



## Appendices

# APPENDIX 1: Key sites and desired outcomes

This table provides an outline of the key development sites and identified areas (including Employment Areas and Local/Neighbourhood Centres) which support the delivery of strategy. The reference numbers e.g. TC1 refer to the numbers identified on the allocations map and town centre inset, figures 4 and 5.

Site Description		Desired outcomes, interventions required and estimated capacity
<b>Town Centre/Gateway Sites</b>		
<b>Gungate Redevelopment Site</b>  <b>TC1</b>	<p>The former shopping precinct has been cleared for redevelopment and is currently used as a temporary car park. The site is a strategic allocation for new retail development with Outline planning permission granted in July 2010 for 20,000 sqm gross shopping floor space. As a result of the economic downturn the site has stalled and bringing the site forward for development will be key to ensuring the vitality and viability of the town centre. This may require a larger site than that of the outline approval (0557/2008).</p>	<p>It is considered that the site could still provide 20,000 sqm of retail floor space. However the site is also a key gateway site and therefore it will be important to achieve improvements to the public realm to improve access to the railway station and legibility in this area of the town centre. In addition there may be scope for a mix of uses on the site alongside the retail uses, including ancillary commercial and residential uses.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<b>Gungate Expansion</b>  <b>TC2</b>	<p>Existing uses include Magistrates Court, Staffordshire CC Tamworth Youth Centre and Connexions, Staffordshire. Site may become available for redevelopment.</p>	<p>This site could provide an expansion to the proposed Gungate scheme. It is considered that a mixture of uses would be appropriate.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<b>Middle Entry Redevelopment Site</b>  <b>TC3</b>	<p>The site comprises existing retail units in the Middle Entry Precinct and the Town Centre Masterplan indicates that the owners wish to secure an enhanced retail offer.</p>	<p>In the short term it will be important to achieve environmental improvements to make the site more attractive to retailers.</p> <p>In the longer term there is potential for significant redevelopment which would improve the quality of the public realm, improve the legibility between key landmarks of the town hall and St Ediths Church, and the quantity of retail floor space that is available. However this should be phased after the Gungate redevelopment.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<b>Arriva Bus Depot, Aldergate</b>  <b>TC4</b>	<p>The site is currently in use as the bus depot but not a bus station used by passengers. The Town Centre Masterplan and the Strategic Housing Land Availability Assessment has indicated that Arriva are reviewing the site with a view to a possible relocation to an edge of town location. This would release the site for redevelopment.</p>	<p>It is important to establish dialogue with Arriva to find suitable alternative premises.</p> <p>The SHLAA has identified a potential capacity of 40 dwellings as part of a mixed-use scheme comprising apartments and commercial uses. However any redevelopment would need to be of a design and scale which compliments the historic nature of the town and the conservation area.</p> <p>The Town Centre SPD will provide further detail on this site.</p>

<p><b>Upper Gungate</b></p> <p><b>TC5</b></p>	<p>The site is a key gateway location in close proximity to the railway station. The site features a variety of uses, including a Kwik Fit, BP Connect filling station and a Morrisons supermarket with associated car parking.</p> <p>The site has potential for redevelopment however this will need to be of a use compatible with the surrounding uses.</p>	<p>The design of any redevelopment should maximise the key gateway location of the site.</p> <p>It is considered that office uses are the most appropriate.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<p><b>Jewsons Site, Saxon Drive</b></p> <p><b>TC6</b></p>	<p>The site is in a prominent gateway location opposite the railway station.</p> <p>It is currently in use as a builders' merchant site on a prominent site opposite the railway station, the site has been identified as a potential redevelopment site however this would require the relocation of Jewsons to an alternative location, possibly on an existing employment area.</p>	<p>It is important to establish dialogue with Jewsons to find suitable alternative premises.</p> <p>The site has been identified in the SHLAA and Tamworth Town Centre and Retail Study for potential mixed-use development, consisting of residential and offices.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<p><b>Expansion of Ankerside</b></p> <p><b>TC7</b></p>	<p>The Ankerside is the major shopping centre in the town centre. However inward facing design of the development does not maximise the potential of its location adjacent to the Castle grounds, a key cultural asset for the borough.</p>	<p>The Town Centre Masterplan proposed the expansion of the Ankerside Centre south with additional retail and riverside café, bars and restaurants. It also identified that reconfiguration of the centre access points including the remodelling of the south-west elevation could create a terrace of leisure uses and viewing platforms.</p> <p>Potential for town centre retail and leisure uses in the longer term. It will be important to establish dialogue with the owners and operators.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<p><b>Aldergate Car Park</b></p> <p><b>TC8</b></p>	<p>Over ground car park situated opposite the assembly rooms and next to the tourist information centre.</p>	<p>Potential for redevelopment for mixed uses however this will need to consider the conservation area and respect the character of surrounding listed buildings. It is considered that this car park could only be redeveloped if appropriate compensatory provision is made elsewhere in the town centre.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<p><b>Marmion Street Car Park</b></p> <p><b>TC9</b></p>	<p>Over ground car park situated in a prominent gateway location to the north west of the town centre.</p>	<p>Potential for redevelopment for mixed uses however this will need to consider the conservation area. It is considered that this car park could only be redeveloped if appropriate compensatory provision is made elsewhere in the town centre.</p> <p>The Town Centre SPD will provide further detail on this site.</p>
<p><b>Phoenix Special Purpose Machines, Marmion Street</b></p> <p><b>TC10</b></p>	<p>Industrial unit situated in a predominantly residential location at the edge of the town centre.</p> <p>The owner had previously expressed interest in releasing the site for redevelopment.</p>	<p>Liaise with landowners to establish potential for redevelopment and suitable alternative premises for redevelopment.</p> <p>It is considered that the site is suitable for residential purposes because of the surrounding residential uses however some alternative uses may be suitable. This would also need to respect the character of the conservation area.</p> <p>The Town Centre SPD will provide further detail on this site.</p>

Site Description		Desired outcomes, interventions required and estimated capacity
<b>Local Centres</b>		
<p><b>Coton Green (Fontenaye Road)</b></p> <p><b>LC1</b></p>	<p>The local centre at Coton Green contains a row of six ground floor shops accommodated within a two-storey terraced building, below a canopy and first floor flats.</p> <p>The centre is anchored by a Co-operative supermarket, occupying two units. Other units provide clothing alterations, health &amp; beauty services, a hairdresser, hot food takeaway, and a restaurant. The centre is served by a dedicated, off-street forecourt car parking area.</p>	<p>The site does not have any vacant units and is well used based on recent survey work and therefore it has a good level of vitality and viability.</p> <p>It will be important to ensure that any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Protect centre</p>
<p><b>Masefield Drive</b></p> <p><b>LC2</b></p>	<p>The centre on Masefield Drive contains five small shops situated at the ground floor level of a three-storey maisonettes building. The centre is anchored by a Select &amp; Save convenience store accommodated across three units and also provides a butcher shop, a pharmacy, a betting shop and two hot food takeaways (Chinese and Fish and Chips).</p>	<p>It is considered that the centre has good level of vitality and viability and serves a local centre role. It will be important to ensure that any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Furthermore the centre sits within an identified regeneration priority area and is considered to play a key role in helping to regenerate the Leys area, this may impact on the types of community uses which operate within the centre as part of ongoing social regeneration initiatives, such as training hubs.</p> <p>Protect centre</p>
<p><b>Amington Road, Bolehall</b></p> <p><b>LC3</b></p>	<p>The centre comprises eight interspersed shop units located on an incline at the junction of Amington Road/ Thomas Street. The centre has a Co-operative supermarket and a Premier convenience store, accompanied by a florist, Post Office, betting shop, hairdresser, public house and hot food take-away.</p>	<p>Research has identified that the site is well used with evidence of 'drop in' customers parking in surrounding residential streets.</p> <p>The centre serves a local catchment and is considered to have a good level of vitality and viability. It will be important to ensure that any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Protect centre</p>
<p><b>Caledonian</b></p> <p><b>LC4</b></p>	<p>The Caledonian centre forms a shopping precinct on the ground floor of a 1960s / 1970s residential development with deck access. The centre comprises two supermarkets – a sizeable Spar shop and a 'Best One' convenience store – a Post Office, hairdresser, public house and hot food take-away.</p>	<p>There was one vacant unit identified at the time of carrying out the latest research. The centre has good pedestrian links and its own parking area. It is considered to have a good level of vitality and viability and it will be important to ensure any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Furthermore the centre sits within an identified regeneration priority area and is considered to play a key role in helping to regenerate Glascoate Heath, this may impact on the types of community uses which operate within the centre as part of ongoing social regeneration initiatives, such as training hubs.</p> <p>Protect centre.</p>

<p><b>High Street Dosthill</b></p> <p><b>LC5</b></p>	<p>The centre on High Street, Dosthill accommodates a newsagents, a pharmacy, a saddlery shop, a fish and chips outlet and several public houses. There is a Tesco Express store located on the northern edge of the centre within an Esso service station. It is considered that the centre serves a local catchment with some evidence of commuters using the centre en route via the A51 to small settlements to the south of the Borough.</p>	<p>The centre has a good level of vitality and viability and it will be important to ensure that any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Protect centre.</p>
<p><b>Ellerbeck, Stonydelph</b></p> <p><b>LC6</b></p>	<p>Situated within the former village settlement of Stonydelph, the centre is situated on the ground floor of a 1970s / 1980s housing development. The centre is anchored by a Spar supermarket and also comprises a post office, pharmacy, betting shop, hairdresser, a public house and several hot food take-aways. The centre also houses a church, medical centre and childcare facilities which serves the community in the local catchment area. The centre is served by a car park and is set within attractive landscaping.</p>	<p>The site is is considered to have a fair level of vitality and viability. It will be important to ensure that this remains and that any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Furthermore the centre sits within an identified regeneration priority area and is considered to play a key role in helping to regenerate the Stonydelph area, this may impact on the types of community uses which operate within the centre as part of ongoing social regeneration initiatives, such as training hubs.</p> <p>Protect centre</p>
<p><b>Glascote Road</b></p> <p><b>LC7</b></p>	<p>The centre is located on Glascote Road, one the main east to west routes to and from Tamworth town centre. It has a good representation of retailers serving its local catchment area, including Co-operative and Costcutter convenience stores, Bargain Booze, a bridal shop, a home interiors shop, a photographers and nail bar. The centre also accommodates a public house, several hot food take-aways and a taxi rank.</p>	<p>Although the centre has a good overall level of vitality and viability there are issues with the provision of car parking however there are limited opportunities to increase this provision. It will be important to ensure that any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Protect centre</p>
<p><b>Tamworth Road, Amington</b></p> <p><b>LC8</b></p>	<p>Situated on Tamworth Road, south of the Coventry Canal, the local centre comprises Co-operative and Tesco Express convenience stores (pictured, right), as well as a Post Office, a pharmacy, a hairdressers, a public house and hot food take-away. The centre has off-street parking provision</p>	<p>The centre has a good level of vitality and viability and it will be important to ensure that any development in the surrounding area does not have a detrimental impact on this centre.</p> <p>Protect centre</p>

Site Description		Desired outcomes, interventions required and estimated capacity
<b>Neighbourhood Centres</b>		
<b>Chartwell NC1</b>	The centre at Chartwell contains two double shop units and is therefore limited in its number and range of units.	Site has a fair level of vitality and viability but only has a localised neighbourhood role.  Protect centre
<b>Cedar Drive NC2</b>	The centre at Cedar Drive contains a grocery store, a bathroom store and an electrical store, as well as several small service units accommodating a dry cleaners, a hairdressers, a public house and a Chinese take-away. The centre provides eight car parking spaces, cycle racks, recycling facilities, a post box and a phone box.	The centre at Cedar Drive performs a localised shopping function and is consistent with the definition of a neighbourhood centre. It has a fair overall level of vitality and viability.  Protect centre
<b>Lakenheath NC3</b>	The centre at Lakenheath provides two units – a hairdressers and an independent convenience store – and therefore it serves a neighbourhood catchment. The centre is situated below residential flats and is served by a forecourt parking area.	Site has a fair level of vitality and viability.  Protect centre.
<b>Kerria NC4</b>	The centre is set within a residential development comprising three storey flats and accommodates two hot food takeaways and a community centre. It is therefore considered to serve a neighbourhood catchment area. The centre is served by car parking and has public art work on the side of the community centre.	Research has indicated that there are issues with vacant units in the area although the centre is considered to have a fair level of vitality and viability. It is considered that there are opportunities for redevelopment of the site to enhance its role to that of a Local Centre.  Furthermore the centre sits within an identified regeneration priority area and is considered to play a key role in helping to regenerate the Amington area, this may impact on the types of community uses which operate within the centre as part of ongoing social regeneration initiatives, such as training hubs.  Potential for redevelopment but site should remain as a neighbourhood centre.
<b>Fazeley Road/Sutton Avenue NC5</b>	Located on the junction of Fazeley Road and Sutton Avenue, the centre comprises a Select & Save convenience store which is accommodated across three units and a hot food take-away.	The convenience store appears to be well-used and the centre is commensurate with serving a neighbourhood catchment. It has a good level of vitality and viability.  Protect centre.
<b>Springfield Road NC6</b>	The centre comprises six shops – a newsagents, a wine merchants, a café, a hot food take-away, a 'plan & design' office, and a church.	Whilst the wine merchants and church may serve a wider catchment, the centre's size is commensurate with serving its surrounding neighbourhood. The centre's vitality and viability is considered to be fair.  Protect centre.
<b>Exley NC7</b>	The Exley centre comprises two shops – a Spar grocery store and a pharmacy – together with a hairdresser, fish and chip shop, a public house and a range of community facilities.	It is a small centre serving its surrounding residential neighbourhood. The centre's vitality and viability is considered to be good.  In addition the centre sits within an identified regeneration priority area and is considered to play a key role in helping to regenerate the Amington area, this may impact on the types of community uses which operate within the centre as part of ongoing social regeneration initiatives, such as training hubs.  Protect centre.

<b>Park Farm</b> <b>NC8</b>	The centre comprises a convenience store, a hairdresser and a hot food take-away which are located below a block of maisonettes off Park Farm Road. There is an elderly care home adjacent to the centre. The centre serves a neighbourhood catchment.	Site appears slightly run down in appearance and it has a poor level of vitality and viability. Potential for redevelopment but site should remain as a neighbourhood centre.
<b>Pennymoor</b> <b>NC9</b>	The centre at Pennymoor contains only two properties – a newsagents and a community centre.	The centre has a very limited neighbourhood role but a fair level of vitality and viability. Protect centre.
<b>Scott Road</b> <b>NC10</b>	Overlooking an attractive, landscaped public square, the Scott Road centre includes Tony's newsagents, a veterinary surgery, a hot food take-away, two hairdressers and a dental surgery.	Serving a neighbourhood catchment, the centre is well maintained and appears to have a good level of vitality and viability.
<b>Glascote Road, Basin Lane</b> <b>NC11</b>	The centre on Glascote Road / Basin Lane essentially comprises an off licence, a petrol service station (incorporating a Mace convenience store) and several small units (including a hot food takeaway and a hairdresser	Protect centre. It serves a neighbourhood catchment and has a fair level of vitality and viability  Protect centre.
<b>Tinkers Green</b> <b>NC12</b>	Located on the ground floor level of a three storey maisonette block, the Tinkers Green centre has four units – a grocery shop, a hairdresser and two units which are vacant. The centre serves a neighbourhood catchment. It appears run down in appearance and we consider it to have a poor level of vitality and viability.	The centre serves a neighbourhood catchment of the identified regeneration priority area. The centre is run down in appearance and suffers a poor level of vitality and viability. Improving this centre is considered to play a key role in helping to regenerate the area.  Furthermore there may be scope for alternative uses to support this process.  Potential for redevelopment but site should remain as a neighbourhood centre.
<b>Hockley Road</b> <b>NC13 (a&amp;b)</b>	This centre is in two parts and contains a Londis convenience store, a wine merchant, two take-aways, a funeral parlour and a health centre clinic with Social Services and Primary School. The shops are within a residential area and have a good appearance.	The centres have a fairly good level of vitality and viability and it will be important to ensure that any development in the surrounding area does not have a detrimental impact on this centre. Protect centre.
<b>Wilnecote Lane</b> <b>NC14</b>	This centre contains a food store, a furniture shop, two hairdressers and a fish and chip shop. It is located within a residential area and serves a localised neighbourhood shopping role.	The site has a good level of vitality and viability however there are no parking space for visitors. There is limited scope of additional car parking at the site.  Protect centre.
<b>Watling Street, Wilnecote</b> <b>NC15</b>	The centre comprises two parades of shops located around the junction of Watling Street and Nine Foot Lane in Wilnecote. In addition to a newsagent, three hairdressers and a betting shop, the centre provides comparison goods retailing in the form of a clothes shop, kitchen & bathroom shop, an electrical shop, a double glazing outlet and an internet sales shop. The centre has two parking areas and one vacant unit. The limited amount of convenience shopping means the centre has a neighbourhood role. The types of comparison goods shops are also not typical of a local centre.	The centre is considered to have a fair level of vitality and viability in serving the local catchment area in Wilnecote.  Protect centre.
<b>Bowling Green Avenue</b> <b>NC16</b>	This centre has a convenience store, bed shop, two hairdressers and a fish and chip shop. It is located within a residential area and serves a localised neighbourhood shopping role.	The site is considered to have a fair level of vitality and viability.  Protect centre.

Site Description		Desired outcomes, interventions required and estimated capacity
<b>Wilnecote Regeneration Corridor</b>		
<b>Wilnecote Regeneration Corridor East</b>  <b>WRC1</b>	<p>This area is predominantly commercial in its character including Beauchamp industrial estate and bordered to the south by Tame Valley Strategic Employment Area.</p>	<p>Based on the surrounding context featuring a number of commercial premises the it is considered that the sites within this area should be redeveloped for employment-led uses.</p> <p>The Wilnecote Regeneration Corridor SPD will need to set out the extent of specific sites and appropriate uses/capacity.</p>
<b>Wilnecote Regeneration Corridor West</b>  <b>WRC2</b>	<p>This area is surrounded by uses which are predominantly of a residential nature, with Cottage Farm Road estate to the South and housing within Two Gates to the North.</p> <p>The are a number of sites identified as either deliverable or development within the SHLAA for residential use.</p>	<p>Given the predominantly residential context it is considered that the sites within this area should be redeveloped for residential-led uses.</p> <p>The Wilnecote Regeneration Corridor SPD will need to set out the extent of specific sites and appropriate uses/capacity.</p>
<b>Wilnecote Regeneration Corridor Central</b>  <b>WRC3</b>	<p>The Wilnecote Railway Station offers direct services to Birmingham and it is anticipated that with changes to railway network around Birmingham will lead to additional services from this station. Consequently it will be important to maximise the role and use of this transport hub.</p> <p>Furthermore the highway along Watling street is of a poor environmental quality, with limited connectivity and although it offers excellent links to the wider Highway network it currently represents a barrier to development in this area.</p>	<p>This area requires significant improvements to the highway network, the Watling street corridor and the environment around Wilnecote Railway Station. Through the formulation and delivery of the Wilnecote Regeneration Corridor SPD partnerships working will be critical.</p>

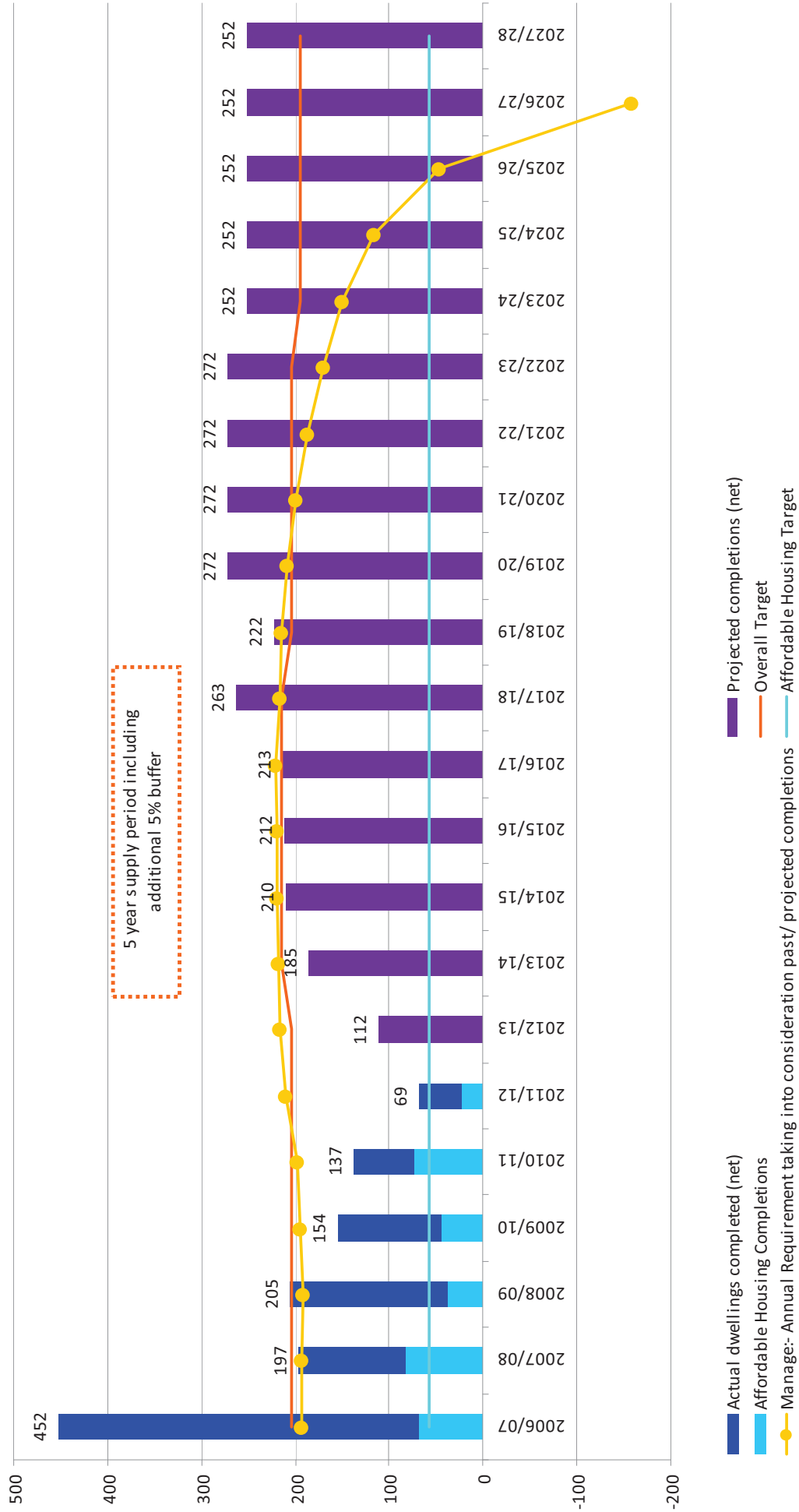


Site Description	Desired outcomes, interventions required and estimated capacity
<b>Employment Areas</b>	
<p><b>Lichfield Road Employment Area</b></p> <p><b>EM1</b></p>	<p>This strategic employment area was developed in the 1960's and is bordered by residential development, the West Coast Mainline and Coton Lane. The area remains predominantly industrial in its use, with B2 and B8 uses.</p> <p>The area suffers from poor quality road infrastructure on the main arterial road through the site and on numerous sub-estates.</p> <p>There are no designated cycle routes and no direct public transport through the employment area.</p> <p>This employment area benefits from a varied stock of building types with indirect access to the strategic highway network (the A5) via the A51.</p> <p>Although there is limited opportunity for expansion the continuing renovation of existing units and a high level of occupation demonstrates that the site is performing well and that the redevelopment of sites is deliverable.</p> <p>The area is situated in the floodplain however it benefits from flood defences therefore it is considered suitable for redevelopment</p> <p>The employment area should be protected from loss to non-B1, B2, B8 uses.</p> <p>It will be important to work with landowners, businesses and Staffordshire County Council to improve the highway network throughout the site.</p> <p>As a result of the sites location relative to Ventura retail park and the town centre significant office development is not considered to be appropriate.</p> <p>The employment land review has identified capacity for 6.24 ha redevelopment land suitable for B1 (a,b,c), B2 and B8 uses.</p>
<p><b>Tame Valley Employment Area (Incorporating Hedging Lane and Two Gates Trading Estate)</b></p> <p><b>EM2</b></p>	<p>This strategic employment area also incorporates Hedging Lane (to the South) and Two Gates Trading Estate to the North. Developed in the 1960's Tame Valley contains pockets of commercial uses, featuring A1 retail and D2 gymnasiums.</p> <p>The area is reliant on Watling Street and Marlborough Way for indirect access to the strategic highway network, both feature a number of residential properties, although no restrictions on vehicle types this could impact on the role of logistics at this employment area.</p> <p>This employment area benefits from varied stock of building types. The environmental quality of sub-estates is generally good with appropriate landscaping. The site is in close proximity to existing bus routes on Ninian Way and Wilnecote Railway station.</p> <p>There is limited opportunity for expansion.</p> <p>It will be important to protect the employment area from further changes of use to non-B1, B2, B8 uses. Furthermore restricting the existing retail uses operating on the site may be necessary to ensure the integrity of the employment area remains and does not become subject to significant pressure for change of use to retail purposes in the future.</p> <p>The employment land review has identified capacity for 1.34 ha redevelopment land suitable for B1 (a,b,c), B2 and B8 uses.</p>
<p><b>Amington Employment Area</b></p> <p><b>EM3</b></p>	<p>This strategic employment area was developed in the 1960's and is bordered by residential development and Tamworth golf course. The area contains of mix of employment uses, featuring some B2 uses but has a significant stock of small scale B1 (office) units located in clusters to the North of the employment area. There has also been relatively significant development of new offices in recent years.</p> <p>The site contains 'pockets' of very poor quality stock which have the potential to reduce the attractiveness of the employment area to new businesses, particularly start up businesses.</p> <p>The indirect access to the strategic highway network via Marlborough Way/Pennine Way is likely to limit large scale employment redevelopment however bus routes operate through the site.</p> <p>This employment area has a significant number of 'start-up' units particularly in the office cluster to the North of the site. The proximity to the golf course offers good amenity to attract head office function to the employment area.</p> <p>Discuss with businesses and agents about possible solutions to improve existing stock of units and establish the type of units required. The site has relatively high levels of potential redevelopment land which will need to be redeveloped to meet the identified needs.</p> <p>It is considered that the site may provide a suitable location for Office use that cannot be accommodated in the town centre, utilising the areas of the estate which have a high level of environmental quality in close proximity to the golf course.</p> <p>The employment land review has identified capacity for 6.17 ha redevelopment land and 1.22 ha of new employment land suitable for B1 (a,b,c), B2 and B8 uses.</p>

<p><b>Centurion Park Employment Area</b></p> <p><b>EM4</b></p>	<p>Strategic Employment located at Junction 10 of the M42, developed in the 1990's and features a mix of large scale B1 and B8 units.</p> <p>It features a stock of modern, purpose built units, suitable for modern business requirements. However the purpose built nature of some of the units means they are inflexible and therefore difficult to let when they become vacant.</p> <p>The site features poor public transport links linked to its peripheral location however it has excellent links to the strategic highway network.</p> <p>The employment area has suitable sites for expansion although this has implications for cross-boundary working.</p>	<p>It will be important to work closely with North Warwickshire and landowners to establish a timetable for the development of the sites outside the borough, adjacent to the employment area to the west of the M42.</p> <p>As a consequence of the sites excellent location in close proximity to the strategic highway network it is considered that the site may provide a suitable location for Office use that cannot be accommodated in the town centre.</p> <p>Work with public transport providers to establish possibilities of improved services to the site.</p> <p>The employment land review has identified capacity for 0.74 ha of new employment land suitable for B1 (a,b,c), B2 and B8 uses.</p>
<p><b>Relay Park Employment Area (Incorporating Relay Point)</b></p> <p><b>EM5</b></p>	<p>Strategic Employment Area located at Junction 10 of the M42, developed in the 1990's and features a mix of large scale B1 and B8 units.</p> <p>The site features poor public transport links as a consequence of its peripheral location but like Centurion park it has excellent links to the strategic highway network.</p> <p>It features a stock of modern, purpose built units, suitable for modern business requirements.</p> <p>The employment area has suitable sites for expansion.</p> <p>Site features bus route connecting site to Stonydelph.</p>	<p>As a consequence of the sites excellent location in close proximity to the strategic highway network it is considered that the site may provide a suitable location for Office use that cannot be accommodated in the town centre.</p> <p>Work with public transport providers to establish possibilities of improved services to the site.</p> <p>The site features a strategic site which the agent has indicated may come forward for development during the plan period, it will be important to maintain a dialogue with the agent in the future.</p> <p>The employment land review has identified capacity for 2.6 ha of new employment land suitable for B1 (a,b,c), B2 and B8 uses.</p>
<p><b>Bitterscote Strategic Employment Area (Incorporating Bonehill Road and Cardinal Point Employment Areas)</b></p> <p><b>EM6</b></p>	<p>Strategic Employment Area located in close proximity to the A5 to the West of the Borough situated adjacent to Ventura/Jolly Sailor retail parks.</p> <p>Developed in the 1990's, the site features a mix of B1 and B8 uses. In addition the site contains a number of car dealerships (Sui Generis) and has recently seen significant development of A1 (retail uses).</p> <p>The site is in close proximity to the adjacent retail park which is considered to put pressure on change of use of existing units for non B2 and B8 uses.</p> <p>The employment area features excellent transport links to the A5 and contains a number of modern units suitable for modern business requirements.</p> <p>Part of the site falls within the floodplain, however the majority of this benefits from flood defences. the site that does not benefit from flood defences falls within floodzone 3a, this would require an FRA but based on the type of use proposed this is not considered to stop this part of the site being developed.</p>	<p>This employment area has a significant capacity of new employment land of which the delivery will be critical to ensure that the identified needs can be met within the borough. It will be important to discuss with landowners and the Highway Agency to establish a timetable for strategic sites to come forward as there are potential infrastructure constraints stopping sites from being developed.</p> <p>Furthermore due to the close proximity of the site to the retail parks B2 and B8 uses are considered to be more suitable, to ensure that the vitality and viability of the town centre is protected. Significant office use is not considered appropriate however this should not preclude light industry and research and development.</p> <p>The employment land review has identified capacity for 28.53 ha of new employment land suitable for B1 (b,c), B2 and B8 uses.</p>

<p><b>Kettlebrook Road Industrial Estate</b></p> <p><b>EM7</b></p>	<p>Kettlebrook road is a local industrial estate located within a residential area towards the centre of the borough in close proximity to the town centre. Developed in the 1960's it contains a stock of smaller industrial units operating in a variety of uses, including B class but also some A (retail) and D (leisure) classes</p> <p>As a consequence of the A5 bypass and the residential units adjacent to the site it suffers from poor road links with the existing road network which limit the access for larger vehicles.</p> <p>Furthermore the site is constrained on all sides, by residential units, the A5 bypass/Coventry Canal and the railway line which limits the scope for expansion.</p> <p>Furthermore the narrow linear site layout of the site limits the opportunities for significant redevelopment.</p>	<p>There is a potential for redevelopment of the site for residential purposes. It will be important to liaise with existing businesses, landowners and agents to ensure that suitable alternative premises can be found prior to any redevelopment.</p>
<p><b>Beauchamp Industrial Estate</b></p>	<p>This small scale site is situated in the centre of the Borough, it runs adjacent to Watling Street within the Wilnecote Regeneration Corridor.</p> <p>Developed in the 1960's it contains a number of small units with a mix of uses. Recently the site has been redeveloped to the North for residential use. The site suffers from poor environmental quality and contains a number of dated small units.</p> <p>The site is in close proximity to Wilnecote railway station.</p>	<p>The site is part of the Wilnecote regeneration corridor. The forthcoming SPD will identify detailed uses for each site. Through this process it will be important to liaise with existing businesses and agents to establish suitable redevelopment options however renovation might be more appropriate on the site.</p>

# APPENDIX 2: Figure 6 Indicative Housing Trajectory



This trajectory shows actual completions and projected completions over the course of the plan period against an overall target. This target includes an additional 5% buffer over the 5 year supply period taken from the last 5 years of the plan period. The 5% which equates to 51 dwellings has been included in the final year of the 5 year supply period (2017/18) taken forward from the following year (2018/19).

# APPENDIX 3: Parking Standards

## Introduction

This Appendix sets down the recommended car parking standards for new developments within the District. Parking standards are an important element of the Council's land use/transportation policy.

## Objectives

The objective is to ensure that sufficient space is provided for the accommodation of parked vehicles having regard to the location, layout, size, shape, access needs and design quality of the space. The parking standards are intended to ensure that parked vehicles do not become either a safety hazard or environmental nuisance. In order to achieve the objective, it is essential that a car parking policy exists in order for the negotiations to be carried out with the developer in a consistent, constructive and clearly understood manner.

The developer will normally have to provide fully for the parking demand generated on or near the site of the development, particularly when new buildings are proposed. This requirement may not however be possible or desirable where redevelopment, refurbishment or conversions are proposed within the town centres or conservation areas when conservation and transportation policies need to be taken and the availability of public parking facilities assessed. In these circumstances the standards should be used in a positive and flexible manner as an aid to development. In central areas with good public transport links users may require less parking.

Where such development proposals do not make provision to the relevant parking standard then negotiations can be entered into to see if these could be achieved or even a suitable compromise reached where public safety will not be prejudiced.

It is recognised, however, that the parking requirements are but part of the overall assessment of the planning merits of the proposal and the outcome can be a balance between all these considerations.

The practical parking requirements for any particular development are likely to reflect a combination of the criteria listed below and need to be negotiated accordingly:

1. The nature of the use/type of use (largely reflected in the car parking standards themselves)
2. Location (town centre, conservation area, urban area, rural area, green field site)
3. Development type (new development, redevelopment, refurbishment, conversion)
4. Nearness to public parking areas/availability of on-street parking
5. Accessibility (the balance between public and private transportation)
6. Number of employees
7. Assessment of use of development by local populace/work force
8. Any special operational requirements
9. Levels of car ownership
10. Multiplicity of uses proposed and degree of combined usage

As a general principle, servicing provision should be based on the maximum number of vehicles likely to serve the development at any one time being able to manoeuvre with ease and to stand for loading and unloading without inconvenience to other users of the site, so as to ensure that:

- all service vehicles are accommodated off the public highway,
- all service vehicles enter and leave the site in forward gear,
- sufficient access is provided for emergency vehicles.

The recommended standards are contained in the following schedules.

## Car Parking Standards

Development Type	Requirement
<b>RETAIL/FOOD &amp; DRINK</b> A1. Retail *	Staff: 1 space per 100 sq.m. of gross floor space. Customers: 1 space per 20 sq.m. gross floor space
A2. Offices *	Staff & Visitors: 1 space per 20 sq.m. gross floor space
A3. Restaurants/Café *	Staff: 1 space per 100 sq.m. gross floor space Diners: 1 space per 5 sq.m. of dining area
A3. Transport Café *	Staff: 1 space per 100 sq.m. gross floor space Customers: 1 lorry space (artic) per 3 sq.m. dining area
A4. Public Houses *	Staff: 1 space per 100 sq.m. gross floor space Customers: 1 space per 5 sq.m. of public drinking area
A5. Hot Food Takeaway	1 space per 100 sq.m. 1 space per 3 sq.m. of waiting area
<b>INDUSTRIAL &amp; COMMERCIAL</b> B1. Offices *	1 space per 25 sq.m. up to 250 sq.m., then 1 space per 30 sq.m. (all gross floor space)
B2. Industry *	1 space per 25 sq.m. up to 250 sq.m., then 1 space per 50 sq.m. (all gross floor space)
B8. Warehouses *	1 space per 80 sq.m. gross floor space
<b>ACCOMMODATION/ INSTITUTIONS</b> C1. Hotels	1 space per 3 employees employed at busiest time Guests: 1 space per bedroom
C1. Hostels	Staff: 1 space Residents and Visitors: 1 space for 2 residents
C2. Convalescent/nursing homes/elderly persons homes	Staff and out-patients: 1 space per 3 beds Visitors: 1 space per 2 beds
<b>RESIDENTIAL</b> C3. Traditional housing (local authority/private / Housing association)	Where all parking is provided within the curtilage: 2 and 3 bed dwellings: 2 spaces per dwelling 4 and more bedrooms: 3 spaces per dwelling Communal parking: 1 and 2 bed dwellings: 1.5 spaces per dwelling 3 and more bedrooms: 2 spaces per dwelling
C3. Sheltered housing/communal housing of elderly	Other Residents/Visitors: 1 car space per 3 dwellings/units of accommodation/ bedroom Staff: 1 space per 3 staff present at busiest time
C3. Self-contained flats /apartments*	Residents: 1 space per flat Visitors: 1 space per 4 flats
<b>OTHER</b> D1. Places of worship	1 space per 5 seats
D1. Museums/public halls/libraries/ art galleries/exhibition halls	Staff: 2 spaces up to 300 sq.m. gross floor area 6 spaces above 300 sq.m. gross floor area Visitors: 1 space per 30 sq.m. gross floor area
D1. Clinics/GP Practices/Health Centres *	Staff: 1 space per GP. 1 space for each other medical member of staff employed at busiest time 1 space for each 3 non-medical member of staff employed at busiest time Visitors: 3 spaces per consulting room

D1. Day nurseries	1 space per member of teaching staff 1 drop-off space per 10 children
D1. Primary/Secondary Schools *	1 space per member of teaching staff 1 space per 3 member of non-teaching staff A suitable part of the hard play area to be allocated and suitably constructed so it can be used by cars on school open days, etc
D1. Colleges/adult training centres*	1 space per member of teaching staff 1 space per 10 full-time equivalent students
D2. Cinemas/Theatres	1 space per 5 seats
D2. Sports Centres *	Staff and visitors: 1 space per 2 persons staffing and using the premises at the busiest time
D2. Tennis, Golf, Bowling (Greens)	1 space per 3 sq.m. of indoor public floor area 2 spaces per court 1 space per lane of any driving range 2 spaces per golf hole
D2. Cricket, Football, Rugby	1 space per 3 sq.m. of public floor area of buildings 12 spaces and 1 space for a coach per pitch
Vehicle Service, Tyre, exhaust Garage *	3 car spaces per each service/repair bay 1 car space for every 40 sq.m. of gross floor area
Car sales	Staff: 1 space per 25 sq.m. Customers: 1 space per 40 sq.m. of gross sales floor area plus 1 space per 10 outside display places For ancillary workshop/storage areas and parts departments: 3 car spaces per each service/repair bay 1 car space for every 40 sq.m. of gross floor area
Car wash facilities	5 queuing spaces
Day care and adult training centres, day care centres for physically handicapped *	In particular centres for physically handicapped will require accommodation for special passenger vehicles with tail lift, etc. 1 space per member of staff at busiest time Visitors: 1 space for a unit of 5 persons
Stadia	1 space per 15 seats
Caravan sites	Occupiers: 1 space per caravan Visitors: 1 space per 5 caravans
Garden centres	Staff and customers: 1 space per 50 sq.m. sales area For café apply A3 standards
Marinas	1 space per 2 mooring berths

Sufficient manoeuvring and standing spaces is required within the site for the maximum number and size of vehicle likely to serve the development at any one time.

If areas within the facilities are convertible to another use having a higher parking standard requirement, the higher standard will be applied.

Where the use includes an element of residential use, the standards at C3 should be applied in addition to the above standards.

## How to Use the Standards

The standards relate, where possible, to uses defined in the Town and Country Planning Use Classes (Amendment) Order 2005. For any use not included in the standards, the number of parking spaces will be assessed and determined based on the individual merits of the scheme.

All standards are based on gross floor area by external measurements unless stated to the contrary. The term gross floorspace shall mean the total floorspace of a building, including such areas as service corridors, lifts and toilets.

Mixed uses will be assessed as a sum of the parking requirements of the individual elements of the scheme based on the standards, unless the timing of demand associated with individual uses can be shown to allow dual use of spaces. This includes ancillary uses such as office use within an industrial development or a bar open to non-residents within a hotel etc. In mixed developments where the main parking demands take place at different times eg daytime and evening, an element of dual use of parking spaces will be acceptable. Tandem spaces will only be acceptable where specifically for use by staff with similar working hours.

The standards apply to new development, extensions and changes of use. When considering an extension to an existing use, the standard will be applied only to the extension and any shortfall in parking provision for the existing building will not be required to be met. When considering a redevelopment or change of use, the level of parking provision will relate to the requirements of the development as a whole.



# APPENDIX 4: Monitoring and Implementation Framework Table

Core Policy/Spatial Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
SP1: Spatial Strategy for Tamworth	The indicators, targets and contingency planning measures identified for the policies below collectively contribute to the delivery of SP1.					
	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>TSP</li> <li>Developers</li> <li>BEP</li> <li>SSP</li> <li>RSL's</li> <li>HCA</li> <li>English Heritage</li> <li>Enterprise</li> <li>Partnerships</li> <li>Local Employers and Businesses</li> <li>Land owners</li> </ul>	<ul style="list-style-type: none"> <li>CP1</li> <li>Town Centre SPD Tamworth and Lichfield Economic Strategy (B.E.P)</li> <li>Place Plan</li> </ul>	<p>Amount of new comparison retail development located within the Town Centre boundary.</p> <p>Amount of new Office development located within of on the edge of Tamworth Town Centre</p> <p>% of vacant retail floor space within Town centre</p> <p>Amount of new town centre use floor space</p> <p>% of A1 uses within primary frontages falling within area</p> <p>Residential completions on previously developed land within the town centre</p>	<p>39,000 sqm<sup>2</sup> gross comparison goods floor space</p> <p>Increasing trend</p> <p>Decreasing trend</p> <p>Increasing trend</p> <p>75% of units to fall within A1 use class</p> <p>Increasing trend</p>	<p>If no increase in floorspace occurs, improve partnership working and delivery with centre partners to ensure that centres continue to remain viable</p> <p>If no increase in floorspace occurs, improve partnership working and delivery with centre partners to ensure that centres continue to remain viable</p> <p>Improve partnership working and delivery with town centre partners</p> <p>Improve partnership working and delivery with town centre partners</p> <p>Improve partnership working and delivery with town centre partners</p> <p>Improve partnership working and delivery with town centre partners</p> <p>If loss of floorspace occurs, improve partnership working and delivery with centre partners to ensure that centres continue to remain viable</p>	<p>In House monitoring</p> <p>In House monitoring</p> <p>In house monitoring and health checks</p> <p>In house monitoring and health check</p> <p>In house monitoring and health checks</p> <p>In house monitoring and health checks</p> <p>In-house health checks</p>
SP2: Supporting Investment in Tamworth Town Centre						
SP3: Supporting Investment in Local and Neighbourhood Centres	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>TSP</li> <li>Developers</li> <li>RSL's</li> <li>HCA</li> </ul>	<ul style="list-style-type: none"> <li>CP1</li> </ul>	<p>Amount of retail floorspace (within 'A' use class within existing Local and Neighbourhood Centres</p>	<p>No loss of retail floorspace anticipated</p>		

Core Policy/Spatial Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
SP4: Sustainable Economic Growth	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>TSP</li> <li>Developers</li> <li>BEP</li> <li>Highways Agency</li> <li>Enterprise Partnerships</li> <li>Local Employers and Businesses</li> <li>Land owners</li> <li>Education and Training providers</li> </ul>	<ul style="list-style-type: none"> <li>SP1, CP2</li> <li>Economic Strategy</li> <li>LEP</li> <li>Spatial/Economic Strategy</li> <li>Place Plan</li> </ul>	Total amount of additional floorspace/land by use class	Increasing trend	Work with enterprise partnerships, landowners and adjoining authorities to ensure delivery of suitable sites to meet needs of Tamworth.	In house monitoring
			Total number of employee jobs in the Borough	Increasing trend over 5 year period	Liaise with local business support groups through enterprise partnerships	Staffordshire County Council data In house monitoring
SP5: Housing	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>TSP</li> <li>Developers</li> <li>RSL's</li> <li>Highways Agency</li> <li>Land Owners</li> <li>HCA</li> </ul>	<ul style="list-style-type: none"> <li>CP4, CP5, CP6, CP7</li> <li>Housing Strategy</li> <li>Local Investment Plan</li> <li>Strategic Housing Land Availability Assessment</li> </ul>	Loss of employment land	No loss of strategic employment areas to alternative uses	Work with partners to develop a greater understanding of the market for employment land	Staffordshire County Council data In house monitoring Pre-application discussions Tamworth & Lichfield Economic Strategy & reviews
			Housing supply to be monitored in relation to the five year tranches in order to ensure there remains a flexible supply of developable and deliverable land for homes.	SHLAA to demonstrate bi annually a 5 year supply of deliverable sites A 10 year supply of developable sites	Work with landowners and developers, through agents forum, and identify blockages to deliverability. Consider releasing Kettlebrook Employment site for housing as per Policy	In house monitoring & updated housing trajectory
SP6: Anker Valley Sustainable Urban Extension	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Landowners</li> <li>Developers</li> <li>Local transport operators</li> <li>English Heritage</li> <li>English Nature</li> <li>Environment Agency</li> <li>Wildlife Trust</li> <li>Network Rail</li> <li>Adjoining authorities</li> </ul>	<ul style="list-style-type: none"> <li>CP4,5,6,8,9,10,11,12</li> <li>Master plan</li> <li>Planning applications</li> </ul>	Total no of net additional dwellings in Tamworth	Meeting annual requirement of 205 dwellings	Work with landowners and developers, through agents forum, and identify blockages to deliverability. Consider releasing Kettlebrook Employment site for housing as per Policy	In house monitoring & updated housing trajectory
			No.of housing completions, amount of neighbourhood related floorspace, open space provided	Increase in provision	If no development commenced, work with landowners to identify blockages. Consider, where appropriate working with landowners and adjoining authorities to identify opportunities to bring forward release of land	In house monitoring

Core Policy/Spatial Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
SP7: Regeneration Priority Areas	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>TSP</li> <li>Developers</li> <li>Land Owners</li> <li>HCA</li> <li>RSL's</li> </ul>	<ul style="list-style-type: none"> <li>CP2,4,5,6,9,10,13 &amp; 15</li> <li>Winecote Regeneration Corridor SPD</li> <li>Locality Working Plans</li> <li>Economic Strategy</li> <li>Local Investment Plan</li> </ul>	<p>The Winecote SPD will set out a more detailed monitoring framework and specific targets</p> <p>% of properties achieving Decent Homes standard in Regeneration Priority Areas</p>	Increasing number of homes	Work with Council's Housing department and TSP to address blockages to delivery.	In house monitoring
			<p>Extent of deprivation in Tamworth relative to all areas nationally</p> <p>% of Open Space classed as high quality</p>	Reduce No of Super output areas that fall within the most deprived 10-20% in England	Work with partners to target holistic initiatives to address socio-economic deprivation.	In house monitoring & government produced statistics
SP8: Environmental Assets	<ul style="list-style-type: none"> <li>Natural England</li> <li>Tamworth Borough Council</li> <li>Staffordshire County Council</li> <li>Environmental Agency</li> <li>British Waters</li> <li>English Heritage</li> <li>Landowners</li> </ul>	<ul style="list-style-type: none"> <li>Green Infrastructure Study (GIS)</li> <li>Planning Obligations SPD</li> <li>CIL</li> </ul>	<p>Amount of previously developed land developed for uses set out in policy</p> <p>Amount of vacant floorspace</p>	Increasing trend	Work with landowners and developers, through agents forum, and identify blockages to deliverability	In house monitoring
			<p>Net Count of good quality open spaces lost to development</p>	Decreasing trend	Work with landowners and developers, through agents forum, and identify blockages to deliverability	In house monitoring
SP9: Sustainable Infrastructure	<ul style="list-style-type: none"> <li>Bus operators</li> <li>Network Rail</li> <li>Developers</li> <li>Tourism Attractions</li> </ul>	<ul style="list-style-type: none"> <li>Development Management Policies Developer Contributions</li> <li>Local Transport Plan Funding</li> </ul>	<p>Delivery of Local Transport Plan Priorities</p>	No loss	If an increasing trend is shown by a 5 year period, review GIS and Pre-Submission Discussions	In house monitoring
				N/A	Effective Partnership Working with SCC to deliver priorities	Staffordshire County Council monitoring

Core Policy/Spatial Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
CP1: Hierarchy of Centres	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Developers/Land Owners</li> <li>Enterprise Partnerships</li> </ul>	<ul style="list-style-type: none"> <li>Town Centre SPD</li> <li>Development Management Process</li> <li>LEP</li> <li>spatial/economic strategy</li> <li>Place Making SPD</li> </ul>	Amount of new comparison retail development located within the Town Centre, Local and Neighbourhood Centre Boundaries	<p>39,000sq.m A1 retail net floorspace increase in town centre</p> <ul style="list-style-type: none"> <li>20,000q.m Gungate Redevelopment</li> <li>18,000sq.m in other strategic sites allocated in policy</li> </ul>	Due to the unpredictability of the retail market it is difficult to forecast completions.	In house monitoring and health checks
			Amount of vacant floorspace in the town centre, local centres and neighbourhood centres	Reduction in the amount of vacant floorspace in the town centre, local centres and neighbourhood centres.	improve partnership working and delivery with centre partners to ensure that centres continue to remain viable	In house monitoring and health checks
CP2: Economic Growth and Enterprise	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>TSP</li> <li>Developers</li> <li>BEP</li> <li>Highways Agency</li> <li>Enterprise Partnerships</li> <li>Local Employers and Businesses</li> <li>Land owners</li> <li>Education and Training providers</li> </ul>	<ul style="list-style-type: none"> <li>SP1, CP2</li> <li>Economic Strategy</li> <li>LEP</li> <li>Spatial/Economic Strategy</li> <li>Place Plan</li> </ul>	Total amount of additional floorspace/land by use class	Increasing trend	Work with enterprise partnerships, landowners and adjoining authorities to ensure delivery of suitable sites to meet needs of Tamworth.	In house monitoring
			Total number of employee jobs in the Borough	Increasing trend over 5 year period	Liaise with local business support groups through enterprise partnerships	Staffordshire County Council data In house monitoring
CP3: Culture and Tourism	<ul style="list-style-type: none"> <li>TBC</li> <li>Destination Staffordshire</li> <li>SCC</li> <li>BEP</li> <li>Enterprise Partnerships</li> <li>Local Transport Operators</li> <li>British Waterways</li> <li>Staffordshire Wildlife Trust</li> <li>RSPB</li> <li>Adjoining Authorities</li> </ul>	<ul style="list-style-type: none"> <li>Development Management Process</li> <li>Place Making SPD</li> <li>LEP</li> <li>spatial/economic strategy</li> <li>Staffordshire LTP</li> <li>Town Centre SPD</li> </ul>	Loss of employment land	No loss of strategic employment areas to alternative uses	Work with partners to develop a greater understanding of the market for employment land	Staffordshire County Council data In house monitoring Pre-application discussions Tamworth & Lichfield Economic Strategy & reviews
			Number of tourism related jobs	Increase in number of tourism related jobs	If a decreasing trend occurs in any 5 year period then publish further guidance on promoting opportunities for tourism	In house monitoring Staffordshire County Council data
			Number of visitors recorded to tourism facilities	Annual increase in visitors recorded		In house monitoring Staffordshire County Council data

Core Policy/Spatial Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
CP4: Affordable Housing	<ul style="list-style-type: none"> <li>TBC</li> <li>RSL's</li> <li>HCA</li> <li>Developer</li> </ul>	<ul style="list-style-type: none"> <li>Development Management Process</li> <li>Developer Contributions SPD</li> <li>Community Infrastructure Levy</li> </ul>	Number of affordable housing completions	57 completions p.a	Less than an average of 57 units per annum over a 5 year period then review the threshold. Discuss with landowners and developers regarding viability	Residential Land monitoring reports
CP5: Housing Needs	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>RSL's</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management Process</li> <li>Housing Market Needs Assessment Update</li> <li>Place making SPD</li> </ul>	% of completions by size and type	4% 1 bedroom 42% 2 bedroom 39% 3 bedroom 15% 4 bedroom	Adopt more proactive pre-application discussions with developers and then regularly assess the need for potential housing types, through housing market area assessment process and amend policy as appropriate to reflect any emerging increasing need for a particular type.	In house monitoring
CP6: Housing Density	<ul style="list-style-type: none"> <li>TBC</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Development Management Process</li> <li>Place Making SPD</li> <li>Design and Access Statement</li> </ul>	% residential completions at specified dph	40dph in town centre and sustainable locations or 30 dph in urban area, as set out in policy.	If lower in any 5 year period review.	In house monitoring
CP7: Gypsies and Travellers and Travelling Showpeople	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Neighbouring Authorities</li> <li>Land Owners</li> </ul>	<ul style="list-style-type: none"> <li>Development Management Process</li> </ul>	Number of additional pitches granted permission	14 number of additional pitches by 2028	If no sites are delivered, improve partnership working with authorities	In-house monitoring
CP8: Sport and Recreation	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>National and Regional Bodies</li> <li>Developers</li> </ul>	<ul style="list-style-type: none"> <li>Health and Wellbeing SPD</li> <li>Development Management Process</li> <li>Indoor and Outdoor Sports Strategy</li> <li>Developer Contributions SPD</li> </ul>	% increase in participation  Loss of playing pitches	1% increase in participation per annum  No loss	Review quality, quantity, accessibility and level of use of Sport and Recreation facilities as part of review of Indoor and Outdoor Sports Strategy.	Indoor and Outdoor Sports Strategy

Core Policy/Spatial Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
CP9: Open Space	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Developers/ Land Owners</li> </ul>	<ul style="list-style-type: none"> <li>Health and Wellbeing SPD Development Management Process</li> <li>Open Space Strategy</li> <li>Developer Contributions SPD</li> </ul>	<p>The standard ha per 1000 population of publicly accessible open space set out in Planning obligations SPD</p> <p>Number of Parks achieving Green Flag status</p>	<p>Maintaining the standard set out in the Health and Wellbeing SPD</p> <p>All parks achieving Green Flag status</p>	<p>Review quality, quantity, accessibility and level of use of open spaces as part of review of Open Space strategy.</p> <p>Work with partners to identify issues and opportunities to ensure parks qualify for Green Flag status</p>	<p>In house monitoring</p> <p>In house monitoring</p>
CP10: Design of new development	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Developers/Land Owners</li> <li>Design Bodies</li> </ul>	<ul style="list-style-type: none"> <li>Development Management Process</li> <li>Place Making SPD</li> <li>Development Briefs</li> <li>Design and Access Statements</li> </ul>	<p>Number of applications refused on design grounds</p>	<p>Decreasing trend</p>	<p>Increasing pre-application discussions and raising awareness of design issues</p>	<p>In house monitoring</p>
CP11: Protecting the Historic Environment	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Developers/ Land Owners</li> <li>English Heritage</li> <li>Civic Society</li> <li>Amenity Bodies</li> </ul>	<ul style="list-style-type: none"> <li>Place Making SPD</li> <li>Development Management Process</li> <li>Town Centre SPD</li> <li>Conservation Management Plans</li> </ul>	<p>Number of heritage assets at risk</p> <p>Number of planning applications resulting in a positive enhancement of a locally designated heritage asset</p>	<p>Decrease in heritage assets at risk or no net increase in heritage assets.</p> <p>Relative increase in % year on year</p>	<p>If an increasing trend is shown over a 5 year period look at policy implementation relating to enabling development, CIL provisions and planning enforcement.</p> <p>If a decreasing trend is shown in a 5 year period then re-examine policy implementation including the possible use of article 4 directions.</p>	<p>In house monitoring</p> <p>Local list and in house monitoring</p>
CP12: Protecting and Enhancing Biodiversity	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Staffordshire Wildlife Trust</li> <li>Natural England</li> <li>Environment Agency</li> </ul>	<ul style="list-style-type: none"> <li>Green Infrastructure Strategy</li> <li>Development Management Process</li> <li>Developer Contributions SPD/CIL</li> </ul>	<p>Number of listed buildings re-used/brought back into use</p> <p>Change in areas of Biodiversity importance</p>	<p>Increasing trend</p> <p>No net reduction in areas designated for their intrinsic environmental value</p>	<p>If no increase occurs work with landowners and look to promote Conservation Grant as an incentive.</p> <p>If reduction demonstrated by 2017 Improve partnership working with delivery bodies.</p>	<p>In house monitoring review of Local List</p> <p>In house monitoring</p>
CP13: Delivering Sustainable Transport	<ul style="list-style-type: none"> <li>TBC</li> <li>SCC</li> <li>Highways Agency</li> <li>Transport</li> </ul>	<ul style="list-style-type: none"> <li>Staffordshire LTP</li> <li>Development Management Process</li> </ul>	<p>Travel Plans secured for major development</p>	<p>Increase in number of Travel Plans</p>	<p>Increasing pre-application discussions raising awareness of sustainable</p>	<p>In house monitoring Staffordshire County</p>



# APPENDIX 5: Travel Plans

## Aims and Objectives of a Travel Plan

A Travel Plan is a strategy to minimise the number of single car occupancy motor vehicles visiting a development, thereby reducing congestion and mitigating the impact of travel on the environment. A main objective is therefore to achieve a modal change from the car to more sustainable forms of transport.

A Travel Plan should deliver sustainable transport objectives which seek to:

- manage the demand for travel to a site,
- improve the availability and choice of travel mode to a site,
- reduce the need to travel (to and from the site),
- reduce the number of vehicles attending the site, particularly single occupancy vehicles,
- reduce the costs associated with on-site parking provision and congestion,
- provide the absolute minimum possible car parking spaces on site,
- improve the safety and security of people who travel to the site,
- promote the increased use of cycling, walking and public transport and therefore healthier living,
- promote integration between different transport modes,
- promote co-ordination between developments on larger sites,
- make positive changes to attitudes in relation to the use of alternative transport modes,
- i. provide clear information to employees, customers and visitors on the alternative modes of transport to and from the site,
- j. improve accessibility for non-car users and the disabled,
- k. promote the development of a transport system which enhances the environment and supports a sustainable economy.

## Which Developments require a Travel Plan?

The indicative thresholds contained within Appendix B of the Guidance on Transport Assessment (GTA) published March 2007 by the DfT and DCLG will largely be used to determine whether and what type of Travel Plan will be required.

Developments falling into column headed Travel Plan Threshold will require a Travel Plan to be submitted with the applications alongside the TA. The Travel Plan will be secured by a Section 106 Agreement.

Those developments falling in column headed Minimalist Travel Plan are likely to require a Minimalist Travel Plan secured by Grampian Condition.

## Types of Travel Plan

The form of the Travel Plan will largely be determined by the type of development, its location and accessibility to sustainable modes of travel. Indeed, the outcome of the TA will also affect the measures and outcomes to be achieved. Much also depends on the end user and whether these are known or not. Generally, Travel Plans fall into the following categories:

### Minimalist Travel Plans

These are for small-scale developments where the end user is known and where the transport implications are not substantial but nevertheless important to control. The emphasis for Minimalist Plans is on encouraging and promoting travel by sustainable modes for a period of about 5 years. Minimalist Plans are usually secured by way of a Grampian planning condition. They will generally not involve modal split targets or remedies.



**Travel Plan Framework:** these are used where Outline Planning consent is being sought and where the end-users are unknown. They provide a framework for individual Travel Plans.

**Measures/Outcomes Travel Plan:** these involve more of a commitment to a travel plan and contain a range of measures or actions to be provided within an agreed timetable. In order to provide more comfort that the modal split/shift targets within the Travel Plan would be achieved the Travel Plan needs to include remedies if the targets are not met. Where Travel Plans include modal split/shift targets and/or outcome targets with remedies and there is a high degree of confidence that this will succeed in reducing car usage then it is reasonable to make an allowance for this in the trip rate used in the TA.

Physical or hard measures can be secured by way of a Grampian condition that will require a separate legal agreement with the County Council. Other measures within the Travel Plan which can include, for example, car parking management; the phasing of works; the establishment of a Travel Plan Coordinator;

Survey and monitoring arrangements including monitoring fees are better dealt with by way of a S106 Obligation. These TPs are most effective where reviews/monitoring is linked with agreed targets/outcomes and where failure to meet these is to be remedied. Remedies are also controlled by a S106 Obligation relating to further specified measures or actions that may prove to be more effective.

**Residential Travel Plan:** focus on journeys originating from home to multiple and changing destinations. They should include targets based on trip rates with remedial measures.

Land use	Use/description	Travel Plan Threshold	Minimalist Travel Plan Threshold
Food retail (A1)	Retail sale of food goods to the public - food superstores, supermarkets, convenience food stores	>800 sq m.	>250 <800 sq m.
Non-food retail (A1)	Retail sale of non-food goods to the public; but includes sandwich bars- sandwiches or other cold food purchased and consumed off the premises, internet cafes	>1000 sq m.	>500 < 1000 sq m.
Financial and professional services (A2)	Financial services - banks, building societies and professional services, estate agents and employment services, betting offices, where services are provided to visiting members of the public	>2500 sq m.	>1000 <2500 sq m.
Restaurants and cafes(A3)	Restaurants and cafes - use for the sale of food for consumption on the premises	>2500 sq m.	>300 <2500 sq m.
Drinking Establishments (A4)	Use as a public house, wine bar or other drinking establishment	>600 sq m.	>300 <600 sq m.
Hot food takeaway(A5)	Use for the consumption on or off the premises	>500 sq m.	>250 <500 sq m.
Business (B1)	Offices other than in use class A2 (financial and professional), research and development, laboratories, studios and light industry	>2500 sq m.	>1500 > 2500 sq m.
General Industry (B2)	General Industry	>4000 sq m.	>2500 <4000 sq m.
Storage and Distribution(B8)	Storage and distribution centres, wholesale warehouses, distribution centres and repositories	>5000 sq m.	>3000 <5000 sq m.

Land use	Use/description	Travel Plan Threshold	Minimalist Travel Plan Threshold
Hotels (C1)	Hotels, boarding houses and guest houses	>100 bedrooms	>75 <100 bedrooms
Residential Institutions - hospitals, nursing homes (C2)	Used for the provision of residential accommodation and care to people in need of care	>50 beds	>30 <50 beds
Residential Institutions - residential education(C2)	Boarding schools and training centres	>150 students	>50 <150 students
Residential Institutions - hostels (C2)	Homeless shelters, accommodation for people with learning difficulties and people on probation	>400 residents	>250 <400 residents
Dwelling houses (C3)	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes students or young people sharing a dwelling and small group of homes for disabled or handicapped people living together in the community	>80 units	>50 <80 units
Non residential institutions (D1)	Medical and health services (Clinics, health centres, creches, day nurseries, day centres and consulting rooms), museums, public libraries, art galleries, exhibition halls, non-residential education and training, places of worship, religious instruction and church halls	>1000 sq m.	>500 <1000 sq m.
Assembly and leisure (D2)	Cinemas, dance and concert halls, sport halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos. Other indoor and sports and leisure uses.	>1500 sq m.	>500 <1500 sq m.
Stadia		>1500 seats	>500 <1500 seats

# APPENDIX 6: Infrastructure Delivery Plan

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
Transport – Cycling & Walking Cycle links	Encourage people to lead more sustainable lifestyles and reduce traffic congestion by addressing gaps in current provision, improvements to existing provision and new links for development (see Neil Mason)	Town centre / retail park links	Improved surface treatment and / or lighting and / or signage, to town centre	<b>Staffordshire County Council</b> Developer Contributions	unknown	2006-2011-2016	SP2 SP8 CP15 CP17	Funded through developer contributions, payable upon commencement	£116,832 has been secured through the Royal London and Aucott developments towards enhancements to pedestrian and cycle links
		Anker Valley – Ashby Road	Links to railway station, town centre and education	<b>Staffordshire County Council</b> Developer Contributions	£1m (new foot / cycle bridges over WCML and Nottingham line)	2011-2016-2021	SP5 SP6 SP8 CP15 CP17	Funded through Anker Valley development	
		Post 16 Academy	Improved street lighting, cycle facilities	<b>Staffordshire County Council</b> Developer Contributions	unknown	2006-2011	SP8 CP15 CP17	Funded through developer contributions	
Pedestrian Links	Encourage people to lead more sustainable lifestyles and reduce traffic congestion by addressing gaps in current provision, improvements to existing provision and new links for development (see Neil Mason)	Borough wide links	More comprehensive cycle network linking residential areas to the town centre and employment areas	<b>Staffordshire County Council</b> Developer Contributions	unknown		SP8 CP15 CP17	LTP and developer contributions	
		Ventura Park to Town Centre Local Transport Package:	Crossing facilities, improved pedestrian links, finger posts	<b>Staffordshire County Council</b> Developer Contributions	unknown	2006-2011-2016	SP2 SP8 CP15 CP17	Funded through developer contributions, payable upon commencement	Toucan crossing installed as part of roundabout signalisation. Necessary for the delivery of town centre regeneration.
		Improved access to River frontage in town centre	Waterside trail New paths and street furniture, signage Waterside trail	<b>Tamworth Borough Council</b> Environment Agency	£200,000	2011-2016	SP2 SP8 CP15 CP17		
		Measures relating to Post 16 Academy	Improved street lighting, pedestrian access	<b>Staffordshire County Council</b> Developer Contributions	unknown	2006-2011	SP8 CP15 CP17	Funded through developer contributions	
Transport - Rail	"Significant travel flows between Tamworth	Anker Valley Local Transport Package	Links to railway station, town centre and education	<b>Staffordshire County Council</b> Developer Contributions	£1m (new foot / cycle bridges over WCML and Nottingham line)	2011-2016-2021	SP5 SP6 SP8 CP15 CP17	Funded through Anker Valley development	Necessary for the delivery of regeneration and housing growth.
		Dedicated local rail service to Birmingham	Diversion of private car users commuting to Birmingham to Rail use	<b>Network Rail / London Midland</b>	unknown	2011-2016	SP4 SP6 SP8 CP15		

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
	corridor and Birmingham but rail is not well placed to accommodate these at present. The route is on a major regeneration corridor and there is significant opportunity for a better rail service to act as a catalyst for development" (West Midlands Rail Development Plan)	Tamworth Station Car Parking capacity increases	Diversion of private car users commuting to Birmingham to Rail use	<b>Network Rail / London Midland</b>	unknown	2006 - 2011	SP4 SP6 SP8 CP15 CP17		Complete
		Platform lengthening and station improvements at Wilnecote		<b>Network Rail</b>	unknown	2006 - 2011 - 2016	SP4 SP6 SP8 CP15 CP17		
		Turnback siding and crossover at Tamworth	To enable dedicated local service, increasing the % of commuters travelling by public transport	<b>Network Rail</b>	Unknown	2011 - 2016	SP4 SP6 SP8 CP15 CP17		
		Tamworth Station improvements		<b>Network Rail / London Midland</b>	Unknown	2006 - 2011	SP4 SP6 SP8 CP15 CP17	Identified in the National Stations Improvement Programme. Start expected on site Summer 2010	
		Camp Hill Chord line	Increase in capacity to central Birmingham stations. Improved connectivity and new journey opportunities.	<b>Network Rail</b>	Unknown	2011- 2016	SP4 SP6 SP8 CP15 CP17	Camp Hill lines chords in Network Rail SBP Route Plan April 2008 proposed strategy	
Bus Services	Improving accessibility. Reducing the impact of traffic (congestion, environment)	Ventura Park to Town Centre Local Transport Package: New bus stops, enhanced service, enhanced bus passenger information and infrastructure	Reduce impact of new development on local and strategic highway network. Reduce congestion, improving bus journey times and reliability.	<b>Staffordshire County Council Developer Contributions</b>	£200,000	2006- 2011 - 2016	SP2 SP4 SP6 SP8 CP15 CP17	Funding secured through developer contributions	Necessary for the delivery of town centre regeneration.
		Public Transport Partnership Route improvements	Commuter routes prioritised	<b>Staffordshire County Council</b>			SP4 SP8 CP15 CP17		County Council to advise on specifics
		Anker Valley Local Transport Package	Extended Route Service to new development	<b>Staffordshire County Council Developer Contributions</b>			SP4 SP6 SP8 CP15 CP17		
		Bus Depot Relocation	Available town centre regeneration site	<b>Arriva</b>	unknown	2011- 2016	SP2 SP4 SP8	Private Sector led	Arriva have confirmed desire to relocate when suitable premises become available
		Bus Station /	Enhanced passenger facilities	<b>Staffordshire</b>	unknown	2011-	SP2	LTP / private	

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
		facilities improvements		<b>County Council Arriva</b>		2016	SP4 SP8 CP15 CP17	sector / developer contributions	
Canal	Encourage use of green and blue corridors	Enhanced management, access and interpretation	Increased use of blue corridors. Greater connectivity Improved awareness and understanding of biodiversity	<b>British Waterways</b>	Unknown	-	SP8 SP9 CP3 CP13 CP14 CP15 CP17		
Road	Reducing the impact of traffic (congestion, environment)	Ventura Park to Town Centre Local Transport Package: A5(T) Junction Improvements at Stoneyclough / Mile Oak Anker Valley Local Transport Package	Reduce impact of new development on local and strategic highway network. Reduce congestion, improving bus journey times and reliability. Roundabout junction signalisation, highway improvements, linked signals, urban traffic control Less congestion and queuing Anker Valley Link Road, new highway capacity, modifications to A513/B5493 junction, Urban Traffic Control on Upper Gungate/Aldergate corridor and improved accessibility to Tamworth rail station	<b>Staffordshire County Council</b> Developer Contributions <b>Highways Agency</b> Contributions <b>Staffordshire County Council</b> , Network Rail, Developer Contributions	Total cost of transport strategy is currently unknown. Roundabout signalisation schemes delivered via S.278 agreement Mile Oak: £1,349,230 Stoneyclough : £973,326 £15+	2006-2011 2011-2016 2011-2016 2016-2021	SP2 SP4 SP6 SP8 CP15 CP17 SP4 SP5 SP8 CP17 SP4 SP6 SP8 CP15 CP17	Funded through developer contributions, payable upon commencement Funded through developer contributions Funded through developer contributions	Roundabout signalisation complete. Necessary for the delivery of town centre regeneration. Development in adjoining authorities may also be required to contribute
	Provide access	Dunstall Lane Link	Access to Employment Land achieved	<b>Private Sector</b>	unknown	2011-2016	SP4 CP2 CP17	Developer contributions	Planning Permission exists
Car Parking	Town Centre regeneration	Town Centre car park improvement, regeneration and rationalisation Improved Signage to town centre care parks As required	Right type of parking available in the right places Land released for town centre uses Promotion of alternative forms of sustainable travel Reduce congestion Town centre regeneration	<b>Tamworth Borough Council</b> Staffordshire County Council Private landowners <b>Tamworth Borough Council</b> Private landowners <b>Private</b>	Unknown Unknown	2011-2016 2011-2016	SP2 SP4 SP8 CP15 CP17 SP2 SP4 SP8 CP15 CP17	Developer contributions Developer contributions	
	Electric				unknown	2016-	SP2	Private sector	

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
	charging points			<b>sector</b> Tamworth Borough Council		2021	SP4 SP8 CP15 CP17	Tamworth Borough Council	
Housing Regeneration Areas		Tinkers Green	Housing that better meets the needs of Tamworth residents Improved stock condition Improved health and educational efficiency Reduction in social problems (i.e. ASB) & enhanced community involvement Effective utilisation of Council assets to maximise social & economic benefits of regeneration activity	<b>Tamworth Borough Council</b> Registered Providers HCA	To be determined as part of feasibility work	2011-2016	SP4 SP5 SP7		A feasibility study will be conducted that fully explores all options for development in Tinkers Green area. The study will look at scenarios that deliver the right mix / type of housing to meet identified need, potential investment requirements & explore the wider regeneration of the area to include benefits to the local economy, improvement to the physical / social environment & improved health outcomes for residents
		Kerria	Housing that better meets the needs of Tamworth residents Improved stock condition Improved health and educational efficiency Reduction in social problems (i.e. ASB) & enhanced community involvement Effective utilisation of Council assets to maximise social & economic benefits of regeneration activity	<b>Tamworth Borough Council</b> Registered Providers HCA	To be determined as key element of feasibility study	2011-2016	SP4 SP5 SP7		A feasibility study will be conducted that fully explores all options for development in Tinkers Green area. The study will look at scenarios that deliver the right mix / type of housing to meet identified need, potential investment requirements & explore the wider regeneration of the area to include benefits to the local economy, improvement to the physical / social environment & improved health outcomes for residents
		Garage Sites	Increased levels of Affordable Housing Reduction in social problems (i.e. ASB) & enhanced community involvement Effective utilisation of Council assets to maximise social & economic benefits of regeneration activity	<b>Tamworth Borough Council</b> Registered Providers HCA	Investment requirement to be identified once all sites to go forward have been agreed	2011-2016	SP4 SP5 SP7 CP4		Work is currently underway to determine which sites will be developed as affordable housing. Proposed numbers are expected to decrease once relevant site investigations have been completed. HCA to be invited to support & assist in delivery on those sites to go forward for development.
Town Centre housing	Increase vitality and viability	Town Centre	Increased housing provision to meet variety of identified need Bringing empty properties back into use / energy efficiency improvements Housing contribution to mixed use, more vibrant town centre	<b>Tamworth Borough Council</b> Registered Providers HCA		2011-2016	SP2 SP4 SP5		
Town Centre Public Realm	Increase vitality and viability	Gateways: College Campus Train Station South East Ladybridge Lichfield Street	Improved legibility to town centre Redevelopment / investment of public and private development sites Reconfigured Upper Gungate bridge link Reconfigured Pedestrian priority junction outside station to improve links to town	<b>Tamworth Borough Council and Staffordshire County Council</b>	To be determined as part of early design	2011-2016 2016-2021 2021-2026	SP2 SP8 CP2 CP10 CP11 CP17	LTP and developer contributions	

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
			centre Downgraded highways infrastructure minimised street clutter, maximised pedestrian movement and increase visibility of key strategic movement corridors						
		Corridors: Upper Gungate Victoria Road Bolebridge Street Ladybridge Lichfield Street	Investigate widened footpaths, cycle paths, pedestrian priority crossings, signage and adopting a constraint palette of materials and street furniture. Improved town centre links encouraging increased footfall Dedicated cycle links Improved lighting & crossing facilities /subway potential for riverside route	<b>Tamworth Borough Council and Staffordshire County Council</b>	To be determined as part of early design	2011-2016 2016-2021 2021-2026	SP2 SP8 CP2 CP10 CP11 CP17	LTP and developer contributions	
		Public realm enhancements	Flooring materials, pedestrian and vehicle signage, street furniture (bins, benches, planters, lighting etc.) coordinated, rationalised where appropriate and new signage installed, including Library / Civic Space & St Editha's Square	<b>Tamworth Borough Council and Staffordshire County Council</b>	To be determined as part of early design	2011-2016 2016-2021 2021-2026	SP2 SP8 CP2 CP10 CP11 CP17	LTP and developer contributions	
		Enhance Market	Provision of new stalls More regular markets	<b>Tamworth Borough Council</b>	Unknown	2011-2016	SP2 SP8 CP2 CP10 CP11 CP17	Tamworth Borough Council	New stalls have been introduced by the market operator and a programme of additional markets is being considered
		Improve access to river frontage	Enhanced access to river frontage and greenspace	<b>Tamworth Borough Council</b>	unknown	2011-2016	SP2 SP8 CP2 CP3 CP10 CP17	Tamworth Borough Council	Working with partners through Central Rivers Initiative and private landowners.
Public Realm improvements	Open space study found poor quality / low value spaces	Kerria Ellerbeck Exley Caledonia	Enhanced planting, materials, lighting, street furniture leading to improved sense of place	<b>Tamworth Borough Council</b>	unknown	2011-2016 2016-2021	SP2 SP3 SP8 CP1 CP2 CP10 CP17	Tamworth Borough Council Developer contributions	
Employment Area renewal	Improve sustainability and viability	Soft and hard landscaping, surfacing, signage, lighting improvements in employment areas	Enhanced appearance and attractiveness to market	<b>BEP</b>	unknown	2011-2016 2016-2021 2021-2026	SP4 SP8 CP2 CP10 CP17	Private sector, developer contributions where appropriate, Tamworth Borough Council	

Green Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
Increase in quantity & quality of open spaces	To mitigate deficiencies of good quality open spaces identified in open space assessment in North and North East analysis areas	Wigington Park – enhanced facilities	Increase the amount of good quality open space	Tamworth Borough Council			SP9 CP9 CP10 CP17		
		Kerria / Glascoate Road open space (north East analysis area)	Increase the amount of good quality open space	Tamworth Borough Council			SP7 SP9 CP9 CP10 CP17		
	Provision of new open space linked to new development	Borough Wide Anker Valley		Developers	Dependant on scheme	Dependant on scheme	SP6 CP9 CP17	Developer Contributions	
	Lack of urban park in eastern side of town (south east, east and north east analysis areas)	Bumpy / Kettlebrook Lakes	Formation of linear urban park Footpath, access improvements (inc bins, benches, dog bins, interpretation, signage), lighting, Increased semi-natural habitats Increased biodiversity	Tamworth Borough Council		2011-2016	SP9 CP9 CP10 CP17	Funded through SWT 'Wild About Tamworth' Team, Developer Contributions	
	To mitigate deficiency in semi-natural open space	Wigington Park – establish LNR (North analysis area)	Increased semi-natural habitats Increased biodiversity	Staffordshire Wildlife Trust Tamworth Borough Council		2011-2016	SP9 CP9 CP10 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team, Developer Contributions	
		Broad Meadow – establish LNR (mid-west analysis area)	Increased semi-natural habitats Increased biodiversity	Staffordshire Wildlife Trust Tamworth Borough Council		2011-2016	SP9 CP9 CP10 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team, Developer Contributions	
		Bumpy – establish LNR (East analysis area)	Increased semi-natural habitats Increased biodiversity	Staffordshire Wildlife Trust Tamworth Borough Council		2011-2016	SP9 CP9 CP10 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team, Developer Contributions	
		Kerria / Glascoate Road open space (North East analysis area)	Increased semi-natural habitats Increased biodiversity	Staffordshire Wildlife Trust Tamworth Borough Council		2011-2016	SP9 CP9 CP10 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team, Developer Contributions	
	Provision of "Sites of Alternative Natural Greenspace" (SANGS)	Broad meadow	Increased semi-natural habitats Increased biodiversity Reduced pressure on SAC	Staffordshire Wildlife Trust Tamworth Borough Council		2011-2016	SP9 CP9 CP10 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team, Developer Contributions	
	To maintain high levels of good quality open spaces accessible to	Increased maintenance levels Borough Wide	Maintenance of open spaces to be of required standard to	Tamworth Borough Council	Dependant on scale of development			SP9 CP9 CP10	Funded through developer contributions Recognised that development can place additional burden on existing open spaces and their



Green Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
	majority of residents		meet increased demands placed on space by development				CP17		maintenance.
		Increase and develop network of 'friends of' groups	2 new groups established, engagement with local people, raising involvement and knowledge of issues. Improved maintenance of areas	<b>Staffordshire Wildlife Trust</b>		2011-2016	SP9 CP9 CP17	Funded through SWT 'Wild About Tamworth' Team	
		Maintain conservation and engagement activity on existing LNR's	engagement with local people, raising involvement and knowledge of issues. Improved maintenance of areas. maximised potential for health and social benefits.	<b>Staffordshire Wildlife Trust</b>		2006-2011-2016	SP9 CP9 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team	
		Wild About Tamworth annual event	Raised awareness, increased number of volunteers	<b>Staffordshire Wildlife Trust</b> Tamworth Borough Council		2006-2011-2016	SP9 CP9 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team	
		Environmental Education	Increased access for schools to LNR, improved interpretation at open spaces	<b>Staffordshire Wildlife Trust</b> Tamworth Borough Council		2006-2011-2016	SP9 CP9 CP14 CP17	Funded through SWT 'Wild About Tamworth' Team, Tamworth Borough Council, Developer contributions	
Increase in quantity of play spaces	To address deficiencies of play spaces in the Borough	Fontenaye Road / Buckingham Road area (north analysis area)	Increased facilities for relevant age groups	<b>Tamworth Borough Council</b>	Dependant on scheme	2011-2016-2021-2026	SP5 SP9 CP9 CP16 CP17	Developer Contributions Tamworth Borough Council	
		Kerria / Glascoate Road open space (north east analysis area)	Increased facilities for relevant age groups	<b>Tamworth Borough Council</b>	Dependant on scheme	2011-2016-2021-2026	SP5 SP9 CP9 CP16 CP17	Developer Contributions Tamworth Borough Council	
		Warwickshire Moor / MacGregor Park (north east analysis area)	Increased facilities for relevant age groups	<b>Tamworth Borough Council</b>	Dependant on scheme	2011-2016-2021-2026	SP5 SP9 CP9 CP16 CP17	Developer Contributions Tamworth Borough Council	
		County Drive area	Increased facilities	<b>Tamworth</b>	Dependant on	2011-	SP5	Developer Contributions	

Green Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
		(Mid-West analysis area)	for relevant age groups	<b>Borough Council</b>	scheme	2016-2016-2021-2021-2026	SP9 CP9 CP16 CP17	Tamworth Borough Council	
		East of Pealers Way (south west analysis area)	Increased facilities for relevant age groups	<b>Tamworth Borough Council</b>	Dependant on scheme	2011-2016-2016-2021-2021-2026	SP5 SP9 CP9 CP16 CP17	Developer Contributions Tamworth Borough Council	
		Castle Grounds (mid west analysis area)	Increased facilities for relevant age groups	<b>Tamworth Borough Council</b>	Dependant on scheme	2011-2016-2016-2021-2021-2026	SP5 SP9 CP9 CP16 CP17	Developer Contributions Tamworth Borough Council	
		West of Glascoate Lane (south east analysis area)	Increased facilities for relevant age groups	<b>Tamworth Borough Council</b>	Dependant on scheme	2011-2016-2016-2021-2021-2026	SP5 SP9 CP9 CP16 CP17	Developer Contributions Tamworth Borough Council	
Enhanced access to green network	Support improving health and wellbeing of residents.	Towpath upgrades to provide routes for walking and cycling	Improved health and wellbeing Greater use of sustainable transport	<b>British Waterways</b>	unknown	2016-2026	SP8 SP9 CP12 CP14 CP15 CP17	British Waterways, Developer Contributions where appropriate	
	Support improving health and wellbeing of residents.	Additional cycle tracks utilising green network / Borough wide	Improved health and wellbeing Greater use of sustainable transport	<b>Tamworth Borough Council</b> Staffordshire County Council	unknown	2016-2026	SP8 CP12 CP15 CP17	Staffordshire County Council (LTP) Tamworth Borough Council	

Social & Community Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
Sport and Leisure	Increase participation rates in sport and physical activity	Multi-purpose community-use leisure centre	25 x 12m swimming pool Teaching pool Minimum of a 4 court sports hall Health and fitness gym with a min 70 workstations	<b>Tamworth Borough Council</b> Staffordshire County Council	£6m-£10m dependant on final spec	2016-2021	SP4 CP8 CP16 CP17	Tamworth Borough Council Staffordshire County Council Developer Contributions	
		2 MUPA in west analysis area	Improved access	<b>Tamworth Borough Council</b>	£200,000	2011-2016	SP4 CP8 CP16 CP17	Tamworth Borough Council Developer Contributions	
		BMX fun track	New facility	<b>BMX Club</b>	unknown	2011-2016	SP4 CP8 CP16 CP17	Funding secured	Planning permission exists and construction started
		BMX Competition Track	Regional BMX Track	<b>BMX Club</b>	£250,000	2016-2021	SP4 CP8 CP16 CP17	Club seeking funding sources	
		Bowling green provision in south of borough	New facility	<b>Tamworth Borough Council</b>	unknown	2011-2016	SP4 CP8 CP16 CP17	Tamworth Borough Council Developer Contributions	
		Tennis court provision	New courts	<b>Tamworth Borough Council</b>	unknown	2016-2021	SP4 CP8 CP16 CP17	Tamworth Borough Council Developer Contributions	Prioritise south of the borough
		Increase community access to existing facilities	Increase participation rates	<b>Sport Across Staffordshire</b>	unknown	2011-2016	SP4 CP8 CP16 CP17		
		Assembly Rooms refurbishment and expansion	Increased visitor numbers to town centre	<b>Tamworth Borough Council</b>	£2.5m	2011-2016	SP2 SP4 CP2 CP3 CP16 CP17	HLF Arts Council Tamworth Borough Council (400k)	
		Castle - HLF	Increased visitor numbers to town centre	<b>Tamworth Borough Council</b>		2011-2016	SP2 SP4 CP2 CP3 CP16 CP17	HLF Tamworth Borough Council	
		Castle - Mercian Trail	Increased visitor numbers to town centre	<b>Tamworth Borough Council</b>	£360,000	2011-2016	SP2 SP4 CP2 CP3	Tamworth Borough Council	To enable display of Staffordshire Hoard as part of Mercian Trail
Culture	Enhance cultural infrastructure								

Social & Community Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
Health and Wellbeing	Meeting identified need to support improving health and wellbeing of residents. See Indoor / Outdoor Sports Study	Additional Health centres, GP surgeries as required	Improve health / wellbeing Expanded health care facilities	<b>PCT</b>	Unknown until need arises and solution scoped	2016-2021	CP16 CP17 CP16		Accommodation of branch surgery in the Anker Valley sustainable urban neighbourhood may be required
<b>COMMUNITY SERVICES</b>									
Fire Stations	Improve emergency response times Reduce risk of fire	2 new community fire stations (Belgrave and Lichfield Street)	2 new stations. Improved community access to facilities. Improved knowledge and understanding of issues	<b>Staffordshire Fire</b>	£46m for wider programme	2006-2011 2011-2016	CP16	PFI - secured	Complete
Police	Address crime and fear of crime	Restructure / relocate existing Police facilities in town		<b>Staffordshire Police</b>	Unknown	Unknown	CP16	Unknown	Police expect in Plan period that some alteration or restructuring of existing facilities may be required to respond to changing demands upon resources
Community Centre		Anker Valley Community Centre		<b>Developer</b>	£500,000	2021-2026	SP6 CP16 CP17	Private sector funded	
Cemeteries / Crematoria		Extension to Wigginton Park Cemetery		<b>Tamworth Borough Council</b>	Unknown – being scoped with EA	2016-2021	SP9 CP16	Tamworth Borough Council	Survey work underway
Education – Nursery and Pre-school		As required		<b>Staffordshire County Council</b>					
Education – Primary		New 1.5 form of entry (FE) Primary school which consists of 315 Reception to Year 6 places and relevant nursery provision, approx site size: 15,100m <sup>2</sup> in Anker Valley.		<b>Staffordshire County Council Developer contributions</b>	£5.2m	2011-2016 2016-2021	SP6 CP16 CP17	Developer contributions	
		Depending on scale, location and timing of new development extensions to existing schools may be necessary – <b>Staffordshire County Council to advise further</b>		<b>Staffordshire County Council Developer contributions</b>			CP16 CP17	Developer Contributions may be required where roll numbers increase as result of development	
Education - Secondary		Extension to Rawletts to accommodate Anker valley development 175		<b>Staffordshire County Council Developer</b>	£3m	2011-2016 2016-	SP6 CP16 CP17	Developer contributions	

Social & Community Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
		places Depending on scale, location and timing of new development extensions to existing schools may be necessary – <b>Staffordshire County Council to advise further College to advise further</b>		contributions <b>Staffordshire County Council</b> Developer contributions		2021	CP16 CP17		
Further / High Education	Reduce unemployment, raise aspiration and improve skill set	Projects to provide Job advice / support throughout town	Increased numbers or 'work-ready'	<b>Job Centre</b> Staffordshire County Council Tamworth Borough Council	unknown	2011-2016	SP4 CP2 CP16	£60,000 committed from Tamworth TSP	Projects currently being delivered
Employment	Create jobs in local business community and increase entrepreneurial activity	Business Support: Enterprise and job creation service	Increase employment growth	<b>Tamworth Borough Council</b>	£30,000 p.a.	2011-2016	SP4 CP2 CP16		Funding committed. Delivery start April 2012.
	Provide a stable and nurturing environment with office facilities for start up businesses and social enterprises. Provision of conference / meeting place	Business Incubation Units & meeting space town centre / college / Armington Industrial Estate depending on site availability	Increase level of business start-ups	<b>Staffordshire County Council</b> BEP Tamworth Borough Council	£500,000 - £1m depending on scale	2011-2016	SP4 CP2 CP16		
Childrens Services		Youth Centre provision		<b>Staffordshire County Council</b>	unknown	unknown	CP16	Staffordshire County Council	
Water Resources and Supply	Enable development	Some off-site water mains infrastructure will be required  New booster pump at Glascoate booster station Use of Warton Groundwater Unit for further water extraction	Development with required infrastructure	<b>Severn Trent Water Ltd, South Staffs Water</b> Developer contributions <b>South Staffs Water</b> South Staffs Water	Unknown	unknown	SP5 CP17		Dependant on level of growth
Waste water collection and treatment	Enable development	Improvements may be required to increase capacity within the mains / pumping stations	Development with required infrastructure	<b>Severn Trent Water Ltd</b>	unknown	unknown	SP5 CP17		Dependant on level of growth
Surface Water	Reduce flood risk	Implementation of Sustainable Drainage	Reduced risk of flooding	<b>Staffordshire County Council</b>	unknown	ongoing	SP1 CP13	Developers	

Social & Community Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
Drainage		Systems techniques in new development		Tamworth Borough Council Developer contributions			CP17		
Flood Defences	Reduce flood risk	New flood defences at Fazeley (Mayfair Drive and Brook End), new embankment at Lichfield Road	New flood defences leading to reduced risk of flooding	<b>Environment Agency</b>	Unknown	2011-2016	SP1 CP13	Environment Agency	The River Tame Flood Risk management Strategy contained several projects to reduce the risk of flooding and was subject to public consultation in 2009. An action plan with priorities is expected.
		Investigation of flooding and Flood protection works to Birmingham Fazeley Canal	Reduced flooding from River Tame	<b>British Waterways / Environment Agency</b>	Unknown	2016-2026	SP1 CP13	Environment Agency	The River Tame Flood Risk management Strategy contained several projects to reduce the risk of flooding and was subject to public consultation in 2009. An action plan with priorities is expected.
Waste		Household Waste Recycling Station		<b>Warwickshire County Council</b>	Unknown	2011-2016	CP12		Planning Permission exists for site. Linked into expansion of Birch Coppice.
Energy Transmission and distribution system for electricity		None identified but upgrading, renewal, extension to network and substations may be required		Electricity Providers	Unknown		SP1		
Transmission and distribution system for gas		None identified but upgrading, renewal and extension to gas networks may be required		Gas providers	Unknowns		SP1		
Renewable Energy Generation		Possible opportunities for renewable energy generation have been identified in the Staffordshire Renewable / Low Carbon Energy Study		Private sector / commercial energy companies			SP1 CP2		

# APPENDIX 7: Glossary

**Disclaimer:** The Glossary is neither a statement of law nor an interpretation of the law, and its status is only an introductory guide to planning terminology and should not be used as a source for statutory definitions.

<b>Accessibility</b>	The ability of everyone to conveniently go where they want.
<b>Affordable housing</b>	<p>Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.</p>
<b>Annual Monitoring Report (AMR)</b>	Sets out the Council's progress in terms of producing the Local Development Documents and in implementing policies. The monitoring period is from April to March.
<b>Biodiversity</b>	The whole variety of life encompassing all genetics, species and ecosystems, including plants and animals.
<b>CABE</b>	Commission for Architecture and the Built Environment. CABE is the government's advisor on architecture, urban design and public space.
<b>Capacity (Retailing term)</b>	Money available within the catchment area with which to support existing and additional floor space.
<b>Clusters</b>	Networks of specialised, creative, industrial or hi-tech businesses concentrated within a particular location whose co-location may enhance their competitive advantage.
<b>The Community Infrastructure Levy (CIL)</b>	This is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.
<b>Comparison Goods</b>	The provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods
<b>Conformity</b>	In agreement with, accords and with the principles of something.
<b>Conservation Area</b>	Area of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
<b>Convenience Goods</b>	The provision of everyday essential items, including food, drinks, newspapers/ magazines and confectionary.
<b>Local Plan</b>	A development Plan Document setting out the spatial vision and objectives of the planning framework for an area, linking into the community strategy.

<b>Density</b>	In the case of housing development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
<b>Development Plan Documents (DPDs)</b>	DPDs are local development documents that have Development Plan Document Status. Once they are adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. The DPDs that planning authorities indicated must prepare include the Local Plan, site specific allocations of land and, where needed, action area plans.
<b>Designated sites</b>	Sites of conservation or landscape importance which will be protected from adverse impact of development. There are three main tiers of designated conservation sites, international, national and regional.
<b>Dwelling</b>	A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or residentially converted farm building.
<b>Employment uses</b>	Includes any uses or development that creates jobs
<b>Environment Agency</b>	This is a Public Body that is responsible for protecting and improving the environment of England and Wales, and for protecting communities from the risk of flooding and managing water resources. They are consulted throughout the plan making and decision making process in order to promote sustainable development.
<b>Existing Employment Areas</b>	These are the EMP areas shown in the proposal map for the Council's Local Plan.
<b>Evidence Base</b>	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area. It consists of consultation responses and the finding of technical studies.
<b>Flood Plain</b>	Generally flat lying areas adjacent to a watercourse, tidal lengths of a river or the sea where the water flows in times of flood or would flow but for the presence of flood defences.
<b>Greenbelt</b> (Not to be confused with the term greenfield)	A designation for land around certain cities and large built up areas, which aims to keep this land permanently open or largely undeveloped.
<b>Greenfield Land</b>	Land which has never been built on before or where the remains of any structure or activity have blended into the landscape over time
<b>Green corridor/wildlife corridor</b>	Green corridors can link housing areas with the national cycle network, town and city centres, places of employment and community facilities. They can help promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and countryside.
<b>Green Infrastructure</b>	A strategically planned and delivered network of high quality green spaces and other environmental features. It is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.
<b>Gypsy and Traveller Accommodation Assessment (GTAA)</b>	The Housing Act 2004 requires local authorities to undertake an assessment of the accommodation needs of gypsies and travellers. This assessment is used to inform the amount of land that should be identified by the planning system to meet the needs of gypsies and travellers.
<b>Indices of Multiple Deprivation</b>	This measures the level of deprivation within a specific geographic area (i.e. council wards). It assesses the level of deprivation from a whole range of sources such as income employment; health and disability; education; skills and training; housing and services; living environment and crime. It can be useful for identifying areas in need of regeneration.
<b>Infill development</b>	Building on a relatively small site between existing buildings.
<b>Infrastructure Delivery Plan (IDP)</b>	The IDP identifies the necessary social, physical and green infrastructure required to support the new development proposed in the Local Plan for Tamworth up to 2028.



<b>Listed building</b>	A building of special architectural or historic interest, graded I (highest quality) II* or II.
<b>Local Centre</b>	Includes a range of small shops and perhaps limited services of a local nature, serving a small catchment. Sometimes also referred to as a local neighbourhood centre.
<b>Local Development Documents</b>	These include Development Plan Documents, which will form part of the statutory development plan and Supplementary Planning Documents, which do not form part of the statutory development plan. Local Development Documents together deliver the spatial planning strategy for the local planning authority's area and they may be prepared jointly between local planning authorities.
<b>Local Development Framework</b>	A non statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. The Local Development Framework will also comprise the statement of community involvement, the local development scheme and the annual monitoring report.
<b>Local Plan</b>	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
<b>Local Transport Plan</b>	A five year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local Transport Plans should be consistent with the policies and priorities set out in the Regional Transport Strategy.
<b>Masterplan</b>	A type of planning brief outlining the preferred usage of land and buildings, as a framework for planning applications.
<b>Mineral Safeguarding Area</b>	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
<b>Mixed use</b>	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
<b>Modal Split</b>	The number of journeys being made by each different transport type.
<b>National Planning Policy Framework (NPPF)</b>	<p>The NPPF sets out the Government's planning policies for achieving sustainable development, in terms of encouraging economic prosperity, social progress (i.e. increasing the delivery of homes and its supporting infrastructure such as schools, hospitals, roads, etc) and protecting the historic/natural environment (i.e. sites of biodiversity importance and conservation areas).</p> <p>The NPPF will guide the formulation of the Local Plan, which will contain policies that are generally consistent with the guidelines in the NPPF. In addition to this, the NPPF will also be a material consideration in planning decisions.</p>
<b>Open space</b>	All space is of public value, including not just land, but also areas of water, such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a haven for wildlife and are usually attractive.
<b>Plan, Monitor and Manage</b>	Approach to housing provision involving: Plan for an overall annual rate and distribution of housing, monitor provision against targets and indicators and manage the process.
<b>Planning application</b>	A form plus plans submitted to the Council when development is proposed.
<b>Planning condition</b>	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
<b>Planning obligation</b>	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

<b>Previously Developed Land</b>	Previously developed land is that which is or was occupied by a permanent structure including the curtilage of the developed land and any associated fixed infrastructure. This excludes: land that has been or is occupied for forestry/agricultural buildings; private residential gardens; allotments; parks and recreational grounds.
<b>Primary and secondary frontages</b>	Primary frontages are likely to include a high proportion of retail uses. Secondary frontages provide greater opportunities for a diversity of uses.
<b>Primary shopping area</b>	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage).
<b>Regional Spatial Strategy</b>	<p>The Regional Spatial Strategy (RSS) sets out how a region should look in 15-20 years time and possibly longer. It identifies the scale and location of new housing in the region, shows areas for regeneration, growth and identifies smaller sub regions, specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.</p> <p>The Government is intending to abolish the RSS through the Localism Act .They are currently assessing the environmental impacts of this and are in the final stages of revoking it.</p>
<b>Renewable and low carbon energy</b>	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
<b>Retail Floorspace</b>	Total area of the property associated with all retail uses. Usually measure in square metres
<b>Sequential approach</b>	A planning principle that seeks to identify, allocate or develop certain types of land before consideration of others. For example, brownfield housing sites before greenfield sites or town centre retail sites before out of centre sites.
<b>Sequential Test (Development)</b>	<p>A planning principle that encourages new development to take place in the most sustainable locations in terms of accessibility and reducing the need to travel by private car. Therefore, potential proposals are assessed (or sites are allocated), in accordance with the following preferences:</p> <ol style="list-style-type: none"> <li>1. locations in appropriate existing centres where sites or buildings for conversion a. are, or are likely to become, available within the plan period</li> <li>2. edge-of-centre locations, with preference given to sites that are or will be well-b. connected to the centre</li> <li>3. out-of-centre sites, with preference given to sites which are or will be well served c. by a choice of means of transport and which are closest to the centre and have a higher likelihood of forming links with the centre.</li> </ol>
<b>Sequential Test (Flood Risk):-</b>	<p>In areas at risk of flooding, applicants are required to undertake a sequential test (as part of their Flood Risk Assessment), to demonstrate that a potential proposal is being situated on a site that has a low risk of flooding. Applications in areas at risk of flooding are assessed in accordance with the following preferences:</p> <p>Flood Zone 1: An area with low risk of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding.</p> <p>Flood Zone 2: An area with a low to medium risk of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.</p> <p>Flood Zone 3a: An area with a high probability of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of flooding from the sea.</p> <p>Flood Zone 3b: This is an area within a functional floodplain. This zone comprises land where water has to flow or be stored in times of flood.</p>
<b>Site of Special Scientific Interest</b>	A site identified under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals and natural features relating to the Earths structure).
<b>Spatial Vision</b>	A brief description of how the area will be changed at the end of the plan period (10-15 years)

<b>Special Areas of Conservation</b>	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
<b>Staffordshire Local Transport Plan</b>	The Transport Act 2000 requires all Highway Authorities to produce a five-year Local Transport Plan (LTP) which sets out a strategy and action plan for improving local transport. Staffordshire's second LTP ('LTP2') covering the period 2006/07 - 2010/11 was submitted to the Department for Transport on the 31st March 2006
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	A key component of the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national planning policy, set out in the National Planning Policy Framework.
<b>Strategic Flood Risk Assessment (SFRA):</b>	Assessment of all forms of flood risk from groundwater, surface water, impounded water bodies, sewer, river and tidal sources, taking into account future climate change predictions. This allows Councils to use this information to locate future development primarily in low flood risk areas (Level 1 SFRA).
<b>Strategic Housing Market Assessment (SHMA)</b>	A technical study which assesses housing need and demand across a defined market area and which is used to inform housing and planning policies.
<b>Strategic Planning</b>	Wider ranging and longer term planning which establishes broad goals, strategies, principles and objectives for the wider region.
<b>Supplementary Planning Document (SPD)</b>	An SPD is a Local Development Document that may include a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document. They are capable of being a material consideration in planning decisions but are not part of the development plan.
<b>Sustainability Appraisal (SA)</b>	This examines the impacts of the Local Plan strategies/policies against a large number of economic, social and environmental sustainability objectives. It also provides an indication of what measures may need to be taken to minimise/eliminate any adverse impacts and promote sustainable development. The Planning Compulsory Purchase Act requires an SA to be undertaken for all Development Plan Documents throughout the plan making process.
<b>Sustainable Communities</b>	Places where people want to live and work, now and in the future.
<b>Sustainable Community Strategy</b>	This sets the overall strategic direction and long-term vision for the economic, social and environmental wellbeing of a local area - typically 10 to 20 years - in a way that contributes to sustainable development in the UK. It is prepared by a Local Strategic Partnerships which is made up of public, private and voluntary sector organisations. It identifies the key long terms priorities for the area (i.e. Affordable housing, creating employment, tackling causes of social deprivations, etc) and how the LSP could work together to address these.
<b>Sustainable development</b>	A wider used definition drawn upon by the World Commission on Environment and Development in 1987 "development that meets the needs of the present without compromising the ability of future generations to meet their own needs"
<b>Sustainable Drainage Systems (SUDS)</b>	These systems endeavour to mimic the natural movement of water from a development, reducing flood risk, improving water quality and often providing attractive features that can make towns and cities more desirable places to live in and enhancing the quality of life.
<b>Transport Assessment</b>	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
<b>Travel Plan</b>	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

<b>Town centre uses</b>	<p>According to the national Planning guidelines, the main town centre uses are:</p> <ol style="list-style-type: none"> <li>1. retail development (including warehouse clubs and factory outlet centres)</li> <li>2. leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)</li> <li>3. offices, and</li> <li>4. arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</li> </ol>
<b>USE Classes Order</b>	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. The following list gives an indication of some of the types of uses which may fall within each use class.</p> <p><b>A1 Shops:</b> Town and Country Planning (Use Classes) Order 1987 (as amended) includes shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafés.</p> <p><b>B1 Employment Use:</b> Offices, research and development, light industry (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).</p> <p><b>B2 Employment Use:</b> General Industrial (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).</p> <p><b>B8 Employment Use:</b> Storage and distribution (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).</p> <p><b>Non B Employment Uses:</b> A use commonly defined as including retail, tourism, leisure education, and health as set out by the Town and Country Planning Use Classes Order 1987 and its subsequent amendments.</p>
<b>Vitality</b>	In terms of shopping, a centre that is capable of success or continuing effectiveness.
<b>Viability</b>	In terms of shopping, the capacity of a centre to grow or develop.
<b>windfall Site</b>	A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of the a plan. Most 'windfalls' are referred to in a housing context.

# APPENDIX 8: Saved Local Plan Policies to be replaced by the Local Plan

The Planning and Compulsory Purchase Act 2004 provided for the saving of policies in adopted Local Plans which reflected the principles of the Local Development Framework and were consistent with national policy.

The Borough Council adopted the Tamworth Local Plan on 6th July 2006. The Council applied to the Secretary of State to save any relevant policies beyond 5th July 2009 and was successful in saving 27 policies. Some Adopted Local Plan policies ceased to be "saved". Eventually all the remaining Saved Adopted Local Plan policies will be replaced by the Development Plan Documents that make up the Local Development Framework.

Below is a list of Tamworth Borough Council's policies showing those Saved Adopted Local Plan policies to be replaced by the adopted Local Plan.

**Until the Local Plan is adopted all Saved Local Plan Policies will continue to apply.**

Saved Policies in the adopted Tamworth Local Plan July 2006 Policy Name/Purpose		Replacement Policy Number and Title in the Local Plan	
<b>Environment</b>			
ENV7	<b>Habitats and biodiversity outside designated nature conservation sites</b> – protects biodiversity outside designated sites.	CP12	Protecting and Enhancing Biodiversity
ENV8	<b>Habitats of legally protected species</b> – protects habitats of legally protected species and provides criteria for mitigation	CP12	Protecting and Enhancing Biodiversity
ENV9	<b>Protection of trees, woodlands and hedgerows</b> – protects trees, woodlands and hedgerows against development	CP12	Protecting and Enhancing Biodiversity
ENV13	<b>Protection of open space</b> - protects open space network and provides criteria against which to assess proposals that would affect this network	CP9 CP1	Open Space Spatial Strategy
ENV14	<b>Open space for new developments</b> – sets out NPFA standard for open space provision	CP9 CP1	Open Space Spatial Strategy
ENV18	<b>Anker Valley public access area</b> – seeks provision of public access in the Anker Valley associated with strategic development	CP6	Anker Valley Sustainable Urban Neighbourhood
ENV19	<b>High quality design</b> – sets out criteria to be applied to all applications	CP10	Design of new development
<b>Transport</b>			
TRA3	<b>Traffic</b> – ensures that new development does not impose unacceptable pressure on the highway network	SP9 CP2 CP13  CP15 SP6  SP5 SP7	Sustainable Transport Economic Development Sustainable Development and Climate Change mitigation Sustainable Transport Anker Valley Sustainable Urban Neighbourhood Housing Regeneration Priority Areas
TRA8	<b>Transport proposals</b> – sets out road and public transport schemes	SP9	Sustainable Transport

Saved Policies in the adopted Tamworth Local Plan July 2006 Policy Name/Purpose		Replacement Policy Number and Title in the Local Plan	
<b>Employment</b>			
<b>EMP3</b>	<b>Uses within established employment area</b> – sets out appropriate uses and restricts proportion of B8 uses	<b>CP2</b>	<b>Economic Development</b>
<b>EMP7</b>	<b>Working from home</b> – encourages working from home and sets out criteria for considering applications		
<b>Housing</b>			
<b>HSG2</b>	<b>Housing proposal sites</b> – allocates sites to meet Structure Plan target	<b>SP1 SP5</b>	<b>Spatial Strategy for Tamworth Housing</b>
<b>HSG4</b>	<b>Anker Valley strategic housing proposal</b> – confirms Anker Valley as a strategy housing site and sets out expectations for infrastructure and new local services	<b>SP6</b>	<b>Anker Valley Sustainable Urban Neighbourhood</b>
<b>HSG5</b>	<b>Residential development within the urban area</b> – sets out criteria for assessing proposals	<b>CP6 SP1  SP3 SP5 SP7</b>	<b>Housing Density A Spatial Strategy for Tamworth Supporting investment in local and neighbourhood centres Housing Regeneration Priority Areas</b>
<b>HSG11</b>	<b>Planning obligations</b> – sets out the requirements that will be placed on developers of housing sites	<b>SP9 CP13  CP14 CP15 CP16 CP17</b>	<b>Sustainable Transport Sustainable Development and Climate Change mitigation Water Management Sustainable Transport Community Infrastructure Infrastructure and developer contributions SPD</b>
<b>HSG14</b>	<b>Extensions to existing properties</b> – sets out criteria for assessing proposals	<b>CP11</b>	<b>Protecting the historic environment</b>
<b>HSG16</b>	<b>Provision of accommodation for Gypsies/Travelers</b> – sets out criteria for assessing proposals	<b>CP7</b>	<b>Gypsies, Travellers and Travelling Showpeople</b>

Saved Policies in the adopted Tamworth Local Plan July 2006 Policy Name/Purpose		Replacement Policy Number and Title in the Local Plan	
<b>Town Centre &amp; Retailing</b>			
TCR1	<b>Shopping policy area</b> – defines the extent of the main retail area of the town centre	SP2	Supporting investment in Tamworth Town Centre
TCR2	<b>Shopping proposal</b> – allocates the Gungate Precinct for major redevelopment	CP1	Hierarchy of centres for retail & leisure proposals
TCR4	<b>Shopping frontages</b> – protects the predominantly retail function of primary shopping frontages	CP1	Hierarchy of centres for retail & leisure proposals
TCR5	<b>Housing in the town centre</b> – encourages use and conversion of underused space for residential use and as part of mixed use schemes	SP1 SP2	A Spatial Strategy for Tamworth Supporting investment in Tamworth Town Centre
TCR6	<b>Residential policy areas</b> –protects the residential character of the peripheral parts of the town centre	SP1 SP2 SP3	A Spatial Strategy for Tamworth Supporting investment in Tamworth Town Centre Supporting investment in local and neighbourhood centres
TCR7	<b>Mixed use area (i)</b> – defines an area outside the main retail area where a mix of uses would be appropriate	SP1 SP2 SP3 CP3 SP6 SP7	A Spatial Strategy for Tamworth Supporting investment in Tamworth Town Centre Supporting investment in local and neighbourhood centres Culture and Tourism Anker Valley Sustainable Urban Neighbourhood Regeneration Priority Areas
TCR8	<b>Mixed use area (ii)</b> - defines an area outside the main retail area where a mix of uses would be appropriate	SP1 SP2 SP3 CP3 SP6 SP7	A Spatial Strategy for Tamworth Supporting investment in Tamworth Town Centre Supporting investment in local and neighbourhood centres Culture and Tourism Anker Valley Sustainable Urban Neighbourhood Regeneration Priority Areas
TCR9	<b>Mixed use area (iii)</b> - defines an area outside the main retail area where a mix of uses would be appropriate	SP1 SP2 SP3 CP3 SP6 SP7	A Spatial Strategy for Tamworth Supporting investment in Tamworth Town Centre Supporting investment in local and neighbourhood centres Culture and Tourism Anker Valley Sustainable Urban Neighbourhood Regeneration Priority Areas
TCR12	<b>Parking</b> – defines the area within which commuted sums will be sought in lieu of on-site parking provision	CP15	Sustainable Transport
TCR13	<b>Development in local centers</b> – protects the retail function of local centers whilst allowing diversification	SP3	Supporting investment in local and neighbourhood centres







**Tamworth Borough Council Local Plan 2006-2028  
Pre-submission publication document**

**Accessibility**

**If you require this document in another  
format or language please contact us.**

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