL FOR P.O.S. WITHIN REGENERATION PLAN. LANDSCAPE IMPROVEMENTS TO BE INCLUDED IN MASTER PLAN OF AREA. IMPROVEMENTS TO SALFORD PARK P.O.S.
- OS5** A34 GREEN CORRIDOR. FORMER HIGH RISED FLAT SITES TO BE DEVELOPED INCORPORATING P.O.S; PLAY AREA & TREE PLANTING. GREEN SPACE AREAS ADJACENT TO A34 TO BE DEVELOPED INTO ACCESSIBLE P.O.S. TREE REDUCTION, FOOTPATH INSTALLATION; RAILINGS & BENCHES
- OS6** GATEWAY PARK CIRCUS: PEDESTRIAN CROSSINGS AT ROAD LEVEL; DERELICT LAND ADJACENT TO A38 TO BE NEW P.O.S. ENCOURAGE LINKS ACROSS A38 FROM EAST ASTON TO ASTON PARK. SEE PLAN
- OS7** VILLA CROSS GATEWAY: NEW P.O.S/ PLAZA AT LOZELLS ROAD FORMER GARAGE SITE. VILLA CROSS IMPROVEMENTS. NEW BUILDING TO CREATE ENHANCED FRONTAGE TO ROAD.
- OS8** NEW TOWN OPEN SPACE IMPROVEMENTS. NEW TOWN ROW EXISTING GRASS AREAS; NEEDS TREE REDUCTION; FOOTPATHS; PERIMETER RAILINGS. CREATE ACTUAL PARK AREAS ALONG A34 CORRIDOR
- OS9** LOZELLS OPEN SPACE: AREA IN NEED OF INCREASED POS. ANY EXISTING OPEN SPACE MUST BE PROTECTED & IMPROVED.
- OS10** BIODIVERSITY AND WATER COURSES: IMPROVEMENT & PROTECTION OF LANDSCAPE CHARACTER; INCREASING BIODIVERSITY

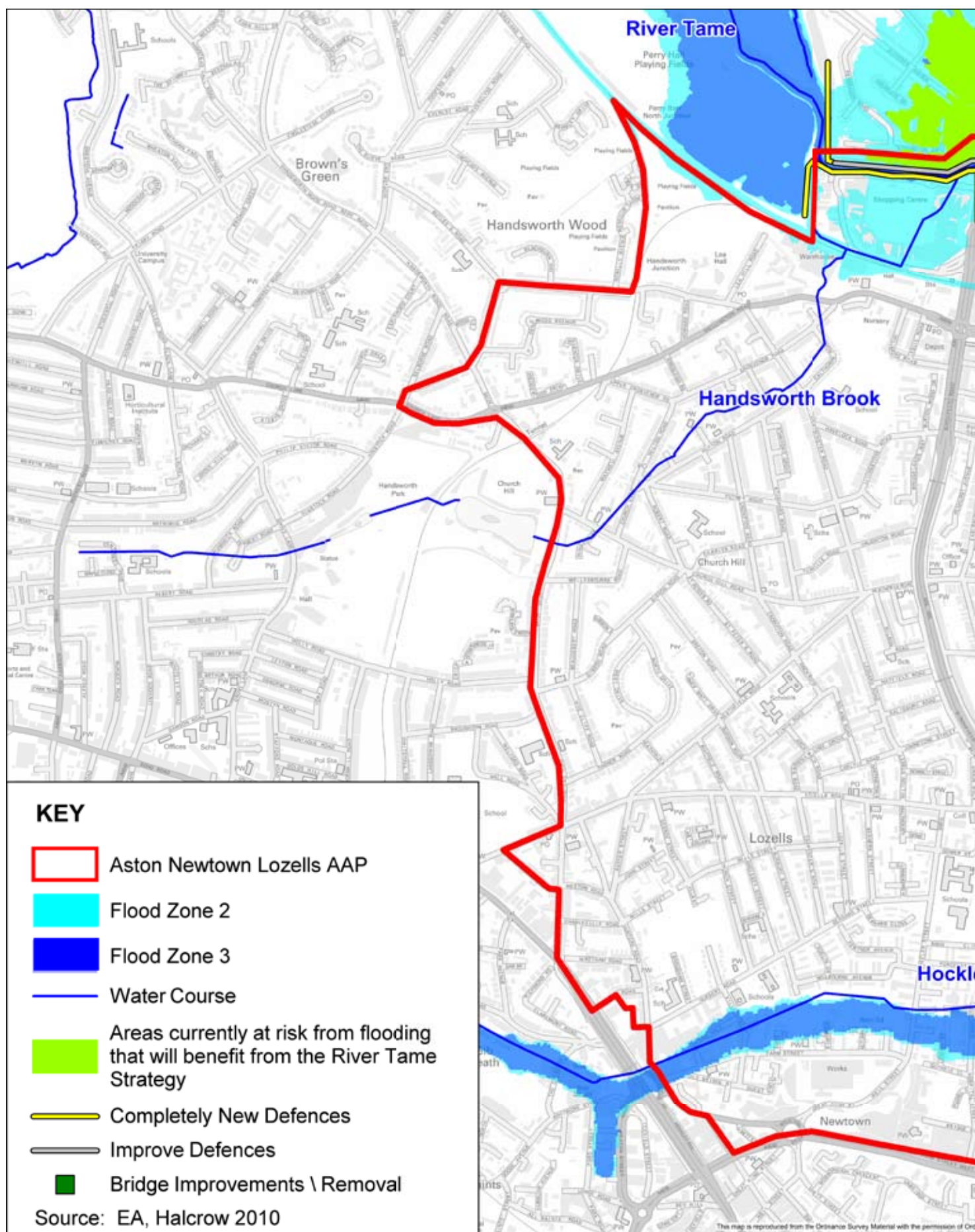


### PLAN 3 Open Space Strategy



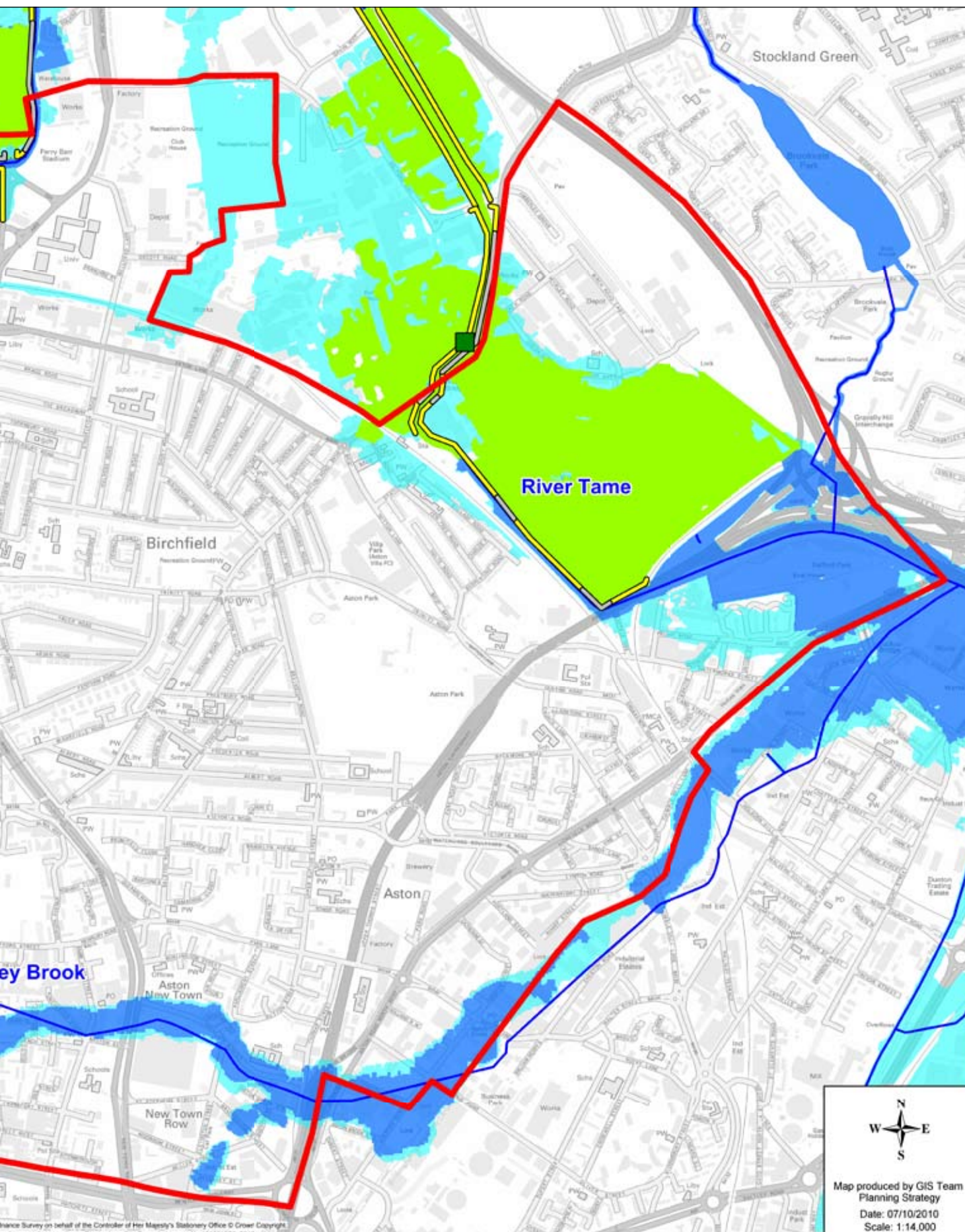






#### PLAN 4 Flood Risk





# Appendix A:

## Policy context

The relationship of the AAP to other key strategies and policies.

### **Birmingham Core Strategy Consultation Draft, December 2010**

The Core Strategy for Birmingham is currently under development and will eventually replace the Birmingham UDP 2005. An Issues and Options report was consulted on in autumn 2008. The Core Strategy Consultation Draft was published in December 2010 for public consultation. Four themes have been identified which underpin the spatial vision lying at the heart of the Core Strategy. These themes are: sustainable growth; a vibrant global city; high quality of life; sense of place and an innovative and connected city. The AAP is in conformity with the Core Strategy Consultation Draft.

### **Birmingham Unitary Development Plan 2005 (UDP)**

The UDP is the statutory development plan for the whole of Birmingham and was adopted on 11 October 2005. The Aston, Newtown and Lozells AAP is in conformity with the policies in Part One of the UDP. It will, however, replace the policies and proposals which relate to the AAP area.

### **Birmingham Sustainable Community Strategy**

Birmingham 2026, Birmingham's Sustainable Community Strategy, approved in July 2008, sets out a high-level over-arching vision for Birmingham. The vision is defined around five outcomes to enable Birmingham's people to: succeed economically; stay safe in a clean green city; be healthy; enjoy a high quality of life; and make a contribution.

### **List of UDP policies to be superseded by the Aston, Newtown and Lozells AAP**

Para 10.12 - delete.

Para 10.17 - delete.

Para 12.40A - delete.

### **Other policies to be superseded**

Aston Local Plan (Supplementary Planning Guidance) 1998.

# Appendix B:

## Baseline and technical studies

**Birmingham City Council Transport Strategy (July 2011)**  
Aston, Newtown and Lozells Area Action Plan Movement Strategy.

**Birmingham City Council Landscape Practice Group (November 2010)**  
Aston, Newtown and Lozells Area Action Plan Open Space Strategy.

**UE Associates (November 2010)**  
Sustainability Appraisal of the Aston, Newtown and Lozells Area Action Plan, Publication Stage.

**UE Associates (August 2011)**  
Sustainability Appraisal of the Aston, Newtown and Lozells Area Action Plan, Submission Stage.

**Birmingham City Council (December 2009)**  
Aston, Newtown and Lozells Area Action Plan Habitats Regulations Assessment Screening Report.

**Birmingham City Council (2011)**  
Draft Birmingham Climate Change Adaptation Action Plan (2011-2014)

**Birmingham City Council (December 2010)**  
Aston, Newtown and Lozells Area Action Plan Baseline Evidence Report.

**ENTEC (2007)**  
Birmingham Strategic Housing Land Availability Study.

**Opinion Research Services (February 2008)**  
Birmingham Strategic Housing Market Assessment.

**Birmingham City Council and Atkins (January 2010) (Updated July 2011)**  
Level 1 Strategic Flood Risk Assessment.

**Birmingham City Council (August 2011)**  
Draft Surface Water Management Plan

**Environment Agency and Birmingham Pollution Partnership (June 2010)**  
Birmingham Brooks Report - Future Potential Projects

**Environment Agency/Defra (December 2009)**  
River Basin Management Plan for the Humber River Basin District

**Environment Agency (2010)**  
River Tame Flood Risk Strategy.

**Roger Tym and Partners (November 2009)**  
Birmingham Retail Needs Assessment.

**Birmingham City Council (March 2010)**  
Employment Land Review.

**Ancer Spa on behalf of EBNS (March 2009)**  
Newtown Row Priority Investment Area Audit.

**Ancer Spa on behalf of EBNS (March 2009)**  
Tame Valley Priority Investment Area Audit.

**Ancer Spa on behalf of Birmingham City Council (August 2011)**  
Aston, Newtown and Lozells Area Action Plan Draft Deliverability and Viability Assessment.

**EDAW (August 2009)**  
North and South Lozells Masterplanning, Stock Investment and Housing Options Assessment: Final Report.

**Centre for Urban and Regional Studies (January 2004)**  
The Housing Market Evidence Base for the Birmingham Sandwell Pathfinder.

**BCC Landscape Practice Group on behalf of Urban Living (May 2009)**  
Green Space Audit and Strategy.

**Lathams (April 2008)**  
Urban Living Birmingham and Sandwell Housing Pathfinder Heritage Assessment.

**NLA (May 2007)**  
Housing Market Change in the Urban Living Area.

**UE Associates (April 2011)**  
Birmingham Green Infrastructure Strategy, Draft Version 1 for comment.



# Glossary of terms

## Advantage West Midlands (AWM)

The former Regional Development Agency for the West Midlands.

## Affordable Housing

Low cost market housing and subsidised housing irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to rent or buy houses generally available on the open market.

## Allocation

The use assigned to a piece of land in a Local Development Plan.

## Area Action Plan (AAP)

A type of Development Plan Document which sets out the planning policies and land use allocations for a particular area and provide a planning framework for areas of significant change or regeneration.

## Biodiversity

The whole variety of life encompassing all genetic, species and ecosystem variations.

## Black and Minority Ethnic Communities (BME)

Black and Minority Ethnic Communities.

## BREEAM

Building and Research Establishment Environmental Assessment.

## Centro

The corporate name of the West Midlands Integrated Transport Authority responsible for promoting and developing public transport across the West Midlands area.

## Code for Sustainable Housing

A national standard for sustainable design and construction of new homes launched in December 2006.

## Commitments

Land that is the subject of of existing planning permission.

## Conservation Area

Areas designated by the local planning authority which are considered of special architectural or historic interest, the character or appearance of which it wishes to preserve or enhance.

## Convenience Retail

Shops which sell everyday essential goods, including food and other grocery items.

## Comparison Retail

Shops which sell items not bought on a frequent basis such as TVs and shoes.

## Community Uses

This includes uses in D1 Use (Use Classes (Amendment) Order 2005) 2010 amendment such as places of worship, community halls, clinics, health centres, day nurseries, museums, libraries, education and training centres and D2 Use (Use Class (Amendment) Order 2005) such as cinemas, sports halls, swimming baths, gyms, other indoor or outdoor sports and leisure.

## Corridor

A route linking two or more centres, normally focused around transport infrastructure.

## Density

Measure of the number of dwellings per hectare (ha).

## Employment Land

Land that is in (B1), and/or industrial (B2) and/or storage/distribution (B8) use.

## Environmental Impact Assessment (EIA)

A procedure and management technique which ensures that the likely effects of new development on the environment are fully appraised and taken into account before the development is allowed to go ahead.

## Flood Plain

Land adjacent to a watercourse over which water flows, or would flow, but for defences in place, in times of flood.

## Gateway

A gateway is an entrance into an area, normally at key junctions and crossroads.

## Government Office for the West Midlands (GOWM)

Combined offices of key Government Departments at the West Midlands level.

## Gross Retail Floor Space

The area ascertained by the total internal measurement of the floor space, including all areas allocated for storage.

## Housing Market Renewal Area (HMRA)

See Urban Living.

## Housing Regeneration

Measures to improve the housing environment, housing layout, refurbishment and/or demolition and redevelopment of new housing.

**Industrial Regeneration**

Industrial areas safeguarded for employment uses and where the Council will support the growth and development of local businesses and enterprises in the area to provide more flexible and modern business spaces.

**Lifetime Homes Standard**

Lifetime Homes have 16 design features that ensure a new house or flat will meet the needs of most households. The focus is on accessibility and design features that make the home flexible enough to meet whatever comes along in life.

**Listed Building**

Building or structure of historic or architectural merit which has protection under planning legislation.

**Local Centre**

A local or district centre includes shops, businesses and community facilities. They may also include some residential properties that lie within the centre.

**Local Development Framework (LDF)**

This comprises Development Plan Documents, the Statement of Community Involvement Development Plan Document and Supplementary Planning Document which together form the statutory planning policies for Birmingham.

**Local Enterprise Partnership (LEP)**

Economic development bodies earmarked to replace the Regional Development Agencies.

**Local Transport Plan (LTP)**

A document which sets out the transport strategy for Birmingham and the West and is a means by which the City Council and County bids for Government funding for transport improvements.

**Mixed-use Development**

A development that makes provision for a variety of uses - e.g. residential, retail and business. An example of this would be the Mailbox in Birmingham.

**National Planning Policy Framework (NPPF)**

Document prepared and issued by Central Government in 2012 setting out national policy on different aspects of planning. The NPPF has superseded Planning Policy Guidance Notes and Planning Policy Statements.

**Opportunity Sites**

Areas of land, or derelict buildings, vacant or underused land which have the potential to be used and redeveloped for alternative uses.

**Park and Ride**

Long stay parking areas at the edge of a built up area linked by frequent public transport links to the city centre.

**Public Open Space (POS)**

Publicly accessible open land of recreational or public value, including parks, playing fields and landscaped areas.

**Regional Investment Site (RIS)**

High quality employment sites attractive to national and regional investors designed to support the diversification and modernisation of the regional economy.

**Radburn Housing**

A type of housing from the early 1970s with remote parking areas, networks of pedestrian access to houses, open plan gardens and front gardens often facing back gardens.

**Retail Uses**

Shops (A1), Professional and Financial Services (A2), Restaurants and Cafes (A3), Drinking Establishments (A4) and Hot Food Takeaways (A5).

**Section 106 Agreement/Planning Obligation (S106)**

A legal agreement, negotiated in the context of a planning application, between local planning authority and persons with an interest in the application land - intended to make acceptable development which would otherwise be unacceptable in planning terms.

**Single Regeneration Budget (SRB)**

A Government funded regeneration programme providing assistance for a wide range of business and environmental projects.

**Site of Importance for Nature Conservation (SINC)**

Statutory designation for sites of county or district interest identified by Natural England (formerly known as English Nature).

**Site of Local Importance for Nature Conservation (SLINC)**

Non-statutory designation for sites of nature conservation interest of lower quality than Sites of Importance for Conservation identified by Urban Wildlife Trust

**Strategic Highway Network**

The highest level of the road network, made up of trunk roads, Priority (Red) Routes and designated roads.

### **Strategic Environmental Assessment (SEA)**

European Directive 2001/42/EC, known as the “strategic environmental assessment” or “SEA” Directive, requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. Authorities which prepare and/or adopt a plan or programme that is subject to the Directive must prepare a report on its likely significant environmental effects, consult environmental authorities and the public, and take the report and the results of the consultation into account during the preparation process and before the plan or programme is adopted.

### **Sustainable Urban Drainage Systems (SUDS)**

A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

### **Sustainability Appraisal (SA)**

Identifies and evaluates the effect of plans/proposals and strategies on social, environmental and economic factors. This will incorporate any requirements for Strategic Environmental Assessment (SEA) arising from European legislation.

### **Sustainable Development**

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland 1987).

### **Supplementary Planning Document (SPD)**

A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a “parent” Development Plan Document.

### **Supplementary Planning Guidance (SPG)**

A document which covers a range of issues, both thematic and site specific and provide further details of policies and proposals in a development plan. Not statutory documents.

### **Unitary Development Plan**

Plan prepared by Metropolitan District and some Unitary Local Authorities containing policies equivalent to those in both a Structure Plan and Local Plan.

### **Urban Boulevard**

The concept of Urban Boulevards along the A34 and A5127 consists of creating a higher quality public realm, tree planting, new high quality landmark developments and attractive open spaces along these corridors. It seeks to establish a pedestrian friendly environment linking areas of open space and enabling higher density/mixed-use development at key locations whilst ensuring that the existing highway capacity is maintained.

### **Urban Living (UL)**

One of nine nationally-designated Housing Market Renewal Area Pathfinders. Urban Living covers part of North West Birmingham and Sandwell.

### **Town and Country Planning (Use Classes) (Amendment) (England) Order (UCO) 2010**

Classification of land use by economic activity.











