

# EDGBASTON RESERVOIR AND ICKNIELD PORT LOOP



DEVELOPMENT FRAMEWORK

July 2005

These plans are based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326.

The Ordnance Survey mapping data included within this publication is provided by Birmingham City Council in order to fulfill its public function as a planning authority. Persons viewing this mapping should contact Ordnance Survey for advice where they wish to make use of Ordnance Survey mapping data.

Contact [www.ordnancesurvey.gov.uk](http://www.ordnancesurvey.gov.uk) or Tel. 08456 05 05 05.

# THE VISION



Initial concept - for illustrative purposes only.  
**Icknield Port Loop**

\*This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326 (2004)

## 1.0 Introduction

1.1 Birmingham City Centre has changed dramatically over the past 15 years. The City Centre has physically grown into the surrounding quarters as the Queensway (former Inner Ring Road) has been remodelled and new activities introduced.

1.2 Already much progress has been made on Broad Street and the Convention Quarter with the opening of the International Convention Centre, National Indoor Arena and Brindley Place. Existing planning policy has helped shape that progress by providing a vision for the Convention Quarter.

1.3 Major redevelopment opportunities have continued to spread from the City Centre towards Icknield Port Loop along Sheepcote Street and Sherborne Street focussing upon the popular Sherborne Loop canal system, as well as along Broad Street to Broadway Plaza at Five Ways.

1.4 This Framework presents a vision for the next transformational step in the City Council's regeneration agenda for this part of Birmingham.

1.5 'Edgbaston Reservoir and Icknield Port Loop' is one of the largest redevelopment sites in Birmingham and presents a huge opportunity to create a high quality destination of regional significance. Because of its size (32 ha / 80 acres), its locational advantage and its unique waterfront attributes, the 'Loop' offers great potential to meet the aspirational goals of the City Council and the major landowners (British Waterways, AWM, English Partnerships and BCC).

1.6 A range of mixed-use developments, focused around the canal system and Edgbaston Reservoir, will continue to roll out the City's investment strategy. In so doing, the 'Loop' area will strengthen the vibrant urban villages of Edgbaston and

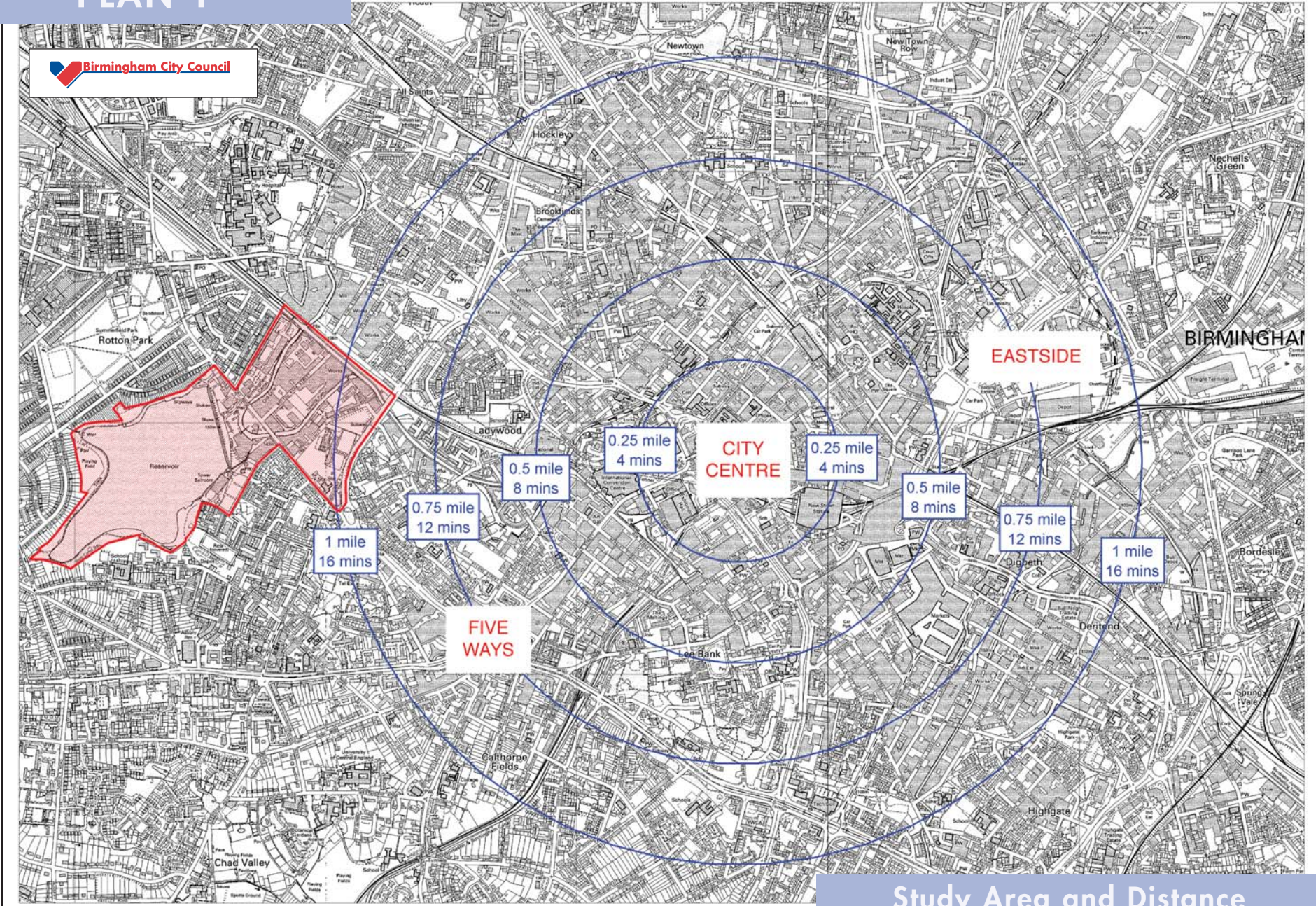
Ladywood, deliver significant local recreational benefits and be a major stimuli for the local housing market. This in turn will have a positive impact on other area-based initiatives, such as the Black Country and West Birmingham Regeneration Zone, SRB 6 and 'Urban Living' and the Sandwell - Birmingham Housing Pathfinder.

1.7 The 'Urban Living' vision for the Birmingham – Sandwell Housing Pathfinder seeks to capture the best of both city centre living and suburban living which will appeal to a wider range of people and lifestyle needs.

1.8 This document is one of several planning and urban design frameworks that have been produced for Central Birmingham and adjoining areas. Following a period of public consultation, it has been revised and adopted as Supplementary Planning Guidance (SPG) to the Birmingham Plan for use when marketing and determining planning applications.



# PLAN 1



Study Area and Distance from the City Centre

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326 (2004)

## 2.0 Purpose of Development Framework

---

2.1 This Development Framework has been prepared for the Edgbaston Reservoir and Icknield Port Loop area and its immediate surrounds. Plan 1 defines the Study Area.

2.2 The purpose of the Framework is to provide planning guidance for: (a) the physical enhancement of the Reservoir, and (b) the development of land in its immediate vicinity around Icknield Port Loop. The Framework has been prepared in response to the following:-

- the need to respond positively to increasing development pressures and opportunities in the general area around the Reservoir resulting from its proximity to the International Convention Centre / Broad Street Redevelopment Area and Hagley Road / Ring Road.
- the City Council's aims of protecting and enhancing the Reservoir and canal network as a major City asset.
- the City Council's successful bid for £40m of Single Regeneration Budget Round 6 (SRB6) funding for north west Birmingham which covers the area subject of this Framework. The redevelopment of Icknield Port Loop is key to achieving one of the main SRB6 objectives of creating inward investment and employment opportunities. This Framework builds upon the current draft North West Birmingham SRB6 Area Development Framework.
- the Edgbaston Reservoir and Icknield Port Loop area being identified as a major project within the South Black Country and West Birmingham Regeneration Zone Action Plan, as well as a significant contributor to the Birmingham-Sandwell Housing Market Renewal Area (HMRA) outcomes.

## 3.0 Location and Description

3.1 Canal / waterside settings are well established stimuli for successful regeneration projects and examples of this can be seen throughout the country. High quality regeneration schemes in Birmingham have continued to be canal focused, starting from Gas Street Basin and Brindley Place in the city centre, along to the land surrounding the Sherborne Loop. Further stages of this regeneration activity are continuing along the canal via LedSAM Street, to the area covered by this Development Framework.

3.2 The area covered by this framework sits less than three quarters of a mile from the City Centre core, only 10 minutes walk from the International Convention Centre, National Indoor Arena and Broad Street Redevelopment Area. Plan 1 shows the areas close proximity to other Major Redevelopment proposals. It lies within an area which is bounded by Ladywood Middle Way, (the Ring Road A4540), Hagley Road (A456) and Dudley Road (A457), all of which form part of the City's Strategic Highway Network. The area is surrounded by public sector housing to the east (Ladywood Estate) which benefited from Estate Action Investment in the 1990's, Traditional Victorian housing lies to the south and west and Spring Hill industrial area to the north, which is likely to benefit from SRB6 investment in the future. The area has three clear and distinct parts (as shown in plan 2 which also indicates the existing uses of these areas):

- Edgbaston Reservoir
- Icknield Port Loop
- Ladywood Middleway / Ring Road frontage

### 3.3 Edgbaston Reservoir

3.3.1 Edgbaston Reservoir is the second largest sheet of water in the City. It was originally constructed by Thomas Telford in the 1820's to supply water to the canal network within the City. As such the Reservoir represents an integral element of the City's industrial heritage and still maintains its original use as an operational water supply for the Birmingham canal network.

3.3.2 The importance of the Reservoir extends beyond its essential, original function of supplying water. The Reservoir represents a major open space in a predominantly inner city residential environment which meets a wide range of recreational needs. It is also designated as a Site of Importance for Nature Conservation (SINC) and a candidate for a Local Nature Reserve.

3.3.3 Although located within a predominantly built-up residential area, it is also adjoined by some industrial and commercial uses, and has a unique almost rural character. The panoramic views of the Reservoir are dominated by mature trees with adjoining development mainly on a domestic scale. In addition there are a number of important listed buildings of architectural and historic interest in the adjoining area. (see Plan 6 in Appendix 3).

### 3.4 Icknield Port Loop

3.4.1 Icknield Port Loop forms part of the route of the original Birmingham Canal and is surrounded by predominantly industrial uses. The buildings and character of the area remain relatively unchanged since the economic growth following the industrial revolution. Although the towpaths are now either inaccessible or require upgrading, the loop is still a popular destination for many educational and visitor boat trips.

3.4.2 The area now, however, has many buildings vacant or underused, sometimes with large warehouses being used solely for car parking or storage purposes. Many of the old buildings are now no longer suitable for modern manufacturing methods.

### 3.5 Ladywood Middleway / Ring Road frontage

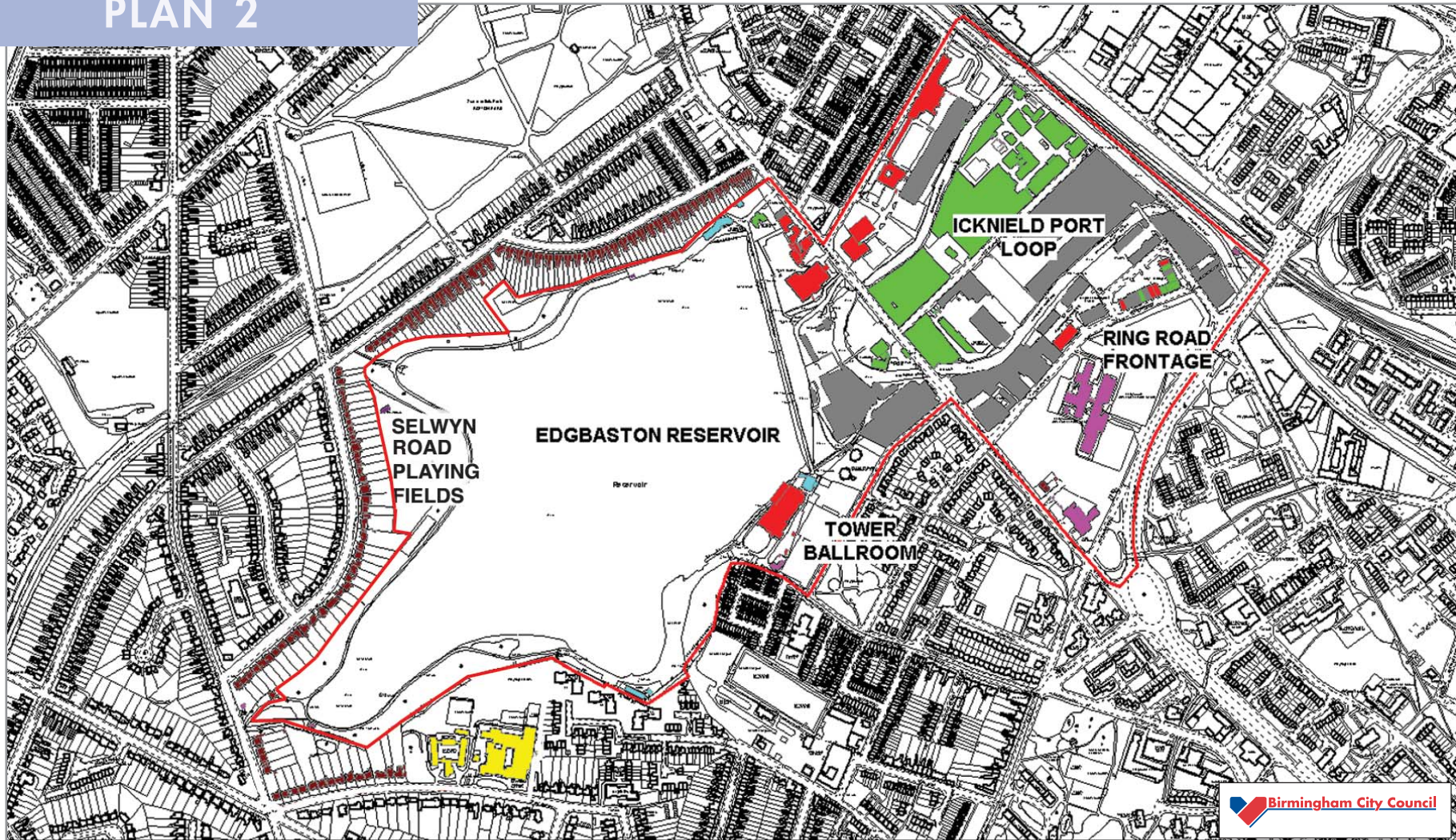
3.5.1 The frontage to the Ring Road is dominated by a single large site containing the Ladywood Arts and Leisure Centre and the fire station. The Ladywood Arts and Leisure Centre (previously Ladywood School which closed in July 1990) has suffered from lack of investment over the last decade although the community facilities are well used. In addition, this frontage used to be the location of the Monument Road swimming baths before they were demolished in 1994.

3.5.2 This area is clearly identified as a redevelopment site in the draft Ring Road Framework, with linkages to the Ledsam Street redevelopment site opposite. It recognises the need for a high quality / high density mixed use development which will create a prominent feature at this location. Any redevelopment proposals will therefore require replacement community facilities.













PLAN 2



BASED UPON THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE LA 076104

EDGBASTON RESERVOIR/ICKNIELD PORT LOOP  
DEVELOPMENT FRAMEWORK  
Existing Uses

	<b>DEVELOPMENT FRAMEWORK BOUNDARY</b>		<b>RESIDENTIAL</b>		<b>PUBLIC BUILDINGS</b>
	<b>VACANT</b>		<b>COMMERCIAL</b>		<b>EDUCATION</b>
			<b>INDUSTRIAL</b>		<b>LEISURE/RECREATION</b>

DATE 17/2/2004

SCALE NTS

Birmingham City Council  
Alpha Tower  
Suffolk Street Queensway  
Birmingham B1 1TU



'This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326 (2004)

Existing land uses  
within the framework area

## 4.0 Key Issues

### 4.1 Edgbaston Reservoir:

- Working with the Ranger Service. There is a need to protect and enhance the reservoir and adjoining land as a SINC with the aim of designating it as a Local Nature Reserve at the earliest opportunity
- Encourage the reservoir to become a leisure / visitor destination
- Encourage sensitive and appropriate redevelopment of the Tower Ballroom
- Encourage sensitive improvements to infrastructure around the reservoir are required to improve access and strengthen links to the surrounding area / canal loop
- To Encourage a viable reuse of Reservoir House
- To Maintain a stable water level for recreational users of the Reservoir whilst recognising its primary role in supplying water to the canal network.
- Ensuring that development does not adversely effect the amenity of the area and that developments benefit local residents

### 4.2 Icknield Port Loop and Vacant Land:

- Vacant or underused land very close to City Centre
- Prominent site near to the Ring Road with a large water frontage located on a primary arterial route

- Significant potential in the area for reclamation, demolition and redevelopment of sites in poor condition to stimulate private sector investment
- Recognising the recreational and tourism potential of the canal. Whilst balancing that with the need to protect and enhance it as a Site of Local Importance for Nature Conservation (SLINC) and an area of Linear Open Space
- Need for pedestrian / cycle link between canal loop and Edgbaston Reservoir
- Promote the heritage value of the area, including where practicable the protection and enhancement of listed and locally listed buildings, buildings of character and archaeological remains (See Plan 6 in Appendix 3)



Derelict site at Icknield Port Loop

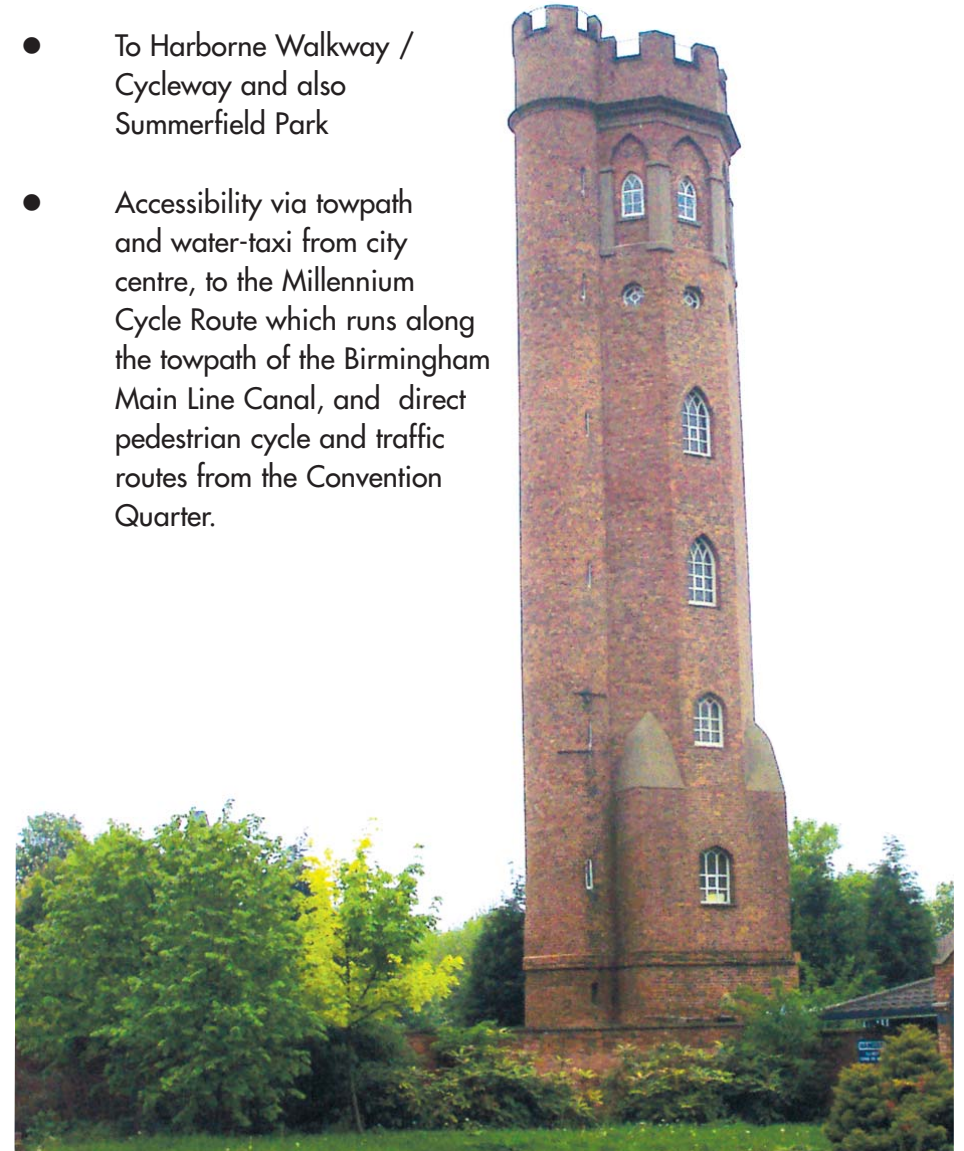
#### 4.3 Ladywood Middleway / Ring Road frontage:

- Need for prominent, high quality feature buildings
- Need to compensate for the loss of existing community facilities
- Need to address the loss of previous swimming facilities

#### 4.4 Linkages: (See plan 3)

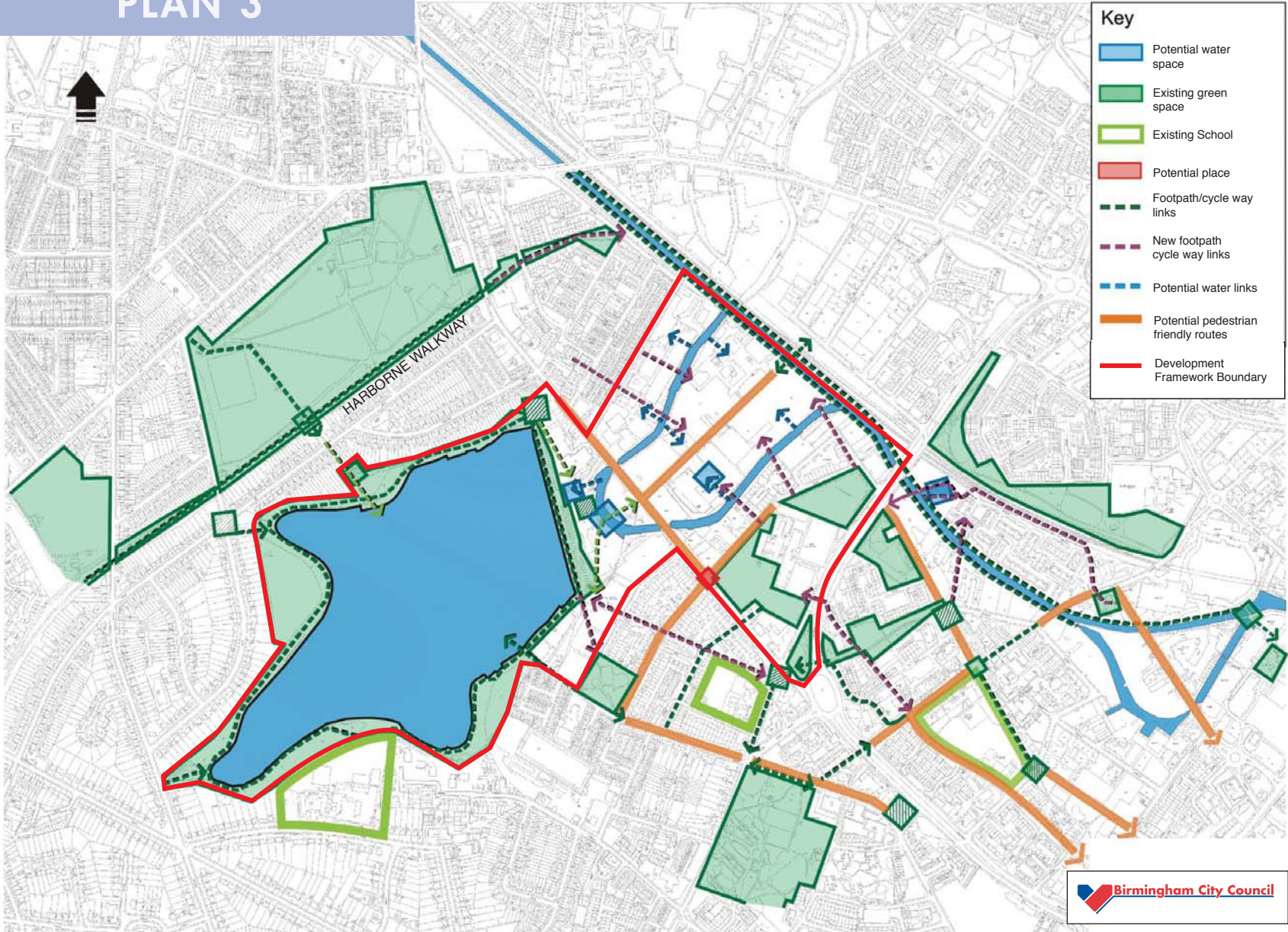
- To City Centre, Brindley Place, NIA, Broad Street and Five Ways Leisure developments
- To Ring Road and sites beyond
- Need for better links through Ladywood Estate and across the Ring Road, and towards Dudley Road / Winson Green
- Between Reservoir and Canal Loop
- To Soho Loop area
- To Sherborne Loop and Ledsam Street redevelopment areas
- To proposed NIA rail station and Broad Street Metro Line
- To proposed redevelopment in Smethwick such as the Soho Foundry via Birmingham Main line canal

- To Harborne Walkway / Cycleway and also Summerfield Park
- Accessibility via towpath and water-taxi from city centre, to the Millennium Cycle Route which runs along the towpath of the Birmingham Main Line Canal, and direct pedestrian cycle and traffic routes from the Convention Quarter.



Tourism potential via links to Tolkien's Two Towers - (Perrott's Folly above)

# PLAN 3



## ICKNIELD LOOP

## PLACES/SPACES + LINKS

Illustrative Plan Showing Potential Links to wider area

\*This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326 (2004)

#### 4.5 SRB6, HMRA and Regeneration Zone objectives which need to be achieved by this development:

- A major redevelopment site for private sector inward investment
- Properties modernised / rebuilt
- Land improved / reclaimed
- New jobs and businesses created including social firms
- Develop a visitor attraction /cultural development with the aim of increasing visitor numbers coming into the area and increase the number of tourism and leisure related businesses
- Improvement in the environmental quality and perception of Icknield Port Loop
- Improved and new community facilities in locations to meet local needs
- Improved quality of public realm, perceptions and enhanced pride
- Better access and use of canals
- Opportunities for aspirational housing

#### 4.6 Development Pressures:

- This area represents one of the largest re-development sites in Birmingham
- Pressure from British Waterways to enhance their land holdings by regenerating the canal corridors in accordance with their overarching principles of sustainable regeneration whilst respecting the environment and heritage value of the area
- Private sector interest in canal side locations including the Ledsam Street redevelopment area
- Success of Convention Quarter
- The “ripple effect” on Ladywood area from development at Broad Street, Brindley Place and Five Ways Leisure Centres
- Redevelopment around Sherborne Loop and the NIA
- High volume of car and boat traffic passing through this area and its potential for income generation.
- NIA coach parking issues in this area

## 5.0 Edgbaston Reservoir

5.1 There is considerable potential to enhance the physical environment of the Reservoir without detracting from its recreation and nature conservation value.

5.2 The water level at the Reservoir can, at times, be low in order to supply the canal network during periods of high demand / dry weather. This has a detrimental effect on amenity. The major problem relates to the imbalance between water inflow and draw-off, exacerbated by the shallow profile of the reservoir bed, which creates a disproportionately large retreat of shoreline in relation to a small draw-off. The stabilisation of the water level is recognised as being essential to the enhancement of the Reservoir in all its aspects. Ways of reducing the draw off of water from the Reservoir, providing alternative water supplies and/or altering the profile of the reservoir bed (in consultation with British Waterways) to maintain water levels at a higher and more sustainable level will be explored.

5.3 There are also opportunities to improve the physical environment of the Reservoir and adjacent land:

- Improvements to the existing car parking facilities at the Icknield Port Road and Reservoir Road entrances to the Reservoir.
- Resurfacing of existing paths with environmentally sensitive material, where appropriate.
- Increasing linkage of the reservoir to the wider area by creating additional public paths into the Reservoir in association with development of adjacent sites along Icknield Port Loop.

5.4 The City Council is currently exploring a number of initiatives (set out below) to improve recreation and tourism / visitor facilities at the Reservoir. The major issues to be addressed by the Framework are the appropriate locations for the development of these facilities, to ensure they do not detract from the nature conservation value of the Reservoir, or the amenity of local residents, and the potential for them to be funded via Section 106 funds.

5.5 The development of a **Water Recreation Centre** would enhance the provision of water based recreational facilities at the Reservoir. This could provide a base for all organisations who use the Reservoir for water based recreation and include facilities for the general public. Development of a Water Recreation Centre would be acceptable if:



Reservoir Cottage, Site of the existing windsurfing club

- Any redevelopment or refurbishment proposals should take the opportunity to enhance the appearance of Reservoir House. A major concern relates to the provision of an appropriate level of car parking to serve development on this site. The existing car park at the Icknield Port Road entrance is small and the potential for expansion is severely limited. Existing car parking provision could be improved by resurfacing and the clear definition of individual spaces with the potential demolition of the Reservoir Cottage subject to the relocation of the Windsurfing Club. In the long term the potential to provide additional car parking on sites adjacent to Icknield Port Road will be explored. There is also evidence to suggest that the remains of the original Engine House (c.1835) are buried under this car park and the provision of archaeological excavations as part of any improvement works will be required. The feasibility of developing a centre on this site will be explored.
- Incorporated into the redevelopment of the Tower Ballroom.

5.6 The development of a **Visitor / Interpretation Centre** is recognised as a key facility to promote the educational value of the Reservoir and provide information for visitors and tourists. The feasibility of such a facility is now being investigated by enhancing the Grade II listed Reservoir Lodge building on Reservoir Road where the Ranger Service is already located.



Location of the existing Ranger Service at Edgbaston Reservoir Lodge

5.7 The site of the **Tower Ballroom** (see Plan 2) and car parking areas on Osler Street are likely to come forward for redevelopment. Hotel, leisure and tourism development will be encouraged adjacent to the Reservoir, although alternative uses could be possible. Such uses would be regarded as a 'departure from the UDP' and would be considered on their merits. However, guidance outlined below will continue to apply. Any development will need to take into account the adjacent community facilities, T.S. Vernon Sea Scouts and a Buddhist Peace Pagoda.



Buddhist Peace Pagoda



Community safety issues and poor quality design of existing Tower Ballroom



5.7.1 The following principles should guide redevelopment at the Tower Ballroom:

- Buildings should be of a scale and design appropriate to the Reservoir respecting its nature conservation value and historical significance and adjacent residential development at Reservoir Road and Osler Street.
- Having a waters edge location, development must not compromise panoramic views of the city from within the reservoir; its relationship to the dam will be especially critical.
- Although building height will take advantage of the sloping site (Reservoir Road - waters edge), due regard will need to be paid to the adjacent two storied Victorian/Edwardian properties and the listed Lodge building.
- Any buildings fronting onto Osler Street and Reservoir Road must have regard to the existing buildings opposite in respect to design and building heights.
- Development should, as far as practicable, be self sufficient with regard to car parking, thereby allowing the Buddhist Centre and T.S.Vernon to operate independently. Vehicular and pedestrian access to T.S.Vernon should be preserved, including car parking.
- The setting and car parking for Reservoir Lodge should be enhanced.
- An enhanced and continuous pedestrian public right of way should be provided around the Reservoir's edge.

- Specific contributions will be sought towards enhancing the overall environment of the Reservoir including public car parking and facilities, as well as the creation of a Water Recreation Centre and a Visitor / Interpretation Centre as part of the proposals (see planning obligations in paragraph 10.0).

## 5.8 Selwyn Road Playing Fields (see Plan 2)

5.8.1 This site is currently leased to the City Council by the Trustees of the Graham Street Girls Charity Fund. The terms of this lease restricts its use for education playing fields only. Should this site fall out of playing field use, then in accordance with the policies of the UDP, there will be a presumption in favour of retaining the site as open space. It would form an attractive extension to the Reservoir's surroundings and the opportunity to secure wider public access will be explored. This will also include the possibility of enhancing the open space value of the site through the provision of associated facilities, e.g. a children's equipped play area. (The provision of play equipment has been highlighted by the Friends of Edgbaston Reservoir as a specific requirement to improve community facilities at the Reservoir).

## 6.0 Icknield Port Loop & Ring Road Frontage

6.1 The purpose of sections 6 and 7 is to provide planning guidance for any future redevelopment proposals on sites adjacent to Icknield Port Loop and the Ring Road Frontage and to indicate the nature of planning obligations which will be sought from development.

6.1.1 The Icknield Port Loop and Ring Road frontage areas are identified on plan 2. This area is located at the foot of the Reservoir dam and forms part of a belt of largely vacant / derelict industrial and commercial development bounded by the Ring Road, Icknield Port Road, Wiggan Street and the Birmingham Main Line Canal. However, it is important to stress that this guidance will apply when the sites become vacant or are the subject of development proposals. Parts of the Icknield Port Loop site are currently occupied by viable business concerns which the City Council fully supports.

6.1.2 The Ring Road frontage also contains an existing community facility at the Ladywood Arts and Leisure Centre which will require replacement.



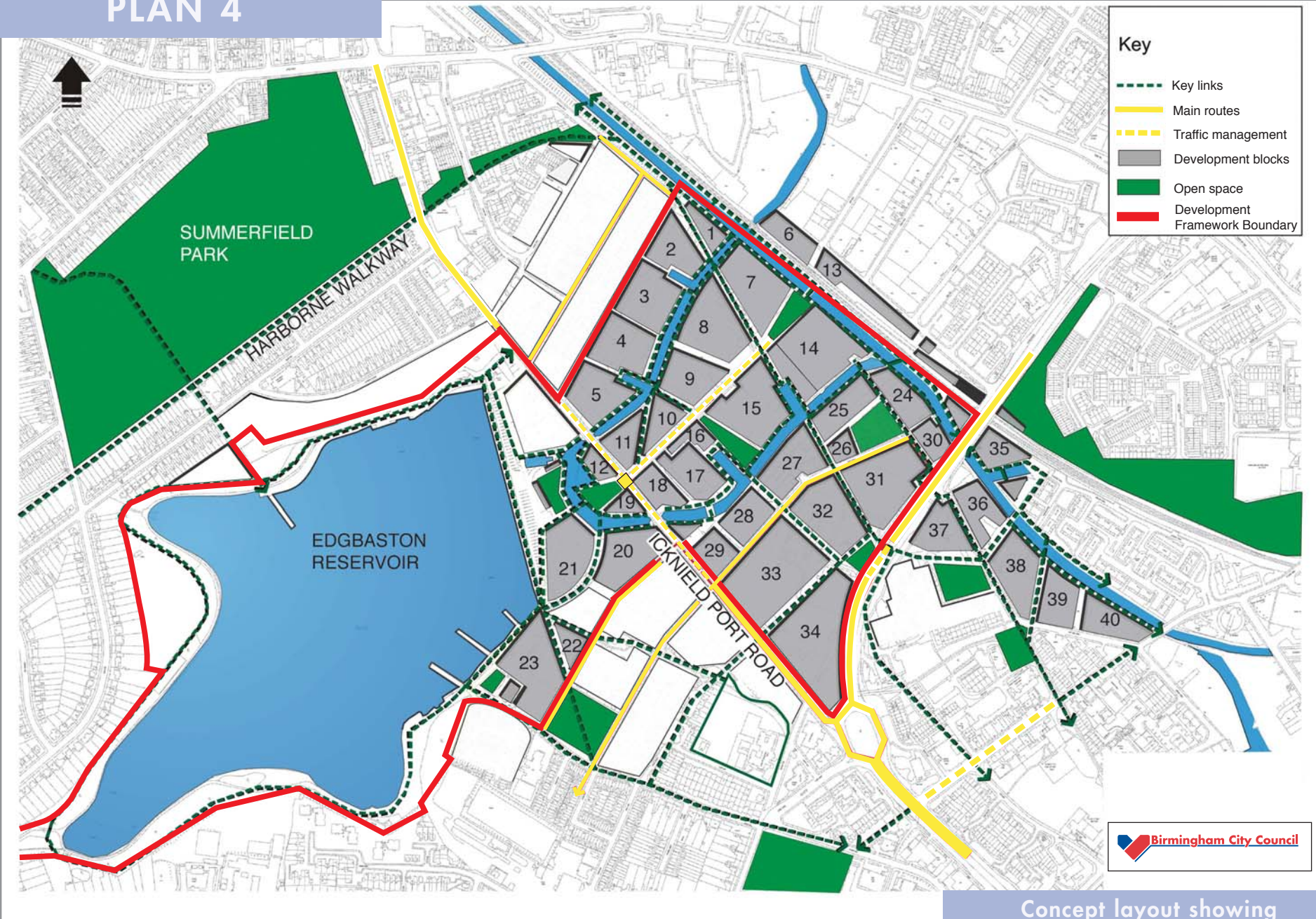
Good quality historic architecture forming the Biddle & Webb Auctioneers building



Existing Community Facilities at the Ladywood Arts & Leisure Centre

6.2 Land adjacent to the loop is currently occupied by the British Waterways maintenance yard which is a good example of an original Thomas Telford nineteenth century canal depot / wharf and docking facility containing a number of interesting buildings and structures (see listed structures and buildings to be retained in Appendix & Plan 6).

# PLAN 4



**Key**

- Key links
- Main routes
- - - Traffic management
- █ Development blocks
- █ Open space
- █ Development Framework Boundary



Concept layout showing potential development blocks

\*This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326 (2004)

## 7.0 Appropriate uses for Icknield Port Loop & Ring Road Frontage

7.1 As noted earlier, this area has significant potential to deliver a range of regenerative benefits. A variety of mixed uses is therefore appropriate.

7.2 Proposals for the comprehensive redevelopment of the whole 55 acre site for a “high quality mixed use” scheme with a significant element of canal side / canal based tourism and leisure uses will be encouraged. Appropriate uses include:

- Visitor / Cultural attraction linked to the promotion of this area as a cultural quarter / urban village, possibly themed or branded around water such as “The Water Village” or “Water Quarter”.
  - The use of water space along the loop for residential canal moorings, whilst avoiding possible conflict with trip boats. Separate new basins should be examined in any proposal.
  - Vacant land and buildings will be sensitively redeveloped, with canal side conservation respected where appropriate.
  - Residential and other complementary uses, creating a mixed and balanced community with a range of housing types and tenures.
  - Galleries / Heritage Centre / Exhibition space
  - High quality offices as part of a mixed use development. It is however, considered that this area does not form part of the City Centre or Five Ways where adopted policies encourage large scale office growth.
  - Retail development. The appropriateness and nature of retail activity will vary across the area, but should form part of a mixed use scheme. In the main, shops should be small scale and ancillary to other uses, aimed at meeting the needs of the local community. It is considered that large scale food retailing (falling within use class A1) will be unacceptable in this out of centre location.
  - Live / work units and small scale manufacturing workshops (small scale B1(a), B1(b), B1(c) B2
  - Hotel
  - Community Uses / Sports Facilities
  - Workshops / Studios / Arts & Dance / Music & Recording space
  - Public houses, restaurants, café bars, cafes
  - Public Space
  - Incubator / start up units B1(a), B1(b), B2
- 7.3 Any uses not mentioned will be considered on their merits having regard to the policies of the adopted UDP and UDP alterations, SRB6, supplementary background research and the aims / objectives of this Framework.

## 8.0 Design and Layout Principles

8.1 Any proposals for change will need to be of the highest quality and accord with the City Councils design policies, particularly Places for All and Places for Living. Places for All is the City's general Design Guide whilst Places for Living relates to residential design. Both documents are similar in form and should be used in conjunction.

8.2 A standard "box design" shed with an expanse of parking will not be acceptable for any of the uses outlined above. Any development must comply with the general design principles and must be developed as part of a mixed use scheme to provide a focus for the local community.

8.3 Design statements will be expected justifying any proposals and outlining how the design principles in these documents have been addressed.

The main principles of Places for All are:

- **Creating Diversity:** Achieving an appropriate mix of uses and density
- **Moving Around Easily:** Integrating a safe network of convenient movement routes and balancing the needs of all modes of transport.
- **Safe Places, Private Spaces:** Providing safe and pleasant public areas as well as secure private areas.
- **Building for the Future:** Ensuring the place is socially, economically and environmentally sustainable.
- **Build on Local Character:** Achieving a high standard of design that relates positively to the context.

- Places for All expands on these main issues with detailed design policies. These are general principles of good design, their relevance depending very much on the individual proposal and context. Plan 5 provides an illustrative interpretation of how the area could be developed following the guidelines contained within this framework and the above documents.

8.4 Residential uses will be encouraged in the area preferably as part of mixed-use schemes. However, there is growing concern that new residential development in the city centre is not offering a wide enough choice of accommodation in terms of tenure and property type. Imaginative residential development in terms of design, tenure and size will be strongly supported if it aims to cater for different needs and gaps in the market, such as town houses and mid-price apartments that are often lacking in other city centre developments. New residential developments should, where appropriate, have an emphasis towards building homes suitable for families, given the area's close proximity to community infrastructure such as health care and schools. The City's Affordable Housing Policy will apply to all developments with residential components.

### 8.5 Creating Diversity

- A choice of closely mixed complementary activities throughout is the general aim. These will vary in terms of character and emphasis across the area. There will be specific locations that are more focused on one activity than another.

# PLAN 5



Indicative layout showing design principles of potential development blocks

\*This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326 (2004)

- Alongside the canal and reservoir, a mix of tourist, leisure and residential uses would be appropriate. Taking advantage of the water setting, residential moorings and canal basins should be provided.
- There is an opportunity to create a visitor attraction and focal point between the Loop and the reservoir which enables better linkage and pedestrian/cyclist access between the top of the dam and the canal system.
- The Ladywood Middleway frontage would be an appropriate location for larger scale leisure and commercial uses. A series of linked focal spaces should also be provided to complement their uses.
- Icknield Port Road is likely to support small scale retailing taking advantage of passing trade.
- These uses are by no means exhaustive and any proposals should have an overall strategy and supporting statement.

### 8.5 Moving Around Easily

- The 'new' place should be linked up with short and direct public routes which connect to the wider area. The emphasis should be on ease of movement for pedestrians and cyclists and completely accessible for people with disabilities, whilst vehicles need to be sensitively accommodated. (See Plan 3, Plan 4 and Access Issues in Section 9.0).



Community safety issues of poor quality subways which provide links to the City Centre under the Ring Road.

- Enhanced pedestrian and cycle routes should be introduced, particularly between the canal loop and the reservoir, including the preservation of a continuous right of way around the reservoir. Work to provide further safe and attractive routes through Ladywood are also essential, to enhance connectivity to the City Centre. Part of this work has already been undertaken



with the infilling of the subway adjacent to the Ladywood Arts and Leisure Centre. The remaining subway under the Ring Road should also be infilled and a surface crossing introduced.

- The environmental quality of Ladywood Middleway should be improved with the creation of an urban avenue.
- Within the area, new bridge links across the canals and new cross cutting streets should be introduced. This is to break down the long block structure and improve permeability through the area and to the canal from Wiggin Street, Rotton Park Street, Freeth Street and Icknield Square
- Access to the canals should be improved. Shared surface streets alongside them should be introduced to provide safe and convenient frontage access and routes at all times of the day.
- Car parking should not dominate. Large surface car parks and undercroft parking leading to an 'inactive' ground floor is not acceptable. Parking should generally be provided in rear courtyards or at basement level. Limited complementary on-street parking should also be provided. The level of car parking will be determined in accordance with PPG13.

## 8.6 Safe Places, Private Spaces

- There should be a clear division between public and private space. The public routes and spaces should be safe and pleasant and be faced by frequent entrances and 'active' building fronts especially at ground floor. Backs should face each other, and uses such as rear parking, gardens and servicing should be private and secure within the rear of the block.
- A landscape and public realm strategy should be provided to reinforce the identity of the place, enhance the public realm, and ensure consistency in quality and approach between the different developments. As a minimum this should include soft and hard landscaping, boundary treatment, street furniture, public art and lighting. Thought should be given to hanging lighting off the buildings to reduce clutter, especially on canal side development.

## 8.7 Building for the Future

- New buildings and spaces should incorporate principles of sustainability and be adaptable to enhance long term viability and be designed and built to harm the environment as little as possible. For residential uses a 'very good' eco homes standard should be attained as a minimum.
- The area particularly around the canal is oriented south-west and therefore has advantages for solar gain which should be

considered as an integral part of any design. Dual aspect residential units will be strongly encouraged for their improved access to sunlight and natural ventilation and cooling.

- Most existing buildings are poor quality but there are a number of buildings that should be considered for retention and reuse. These include buildings that are statutorily listed on the Local List, and buildings that acknowledge the industrial heritage of the area, thereby adding character to the street scene (see Plan 6. and Archaeology and Conservation in the appendix).

### 8.8 Build on Local Character

- Proposals should consider both the overall and local context and seek to exploit and strengthen the best characteristics.
- Architectural design should be of the highest quality.
- The reservoir and canals are the areas strongest features. These should be sensitively integrated into proposals. Views across the reservoir towards the City should not be compromised by new development. Local views and vistas should also be created focusing on important new and retained buildings, routes and features.
- To address legibility and create character areas, streets and spaces should respond to a hierarchy of importance and connectivity and be designed accordingly in terms of heights and detailed design.
- Building heights should be highest along the Ring Road frontage,

generally 5-8 storeys with the opportunity for a landmark building on the corner of Monument Road and Icknield Port Road.

- Canal side buildings should be appropriately scaled and designed. Heights should be generally 4-6 storeys. Public towpaths must be incorporated (on both sides of the canal) into canalside development.
- Icknield Port Road is generally more domestic in scale and should be around 3-4 storeys. The frontages to Wiggin Street part of Icknield Port Road and Osler Street should be no more than 3 storeys to respect the amenity of the houses opposite.

## 9.0 Access and Transportation

---

9.1 The road hierarchy consists of the A4540 Ring Road (part of the City's Primary Route Network) and the District Distributor Road, B4126 Icknield Port Road, together with residential and industrial access roads. The current bus routes are the 8 Inner Circle service on the A4540 and the 66 Cross City service on the B4126.

9.1.1 The presence of the Ring Road, the canals, the Reservoir and the West Coast main rail line means that access is concentrated on Icknield Port Road which already has safety and congestion problems.

9.2 A detailed Transport Assessment for the area is required which must address:

- The need for inter and intra area movement by both vehicles and pedestrians (including service vehicles)
- The ability of key roads and junctions to accommodate increased traffic flows (Ring Road, Five Ways, Icknield Port Road, Monument Road, Northbrook Street).
- Bus links through and adjacent to the area.
- Cyclist and pedestrian permeability and linkage to Edgbaston Reservoir / the canal system, Harborne Walkway and adjoining areas.
- The ease of access for people with physical disabilities within and around the area.

9.2.1 The findings of the Transport Assessment will inform the Master Planning Process and indicate measures to address movement, congestion and road safety issues.

9.3 The City Council would support new rail stations at Summerfield (Dudley Road) and National Indoor Arena but these cannot be introduced before extra capacity is provided on the Birmingham to Wolverhampton rail line.

## 10.0 Planning Obligations

10.1 In accordance with the policies of the adopted UDP, draft UDP Alterations and guidance issued by central government (Circular 1/97), the Council will seek contributions from developments under Section 106 of the Town and Country Planning Act (1990), or via a development agreement. The extent of the S106 contributions will not be fully known until the findings of the Environmental and Transport Impact Assessments have been considered. However, contributions can be anticipated for:

### Essential Works

- Environmental improvement works to the area (including canals, highways, landscaping, street / canal lighting and CCTV equipment) where appropriate.
- Replacement of existing community facilities lost through redevelopment, namely; large sports hall, small sports hall, fitness suite, community facilities and function room, all-weather sports pitch, nursery and public open space.
- Safety and access measures / pedestrian crossings / carriageway improvements (including improvements to the Ring Road Roundabout capacity) and an improved bus service for the proposed development.
- Provision of good quality pedestrian / cycle links from the canal towpath to Edgbaston Reservoir.
- Additional car parking and improvements for Reservoir users (including resurfacing of paths, provision of play equipment and contributions towards infrastructure works to stabilise water level fluctuations at the Reservoir) and contributions towards the creation of a Visitor / Interpretation Centre.
- Reinstatement/creation of public towpath around the Icknield Port Loop (linking with the Main Line canal) together with additional pedestrian links to Icknield Port Road.
- Infilling of Ledsam Street subway and the introduction of a surface pedestrian crossing on the Ring Road.
- The provision of new Public Open Space dispersed throughout the development site, including children's play facilities.
- Contributions towards improving educational facilities.
- Affordable Housing in accordance with PPG3 and adopted Supplementary Planning Guidance, providing a range of accommodation and a mix of tenures.
- A programme of Employment and Training Initiatives to provide local jobs during the construction phases and final development.

### Desirable Works

- Public interpretation of archaeological remains.
- Provision of a new swimming pool / fun pool which is open for use by the general public and schools.
- Construction of residential canal moorings / wharves and / or a canal basin on the Loop will be encouraged. If viable this would provide an attractive alternative approach to the Reservoir particularly for canal based tourist trips from Gas Street Basin and the Broad Street Redevelopment Area.
- Improved pedestrian and cycle access from the main line canal to the Ring Road.
- Creation of a Water Recreation Centre.
- Provision of Public Art.

## 11.0 Implementation

### 11.1 Planning Permission:

- Planning applications will be determined within the context of the policies of the adopted UDP, draft UDP Alterations, the aims and objectives of the Framework and other relevant supplementary planning guidance.
- **Stage One - Outline Application:** Due to the large scale of the development site and to avoid complication or piecemeal development unrelated to the overall masterplan for the area, it is envisaged that a single outline application will be submitted. This will cover the whole area and deal with all issues in a strategic and comprehensive manner. The outline planning application will establish the appropriate mix of land use across the area and will be supported by detailed Transport Impact, Archaeological and Environmental Assessments (to include care and maintenance of the SINC site, canals, reservoir, open spaces and corridors) and a Protected Species Survey. All other matters and planning conditions will be 'Reserved' and subject to the preparation of a detailed Master Plan.
- The range of planning obligations will be determined at outline planning approval, having been informed by the outcome of the various assessments. This will ensure comprehensive infrastructure and planning gain is secured effectively for the whole area. Some contributions may be triggered upon completion of key development blocks.
- **Stage Two – Phased Blocks:** The phasing of individual development blocks (such as illustrated in Plan 4) shall be submitted as Reserved Matter applications and shall comprehensively secure siting, access, visual appearance, design and landscaping linked to the original outline approval.

- 11.2 In line with the vision outlined within this document, it is envisaged that the comprehensive redevelopment of the area and the implementation of this framework will be achieved by :
- A Collaboration Agreement between the principal landowners to encourage partnership and joint working.
  - Planning obligations (Section 106 legal agreements) associated with the granting of planning permission, or secured through other agreements.
  - The use of grant funds already secured such as SRB6, ERDF and Regeneration Zone or using additional funding sources such as Lottery, British Waterways or English Partnerships finance, and any resources allocated through relevant City Council programmes.
  - AWM or the City Council using CPO powers in certain circumstances in order to facilitate development.
- 11.3 The possible redevelopment timescale for this area is currently judged to be 10 years.

## CONTACTS LIST

Rachel Bell/Neil Vyse - Local Planning  
e-mail: [rachel.bell@birmingham.gov.uk](mailto:rachel.bell@birmingham.gov.uk)  
Tel: (0121) 303 2765

Ben Plenty – Planning Control  
e-mail: [ben.plenty@birmingham.gov.uk](mailto:ben.plenty@birmingham.gov.uk)  
Tel: (0121) 303 1115

Doug Hyde/Warren Bellamy – Transportation  
e-mail: [doug.hyde@birmingham.gov.uk](mailto:doug.hyde@birmingham.gov.uk)  
Tel: (0121) 303 7436

Simon Delahunty-Forest – Design Policy  
e-mail: [Simon.DelahuntyForest@birmingham.gov.uk](mailto:Simon.DelahuntyForest@birmingham.gov.uk)  
Tel: (0121) 464 8258

The information contained in this brief is, to the City Council's knowledge, correct at the time of writing. However, the City Council advise developers that it is their responsibility to check site conditions, availability of services etc prior to entering into negotiations. Any views expressed in this brief reflect current policy at the time and may be varied as a result of any reassessment of policies at any time.

# Appendix

## A1 UDP Policy Context

### Chapter 12 - Ladywood

- 12.38 The industrial area bounded by the Ring Road, Icknield Port Road and Dudley Road is likely to present opportunities for new industrial uses, although the amenity of existing residential development will need to be safeguarded. The frontages to the Ring Road could provide opportunities for high quality business, tourist and leisure developments related to the International Convention Centre. In addition, opportunities should be taken to exploit the potential of the canal where it passes through this area.
- 12.39 Edgbaston Reservoir is an important Water Recreation Area which will be protected as a Site of Importance for Nature Conservation. There are a number of development opportunities in the area around the Reservoir. A development framework will be prepared in consultation with local residents for the Reservoir, the adjacent canals and the surrounding area. This will provide guidance on the development opportunities in the area and will include detailed proposals for enhancing recreational facilities. Recreation and tourist facilities will be permitted in this area where this will not detract from the nature conservation value of the Reservoir, the character of the canals or the amenity of local residents. The Harborne Walkway, which links with the Birmingham (Main Line) Canal, will be protected as a Site of Importance for Nature Conservation.

### Chapter 16 - Edgbaston

- 16.19 Hotel, leisure and tourism development will be encouraged adjacent to Edgbaston Reservoir where this will not detract from the nature conservation value of the reservoir or the amenity of local residents. Edgbaston Reservoir is an important asset to the north of the constituency which will be protected as a Site of Importance for Nature Conservation (SINC). A development framework for the Loop Canals and Reservoir will be prepared as Supplementary Planning Guidance, to guide future development within the area.



## A2 Other Guidance

The “Draft Birmingham Ring Road Framework, 2000”

The “Canalside Development in Birmingham – Development Guidelines” includes Icknield Port Loop and Edgbaston Reservoir within section 3 of the report. The report identifies the Loop as “Urban” in character, with scope for development / new uses of old buildings / potential for mixed use development / converting industrial buildings.

Supplementary Planning Guidance (SPG) also exists for “Residential canal moorings” within Birmingham.

A draft “Birmingham Canal’s Action Plan” is presently being prepared by the City Council as Supplementary Planning Document with the aim of promoting the management / use of the canal system and the promotion of residential moorings.

Conservation Strategy (SPG) - Regeneration Through Conservation

Archaeology Strategy (SPG).

Draft North West Birmingham SRB6 Area Development Framework (undergoing public consultation): This document outlines the principle of redevelopment at Edgbaston Reservoir and Icknield Port Loop, along with outlining land use changes in the rest of the SRB6 area.

Housing Market Renewal Area – The Soho / Handsworth Area Development Plan encourages a mixed use redevelopment at Icknield Port Loop including new residential units.

The “Ward Development Plan for Ladywood” encourages the enhancement of the Reservoir area.

The City Council’s Nature Conservation Strategy - “Nature Conservation Strategy for Birmingham, 1997” identifies Edgbaston Reservoir as a “Site of Importance for Nature Conservation” (SINC) and Icknield Port Loop / Birmingham Main Line Canal as a “Site of Local Importance for Nature Conservation” (SLINC). Likewise the Birmingham Main Line Canal and Harborne Walkway are identified as a “Key Wildlife Corridor” and “Linear Open Space”.

Other initiatives relevant to the Reservoir, the canal loop or the Ring Road are summarised below. Most of the proposals contained in these documents deal with non land-use issues, e.g. habitat creation and management, which are outside the scope of this Framework. However, some proposals such as the development of additional recreational and tourist facilities have a physical/land-use implication. Accordingly the Development Framework complements these initiatives by providing guidance for the development of the area.

An Edgbaston Reservoir Users Group has been established and is co-ordinated by Birmingham City Council. This deals with issues such as the management and enhancement of the nature conservation and recreational value of the Reservoir. Participating organisations include British Waterways, and resident organisations such as the Friends of Edgbaston Reservoir.

“Edgbaston Reservoir Development Plan, 1990”. This deals with services and responsibilities and primarily considers the maintenance of the water level and the development of a Water Recreation Centre.

Edgbaston Reservoir also has a “Management Plan” being prepared by its resident Ranger Service and the Wildlife Trust, with the objective of maintaining and enhancing the environment of the Reservoir.

Development should also take into account guidance in the Habitat Action Plan for Canals, contained in the “Birmingham and Black Country Biodiversity Action Plan”. This document was prepared by the Birmingham and Black Country Biodiversity Action Plan Steering Group, published in July 2000 and supported by Birmingham City Council, Advantage West Midlands and British Waterways.

The Inland Waterways Amenity Advisory Council “Inland Waterways: towards greater social inclusion”. This study explores ways in which our waterways can foster social inclusion by enhancing the quality of life of those who live near them.

### **A3 Archaeology and Conservation**

Icknield Port Loop forms part of Birmingham’s first canal, the Old Main Line. The earliest industrial development along this part of the canal was at its junction with Spring Hill/Dudley Road, where the Park Glasshouse was established in 1788. Development along the Loop itself began in the middle of the 19th century, including a canal maintenance yard with covered dock, superintendent’s office and stables between the Loop and the Reservoir, as well as various industries along Freeth Street.

The Loop and its surroundings lie within an Area of Potential Archaeological Importance that extends from Spring Hill. In addition to historic buildings, it includes the site of the Icknield Glassworks on Freeth Street, which was established in 1857 (Sites and Monuments Record 20504). There are likely to be below-ground archaeological remains at this site.

In accordance with PPG 16 and UDP policy 8.36, an Archaeological Assessment will be required in advance of any consideration of development proposals, following which such proposals may need to be modified in order to preserve archaeological remains, or, if this is not feasible, further archaeological recording will be required in advance of commencement of development. This applies to above-ground archaeological remains as well as below-ground.

There are a number of listed and locally listed buildings and structures within the area (listed and shown on the plan 6) the setting of which should be carefully considered.

### Listed Buildings in the Study Area (see Plan 6)

**A.** The following buildings within the Study Area are included on the Statutory List of Buildings of Special Architectural or Historic Interest:

- British Waterways Board, Oldbury Section Maintenance Yard, Icknield Port Road. This is a good example of a nineteenth century canalside depot with wharfage and docking facilities and has important "group value". Grade II listed. Specific buildings of interest include:-
  - superintendent's office: two-storey red brick building dating from c.1845.
  - store (former stabling): small, single-storey red brick building dating from c.1860.
  - covered dock: a long narrow single-storey building, red brick, over a canal basin which forms an enclosed docking facility with timber gates to the canal. Dates from c.1845.
  - workshops and stores: long, single-storey workshops in red and blue brick. Circa 1890.
  - hand operated crane.
- Reservoir Lodge, Reservoir Road - Dating from c.1830 this building is of architectural interest and Grade II Listed.

**B.** The following features, buildings and structures are also of interest and included on the "local" list:

- Edgbaston (Rotton Park) Reservoir. Local List Grade B.
- The Reservoir Dam (c.1825). Local List Grade B. Ancillary structures, namely, North Sluice Winch, North Sluice Valve House, North Sluice Catch Pit, Central Sluice Winch, Central Sluice Valve Rouse, Spill Weir to Canal, Overflow Waste Weir and Discharge Channel. Local List Grade C.
- Reservoir House, Icknield Port Road. Circa 1890. Local List Grade C.
- Reservoir Cottage, 114 Icknield Port Road. Local List Grade C.
- Cast Iron urinal, adjoining canal bridge, Icknield Port Road (circa 1880). Local List Grade B.

In addition to the listed and locally listed buildings, there are a number of quality industrial buildings within the study area which should be retained if possible. These are typical of canal side development of the 19th Century and form an important part of the historic character and industrial heritage of the area. Some of these buildings are particularly suitable for conversion, due to their layout and form. An assessment of these buildings has been prepared: "Icknield Loop Character Appraisal - Birmingham University, 2004". Reference to this document and the City's Conservation Group must take place before demolition is undertaken.

## A4 Issues Outside the Study Area

It is recognised that the Study Area has been tightly defined to encompass only the Reservoir, Icknield Port Loop and the Ring Road frontage site. This Framework, however, should not be seen in isolation from other City Council initiatives in the wider Ladywood/Edgbaston area. For example, this Framework is complementary to work being undertaken to prepare development guidance for Ledsam Street and the proposed Community Housing Trust proposals affecting the adjacent Ladywood Estate. Likewise the redevelopment of Icknield Port Loop will be closely linked to the wider aspirations of 'Urban Living' Birmingham and Sandwell Housing Pathfinder initiative (HMRA).

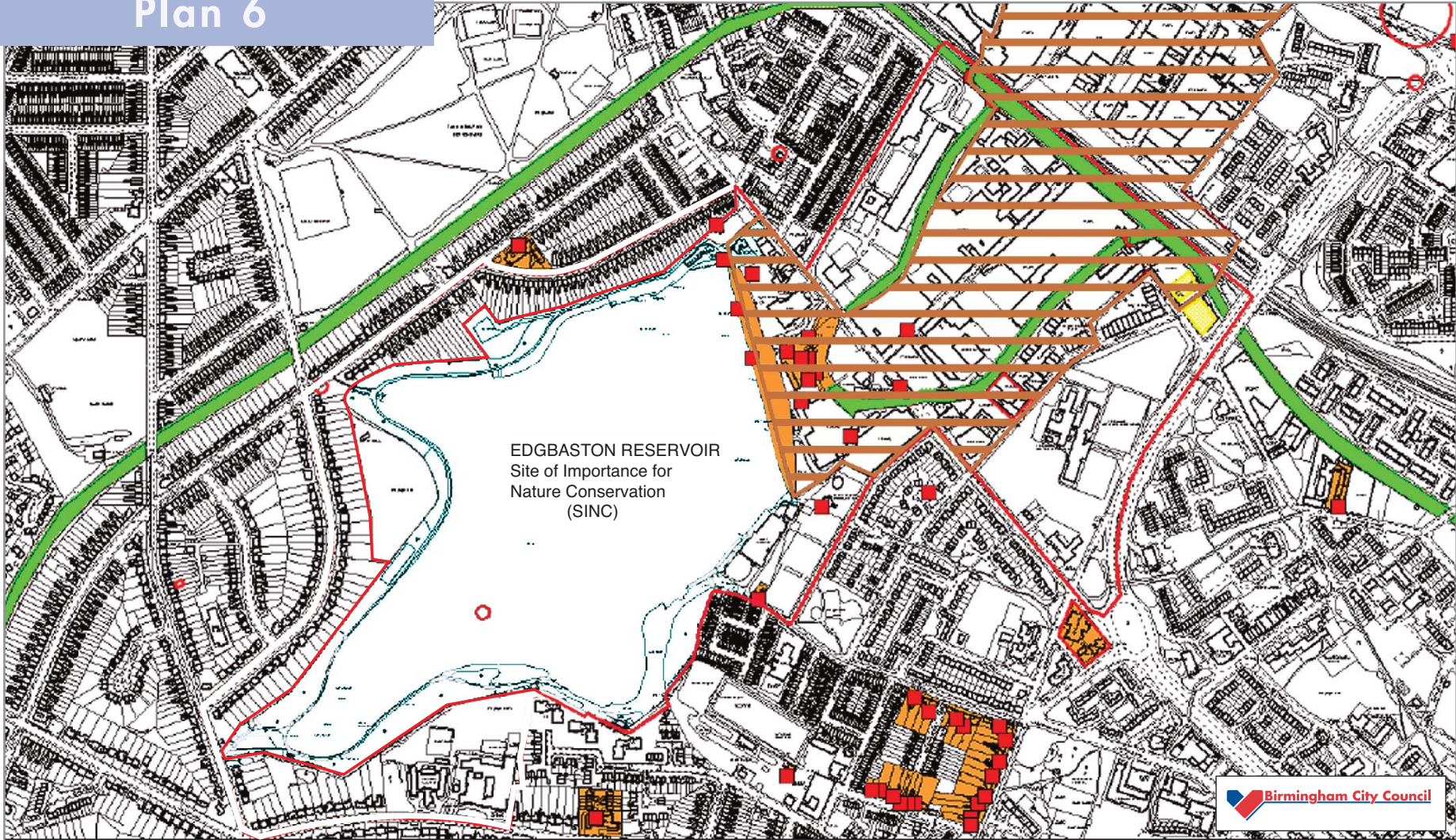
The area also falls within the boundary of the Five Ways Traffic Study which has been commissioned by the City Council. Any recommendations resulting from the Study may have implications for the control of traffic on roads in the vicinity of the Reservoir and consideration of redevelopment proposals on these sites.

There is also considerable potential to enhance the environment along major vehicular and pedestrian routes to the Reservoir, e.g. Waterworks Road, through landscaping and enhancement of vacant sites. For example, the key landmark of Perrotts Folly (Edgbaston Observatory), a Grade II\* listed building off Waterworks Road, would benefit from landscaping, environmental enhancement and additional parking facilities to promote its value as a City-wide tourist asset. This would provide an additional attraction on a major route to the Reservoir.

Preparation of an informal development brief to guide enhancement proposals will be considered.

Similarly, improved pedestrian links between the Reservoir and the city's linear open space network would be desirable. Examples include the Harborne Walkway and Summerfield Park, which lie to the north of the Reservoir.

# Plan 6



BASED UPON THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE LA 070104

<p><b>EDGBASTON RESERVOIR/ICKNIELD PORT LOOP DEVELOPMENT FRAMEWORK</b> Conservation Issues</p>	<ul style="list-style-type: none"> <li> Areas of Potential Archaeological Interest</li> <li> Locally Listed Buildings/Structures</li> <li> Statutory Listed Buildings</li> <li> Archaeological Sites and Monument Records</li> <li></li> </ul>	<ul style="list-style-type: none"> <li> Site Boundary</li> <li> Site of Local Importance for Nature Conservation &amp; Linear Open Space</li> <li> Buildings of Architectural Interest</li> </ul>
	<p><b>DATE 16/4/2004</b> <b>SCALE NTS</b> Birmingham City Council Alpha Tower Suffolk Street Queensway Birmingham B1 1TU</p>	



'This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Birmingham City Council LA100021326 (2004)



