

Longbridge area action plan

april 2009



Birmingham City Council and Bromsgrove District Council **Local Development Frameworks**

Part D

Delivery and Implementation

4.0 It is clear from Central Government guidance that a key feature of Area Action Plans should be their focus upon implementation. As well as identifying the distribution of land uses, site-specific development proposals, associated infrastructure and other improvements (as set out in Part C of this plan) an AAP should also set a broad timetable for their delivery and implementation.

4.1 Accordingly, it is important that the proposals within the Longbridge AAP are both deliverable and viable within the timeframe of the plan. In addition, it is believed that the Longbridge AAP should also act as a wider ‘catalyst for change’ and have a strong role to play in stimulating regeneration in its widest sense including focusing the delivery of local area-based regeneration initiatives and socio-economic programmes.

Understanding Viability

4.2 The implementation of the Longbridge AAP over the life of the plan will be very dependant upon:

- ➔ Commercial interest in the types and mix of land uses proposed.
- ➔ The levels of on site constraints and development costs.
- ➔ Financial returns on remediated land and packaged sites.
- ➔ The viability of schemes at the time planning applications are submitted.
- ➔ Implementation of public sector initiatives and availability of public sector and other stakeholder funding, including co-funding or gap funding, as necessary.

4.3 A detailed viability model has been established for the Longbridge AAP, which underpins and supports the proposals established in this document. An ‘open book’ approach has been taken with the main developer to broadly agree the variables within the model. The model has enabled the local authorities to:

- ➔ Establish the principal costs associated with the development and better understand potential scheme values and site phasing.
- ➔ Take into consideration the development costs of the sustainability standards detailed in the Sustainability Strategy.
- ➔ Build in major infrastructure requirements and mitigation measures.
- ➔ Balance overall costs against return.
- ➔ Look at options for improving cash flow within the lifespan of the scheme including public funding.

4.4 Details of the viability model are provided in the technical baseline report on viability and deliverability, which supports this document.

4.5 The development will require an element of public funding and further information on this is set out in table 5 and in Appendix 5.

In addition, the previously developed nature of the site, which requires substantial remediation and other abnormal costs, means that viability is likely to be an issue in times of difficult market conditions. In such circumstances a flexible approach to any negotiations at planning application stage will be required to ensure viability and that the delivery of an acceptable scheme on the ground is not constrained or delayed. The approach to such negotiations is set out in paragraph 4.25 below.

Ensuring a Sustainable Development

4.6 The redevelopment of Longbridge will result in 10,000 jobs, a minimum of 1,450 new dwellings and approximately 3,500 new residents. This creates a need for a range of physical and community infrastructure and other measures, without which:

- ➔ There may be a detrimental effect on local amenity and the quality of the environment.
- ➔ New developments will not be able to operate efficiently.
- ➔ Opportunities to make a positive contribution towards meeting the day-to-day needs of the population may be lost.

4.7 In terms of planning obligations, these may require the developer to carry out certain prescribed works to provide the appropriate infrastructure and 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, which are in line with Planning Obligations Circular 05/05 are identified in the site-specific proposals in Section C of the Plan and Tables 1 and 2 below.

Where appropriate, planning conditions will also be used to secure infrastructure and other measures.

4.8 The local authorities involved in producing the Longbridge AAP have agreed a planning contributions model, which consists of both traditionally negotiated S106 elements, such as affordable housing, and a simple Longbridge Infrastructure Tariff (LIT), to support the development of the area. This approach could have several advantages including:

- ➔ Providing clarity and certainty for developers over the scale of planning contribution requirements.
- ➔ Providing certainty for existing local residents and businesses that new development will make a fair contribution towards minimising the detrimental impact of schemes on local amenity and the quality of the environment.
- ➔ Providing the opportunity for strategic and joined-up thinking that connects spatial planning with site phasing, delivery plans and business planning.
- ➔ Providing a range of essential infrastructure at the right time in the implementation of the development.

4.9 The planning contributions model also sits alongside a package of S278 and S38 agreements for the private sector and other stakeholder funding of works on local and strategic roads as required by proposals in the Movement Strategy. The S278 agreements provide a well tested financial

mechanism for ensuring delivery of mitigation works identified and determined as necessary for planning permission to be granted. Table 1 provides information on the key anticipated S278 requirements as part of the Longbridge AAP.

4.10 Agreements will also be required under Section 38 of the Highways Act 1980 for roads to be adopted within the development sites. There will be further standard agreements for the adoption of sewers, footways and other structures.

Table 1: Anticipated S278 Scheme Requirements

ITEM	RATIONALE	PHASING
A38 Road Improvements	Requirement has emerged from the traffic modelling work and is detailed in the AAP Movement Strategy (T8). Includes A38 improvement, junction works, street trees and sound attenuation measures.	Links with River Rea Re-profiling
Longbridge Lane	Requirement has emerged from the traffic modelling work and is detailed in the AAP Movement Strategy (T8). Includes on and off site improvements to Longbridge Lane (including junction improvements, modest widening and improvements to A441 roundabout) and any appropriate traffic management measures on adjacent roads. Also includes environmental enhancements at the Sunbury Road centre and street trees.	Links to development of North and West Works
Groveley Lane	Requirement has emerged from the traffic modelling work and is detailed in the AAP Movement Strategy (T8). Includes bridge works, junction improvements, street trees, crossings and lighting. Also includes environmental enhancements in centre at Groveley Lane / Parsonage Drive.	Links to early phase of East Works redevelopment
Tessall Lane	Requirement has emerged from the traffic modelling work and is detailed in the AAP Movement Strategy (T8), Includes junction improvements at A38.	Links in with A38
Lickey Road and Lowhill Lane	Requirement has emerged from the traffic modelling work and is detailed in the AAP Movement Strategy (T8). Includes realignment of Lickey Road at A38 junction, junction improvements at Lickey Road / Lowhill Lane and environmental works on Lowhill Lane including street trees.	Links to completion of East Works 1st phase
Parsonage Drive Area	Improvements identified by local residents and outlined under AAP Movement Strategy (T15). Traffic calming and access improvements.	Links to completion of East Works 1st phase
M5 Junction 4 and M42 Junctions 1 & 2	Requirements have emerged from the traffic modelling work and are outlined in the AAP Movement Strategy (T14), to include junction work and improvements to approach roads.	Links to completion of local centre
A441 Hopwood	Improvements identified through traffic modelling and outlined in the AAP Movement Strategy (T13), to include traffic management measures, crossings and other works between the M42 and Longbridge Lane.	Links to completion of East Works 1st phase
Public Transport Interchange/ Longbridge Lane	Supported in bus strategy and outlined in the AAP Movement Strategy (T5), to include new high quality passenger waiting facilities, real time information points, taxi waiting areas, bus turning facilities and strong physical connections to Longbridge Railway Station.	Links in with other Longbridge Lane improvements

Longbridge Planning Contributions: In Detail

4.11 The planning contributions associated with the Longbridge AAP are split into traditionally negotiated agreements under Section 106, and a supporting Longbridge Infrastructure Tariff (LIT), which covers both residential and non-residential elements of the development. If the scheme is not viable at the time of submitting planning applications there will be a need for negotiations on the application, including the S106 and LIT elements, and taking account of the availability of public sector and other stakeholder funding. The approach to this is set out in para 4.25 below.

4.12 Section 106 Agreements

The elements of the scheme for negotiations include:

- A target of 35% affordable housing across the site.
- Securing the provision of community, library, health, recreational and cultural facilities within the overall development and the provision of 'The Austin' building within the local centre and space within it for a variety of users as well as the provision of new library/community centre as part of the redevelopment on the former East Works site.
- Securing an appropriate level of affordable business space.
- Establishing requirements for site specification and phasing of river infrastructure (River Rea and River Arrow).
- Establishing requirements and specification for the urban park and local neighbourhood parks, walkways and cycle-ways.



- Agreements covering design and construction standards for residential and non-residential buildings.
- Ensuring that carbon emissions from development are minimised in line with the area-wide sustainability strategy.
- Agreements on overall site phasing, upfront infrastructure and the timing of reserved planning application matters.
- Securing 15 year open space and local centre/town centre management agreements.
- Triggers for payment of LIT contributions, longstop dates when outstanding payments are due, as well as the indexation of levy contributions.

4.13 Longbridge Community Infrastructure Improvements

With regard to the LIT, infrastructure has been defined by the joint charging authorities (Bromsgrove District Council and Birmingham City Council) as 'infrastructure of local and strategic importance to the delivery of sustainable developments'. Table 2 summarises a broad schedule of anticipated community infrastructure improvements to support the Longbridge AAP. Further information on the community infrastructure requirements including outline costs, information sources and methods of calculation are included in the Longbridge Viability and Deliverability Technical Baseline report.

Table 2: Anticipated Community Infrastructure Improvements

Public Transport

THEMES AND COMPONENTS	RATIONALE	PHASING
Longbridge Railway Station	Identified in the Rail Strategy and supported in AAP Movement Strategy (T6) to include re-fit and upgrading of existing station and the accommodation of additional services.	Link to Longbridge Lane improvements
Rail service and infrastructure improvements – Longbridge/ Bromsgrove and Redditch	Identified in the Rail Strategy and supported in AAP Movement Strategy (T12). Key focus on enhanced track capability to allow more stopping services at Longbridge Station and beyond. Also includes enhanced stations and services.	Links with completion of local centre and early phases of RIS
Bus Service Improvements	Supported in the Bus Strategy and AAP Movement Strategy (T4) to include an extensive network of quality local bus services within the site, the redirection of existing services and improved longer distance services. Bus service improvements also include dedicated infrastructure within the development to serve Frankley.	Links with commencement of local centre and early phases of RIS. Timetable to include early trial of Buzz Bus network

Physical, Social, Recreational and Ecological Infrastructure

THEMES AND COMPONENTS	RATIONALE	PHASING
Education and child-care – Nursery, Creche, Primary and Secondary Schools	Priorities identified in the Community Infrastructure Baseline and AAP Sustainability Strategy (S2) to meet the needs arising from the provision of new dwellings to include investment in existing school facilities in both local authority areas and new pre-school services.	Links to delivery of housing. New facilities to be available on completion of first phases of new housing
Public Art	Identified in the Cultural Baseline and AAP Design Strategy (DS1), on and off-site public art infrastructure (including arts development resources) with maintenance support for physical structures.	Phased throughout development of highway works
Cofton Park- open space, recreational, community and visitor facilities	Various baseline support improvements also detailed in the AAP Environment, Open Space and Landscape Strategy (Proposal OS1). To include enhanced play pitches, multi-use games area, landscape improvements, site drainage, and ecological measures. Other priorities include the re-use of Lowhill Farm for community use with changing facilities and toilets; enhancement of Cofton Green Waste Recycling Centre and Cofton Horticultural Centre with improved customer facilities and greenhouses.	Links to delivery of housing. Works to coincide with completion of early phases of H1 and H2

Physical, Social, Recreational and Ecological Infrastructure continued

THEMES AND COMPONENTS	RATIONALE	PHASING
<p>Other off-site open space enhancements, recreational improvements, walking / cycling routes and ecological mitigation</p>	<p>Community and baseline identified priorities supported under various AAP Environment, Open Space and Landscape Strategy proposals. To include:</p> <ul style="list-style-type: none"> - Improvements to Lickey Hills footpaths, pools, gardens, site interpretation, car parking and visitor centre. - Compensatory ecological mitigation and enhancement measures required to include improved access through Balaam’s Wood and woodland management, as well as the enhancement of the reservoir adjacent to the East Works site, including possible recreational improvements. - Improved access to and through Rubery Hill together with heathland restoration. - Woodland and open space management along River Rea and Callow Brook. - Multi-use games area in Allan’s Cross. - Multi-use games area and children’s play facilities in the Longbridge Area. - Development of a sustainable fishing venue at Rubery Balancing Lake. - Development of new enhanced Cofton Community Park and nearby play facilities within Bromsgrove District. - Surface, lighting and access improvements to River Rea Walkway and Cycle Route and other strategic cycling/ walking routes associated with the Longbridge site. - Measures to mitigate increased pressure on surrounding Green Belt/countryside including footpaths in the vicinity of Cofton Hackett and Bittell Reservoir. 	<p>Open space, recreational and ecological improvements link to delivery of housing. Works to coincide with completion of early phases of H1 and H2 Walking and cycling improvements link to delivery of local centre and throughout the scheme</p>

Social, Community, Economic and Transport Measures

THEMES AND COMPONENTS	RATIONALE	PHASING
<p>Local Employment and Training Agreements</p>	<p>Strong community priority and identified under the AAP Sustainability Strategy (S2). Support for the development of Work Based Co-ordinators 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. Ensure new college provides appropriate re-training to allow people to access new job opportunities. Work with local firms on other skills / workforce development initiatives including environmental management systems.</p>	<p>Linked to approval of first planning applications for construction works</p>
<p>Enterprise and Business Support</p>	<p>Community and socio-economic baseline priorities, identified under the AAP Sustainability Strategy (S2). Support for local business surgeries and coaching as well as social enterprise development. Links to affordable business space, local centre small retail units and RIS.</p>	<p>Linked to start of works on mixed use and employment quarters</p>

Social, Community, Economic and Transport Measures continued

THEMES AND COMPONENTS	RATIONALE	PHASING
Safer Communities	Community priorities and baseline report priorities, identified under the AAP Sustainability Strategy (S2). Contribution towards roll out of local anti-crime and disorder projects (including CCTV), fire prevention programmes, community warden network and neighbourhood policing.	Timetable linked to early residential developments
Healthy living and sports development	Identified through various baselines and consultation, identified under the AAP Sustainability Strategy (S2). Contribution towards innovative and partnership-led health outreach services and facilities to support healthy living initiatives with local residents and employers within both Birmingham and North Worcestershire Primary Care Trust areas. Support for active living and commuting projects as well as sports development programmes connected with Cofton Park.	Programme Timetable linked to outreach work ahead of new centre opening
Lifelong Learning	Socio-economic baseline identified issues and supported under the AAP Sustainability Strategy (S2). To include support for local learning initiatives focused upon basic skills, literacy/numeracy programmes, emergent and advanced readers, early years, family learning, children and young people, older learners and links to further and higher education and new library services.	Programme timetable linked to opening of new Cofton library at East Works
Community Cohesion and Inclusion	Socio-economic and EINA identified priorities and supported under the AAP Sustainability Strategy (S2). To include support for local citizenship programmes and social inclusion projects. Libraries can support social inclusion through facilitating or simply providing space for community activities.	Throughout development, starting on completion of early phases of development
Heritage and Culture	Cultural baseline identified issues and supported under the AAP Sustainability Strategy (S2). To include support for project officers and programmes of directed and informal cultural activities including poetry and live literature events, tours, music programmes, storytelling, reminiscence, exhibitions, local history resources, arts development, sports clubs, carnivals, festivals and holiday programmes. Strong links to 'The Austin' building and new Cofton Hackett Library/Community Centre.	Links with development of new library at East Works and 'The Austin' building.
Sustainable transport and off-site mitigation	Identified in the Travel Management Strategy and Movement Strategy (T11/T15). Funding for travel plan co-ordinator. Required to achieve the target modal share. Also green travel plans, car clubs, car-share and individualised travel plan initiatives. Residents' parking schemes also required to assist in minimising street parking in adjoining residential areas.	Linked to requirements of Site Wide Travel Plan and more detailed travel plans for specific users
S106 and Longbridge Infrastructure Tariff Administration	Administrative costs associated with managing and monitoring S106 agreement and LIT. Standardised % formula adopted.	January 2009 onwards linked to first approved planning permissions

4.14 Some of the Community Infrastructure improvements may need to be delivered upfront and at certain phased intervals in the overall development schedule. This means that the planning contributions model will require a degree of forward funding to support regeneration and development. The role of the Accountable Body and its banking role will therefore be essential in this respect. The banker and other stakeholders will be expected to demonstrate that all reasonable endeavours have been undertaken to minimize unnecessary expenditure and to identify funding where there is a gap between scheme expenditure and income. (4)

4.15 The rate established for the LIT is detailed in 4.15 and Table 3, which covers both residential and non-residential elements of the scheme. A de minimus level of 5 dwellings has been set for the residential component of the tariff and a minimum of 0.1ha gross for non-residential sites.

4.16 All financial contributions will be 'index linked' from April 2008, in accordance with the methodology set out in the AAP Glossary. The timing and phasing of tariff payments is established below:

Residential and Non-Residential

- ➔ 25% upon commencement on site
- ➔ 25% before completion of each unit
- ➔ 50% prior to the occupation of each unit

4. The banking function will be administered in accordance with local authority accounting regulations and principles. The banker may provide deficit funding to the LIT Fund to enable essential development works to take place in advance of receipts, subject to certain financial limits. All costs incurred under the banking function will be charged against the LIT Fund.

Table 3: Longbridge Infrastructure Tariff (LIT)

Residential

RESIDENTIAL	£ PER DWELLING
Per Dwelling - Including Affordable Housing	£16,500

NON RESIDENTIAL	£ SQM
A1 Superstore	280
A1 Shops (other) – A5	120
B1 (a) Office	120
B1 (b)/(c) Research and Development/Light Industry	30
B2 Industrial	30
B8 Storage & Distribution	30
C1 Hotels	50
C2 Residential Institutions	50
D1 College	30
D2 Leisure	50
Other	30





Development Phasing

4.17 The planning and phasing of the Longbridge development needs to be carefully managed and structured to minimise disruption to local businesses and residents. It also needs to follow the guiding principle that services, facilities and infrastructure will be provided at stages in the development process when the need for them is programmed to arise and not towards the middle or end of a scheme.

4.18 There is a diverse range of infrastructure improvements to deliver the requirements of the LAAP, ranging from key strategic transport infrastructure to those that deliver community and social benefits.

The expenditure of infrastructure monies will need to be spent against a detailed delivery plan, which sets out:

- The various roles and responsibilities of organizations and stakeholders;
- A construction schedule linked to tariff triggers and prioritised expenditure items;
- A detailed delivery programme;
- A business case, appraisal and sign-off process for tariff expenditure components;
- Agreed project milestones, outputs and outcomes;
- Delivery agreements with lead organisations; and
- A monitoring framework linked to LAAP monitoring and review requirements.

The delivery plan will also be reviewed regularly in light of planning application submissions, viability assessments and changing infrastructure costs, tariff income and expenditure profiles.

4.19 The key estimated development phases are detailed below:

Site Remediation

- North and West Works Site: Spring 2008 - Autumn 2009.
- East Works: Autumn 2009 - Autumn 2010.

Highways Works, Transport Infrastructure and River Networks

- A38 Road Improvements and River Rea Profiling: 2009 - 2011.
- River Arrow Profiling: Spring 2010 - Spring 2011.

Development Construction and Key Physical Community Infrastructure

- North Works Learning Quarter: Autumn 2009 - Autumn 2011
- North Works Retail Quarter: Autumn 2009 - Summer 2012
- North Works The Austin Building: Summer 2011 - Summer 2012
- North Works Mixed Use Quarter: Summer 2011 - Summer 2016

- North Works Employment Quarter: Summer 2011 - Summer 2017
- East Works Phase 1 (Residential): Autumn 2010 - Summer 2011
- East Works Library / Community Building: Autumn 2010 - Autumn 2011
- East Works Phase 2 (Residential): Summer 2011 - Summer 2012
- West Works Housing: Spring 2011 - Spring 2015
- West Works RIS Phase 1: Spring 2011 - Spring 2013
- West Works RIS Phase 2: Spring 2013 - Spring 2018
- West Works RIS Phase 3: Spring 2019+
- Cofton Park Improvement: Spring 2011 - 2013
- Other Open Space and Recreational: 2011 - 2014

Delivery will however be dependant on market conditions at the time of the Development.

4.20 An outline housing trajectory for the overall development is detailed below in Table 4.

Table 4 Longbridge Housing Trajectory

	2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	Total
Projected Completions Total	0	100	240	240	240	240	240	150	1450
Market Housing	0	65	156	156	156	156	156	97	942
Affordable Housing	0	35	84	84	84	84	84	53	508

Planning Applications

4.21 Following the restructuring of MG Rover in 2000, nearly 30 ha of the site was identified as being surplus to requirements and was acquired by St. Modwen PLC and Advantage West Midlands (AWM). The Longbridge Development Framework was prepared for this site by Birmingham City Council and outline planning permission for a major development on the former North Works Car Park and part of South Works was granted in 2005 comprising:

- ➔ A 15 ha technology park with ancillary offices and warehousing (first two units now complete).
- ➔ A 7 ha neighbourhood centre comprising small food store, shops, public house/restaurant, medical centre and nursery/crèche.
- ➔ Associated highways infrastructure, car parking and opening up of the River Rea through the site.

4.22 Following the closure of MG Rover in 2005, a statement of intent was adopted by Birmingham City Council, Bromsgrove District Council and Worcestershire Country Council with endorsement by AWM and the major landowner St. Modwen PLC. This statement had as its aim to:

- ➔ Create up to 10,000 jobs on site and provide a range of other social, economic and environmental benefits.
- ➔ Maximise development opportunities and co-ordinate future uses through the preparation of an Area Action Plan.

4.23 The range of development now proposed in this AAP requires a number of phased planning applications. Broadly, the forward planning application process includes:

- ➔ Detailed planning applications for site remediation, earth works, servicing, infrastructure, River Rea re-profiling, A38 Highways works and site access covering both North and West Works.
- ➔ A detailed planning application for site remediation, earth works, servicing and infrastructure covering East Works.
- ➔ Detailed planning applications for Units 3 and 5 of the existing technology park.

➔ An outline application for North and West Works, supported with detailed masterplan for both areas, with supporting design codes, transport assessment, environmental statement, retail assessment, construction management plan and any other supporting information as required by the planning authority. Reserved matters to be signed off as the plan progresses.

➔ An outline application with supporting masterplan for East Works. Six phased detailed applications with supported design codes, transport assessments, construction management plans, sustainability assessment and supporting documentation to follow.

4.24 The transport and environmental assessments will need to cover the cumulative impact of all development in the AAP area, including North Works, West Works, East Works, Cofton Centre and the existing technology park.

4.25 It is recognized that market conditions are subject to change, and that these can impact on the viability of development. If at the time planning applications are submitted, it can be shown through an open development appraisal, that a scheme may be unviable if the LAAP's policies have to be applied in full; then the Local Authorities will enter into detailed negotiations with the applicants to determine what may be acceptable to enable the scheme to proceed.

In such cases, the planning obligations that have not delivered the full tariff levels set out in table 3 will include mechanisms to allow the scale of obligations to be increased if it can be demonstrated that market conditions improve at the time the development is implemented. e.g. through linking the tariff payments to phases of the development.

Partnerships and Co-ordination

4.26 The plan has been developed in partnership with a wide range of local people, organisations and stakeholders over the last 2-3 years.

4.27 It is now apparent that as the plan moves forward from production to implementation there is a need to clearly set out the key delivery partnerships.

These are briefly outlined below with principal responsibilities:

➔ Longbridge Implementation Group - day-to-day responsibility for the plan development, delivery plans, implementation and monitoring. Programmed to meet on a monthly basis with membership to include BCC, BDC, WCC, the developer and AWM as well as a range of other stakeholders.

➔ Longbridge Consultative Group - local stakeholder and resident partnership. Important supporting role in plan implementation and development. Key future role in conjunction with the Future Forum in project implementation. Meets on a bi-monthly basis and ensures links to LSPs and constituted authorities.

➔ Longbridge Future Forum - local resident group with key role in plan development and project implementation.

➔ Longbridge Skills and Employment Partnership (LSEP) - cross partnership organisation with no formal legal structure responsible for ensuring the delivery of local employment, training and skills targets; includes representatives from Job Centre Plus, Learning and Skills Council, BCC, AWM, further and higher education and specialised skills training and development organisations.

4.28 There are three main Local Strategic Partnerships which cover the AAP area. In addition to reporting on specific themes or projects to various meetings, and the existing relationships through the various groups detailed above, it is intended that the Longbridge Implementation Group will provide an annual update to each partnership linked in with the annual monitoring requirements of the plan.

4.29 Additionally, although not a formal partnership, the developer is also preparing a scheme of delivery and management for the RIS in consultation with AWM, CTB, BCC and other relevant stakeholders including local Universities.

Implementation, Delivery Mechanisms and Programme

4.30 A summary implementation plan linking proposals to delivery is outlined below. The table also makes reference to risk assessment and scheme phasing as detailed above.

Table 5: Summary Implementation Plan

AAP Proposals and Policy	Responsible Bodies	Delivery Mechanisms	Delivery Funding	Land use and Planning Issues	Phasing and Timetable	Risk Assessment
Proposal S1- Sustainability Building Standards	Applicants/ Planning Authority	Planning applications and building regulations	Private sector and Homes and Communities Agency (HCA)	Requires creative and integrated approach to delivering sustainable buildings	Progressive standards set from 2008, with increasingly challenging standards required during the lifespan of the development	Limitations of current technology and increased cost implications of piloting techniques/ approaches
Proposal S2- Site Wide Sustainability Criteria	Applicants/ Planning Authority	Planning Applications and site masterplans	Private sector and Lottery Funding RFA	Requires integrated and comprehensive approach to new developments	From 2008 with first planning application	Lack of co-ordination
Proposal DS1- Design Principles	Applicants/ Planning Authority	Site masterplans, planning applications and S278 agreements	Private sector	Requires the production of high quality site masterplans and supporting design information including codes where necessary	From 2008	Lack of quality in design and architecture.
Proposal LC1 and LC2 Learning Quarter	Landowner/ Bournville College	Planning applications	-LSC, Bournville College, AWM, -S106 agreement	Requires integrated approach with other developments in local centre, River Rea enhancements, urban park and provision of access	Start on site 2009 following completion of remediation works. Completion 2011	Lack of co-ordination and focus. Insufficient resources
Proposal LC1 and LC3 Retail Quarter	Landowner/ Private Sector	-Planning applications - Private organisations programmes S106 agreements	Private sector	Requires integrated approach with other developments in local centre, River Rea enhancements, urban park and provision of access	Start on site 2009 following completion of remediation works. Completion 2012 onwards	Downturn in the economy combined with continued competition from on-line retailers

Summary Implementation Plan continued

AAP Proposals and Policy	Responsible Bodies	Delivery Mechanisms	Delivery Funding	Land use and Planning Issues	Phasing and Timetable	Risk Assessment
Proposal LC1 and LC 4- Mixed use quarter including housing, heritage building, offices	Landowner/ Private sector	-Planning applications - Private organisations programmes - S106 agreements	- Private sector - RSL - Lottery Funding	Requires integrated approach with other developments in local centre, River Rea enhancements, urban park and provision of access	Start on site 2011	Development risk spread across range of land uses.
Proposal EZ1	Landowner/ Private sector	- Planning applications - S106 agreements - Business support programmes	- Private sector - RFA - HCA	Requires integrated approach with developments in local centre, and provision of access	Start on site 2011	- Downturn in economy - Low take-up of space
Proposal RIS 1	Landowner/ Private sector with RIS management and delivery body	-Planning applications - S106 agreements - Business support programmes	- Private sector - RFA - HCA	Requires integrated approach with River Rea enhancements, flood compensation measures, and provision of access	First phase start on site 2011	- Downturn in economy - RIS competition from other locations - Low take-up of technology space - Ineffective marketing
Proposal H1 – Housing on West works	Private sector/ RSL	-Planning applications - S106 agreements	- Private sector - RSL	Requires integrated approach with, River Rea enhancements, flood compensation measures, provision of neighbourhood car park and provision of access	Start on site 2011	Stagnation in market for private sector housing or too much housing coming onto market in area at same time
Proposal H2- East works housing	Private sector/ RSL	Planning applications including site masterplan S106 agreements	- Private sector - RSL	Requires coordinated integrated approach and attention to River Arrow corridor and community facilities.	Start on site 2010	Stagnation in market for private sector housing or too much housing coming onto market in area at same time

Summary Implementation Plan continued

AAP Proposals and Policy	Responsible Bodies	Delivery Mechanisms	Delivery Funding	Land use and Planning Issues	Phasing and Timetable	Risk Assessment
Proposal EZ2 Nanjing	NAC / Landowner	Planning applications	Private sector	Need to balance employment uses with compatible land uses across the site	Handback of surplus land from 2007	Large proportion of the site dominated by single employer. Stiff competition and potential downturns in automotive industry
Proposal EZ 3-Cofton Centre	Private sector/ landowner	Planning applications	Private sector	Need to provide quality well-connected built environments associated with more traditional employment uses	Planning applications approved in 2007. Work ongoing	Economic downturn
Transport and Movement Strategy (T1-15)	Public/Private Sectors	Planning applications S106 and S278 agreements	- Private Sector - Local Authorities - Stakeholders - Funding Programmes	Needs highly co-ordinated approach with appropriate infrastructure provided at the right time to serve the development	Start on site 2009	Poor patronage of public transport. Lack of resources
Environment Open Space and Landscape Strategy (OS1-17)	Landowners/ Public Sector/ Private Sector	Planning applications/ S106 agreements	- Private Sector - Local Authorities - Stakeholders - Funding Programmes	Needs comprehensive masterplan for Cofton Park and appropriate implementation and management plans	Start 2009 following completion of remediation works	Lack of sufficient resources and maintenance

Monitoring and Review

4.31 The implementation of the Area Action Plan will be monitored on an annual basis against the plan’s objectives detailed in Part B. This will help BCC and BDC keep track of progress during the lifespan of the plan. 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. The responsibility for the collection of the KPI information resides with both planning authorities. This will involve the collection of primary and secondary data from a variety of sources.

4.32 In addition to annual monitoring requirements the plan will be subject to a strategic review after 5 years. This will assist the planning authorities gauge the overall effectiveness of the plan and consider any major changes in direction, policies and proposals. Table 6 sets out a series of indicators against which progress will be monitored.

Table 6: Longbridge AAP Monitoring Requirements

Sustainable Development

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 1- Sustainable Communities	S2, LC1, H1 and H2	KPI1: Percentage of people surveyed who feel that their local area is a place where people from different backgrounds get on well together	Home Office Quality of Life Indicator	Requires Community Survey	BCC/BDC
		KPI2: Extent of individuals' a) participation and b) active involvement in voluntary and community activities	Home Office Citizenship Survey	Requires Community Survey	BCC/BDC
		KPI3: Percentage of residents who feel 'fairly safe' or 'very safe' after dark while outside in the local area	SA Monitoring Framework/ONS BDC LDF Indicator/ Objective S05	Links to Community Survey	BCC/BDC
		KPI4: Socio-economic mix of the population	Census 2011/ WMRSS Headline Indicator	Collation of Census data	BCC/BDC
		KPI5: Numbers of social and community enterprises	SA Monitoring Framework/	Annual Business Survey	BCC/BDC
Obj. 2- Sustainable Buildings and Infrastructure	S2	KPI 9: Reduction in carbon dioxide (CO2) emissions produced in the AAP area	BCC Sustainable Community Strategy	Utilisation of assessment tool	BCC/BDC
		KPI10: Climate change adaptation measures in the AAP area	BCC Sustainable Community Strategy	Collection of information on projects	BCC/BDC
		KPI 11: Increase in the percentage of household waste sent for recycling	Links to Draft BCC Municipal Waste Management Strategy (BVPI 82a)	Waste collection data	BCC/BDC
		KPI 12: Reduction in the weight (in kilograms) of household waste collected per head of the population	Links to Draft BCC Municipal Waste Management Strategy (BVPI 84)	Waste collection data	BCC/BDC

Sustainable Development continued

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 2- Sustainable Buildings	S1	KPI6: Renewable energy capacity installed by type	BCC LDF Core Output Indicator 9	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI7: Number of new residential units meeting CSH levels 4, 5 and 6 (separate) for a) energy efficiency standards and b) water conservation standards	WMRSS Output / Outcome Indicator	Planning applications and building regulation information	BCC/BDC
		KPI8: Number of commercial developments compliant with BREEAM Very Good and Excellent Standards (separate)	AAP Local Indicator BDC LDF Indicator/ Objective EV10	Planning applications and building regulation information	BCC/BDC
Obj.3- Quality Connected Open Spaces	OS1-17	KPI9: Number of eligible open spaces managed to “green flag award” standard	Links to BCC LDF Core Output Indicator 4c. Links to Indicator/ Objective S07, EV2	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI38: Achievement of Accessible Natural Greenspace Standards	SA Monitoring Framework / EN	Links to SA Monitoring Requirements	BCC/BDC
		KPI10: Provision of open space: (i) Net loss/gain in amount of public open space and public and private playing fields; (ii) Percentage of new dwelling completions within reasonable walking distance of public open space	BCC LDF Local Indicator 4d. BDC LDF Indicator/ Objective S07	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI11: Change in areas and populations of biodiversity importance, including: change in priority habitats and species (by type)	BCC LDF Core Output Indicator 8(i)	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI12: 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	BCC LDF Core Output Indicator 8(ii) BDC LDF Indicator/ Objective EV1	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC

Sustainable Development continued

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 4- Sustainable Movement	T1-15	KPI13: Percentage of completed non-residential development complying with car parking standards set out in the local development framework	BCC LDF Core Output Indicator 3a	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI14: Annual average traffic flow on local road network	SA Monitoring Framework/AAP Local Indicator Links with BDC LDF Indicator/Objective S08	Requires travel pattern survey and traffic modelling	BCC/BDC
		KPI15: % of trips across all transport modes to / from AAP area: a) walking, b) cycling, c) bus; d) train; e) car	AAP Local Indicator	Requires travel pattern surveys	BCC/BDC
Obj. 5- Place Management	S2, LC1	KPI16: % of users satisfied/ very satisfied with local centre facilities	AAP Local Indicator Links with BDC LDF Indicator/Objective S07	Visitor Satisfaction Survey	BCC/BDC
		KPI17: % of users satisfied/ very satisfied with public spaces	AAP Local Indicator	Visitor Satisfaction Survey	BCC/BDC

High Quality Places

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 6- Excellence in Design	DS1	KPI18: % of users satisfied/ very satisfied with built form	AAP Local Indicator Links with BDC LDF Indicator/Objective S06	Visitor Satisfaction Survey supported by CABE review	BCC/BDC

Economic Transformation

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 7- Regional Investment	LC1-4, EZ1-3 and RIS1	KPI19: Numbers of jobs created or safeguarded	RDA Core Output Links with BDC LDF Indicator/Objective EC1	Planning application information submission Annual occupier telephone survey	BCC/BDC
		KPI20: Inward Investment as percentage of GVA	SA Monitoring Framework/RDA Output	Annual occupier survey	BCC/BDC
Obj. 8- Protection of employment land	EZ1-3 and RIS1	KPI21: Loss of employment land in development/regeneration areas	BCC LDF Core Output Indicator 1e. BDC LDF Indicator/Objective EC2	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
Obj. 9-RIS	RIS1	KPI22: Amount of land developed for employment by use type.	BCC LDF Core Output Indicator 1b	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI23: RIS a) Number of businesses attracted to RIS and b) Quantity of Floorspace Let	AAP Local Indicator	RIS occupier survey	BCC/BDC
		KPI24: Number of businesses within RIS assisted to engage in new collaborations with the UK knowledge base	Links to RDA Regional Core Output	RIS occupier survey	BCC/BDC
		KPI25: Growth rates and linkages in A38 High Technology Corridor	SA Monitoring Framework/RDA output	RIS occupier survey	BCC/BDC
		KPI26: Research and development and employment in high technology and medium technology industries	SA Monitoring Framework/DTI	RIS occupier survey	BCC/BDC

Economic Transformation continued

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 10- Accessible employment and training	S2, LC2	KPI27: Number of people assisted to get a job by a) ward and b) types of jobs	Links to RDA Core Output and WMRSS Headline Indicator Links with BDC LDF Indicator/Objective EC3	Annual review through Longbridge Skills and Employment Group	BCC/BDC
Obj. 11- Supporting local enterprise	S2, LC1, LC3, LC4, EZ1-3 and RIS1	KPI28: Number of new businesses created and demonstrating growth after 12 months	RDA Core Output	Annual Business Survey	BCC/BDC
		KPI29: Number of businesses attracted to the AAP area	Links to RDA Core Output	Annual Business Survey	BCC/BDC
		KPI30: Number of business supported using business start-up units	Local AAP Indicator	Annual Business Survey	BCC/BDC
		KPI31: Number of new VAT registrations in Longbridge as a percentage of total (annual)	SA Monitoring Framework/ RDA Output	Annual Business Survey	BCC/BDC

A New Heart for Longbridge

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 12- Mixed Use Local Centre	LC1-LC4	KPI32: Amount of floorspace completed by retail, office and leisure development	Links to BCC LDF Core Output Indicator 4a	Needs to be compliant with LDF reporting requirements (BCC/BDC) (floorspace limits details in AAP)	BCC

Homes for the Future

AAP Themes and Objectives	AAP Proposals and Policy	Key Performance Indicators (KPI)	Indicator Cross References	Information Collection	Responsibility
Obj. 13- Delivering new homes		KPI33: Longbridge housing trajectory i) net additional dwellings since the start of the AAP (ii) net additional dwellings for the current year; (iii) projected net additional dwellings up to the end of the AAP (iv) the annual net additional dwelling and (v) annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous years' performances	BCC LDF Core Output Indicator 2a BDC LDF Indicator/ Objective S01	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI34: Percentage of new dwellings completed at: (i) less than 30 dwellings per hectare; (ii) between 30 and 50 dwellings per hectare; (iii) above 50 dwellings per hectare.	BCC LDF Core Output Indicator 2c.	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
		KPI35: Provision of recycling facilities integral/close to homes	SA Monitoring Framework/ Local AAP Indicator BDC LDF Indicator/ Objective EV5	Needs to link to waste recycling plans/strategies and reporting requirements	BCC/BDC
Obj. 14- Mixed and affordable housing	LC1, H1 and H2	KPI36: Number of affordable housing completions	BCC LDF Core Output Indicator 2d. BDC LDF Indicator/ Objective S01	Needs to be compliant with LDF reporting requirements (BCC/BDC)	BCC/BDC
Overall Objectives	All key proposals	KPI37: Carbon Footprint of the development	SA Monitoring Framework/ Local AAP Indicator	Needs to link to approaches/ methodology adopted on other schemes	BCC/BDC

Appendix 1

Policy Context

The relationship of the AAP to other Key Strategies and Policies

5.0 Regional Spatial Strategy

The AAP is being prepared in the context of Regional Spatial Strategy and other Statutory Plans. It also takes account of the RSS Phase 2 Revision Preferred Option. It is in general conformity with these.

5.1 Core Strategies

Both Birmingham and Bromsgrove are still preparing their Core Strategies. However in view of the urgent need to secure the regeneration of Longbridge following the collapse of MG Rover, both local authorities agreed to prepare this AAP in advance of their core strategies.

5.2 Birmingham Unitary Development Plan 2005

This is the statutory development plan for the whole of Birmingham, including the northern part of the AAP area. This plan was adopted on October 11 2005. The Longbridge AAP is in conformity with the policies in the Part 1 of the UDP (with the exception of part of para 6.30). It will however replace the policies and proposals that relate to the MG Rover Plant at Longbridge in part 2 of the UDP.

5.3 Bromsgrove District Local Plan 2004 and Worcestershire Structure Plan 1996-2011.

These documents form the statutory development plan for the southern part of the AAP area that lies within Bromsgrove. The lack of an up to date local plan for Bromsgrove means it is intended that the AAP is linked strategically to the RSS until the core strategy for Bromsgrove emerges.

Some polices contained within the Local Plan and Structure Plan will be used for development control purposes although the main policy base for the East Works and Cofton Centre sites is contained within this AAP.

5.4 List of UDP policies to be superseded by the Longbridge AAP

- Para 19.8 - second bullet point. Delete "to continued investment in the MG Rover Longbridge Para 19.19B - delete "Plant, and to the".
- Para 19.9 - delete "including the reopening of the line of the old Longbridge to Halesowen railway to serve Rubery and Frankley".
- Para 19.9A - delete "as identified in the Longbridge Framework".
- Para 19.19 - delete.
- Para 19.19A - delete.
- Para 19.19B - delete.
- Para 19.19C - delete.
- Para 19.19D - delete.
- Para 19.35 - delete first sentence.
- Chapter 19 - List of proposals. Delete "passenger rail services are proposed to be re-introduced to serve Rubery and Frankley, and".
- Para 6.30 - delete "Rubery and Frankley including park and ride facilities, and".
- Figure 6.1 - delete reference to Possible introduction of passenger services between Longbridge and Frankley/Rubery.

5.5 Other policies/proposals superseded

LTP policies

- Rail link to Frankley.

Appendix 2

Baseline and Technical Studies

AAP Bus Strategy.
AAP Rail Strategy.
Community Infrastructure Baseline Report.
Archaeology and Cultural Heritage Baseline Report.
Design and Landscape Appraisal.
Ecology Baseline Report.
Equality Impact Needs Assessment.
Employment Land Baseline Report.
Existing Services, Utilities and Infrastructure Baseline Report.
Geo-Technical Baseline Report.
Housing Baseline Report.
River Rea Baseline Report.
Open Space, Sport and Recreation Baseline Report.
Socio-Economic Baseline Report.
Sport and Recreation Baseline Report.
Transport Infrastructure Baseline Report.
Transport Summary Report.
Travel Demand Strategy.
Traffic Modelling Report.
Travel Management Strategy.
Viability and Deliverability Baseline Report.
Retail Assessment Baseline Report.
Retail Assessment Technical Note.
Sustainability Appraisal and Supporting Appendices Report.

Appendix 3

Car Parking Standards

The following standards are maximum levels.

7.0 Residential Parking

Private houses - 1.5 spaces per dwelling.
Town houses - 1 space per dwelling.
Flats - 0.7 spaces per dwelling.
Affordable houses - 1 space per dwelling.
Affordable flats - 0.5 spaces per dwelling.

7.1 Employment uses

Office uses including the Regional
Investment site 1 space per 50 sq.m. gross.
General Industry and Warehousing 1 space
per 60 sq.m. gross.

7.2 Retail uses

Retail class A1, A2 - 1 space per 30 sq.m.

For further information on parking
requirements and travel demand measures
see Travel Management Strategy.

Appendix 4

Glossary of Terms

Term	Abbreviation	Meaning
Active Frontages		Active frontages are frontages with main doors and windows - including glazed store frontages- at street level adjoining the public realm and highways to allow activity, natural surveillance and overlooking.
Advantage West Midlands	AWM	The Regional Development Agency for the West Midlands.
Affordable Housing		Affordable housing to include the following: <ul style="list-style-type: none"> • social rented housing • shared ownership housing • intermediates rented housing • housing for discount sale • other arrangements where occupancy is open only to eligible households and the subsidy to be either maintained or recycled.
Allocation		The use assigned to a piece of land in a development plan document.
Area Action Plan		A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).
Biodiversity		The whole variety of life encompassing all genetic, species and ecosystem variations.
BREEAM Excellent Standard		BRE Environmental Assessment Method (BREEAM) promoting high environmental standards.
Carbon Neutral		A carbon footprint is a “measure of the impact human activities have on the environment in terms of the amount of green house gases produced, measured in units of carbon dioxide”.
Central Technology Belt		Corridor of High Technology Development extending from the Aston Science Park along the A38 to Malvern Science Park and including the Pebble Mill University Science Park.
Centro		Centro is the corporate name of the West Midlands Passenger Transport Executive. It is responsible for promoting and developing public transport across the West Midlands metropolitan area.
Code for Sustainable Homes		A new national standard for sustainable design and construction of new homes launched in December 2006.
Community Strategy		Strategies for enhancing the quality of life of the local community which each local authority has a duty to prepare under the Local Government Act 2000. They will be developed and implemented by a local strategic partnership and should include: a long term vision; shared commitments to; and proposals for; implementation; and arrangements for monitoring and review.

Glossary of Terms continued

Term	Abbreviation	Meaning
Comparison Retail		Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc).
Conservation Area		Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Convenience Retail		Everyday essential items, such as food.
Corridor		Area linking two or more centres normally focused around transport infrastructure.
Cycle Route		An integrated network of both on- and off-road routes to facilitate an easier and safer journey for cyclists.
Density		In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
Development Plan Document	DPD	<p>Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework.</p> <p>Development Plan Documents include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.</p> <p>All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.</p> <p>DPDs form an essential part of the Local Development Framework.</p>
Eco Centre		Exemplar "green developments". They will meet the highest standards of sustainability, including low and zero carbon technologies and quality public transport systems. They will lead the way in design, facilities and services, and community involvement.
Employment Hub		A focal point for jobs and training, advice and guidance related to major development, involving partner agencies e.g. local Access to Employment groups.

Glossary of Terms continued

Term	Abbreviation	Meaning
Employment Land		Land allocated in a Development Plan for business (B1), industrial (B2) and storage (B8) uses.
Environmental Impact Assessment	EIA	Procedure and management technique 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.
Equality Impact Needs Assessment	EINA	A process for assessing how a Council policy affects communities and ensuring that no group within the community is adversely affected by the policy.
Flood Plain		Land adjacent to a watercourse over which water flows, or would flow but for defences in place, in times of flood.
Government Office of the West Midlands	GOWM	Provide advice on Development Plan procedures, Government Policy, and the appropriate content of plans policies and proposals.
Green Belt		<p>A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt is to:</p> <ul style="list-style-type: none"> • check the unrestricted sprawl of large built up areas • prevent neighbouring towns from merging • safeguard the countryside from encroachment • preserve the setting and special character of historic towns • assist urban regeneration by encouraging the recycling of derelict and other urban land
Gross Retail Floor Space		The area ascertained by the total internal measurement of the floor space, including all areas allocated for storage.
Growth Agenda		Intended to stimulate housing growth and renewal over a wide area and will support the development of growth proposals for Birmingham and the wider city-region.
Hi-tech (or High Tech) Industry		Advances manufacturing, computing or other state of the art industry (e.g. biotechnology)
High Technology Corridors	HTC's	Specific corridors identified, within which cluster development closely related to the regions critical research and development capabilities and advanced technologies, will be promoted.
Index Linked		An adjustment (to the sum of monies paid) in accordance with any proportional income in the Building Cost Information Service All in Tender Price Index published by the Royal Institution of Chartered Surveyors to be

Glossary of Terms continued

Term	Abbreviation	Meaning
Landscape Protection Area		Local designations of areas where it is considered that the character of the countryside and the quality of the landscape merits special protection.
Lifetime Homes Standards		Lifetime Homes have sixteen design features that ensure a new house or flat will meet the needs of most households. The accent is on accessibility and design features that make the home flexible enough to meet whatever comes along in life: a teenager with a broken leg, a family member with serious illness, or parents carrying in heavy shopping and dealing with a pushchair.
Local Development Document	LDD	This comprises DPDs, the Statement of Community Involvement Development Plan Document and Supplementary Planning Document which together form the planning policies for Birmingham and Bromsgrove.
Local Development Framework	LDF	The Folder of LDD's, which will be the replacement to the Birmingham Unitary Development Plan and Bromsgrove District Local Plan.
Local Nature Reserve		Statutory reserve designated for educational and amenity purposes by the local planning authority in liaison with English Nature.
Local Transport Plan	LTP	Is the document that sets out the transport strategy for Birmingham and the West Midlands, and is the means by which the City Council and County bids for Government funding for transport improvements.
Longbridge Infrastructure Tariff	LIT	A tariff on new developments to support infrastructure delivery in a sustainable way.
Major Investment Site	MIS	Sites to accommodate large scale investment by single users with an international location choice. Designed to help diversify and restructure the Regional economy.
Major Urban Areas	MUA's	The focus of Urban Renaissance, which will underpin the spatial strategy. There are 4 MUAs in the West Midlands: Birmingham, The Black Country, Coventry and the North Staffordshire Conurbation.
Material Recycling Facility	MRF	A special 'sorting' facility where mixed recyclables are separated into individual materials prior to despatch to reprocessors who wash and prepare the materials for manufacturing into new recycled products.
Mixed Use Development		A new development that makes provision for a variety of uses - e.g. residential, retail and business. An example of this might be the Mailbox in Birmingham.
Net Retail Floor Space		The area ascertained by the internal measurement of the floor space used for residential sales.
Paleo-environmental		Deposits which contain remains of environments of past environments conditions – indicated by pollen, vegetation etc. These may show indirect evidence of human activity.

Glossary of Terms continued

Term	Abbreviation	Meaning
Park & Ride		Long stay parking areas at the edge of a built up area linked by frequent public transport links to the city centre.
Planning Policy Guidance Note/Planning Policy Statement	PPG/PPS	Document prepared and issued by Central Government setting out its policy and different aspects of planning. Local authorities must take their content into account in the production of development plans
Preferred Option		Sets out the Authorities suggested policy directions together with relevant issues, proposals and alternative approaches.
Pre-Submission Consultation Statement		Sets out how the City Council has involved the community and key stakeholders in preparing the Area Action Plan.
Primary Route Network	PRN	Motorways, Trunk Roads and other primary routes identified to be of strategic importance.
Regional Business Brokerage		A seamless service to employers that fully integrates Generalist Business brokerage and Specialist Skills brokerage Service.
Regional Economic Strategy	RES	10 year economic strategy prepared by Advantage West Midlands to maximise the opportunity for sustainable economic growth in the West Midlands.
Regional Investment Site	RIS	High quality, regionally identified sites of 25-50ha attractive to external investment designed to support the diversification and modernisation of the regional economy especially in relation to the Region's cluster priorities.
Regional Spatial Strategy	RSS	A strategy for how a region should look in 15 to 20 years time and possibly longer. The Regional Spatial Strategy identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Most former Regional Planning Guidance is now considered RSS and forms part of the development plan. Regional Spatial Strategies are prepared by Regional Planning Bodies.
S.106 Agreement		A Section 106 agreement is a legal agreement "intended to make acceptable development which would otherwise be unacceptable in planning terms" (ODPM Circular 05/2005). These agreements derive from section 106 of the Town and Country Planning Act 1990. In short, it either requires the developer to do something, or restricts what can be done with the land following the granting of planning permission.
Site of Importance for Nature Conservation	SINC	Statutory designation for sites of county or district interest identified by English Nature.

Glossary of Terms continued

Term	Abbreviation	Meaning
Site of Local Importance for Nature Conservation	SLINC	Non-statutory designation for sites of nature conservation interest of lower quality than SINC's identified by Urban Wildlife Trust.
Spatial Planning		Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.
Statement of Community Involvement	SCI	The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.
Strategic Employment Site		A key employment site in a strategic location capable of accommodating major investment, often of national or regional significance.
Strategic Transport Infrastructure		Future major transport infrastructure in Birmingham and the wider area.
Superstores		Superstores are self-service stores selling mainly food, or food and non-food goods with more than 2,500sq.m. trading floorspace.
Supplementary Planning Document	SPD	A Supplementary Planning Document is 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	Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan. These documents have been produced and adopted having gone through a procedure involving public consultation but are not statutory documents.
Sustainable		The yield of natural resource that can be produced continually from generation to generation, without depleting the resource.
Sustainable Development		Development that meets the needs of present without compromising the ability of future generations to meet their own need needs.
Sustainable Urban Drainage System	SUDS	Surface water drainage methods that take account of quantity, quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SUDS).
Sustainability Appraisal	SA	Identifies and evaluate the effect plan/proposals and strategies will have in social, environmental and economic characteristics terms. This will incorporate any requirements for Strategic Environmental Assessment (SEA) arising from European Legislation.

Glossary of Terms continued

Term	Abbreviation	Meaning
Technology Park		Advanced manufacturing, computing or other state of the art industry (e.g. biotechnology)
Unitary Development Plan	UDP	The Unitary Development Plan for Birmingham adopted in 2005 continues to be the statutory plan for Birmingham.

Appendix 5 Other Sources of Funding

To ensure that all financial opportunities are explored to support the sustainable development of Longbridge, the local authorities, in conjunction with other key stakeholders, are pursuing other sources of funding than developer contributions. These monies could be used to add additional value to the delivery of community infrastructure projects and/or:

- bridge any scheme viability gap; and
- part-fund community infrastructure projects, which may not otherwise be fully delivered following a review of the viability of planning applications.

➔ A project proposal has been submitted under the Regional Funding Advice (RFA) for £50m, which aims to deliver an integrated approach that covers housing and regeneration, economic development and transport activities.

➔ Discussions are ongoing with English Partnerships element of the new Homes and Communities Agency regarding potentially part funding remediation, site infrastructure and servicing costs to assist in bridging the current scheme viability gap.

➔ The Housing Corporation (HC) element of the Homes and Communities Agency has also indicated an interest in potentially funding the difference in construction costs between Code for Sustainable Homes Level 3 and Level 4 on affordable housing. HC funding may be available for meeting affordable housing targets beyond 35% depending on circumstances.

➔ Monies may be available through existing transportation programmes of work to support transport improvements in the Longbridge

area. This could include contributions towards traffic management, junction and pedestrian signal upgrades, cycling improvements and public transport infrastructure.

➔ There is a wide range of potential funding options (including Lottery and Central Government) which may be available to part fund or add value to community infrastructure provision. These types of funding options should be fully explored in the development of the delivery plan for Longbridge.

➔ The existence of the AAP is likely to have a positive impact in providing a strategic focus for funding and attracting other types of investment including public sector contributions towards new buildings and major capital schemes, such as Bournville College.

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