

TAMWORTH BOROUGH COUNCIL CORE STRATEGY
PRE-SUBMISSION PUBLICATION DOCUMENT

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CHAPTER 1- INTRODUCTION

What is the Tamworth Local Development Framework?

The local development framework, or LDF, is a collection of documents which collectively deliver the spatial planning strategy for an area. In addition to setting out how much new development is required and where it should be located, the LDF will be used as the starting point to assess planning applications and appeals within Tamworth.

The Council has been working to produce the Core Strategy, the over-arching spatial document for Tamworth. It will guide other Local Development Framework (LDF) documents, which will set out more detailed policies and strategies. The Core Strategy aims to be sufficiently flexible to allow for future uncertainty, whilst making the key spatial decisions for Tamworth to 2028. On adoption by the Council (anticipated early 2013), it will replace the Tamworth Local Plan, which itself was adopted in 2006. Any outstanding policies not covered by the Core Strategy will be included within SPDs. The table in appendix 9 sets out which saved policies have been replaced and the policies to be covered by forthcoming SPDs.

The Core Strategy includes:

1. An overall Vision which sets out how the Borough will develop;
2. Strategic Spatial Objectives that focus on addressing the key issues identified;
3. A delivery strategy for achieving the Objectives;
4. Clear arrangements for managing and monitoring the delivery of the strategy.

The Vision has been informed by an analysis of the characteristics of the Borough (the spatial portrait) and the key issues that were identified in earlier consultation stages.

The Core Strategy is consistent with national planning policy (currently contained within a series of national Planning Policy Statements/Guidance which the government anticipates replacing with one overall national planning guidance document-the (draft) National Planning Policy Framework) and until formally revoked by the government (anticipated in early 2012), in general conformity with the West Midlands Regional Spatial Strategy. Together, these have influenced the council's consideration of the most appropriate spatial strategy for Tamworth when considered against reasonable alternatives

It is closely related to the Tamworth Sustainable Community Strategy and associated strategic objectives which were produced by the Tamworth Strategic Partnership, a multi-agency partnership committed to improving the quality of life of local people.¹¹ strategic objectives have been defined, which concentrate the Vision into key specific issues that need to be addressed. A key element of the Core Strategy is how it will be delivered.

The Tamworth Sustainable Community Strategy is focussed on delivering specific strategic priorities-see below. One of its key challenges is to deliver sustainable growth in Tamworth's local economy and promote Tamworth as a Place.

Its vision is of: **“One Tamworth, Perfectly Placed”**
 (The people) (The place)

Below this sit 2 strategic priorities:

Strategic Priority 1

To Aspire and Prosper in Tamworth

Primary Outcome

To create and sustain a thriving local economy and make Tamworth a more inspirational and competitive place to do business through:

- Raising the aspiration and attainment levels of young people
- Creating opportunities for business growth through developing and using skills and talent
- Promoting private sector growth and create quality employment locally
- Branding and marketing “Tamworth” as a great place to “live life to the full”
- Creating the physical and technological infrastructure necessary to support the achievement of this primary outcome.

Strategic Priority 2

To be healthier and safer in Tamworth

Primary Outcome

To create a safe environment in which local people can reach their full potential and live longer, healthier lives through;

- Addressing the causes of poor health in children and young people;
- Improving the health and well being of older people by supporting them to live active, independent lives;
- Reducing the harm and wider consequences of alcohol abuse on individuals, families and society;
- Implementing ‘Total Place’ solutions to tackling crime and ASB in designated localities;
- Developing innovative early interventions to tackle youth crime and ASB; and
- Creating an integrated approach to protecting those most vulnerable in our local communities

Tamworth Strategic partnership has identified a number of causal factors, which may require targeting to achieve these strategic priorities;

- Reduce the levels of unemployment by reducing the number of jobseeker allowance claimants and in particular youth unemployment;
- Reduce alcohol misuse by tackling both the inappropriate availability and consumption of alcohol;
- Improve the location, quality, quantity, type of Housing;
- Reduce the numbers of residents who live significantly more time in ill or poor health to national average;

- Improve quality, quantity and stock of suitable land and premises for economic development (enable expansion, start-ups and inward investment);
- Develop a modern, future proofed infrastructure for residents and visitors;
- Improve the capacity and generic skills and awareness of parents;
- Reduce harm and inequalities caused by tobacco consumption;
- Increase aspiration levels;
- Increase the levels of physical activity;
- Provide flexible, integrated and effective public services that meet the needs of Tamworth Communities;
- Improve positive nutrition choices and promote health eating;
- Increase self esteem levels particularly in vulnerable groups.

The Core Strategy's spatial vision will be closely aligned to Tamworth's Sustainable Community Strategy's vision/priorities. While the Core Strategy policies/proposals will help deliver the spatial elements of the above strategic priorities.

For example, the Core Strategy will aim to identify sufficient suitable/adequate levels of employment sites which will attract economic investment and increase employment opportunities in the area. While the built environment design policies will help reduce crime, encourage more active healthy life styles. Further, housing policies will help increase the delivery of and the right types housing and ensure local communities are able to meet their aspirations.

SA/Combined Assessments

A Sustainability Appraisal (SA), which includes a Strategic Environmental Assessment (SEA) has been undertaken during the production of the Core Strategy. This considers the social, economic and environmental effects (including impact on natural resources) of the strategy and ensures it accords with the principles of sustainable development. Each of the draft policies was developed, refined and assessed against sustainability criteria throughout the preparation of the Core Strategy. The Sustainability Appraisal Report was published alongside this document.

Under the Habitats Regulations, the council has undertaken with Lichfield District Council and in consultation with Natural England, a Habitats Regulations Assessments (HRA) to ensure that the policies in the Core Strategy do not harm sites designated as being of European importance for biodiversity.

In addition to the assessments described above, the policies contained within this version of the Core Strategy have been subjected to both a Health Impact Assessment and Equalities Impact Assessment.

The Core Strategy production process to date

Work commenced on the Core Strategy in 2006. Since then the council has undertaken a number of consultation exercises with the communities of Tamworth, along with other stakeholders during 2007-08, to identify and agree a series of issues and options for delivering future development within the borough. This influenced the production, in 2009, of a preferred spatial strategy for the borough and a subsequent Housing Policies consultation in 2011. The consultation responses to these two documents, has in turn, influenced the current version; the pre-submission publication Core Strategy.

In addition to the consultation responses, the Core Strategy is required to be based on evidence. Specialist studies and existing and developing strategies have together built a comprehensive evidence base. Throughout the production process, the Council has created and updated evidence covering a range of topics including employment land availability, strategic housing land availability and needs, linkages between the town centre and Ventura/Jolly Sailor Retail Parks, open space, water infrastructure, flooding, retail, renewables and affordable housing viability to name but a few. These have been used to justify the approach taken by the Core Strategy.

An essential part of the process is community engagement and we have set out our approach to involving the community in the LDF through the Statement of Community Involvement which was adopted in June 2006. It is important that at all stages the process is transparent and accessible to all and is continuous. This is crucial to ensuring that the outcome leads to a sense of community ownership of local policy decisions.

The Publication Pre-submission Core Strategy (this document)

The Core Strategy is considered to be 'sound' and complies with the Pre-Submission Publication stage in the regulatory production process.

The Core Strategy has been published for a 6 week consultation between xxxx and is the version that the Council intends to formally submit to the Government for examination.

The 6 week Pre-Submission Publication period is an opportunity to comment only on the soundness of the Core Strategy. Soundness is the basis of the Local Development Framework (LDF) system and is defined as meaning that a plan must be justified, effective and consistent with national policy. It must also satisfy the legal procedural requirements for its production and, looking to the future, conform to the government's proposed 'Duty to co-operate' requirements. Meeting these requirements will be the Planning Inspector's main consideration when examining the Core Strategy.

Copies have been made available to download from the Council's website and physical copies have been distributed to the council office and libraries.

- Tamworth Borough Council, Marmion House, Lichfield Street, Tamworth B79 7BZ
- (Monday to Thursday, 0845–1710, Friday 0845-1705)

- Tamworth Library, Corporation Street, Tamworth, B79 7DN (Monday to Tuesday, 0830-1900, Wednesday and Friday 0830-1800, Thursday 1000-1800, Saturday 0900-1600)

- Wilnecote Library, Wilnecote High School, Tinkers Green Road, Wilnecote, Tamworth, B77
- 5LF (Monday 0900-1200 and 1415-1700, Wednesday 0900-1200 and 1415-1900, Friday 1415-1900, Saturday 0930-1600)

- Glascote Library Caledonian, Glascote, Tamworth, B77 2ED (Monday, Thursday, Friday 0900-1700, Tuesday 1400-1700, Saturday 0930-1300)

Copies have also been sent to specified statutory bodies and consultees and a press notice has been published in xxxx. In addition, anyone who has previously submitted comments on the Core Strategy have been informed about the availability of the documents

Further details on the tests of soundness and guidance on how to comment on the Core Strategy, including a representation form, can be downloaded from: xxxx

Your views are important so please do not hesitate to contact the Development Plan Team if you have difficulty in understanding any part of the document or submitting your comments. Please contact:

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Next Steps

Once the six week Pre-Submission Publication period is completed then the comments need to be summarised as part of the submission arrangements. If any fundamental issue of soundness is identified then further consideration to the progress of the Core Strategy will be made with the advice of the Planning Inspectorate (PINS). Providing no fundamental soundness concerns are raised then the Core Strategy documentation will be formally submitted to Government during the summer 2012.

Following formal submission a public examination into the soundness of the Core Strategy will take place. It is expected that the examination will take place during Autumn 2012. Subject to the Inspector finding the Core Strategy sound then it is programmed to be adopted in February 2013 and will then be used to determine all planning applications in the borough

How to read this Document

The Core Strategy is divided into a number of chapters. The first of which includes a spatial portrait and vision for the borough. It sets out the key characteristics of Tamworth and identifies the key issues and challenges facing the borough that the Core Strategy seeks to address. The vision sets out the type of place Tamworth should become by 2028. It takes into account existing plans and strategies produced by both the council and its partners. The vision results in a set of 12 strategic objectives which are set out in relation to the key themes to which they relate.

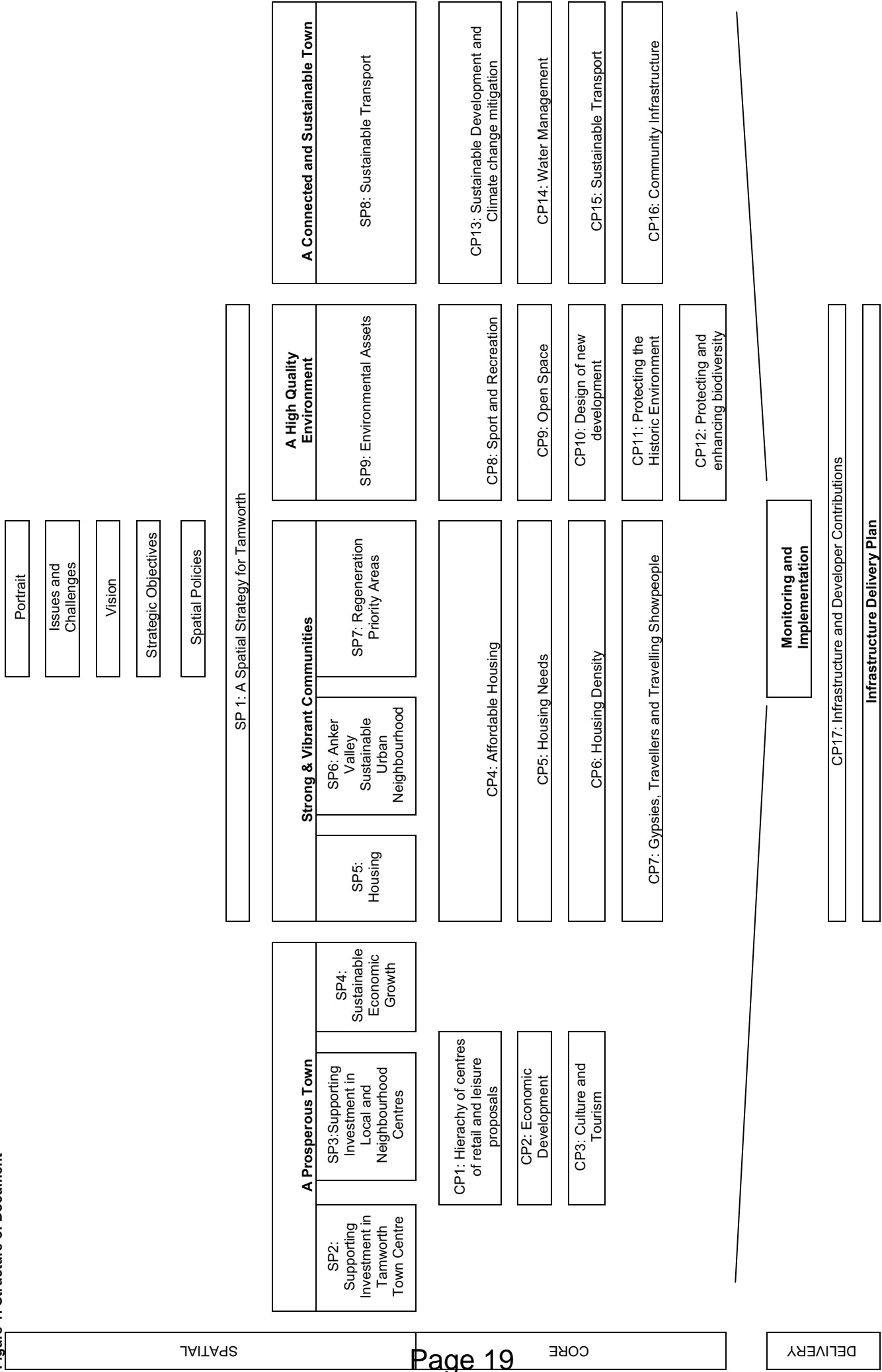
The policy chapters include policies to guide how the spatial vision and strategic spatial objectives; summarised in 4 over-arching chapters: a prosperous borough, stronger neighbourhoods, a better connected borough and improved environmental quality, will be achieved in practical terms. The spatial strategy policies set out how much development there will be, broadly where it will go, when it will take place and who will deliver it. The Core Policies contained within each theme chapter seek to deliver the vision and strategic objectives and should be interpreted within the context of the spatial strategy policies.

The Monitoring and Delivery chapter sets out how the policies will be monitored and delivered. It contains a Monitoring Framework which includes setting out a series of monitoring indicators and targets against each policy to measure their delivery. The indicators will be monitored regularly and if it is shown that targets are not being achieved then contingency measures, also set out in the framework, will be implemented.

The Core Strategy's success will depend on effective implementation of the policies. Whilst the council will play a main role in implementing the policies, through its statutory planning functions, implementation will also rely on a range of partner organisations including the Tamworth Strategic Partnership, County Council, statutory service providers, developers, Registered Social Landlords and infrastructure providers amongst others. As such, an Infrastructure Delivery Plan is included setting out what infrastructure is required, when, how it is going to be delivered and by whom.

The following chart outlines the overall structure of the document and shows how each core policy fits within the spatial policy which in turn delivers the overall spatial strategy.

Figure 1: Structure of Document



CHAPTER 2: BACKGROUND AND VISION

Spatial Portrait

Tamworth is an ancient borough; established as the Saxon Mercian Capital. It is located in the south-eastern corner of Staffordshire bordered by Warwickshire to the South and East. Situated 18 miles from the Birmingham conurbation and on the edge of the West Midlands greenbelt, Tamworth Borough is only 12 square miles in extent making it one of the smallest in England. Geographically the Borough is related to the neighbouring districts of North Warwickshire and Lichfield, socially Tamworth has many links with Birmingham having received overspill in the 1960s and 1970s which resulted in the development of a series of planned housing estates with associated centres, green spaces and community facilities.

Consequently, the population of Tamworth has tripled since the post-war years due to the relocation of inner-city Birmingham residents. The overspill development raises challenges for the Borough, in particular the preservation of Tamworth's history, historic core and identity, which has become overpowered by the 1960s and 1970s planned housing estates. Many areas, in particular the social housing area, contain housing stock which is showing signs of stress, whilst being dated in design and uniform in appearance. The planned nature of these areas makes it difficult to develop further with any new housing. As Tamworth has grown from its original historic core, surrounding rural hamlets and villages such as Wilnecote and Amington have been enveloped into the urban structure of Tamworth. This means that the town, which was largely confined to the historic core and river system, now spreads out into what was the rural hinterland. Absorbing various hamlets and villages has created small pockets of historical interest amongst the newer housing and industrial development, the most important of which have been recognised by various Conservation Area designations. Tamworth's urban area is continuous with Fazeley and Mile Oak, both of which are situated outside the Borough in Lichfield District.

Tamworth Borough is almost exclusively urban with only a tight circle of countryside around its edges. The close proximity of Tamworth to the countryside provides residents and visitors with recreational opportunities, and employers and inward investors with a quality environment. However, the circle of countryside is under pressure due to the lack of development opportunities within the urban area. The post war development of the borough, combined with natural features, including rivers and flood plains has resulted in a borough that appears 'urban-green' in character with the urban area softened by a network of green linkages and spaces.

The population of Tamworth in 2010¹ was 75,700 and projected figure suggest Tamworth will experience a population growth of 5.4% by 2026, a total of 4,100 people. However, numbers are set to reduce in the number of young adults and growth will be concentrated in the older age groups. Retired people, will increase by 61% (8,600) by 2026. An ageing population requiring increasing care and support will need to be accommodated. Additionally house price inflation has led to a housing market that first time buyers find difficult to access. Affordable housing is also an issue that needs to be addressed to ensure that the young are retained within the Town. Tamworth's housing stock is skewed towards semi-detached and detached housing, which does not necessarily reflect the needs of both younger and older groups.

¹ Table 2b 2010 based subnational population projections by sex and quinary age. Published, May, 2011.

Tamworth's housing market is relatively self contained, however, there are strong ties with settlements surrounding Tamworth but within other Local Authority areas. Tamworth loses population to Lichfield District and North Warwickshire but gains considerable population from Birmingham, demonstrating the historical links with the city. To a lesser extent there are also links beyond the West Midlands to South Derbyshire and North West Leicestershire.

Part of a network of strategic centres encircling Birmingham, Tamworth is the focus of development that meets the needs of the town and provides for the immediate rural catchment. This extends into Lichfield District, North Warwickshire and up to South Derbyshire and includes a network of villages which rely on the borough for their services and facilities. It is traditionally a working class town with its roots in manufacturing until the late 1990s when the town experienced decline in what was a vibrant and buoyant employment sector. Employment restructuring is underway to diversify the employment offer and move away from the dependency on manufacturing. Whilst manufacturing is still important, the majority of jobs are now in the service industry.

The Council is a key partner in emerging sub-regional enterprise partnerships, and works closely with businesses and neighbouring authorities to capitalise on Tamworth's strengths to promote and deliver local economic development

Within the town there are both significant pockets of affluence and deprivation combined with low aspiration levels especially in Glascote, Amington, Belgrave and Stonydelph. There are concentrations of unemployment, poor health, poor literacy and numeracy, anti-social behaviour and poverty. According to the "Index of Multiple Deprivation", 18.1% of the population live in areas that are amongst the most deprived in England. The Glascote ward of Tamworth has the highest level of income deprivation in Staffordshire, where 45% of the adult population is living in an income deprived family. Clean, safe and attractive neighbourhoods are important issues for Tamworth residents. The Council is working to foster strong relationships with the community, and develop a long term programme of community engagement and participation, offering support and advice on education, training and funding for community projects. The health of people in Tamworth is varied compared to the England average. Whilst life expectancy for both men and women is similar to the England average, it is 8 years lower for men and 7 years lower for women in the most deprived areas of Tamworth than in the least deprived areas. Estimated adult healthy eating and obesity levels are worse than the England average. Levels of teenage pregnancy and GCSE attainment are worse than the England average.

Tamworth's compact urban form provides good opportunities for transport accessibility, particularly to and from the town centre where the town's retail and leisure services are predominantly located. Tamworth's close proximity to the national motorway network and to Birmingham makes it an accessible place to live and work. However, it is estimated that around 50% of the adult population out-commute each day to work which does not contribute to a sustainable lifestyle where services, facilities, jobs and housing are all accessible without having to use the car for long journeys. Despite this, evidence suggests that Tamworth's transport related carbon emissions are one of the lowest per population in England which may be a result of its compact form and sustainable development pattern focused around connected neighbourhoods and centres. This poses a challenge for future development to ensure this trend continues.

The location of the Norman Castle at the point where the Rivers Tame and Anker meet in the centre of Tamworth is a focal point for the town. The Castle Grounds are

a well-used and highly valued area of recreation, open space and sports facilities for residents and visitors that compliment other important facilities in the town. The historic core of Tamworth surrounds the Castle, set out along a Medieval street pattern. Much of the town centre is covered by conservation area designations.

The town centre performs relatively well but could improve with better representation from multiple retailers and leisure operators and a more attractive environment to enhance its role as a service hub and a focus for independent, specialist retailers. An improved town centre offer, particularly focussing on specialist retail and restaurants, combined with its status as a tourism and cultural hub is required to counter-balance the attractions of the out of town shopping areas. These retail parks are predominantly travelled to by car causing congestion and an unpleasant pedestrian environment. As such, the Council is working to bring forward key development opportunities within the town centre together with proposals to improve the linkages between the town centre and the out of town retail areas to attract more people to visit the town centres.

Issues & Challenges

Tamworth's is expected to experience a high level of housing/economic growth in order to meet its needs/aspirations of the town and create sustainable communities. However, opportunities for expansion of the town are constrained by a tight administrative boundary and environmental constraints (i.e. the flood plain, the Green Belt, etc). With the exception of the Anker Valley sustainable urban extension, a significant proportion of Tamworth's housing and employment opportunities will come forward within the existing settlement boundary (i.e. previously developed land) and some needs being met elsewhere

Based upon the evidence base that has been collected and the characteristics of the area, the key issues/challenges that need to be addressed through the implementation of the Core Strategy are outlined below:

Housing

Tamworth is projected to experience a significant level of population growth and likely to result in a higher proportion of an elderly population residing in the town.

Further, the supply of new housing has failed to keep up with rising demand which has an imbalance in the market. This has resulted in creating affordability problems for first time buyers who have been priced out of the housing market, as well as has helped increase the demographic imbalance in the area.

The Core Strategy has set a housing target of 5000 homes (X of which will be affordable) during the life of the plan to address these issues. The key challenge for the strategy will be to increase the delivery of and the right type of housing, in order to create sustainable/mixed communities in the area.

Key evidence:

- Southern Staffordshire Districts Housing Needs Study and SHMA Update (2012)
- Strategic Housing Land Availability Assessment (2011)

Economic

The local economy of the Tamworth is relatively stable and is expected to experience growth during the life of the plan. It is currently diversifying from its traditional reliance on manufacturing to other employment sectors like business/financial services. It is relatively affluent with a low unemployment rate.

However, this masks the fact that employment is largely low-paid, unskilled and requiring few qualifications in the town. To some extent these factors also explain the housing affordability problems in the area (AMR 2010/11). There are pockets of deprivation that exist (i.e. low income & poor qualification levels and poor health) within the town—mostly within the post war planned estates, some of which are among the most deprived in England.

To address these issues, the Core Strategy has set a target of providing a minimum of 36 hectares from 2006 to 2028, and providing 20,000 sqm of office floorspace. The key challenge will be to ensure that the right types/quantity/locations of employment land are allocated in order to attract employers/investment and help the town to fulfil its true economic potential.

There is also a need to regenerate the town centre and ensure it retains its role as the borough's retail and leisure centre whilst capitalising on its historic and cultural offer—meeting the day to day needs of Tamworth's residents. To overcome this challenge, the Core Strategy is seeking to increase the delivery of convenience (1,100 sqm post 2016) and comparison goods floor space (18,000 sqm up to 2028) new homes, jobs and retail development, together and other infrastructure. This will help to create a sustainable and prosperous future for Tamworth. An additional challenge is to ensure that a successful mix of uses can be achieved which is fit for the future in terms of its quality and sustainable use of resources.

Another key challenge is to ensure development delivers benefits to all of Tamworth's communities to deliver strong and vibrant communities. Therefore tackling deprivation and social exclusion through improving health and educational attainment and access to employment is a key corporate objective.

Key evidence:

- Tamworth Town Centre and Retail Study (2011)
- Employment Land Review (2012)

Environmental

Tamworth is expected to experience high levels of development /growth. This is constrained by the scarcity of development land due to policy restrictions such as the Green Belt and administrative constraints arising from Tamworth's tightly drawn boundaries and planned neighbourhoods as a consequence of its status as an expanded town. There are also extensive areas of flood plain, particularly around the town centre and centre of the borough, areas of nature conservation importance and the historic nature of most of the town centre.

The key challenge will be the need to balance growth with the protection of natural/built assets and ensure it will not have detrimental impact on the quality of life for Tamworth's communities. Further, it will important to ensure that the policies within the strategy do not contribute to, or increase the effects of climate change (i.e. Flood Risk, Global Warming, loss of biodiversity, etc)

Key evidence:

- PPG17 Open Space Review (2012)
- Joint Indoor and Outdoor Sports Strategy (2009)

Infrastructure

The expected growth of the town is likely to increase pressure on, and increase the demand for investment in additional infrastructure (i.e. Physical- transport, Green-open spaces, and social infrastructure- community facilities). This could potentially have a detrimental impact on the well being of existing future communities living within the town. For instance, this is an issue for the transport infrastructure which is unable to cope with the high levels of car usage during certain times of the day and experiences congestion hot spots across the borough, particularly within the town centre, the out of town shopping areas and at junctions along the A5.

Therefore, the key challenge for the Core Strategy will be to ensure that the existing infrastructure is utilised efficiently and it is secured/delivered in locations where there is demand, in order to support the creation of sustainable communities and growth of the town.

This could be achieved through incorporating measures in Core Strategy Policies, such as ensuring (movement) generating uses are placed in accessible locations to reduce the need to travel and carbon emissions. Also delivering growth and future development will require the delivery of adequate (transport) links within and out of the borough; between homes to employment activity, town and local centres, community facilities and to centres and facilities in neighbouring towns, villages and beyond. Linked to this is the need to exploit the underused green and blue corridors that connect different neighbourhoods to each other and the town centre. These both add to Tamworth's identity as 'urban green' whilst offering environmental and health benefits to communities and fostering local identity and inclusiveness as a connected town.

Key evidence:

- Infrastructure Delivery Plan (2011)

Vision- One Tamworth, Perfectly Placed

By 2028 Tamworth will have a thriving town centre comprising of a retail and leisure offer supported by local town centre community which complements its role as a sub regional tourism hub. It will have a strong, distinctive identity equally known for its historic assets and history as the Mercian Capital as for its safe and thriving neighbourhoods. The green and blue linkages which connect the town centre with its neighbourhoods and employment areas will assist to project an image of the borough as 'urban green'

Its economy will be thriving as a result of improved communication links with the Greater Birmingham area. Investment in accessible employment areas will have provided an environment that encourages new and existing businesses to remain and locate in Tamworth. Job opportunities and employment growth in business and professional services as well as environmental and building technologies and general manufacturing will have helped to build on the town's employment strengths and minimised outward commuting. The tourism and leisure sectors will have continued to prosper.

Investment in health and education facilities and improvements to open spaces and leisure/sports facilities, combined with greater outdoor opportunities and ensuring development is located in sustainable locations, will have helped make the town healthier and safer whilst improving qualification and aspiration levels.

A total place approach to regeneration in those areas of most need will have tackled pockets of deprivation by improving access to both employment and housing whilst improving the general environment. Other vulnerable neighbourhoods will have received housing led regeneration to improve the quality of the stock and support the vitality of exiting local/neighbourhood centres.

New house building will have responded to local need by increasing the supply of affordable housing, widening housing choice and preventing homelessness. Appropriate housing will have been built to meet the needs of an ageing population requiring specialist needs and support or care. Adaptations, renovations and general repairs to the housing stock will have created safer, greener and accessible living conditions in both the public and private sector.

The Anker Valley Sustainable Urban Neighbourhood will have created a sustainable extension to the town with a mix of housing and community facilities with excellent connectivity to the town centre and beyond.

Together, this will have created Tamworth as a place which projects a positive image as a place where people want to live, work and invest.

The vision will be delivered by the following strategic spatial objectives.

Strategic Spatial Objectives

Reference	Strategic Spatial Objectives
SO1	Making the most efficient and sustainable use of the Borough's limited supply of land and recognising that delivery will require the co-operation of neighbouring authorities.
SO2	To make Tamworth town centre a priority for regeneration to create a safe and attractive place for residents, businesses and visitors by strengthening and diversifying the town centre offer, optimising development opportunities and increasing its liveability and by making the most of the town's tourism and cultural offer, thus creating a positive image for the borough.
SO3	To create a diverse local economy, including regeneration of employment areas and provide appropriate education and training that will provide local job opportunities and will reduce the need for residents to travel outside of the Borough.
SO4	To facilitate the provision of convenient and accessible services and community infrastructure across the Borough, particularly in the most deprived neighbourhoods where initiatives that provide additional support, information and services to residents will be encouraged and supported.
SO5	To provide a range of affordable, adaptable and high quality housing that meets the needs of Tamworth residents
SO6	To ensure that appropriate infrastructure, including ICT, is in place to support the delivery of development across the borough.
SO7	To encourage active and healthier lifestyles by providing a network of high quality, accessible green and blue linkages and open spaces and formal indoor and outdoor recreation facilities that meet identified need and link neighbourhoods to each other and the wider countryside.
SO8	To protect and enhance statutory and non-statutory areas of nature conservation and landscape value on the doorstep of Tamworth residents, for their biodiversity, geological, historical and visual value and for the opportunities they provide for education and leisure.
SO9	To protect and enhance historic assets by ensuring that proposals for change respect the historic character of the borough including street layout, surviving historic buildings and street furniture, archaeology and open spaces.
SO10	To create safe, high quality places that reflect Tamworth's small-scale and domestic character using a blend of traditional and innovative design and techniques.
SO11	To minimise the causes and adapt to the effects of climate change by encouraging high standards of energy efficiency, sustainable use of resources and use of low carbon/renewable energy technologies.
SO12	To promote sustainable transport modes for all journeys by improving walking, cycling and public transport facilities throughout the Borough and to neighbouring areas and beyond.

CHAPTER 3: A SPATIAL STRATEGY FOR TAMWORTH

The spatial strategy is central to the Core Strategy. It provides a guide to how the spatial vision and strategic objectives; namely how a prosperous Tamworth, strong and vibrant communities and a connected borough will be achieved in practical terms. The role of the spatial strategy is to set out how much development there will be, broadly where it will go, when it will take place and who will deliver it. A diagrammatic interpretation of the strategy is shown overleaf in the spatial diagram (Figure 2).

Figure 2: Spatial Diagram

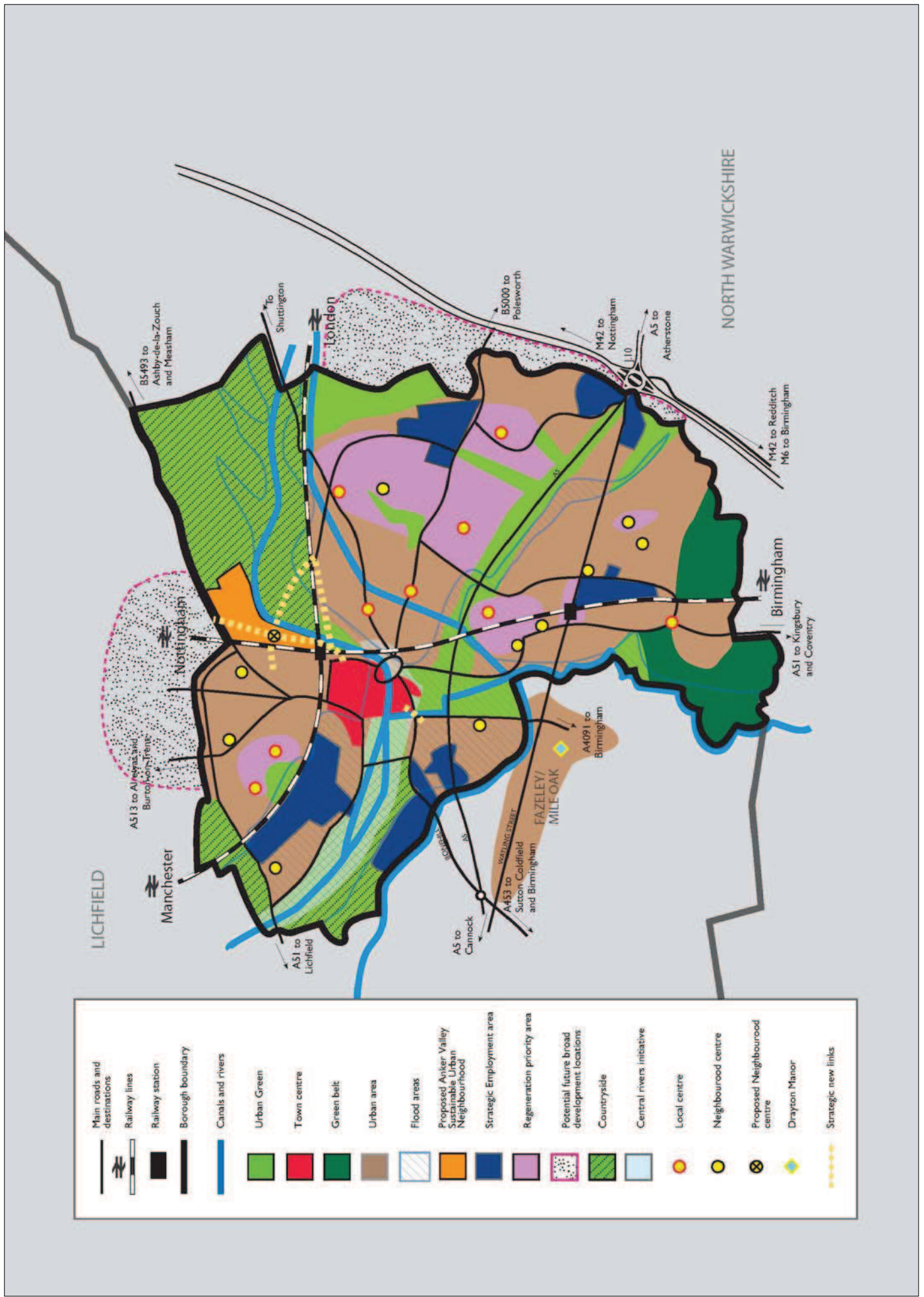
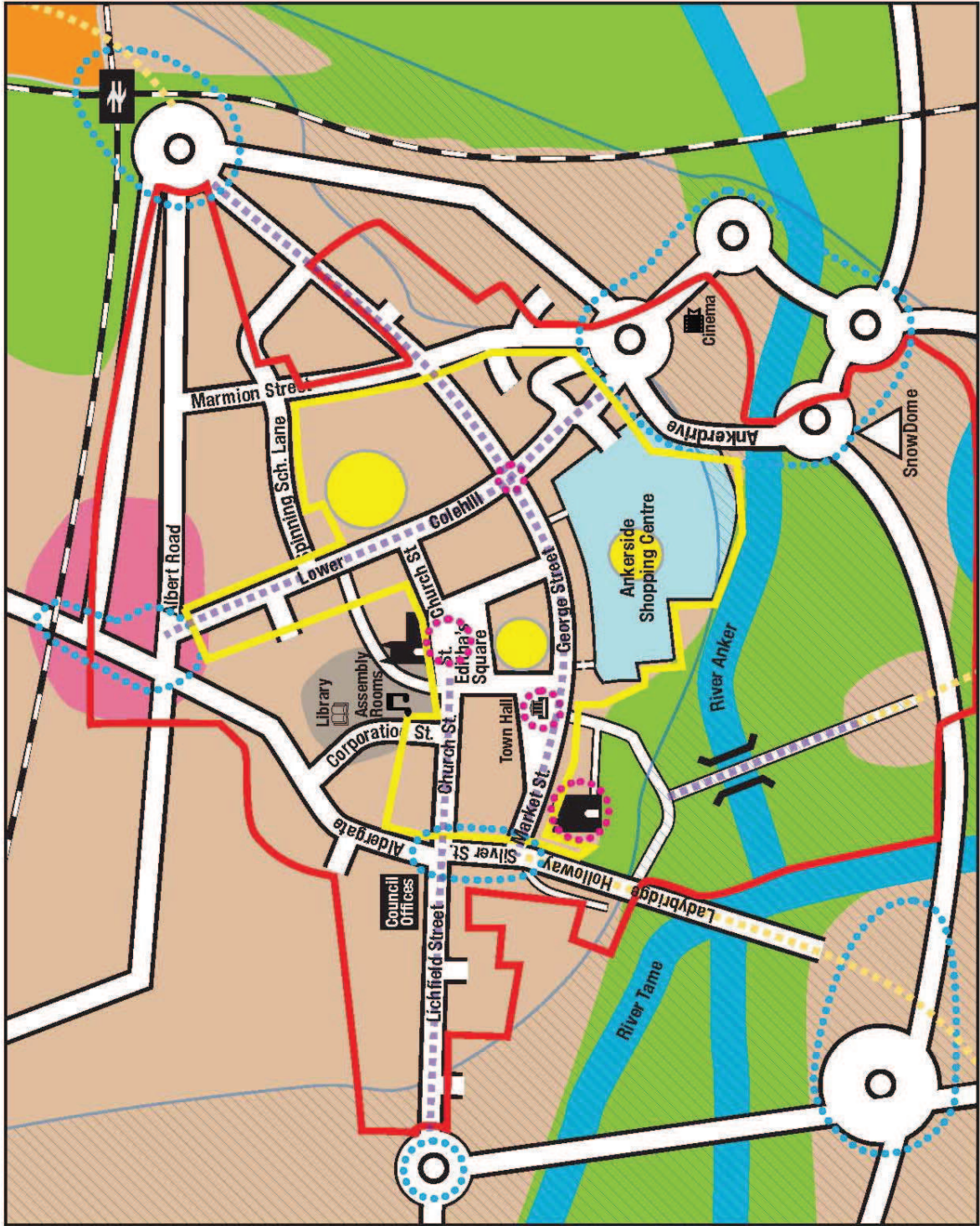


Figure 3: Town Centre Spatial Diagram



This policy aims to address all strategic spatial objectives

SP1-A Spatial Strategy for Tamworth

The Council's spatial strategy is to provide development in the most accessible and sustainable locations, including within and around the town centre, within the network of local and neighbourhood centres, regeneration priority areas and employment sites. This will meet most of the borough's housing and employment needs whilst safeguarding natural and built assets and addressing social and economic deprivation and exclusion.

Outside of these specified areas, the majority of the borough will not experience significant change during the lifetime of the plan. The focus for these areas will be on protecting and enhancing environmental and historic assets whilst ensuring that development has a positive impact on local amenity and character.

Within the Anker Valley Sustainable Urban Neighbourhood and at smaller sustainable sites within the urban area up to 4500 new dwellings will be delivered. As a result of a shortage of developable land, at least 1000 new homes will be required outside of the borough within locations which assist the delivery of Tamworth's strategy and those of its neighbours.

Locations, containing a minimum of 36 ha employment land, will be promoted to support the delivery of sustainable economic growth whilst Tamworth Town Centre will become the primary focus for new retail, leisure and tourism focussed development complimented by appropriate residential development to create a vibrant town centre neighbourhood.

Investment in local and neighbourhood centres will enable local needs to be met in a sustainable way whilst strengthening their role as community hubs. Regeneration will be focussed in the most deprived 'post war planned neighbourhoods' and the Wilnecote Corridor, along Watling Street with an emphasis on improving the quality of the physical environment, housing provision, employment and health facilities and the availability of community facilities and services.

Existing green belt, countryside, high quality open spaces and sport and leisure facilities will be retained, and wherever possible, enhanced. This will help to project a positive image of the borough as being 'urban green' and to provide opportunities for improving biodiversity and recreation thus improving health and wellbeing. The existing network of green and blue linkages will be enhanced through the provision of environmental and access improvements to provide safe linkages between Tamworth's neighbourhoods, employment sites and to the town centre.

All development proposals will be of a high design quality and contribute to creating safe and welcoming places whilst making efficient use of Tamworth's limited supply of land. Proposals will promote sustainability by minimising and/or mitigating pressure on the natural, built and historic environment, natural resources, utilities and infrastructure whilst also mitigating and adapting to climate change and reducing pollution. Tamworth has a significant amount of land identified as being at risk of flooding, and as such development in flood risk areas will be resisted.

Accessibility to and through the borough will be delivered through

improvements to the road, walking and cycling networks and public transport. Infrastructure improvements to increase the frequency of the train service to Birmingham and beyond at both Tamworth and Wilnecote Railway Stations will also be promoted along with improvements to the fabric of both Tamworth & Wilnecote Railway Stations.

CHAPTER 4: A PROSPEROUS TOWN

Delivering a prosperous Tamworth involves planning positively to focus investment in the town centre and in the network of defined local and neighbourhood centres. Ensuring there is a sufficient amount and type of employment land in accessible locations will ensure jobs are retained and attracted to the borough to reduce the high levels of out-commuting. Focusing investment in existing centres and accessible employment sites will reduce the need to travel and make the most effective use of Tamworth's limited land supply.

Tamworth town centre is the focus for large scale future development and investment and is the preferred location for uses that attract a large number of people. Below this level, there is a need to provide for people's day to day needs in locations close to where they live. Local centres play a vital role, not only as places to shop but because they provide the opportunity for a wide range of services to be delivered locally in places that are accessible by a choice of means of transport. They are particularly important in deprived neighbourhoods and areas with low levels of car ownership as residents can access basic services within walking or cycling distance or by public transport.

Tamworth has a widespread network of shops and facilities outside the town centre, which are well distributed throughout the Borough. Some are isolated but others cluster together, either in purpose built shopping centres or parades, many of which are located within the 1960's and 1970's overspill neighbourhoods, or they have evolved over time along main roads in the traditional housing areas. The Council has made a distinction between local and neighbourhood centres, depending on the range of services and catchment area served.

Tamworth is unusual in having such a large amount of retail floorspace outside the town centre in a location that is relatively close to the town centre-at Ventura-Jolly Sailor-Cardinal Point. In addition, Tame Valley Retail Park exists to the east of the town and includes large superstores and a smaller number of bulky goods retailers. Figure 5 identifies the boundary of the out of centre retail areas. To some extent the development of the retail parks has provided the opportunity for Tamworth to meet the needs of major retailers that have not been able to find suitable sites and premises in the town centre. This has been of benefit to shoppers in the town and it has enabled the town to develop a strong retail offer for a town of its size. They also offer a generally better quality of shopping provision than the town centre. However, it is clear that the retail parks have become too dominant compared to the town centre and the balance needs to be redressed.

In view of the limited capacity for additional retail development in Tamworth beyond present commitments within and outside the town centre, it is not considered necessary or appropriate to identify further sites that could be capable of accommodating larger format developments. The focus for future development in the out of centre retail parks will be on improving the general environment as part of improving the linkages to the town centre, improving access by means other than the private car as part of congestion reducing measures and retro fitting of renewable/low carbon technologies.

There is a significant amount of commercial leisure provision in the borough; mostly located within the town centre including the Odeon multiplex cinema, the Snowdome, bowling alley and a range of other facilities.

-Tamworth Town Centre

The town centre boundary is shown in Figure 5 where main town centre uses and other uses, including those which contribute directly to the town centre, predominate.

Tamworth has a long history as a successful market town and experienced high levels of prosperity in the 18th Century when a considerable number of Georgian buildings were constructed including the Town Hall and Almshouses built by Sir Thomas Guy. Many of the buildings built during this time remain intact and contribute to the strong character of the town. From the 1960's through to the 1990's, in conjunction with the increase in population as a result of the overspill designation, major redevelopments in the town centre took place such as the square next to St Editha's Church, the Middle Entry Shopping Centre, the former Gungate Precinct and Ankerside Shopping Centre. Despite these recent interventions and some sporadic infill development, much of the historic fabric of the town centre remains intact including the medieval street pattern. Protecting and enhancing the historic assets of the town will assist in defining Tamworth's unique streetscape, fostering local distinctiveness and preserving local character. The recent discovery of the Staffordshire Hoard near Tamworth has created an opportunity for the borough to exploit its connection to Mercian history and increase its tourism role

The town centre remains a place where people want to visit, live, work, shop and spend time at leisure activities and visiting the cultural and tourism offer. It functions as a service hub for the borough; offering a range of services including banks, building societies, estate agents and health services and a focus for arts and culture based events. It also contains a significant number of independent, specialist retailers and leisure operators, which together create a distinct 'Tamworth' offer. However, it faces a number of threats to its vitality arising from the nature of the town centre-its historic layout and issues around environmental quality together with the changing nature of shopping and the proximity of large out of centre retail areas including Ventura, Jolly Sailor and Cardinal Point, along with Tame Valley in the east of the borough.

The rise in the popularity of internet shopping, together with the preference of national retailers for larger, purpose built stores and the recent economic climate which has depressed consumer expenditure poses challenges for traditional town centres such as Tamworth's. In particular, the tendency for town centre units to be smaller, as a result of restrictions created by the historic street patterns and buildings, creates both challenges and opportunities which requires a co-ordinated approach between the council and its partners. This is a key role for the newly formed Tamworth Place Group. Organisations from across Tamworth and from private, public and voluntary sectors have come together to form the group as they were concerned about the image and reputation of Tamworth and wish to work together to understand these perceptions and address issues and seek solutions. The group is private sector led and its aim is to promote a new strategic view of the distinctiveness of Tamworth and to influence developments, communications and actions across the borough.

Whilst recent health checks of the town centre have shown the centre to be performing relatively well in terms of shopper numbers, vacancy rates and rental values, concerns have been identified regarding the quality and range of the retail and leisure offer; in particular the emphasis on low value retail and a narrow leisure offer. Other issues include the lack of national retailer representation (and lack of demand identified for future representation) and the tendency for a significant number of the remaining national retailers to be either actively looking to dispose of their units or facing an uncertain future as an operator.

The popularity of the out of centre retail areas has increased to such an extent that Tamworth is one of the few towns where comparison expenditure in its out of centre retail areas is double that of the town centre- with the town centre only attracting 28% of comparison goods spending by Tamworth residents in contrast with the out of centre retail areas receiving 58%. It is predicted that this market share will increase at least in the short term as a result of recent development in the out of centre retail parks and the lack of new development in the town centre.

The regeneration and economic development of the town centre is seen as a key council objective and driver to the wider regeneration of Tamworth. The town centre should offer a distinctive environment and offer that compliments and not conflicts with the out of centre retail areas and is related more effectively through improvements to the physical linkages to take advantage of the higher expenditure levels of shoppers visiting these areas. This will require improving the physical linkages between the out of centre retail areas and to and within the town centre whilst diversifying the town centre's offer, including attracting new developments, and improving the quality of its environment to increase its overall attractiveness and image.

A Cultural Quarter is proposed, focused around public realm enhancement and structural improvements to and expansion of the Assembly Rooms building. In addition, to significant public realm enhancements around both the building and the existing library, key linkages will be created between the Cultural Quarter and the Town Centre, specifically the Gungate re-development.

In terms of strengths and opportunities, the town centre is an accessible and sustainable location, particularly by public transport and benefits from established walking and cycling links to Tamworth's neighbourhoods which makes it a sustainable location for development. However, there are barriers to pedestrian movement and the quality of the public realm is poor in places with extensive signage, guard railing and poor quality street furniture. Proposals to address these issues will be supported by the Town Centre & Place Making SPDs where appropriate.

A report entitled 'Tamworth Town Centre and Out of Town Linkage Proposals' was prepared for the council in December 2010 to assess the linkages between the town centre and the out of centre retail areas and leisure offer. The report considers linkages between the town centre and Ventura Retail Park and the Snowdome in particular. The report concludes that significant potential exists to enhance the route along Fazeley Road by creating a unified character, improving the quality of the public realm, upgrading crossings and introducing wider connectivity. The report proposes the use of Fazeley Road as the main link with a Shuttle Bus operating along it on a circular route taking in Ventura Park Road, Bitterscote Drive and Bonehill Road, with bus stops providing direct access between shops in the town centre, Ventura Retail Park and Jolly Sailor Retail Park. A new pedestrian crossing at the River Drive / Fazeley Road junction could be integrated into proposed highway works to this junction. A stronger emphasis could be placed upon the pedestrian north-south linear axis linking the town centre to the retail parks.

Improved linkages from town centre to other areas on the edge of the town centre such as the train station, and the Leisure Zone will also allow greater accessibility through sustainable modes of transport and will encourage increased movement to and from the town centre. This will help to reduce congestion in and around the town centre; improving the image of the town centre and helping to reduce pollution.

The perception of the town centre as a destination of choice will be addressed as a result of improvements to the retail, leisure and service offer along with expansion of its tourism and cultural role. A key element of this will involve enhancing the role of the Castle Pleasure Grounds as a valuable sport, recreational, open space, and leisure asset for the town- reinforcing it as an important link to the out of centre retail areas. The town centre's role as a leisure hub will be promoted; making the most of its existing leisure facilities whilst encouraging a wider night time economy offer particularly focusing on family restaurants and cultural activities. The Retail Study identified a significant opportunity for the restaurant and bar market in the town centre; to capitalise on the current low proportion of expenditure in restaurants and pubs in the town centre by residents within the Tamworth study area. Together with the lower than average proportion of such uses within the town centre, this market represents a key opportunity to exploit and widen the town centre's attractiveness.

Concentrating new retail, leisure, service tourism/cultural and office development in the town centre is the best way to ensure that preference is given to sites that best serve the needs of deprived areas. It is also the location which best satisfies the sequential approach to site selection, giving preference to sites within centres to achieve a more sustainable pattern of development helping to combat climate change. It will provide the opportunity to increase accessibility by pedestrians, cyclists and public transport therefore maximising opportunities for improving the environment and the overall image of the town. Allocating sites for development within the town centre has further benefits in terms of developing on previously developed sites and maximising investment in a location that offers the greatest spin-off benefits for all town centre uses.

Residential development, in particular that of a higher density will be encouraged within the town centre. This will help deliver benefits associated with making the most of the borough's limited supply of land through maximising developing on brownfield sites whilst increasing the demand for town centre services and increasing natural surveillance therefore delivering a safer environment.

A series of 'gateway development sites' situated at key entrances to the town centre' have been identified which have the opportunity to create welcoming gateways to the town centre through improving legibility, promoting pedestrian and cycle priority access to key linkages and assisting the delivery of town centre regeneration.

A range of sites in Tamworth town centre has been identified to meet the identified capacity for 11,000 sq.m. gross floorspace of comparison goods retail and other town centre uses. The sites considered to be most appropriate to meet retail development needs are Gungate, Middle Entry and a partial expansion / re-configuration of the Ankerside Centre. The Gungate development in particular should attract retailers who are seeking accommodation in Tamworth but are unable to find suitable premises within the town centre. Its development is seen as critical to delivering the regeneration of the town centre in terms of improving its offer to complement that of the out of town retail parks. The compact nature of its development of high quality design will link it into the historic network of existing streets and although predominantly retail led, there may be opportunities to incorporate a mixture of uses including residential, leisure and offices. Gungate will therefore be a key catalyst for bringing forward further investment in surrounding areas; increasing the town centre's attractiveness and overall vitality and viability.

Where development is proposed which results in a loss of existing car parking provision, the council will assess proposals on a site-by-site basis to ensure that suitable alternative car parking is provided. This will ensure that a satisfactory level

of car parking is provided within the town centre to protect its vitality and viability. Appendix 1 provides additional detail on each of the sites.

This policy aims to address Strategic Spatial Objectives SO2, SO3, SO4, SO9, SO12

SP2: Supporting investment in Tamworth Town Centre

The Council will work in partnership with businesses and landowners to revitalise Tamworth Town Centre and attract visitors. In accordance with the council and its partners' key objectives, the town centre (as defined by the town centre boundary in Figure 5) will be promoted as the borough's preferred location for development containing town centre uses along with higher density, high quality residential developments. In particular, planning permission will be granted for development such as retail, leisure, tourism-cultural and office development that support and enhances its dual function as both the borough's town centre and growing status as a sub regional tourism and leisure hub. As such, strategically important sites which the council will support to deliver these objectives are identified in figure 5.

The shopping area, defined in figure 5, contains the primary and secondary frontages areas. Within the primary frontages area, the council will expect 75% of uses to fall within the A1 retail use whilst the secondary frontages uses that result in active ground floors and promote the evening economy will be encouraged.

Development within the town centre and in appropriate edge of centre locations for development will be expected to protect and enhance its historic character.

Key historic landmarks such as the castle, church and town hall define Tamworth's identity as a historic market town. Development should respect and enhance these assets in terms of use, design, appearance, and interpretation.

Tamworth Town Centre will benefit from improved connectivity, in terms of cycling, walking and public transport, to and from the existing out of town retail areas and the railway station, and leisure zone. Development will be expected to contribute to enhancing the town centre's open spaces and linkages including iconic gateway developments at strategic entrances to the town centre.

-Local Centres

The Tamworth Town Centre & Retail Study (July 2011) defined eight local centres within the borough. These tend to provide a convenience food store plus a range of other services such as a post office, hot food takeaway, newsagent, library, pharmacy, community centre or doctor's surgery. Their size means that they serve a wider area than neighbourhood centres.

The Council will also help to strengthen local centres by supporting proposals for uses and facilities that would remedy deficiencies and help to address social exclusion. In the most deprived neighbourhoods of Amington, Belgrave, Glascote and Stonydelph, the Council is delivering a Locality Working initiative that will bring together a number of public service and voluntary organisations to provide advice

where it is most needed. The aim is to locate these 'community hubs' in the existing local centres.

The local centres will continue to complement the town centre by providing retail and community facilities for their local population. Due to the limited role and function of the defined Local Centres in Tamworth in the retail hierarchy, it is not considered that any allowance should be made for expansion of any of the Local Centres. However, they are also the focus for many social, community and cultural activities, and as such, their role will be supported. Local centres may also be suitable for other uses such as employment and leisure, and residential use-particularly medium to high density potentially including flexi care accommodation.

In its assessment of their vitality and viability, The Retail Study rated 7 of the 8 local centres as being good with the remaining one as fair. Whilst the local centres, in the main, enjoy generally good accessibility by modes of transport other than the car, there are opportunities for further improvements to support their vitality. These include improving their connectivity, particularly through bus connections and walking and cycling facilities, to surrounding residential neighbourhoods, the town centre and employment areas. Public realm enhancements would improve the quality of the environment and help make the centres safer and easier for pedestrians to use.

Neighbourhood centres

The Tamworth Town Centre and Retail Study defined seventeen neighbourhood centres within the borough. These comprise smaller clusters of shops, one of which is a convenience food store, with a limited range of associated shops or services. They are important in meeting the day to day needs of the local residential areas. As such, their roles will be protected.

The Retail Study identified as only 6 of these centres as having a good level of vitality and viability and 2 are considered to be poor.

Most of the centres are serviceable rather than attractive and due to the age of a number of the neighbourhoods some of the local centres are now in need of enhancement. Exley has been identified as being in particular need of physical improvements to the buildings and environment. There was a general lack of secure cycle stores and access difficulties for people with disabilities. The Council will therefore encourage better access and additional secure cycle stores. A summary of each centre is set out in Appendix 1.

The Anker Valley has been identified as a strategic housing allocation, which is essential to meet the identified housing needs set out in the Updated Revised Housing Needs Study (2012). A new neighbourhood centre alongside other community facilities, will be essential to create a sustainable neighbourhood that will reduce the need to travel whilst helping to create a sustainable community

This policy aims to address Strategic Spatial Objective SO4

Policy SP3: Supporting investment in local and neighbourhood centres

Both Local and neighbourhood centres offer the potential to be a focus for the regeneration of surrounding communities and proposals which enhance their vitality and viability will be supported. These include higher density residential development and improvements to existing housing provision; particularly in those centres located within regeneration priority areas-see Policy SP7.

Environmental enhancements, including improvements to green links and spaces, will be supported to improve their overall attractiveness and help design out crime. Transport improvements, particularly in relation to the frequency and quality of public transport provision will be encouraged to enhance the accessibility of centres.

- a) Local centres are suitable for retail, leisure, employment and community uses serving local needs. Planning permission will be granted for such development provided it is of an appropriate scale and design and maintains or enhances the mix of uses available. Local centres are suitable locations for medium-higher density development including residential to support local services**
- b) Neighbourhood centres are suitable for retail and other 'A' class uses, particularly convenience retail, services and community facilities that meet the day-to-day needs of their immediate catchment. Planning permission will be granted for such development provided it is of an appropriate scale and design, and maintains or enhances the mix of uses available.**

Notwithstanding the proposed Anker Valley Neighbourhood Centre, proposals for retail and leisure uses not in centres identified above will be assessed in accordance with CP2.

A significant contribution to the Local Development Framework which helps to create a diverse local economy and achieve economic prosperity in the Borough is to ensure that sufficient employment land is available in the right locations in order to support local businesses, encourage expansion of small business and attract inward investment, in accordance with national and regional guidance.

Tamworth is strategically located at the heart of the motorway network with links to both the M42 and M6 toll and the A5 which runs through the Borough.

In recent years there has been an increase in investment from the logistics and high skilled manufacturing sectors. However Tamworths amount of employment land has declined in the last decade with significant redevelopment of a number of sites for residential purposes, including Tame Valley Alloys, Metrocab, Doultons and Smurfits. This has left a network of strategic employment areas distributed throughout the Borough which will be required to meet future employment needs.

Delivering economic growth will be crucial to ensure that Tamworth has a robust and growing economy in the future, to raise prosperity for its residents and businesses and to enable it to continue to play a key role within established spatial economic partnerships. However Tamworths economy does not sit in isolation. There are a range of areas where people currently work outside of the Borough such as the West Midlands conurbation and Birch Coppice in North Warwickshire alongside potential

future locations such as Whittington Barracks in Lichfield. To assist with delivering a growing, prosperous economy partnership working across Tamworths functioning economic geography will be essential, particularly if it is proven as a result of monitoring that Tamworth is failing to meet its needs within its boundaries.

The evidence base set out in the 2011 Employment Land Review identifies a broad range of employment land requirements for Tamworth up to 2028, the network of strategic employment areas will play a significant role in meeting this requirement.

The Employment Land Review looked at the existing portfolio of employment land and identifies potential supply. None of the existing employment areas were considered to be performing poorly as a whole, although some parts of the employment estates did have high vacancy levels. The market view confirmed that there was demand for units at each of the employment areas and that they all had relative strengths and weaknesses for businesses of different types looking to locate there and that they supported a diverse Tamworth market. Consequently the review highlighted that the network of strategic employment areas should be retained in employment use although some parts may need modernisation and environmental enhancements.

In relation to future supply, the review identified a portfolio of sites, including key strategic sites around Bitterscote and the M42 Junction. It also highlighted the important role of regenerating existing strategic employment areas, Lichfield Road, Amington and Tame Valley. The table set out in Appendix 1 provides a description of each employment area.

To ensure that the Town Centre is the key driver in delivering a prosperous Tamworth it will be important to have a suitable portfolio of Office space. Increasing the number of people who work within the Town Centre has numerous 'spin-off' benefits, not only is it the most sustainable location, accessible by a variety of transport modes, office development will also increase the number of people using associated services and facilities and thus improve the vitality and viability to help regenerate the Town Centre.

However as a result of limited land supply and the need to focus a variety of uses, including retail, leisure and residential, in the context of constraints related to the historic fabric and need to protect and enhance the Conservation Areas it is considered that office space will be delivered in the form of mixed-use development.

As part of this approach it will be important to maximise the role of the train station, in particular with its excellent links to London, Birmingham, Manchester and Nottingham.

Up to 20,000 sq.m of new office floorspace will be delivered within the town centre and on edge of centre sites. The most suitable locations include the redevelopment of the existing Arriva Bus Depot, Upper Gungate, Jewsons site, Saxon Drive, as well as conversion of upper floors of buildings within the town centre. Specific sites identified for redevelopment are set out in Appendix 1.

Should it be demonstrated that the level of office provision cannot be met within or on the edge of the town centre, strategic employment sites could be considered for office development, providing this helps deliver the overall strategy and is not in locations that would be considered detrimental to the future viability and viability of the town centre.

The government supports the creation of Local Enterprise Partnerships (LEPs) to promote local economic development. LEPs are joint local authority-business bodies that will assume a strategic leadership role in economic renewal for a defined and agreed functional economic area. Tamworth is part of the Greater Birmingham and Solihull LEP. The LEP's emerging Economic Strategy; in particular its focus on job creation will be supported through ensuring sufficient land is identified for delivery.

This policy aims to address Strategic Spatial Objectives SO2 and SO3

SP4 Sustainable Economic Growth

Sustainable economic growth will be delivered through; providing a minimum of 36 hectares of employment land up to 2028 and providing 20,000 sq.m of office floorspace. This will be achieved through protecting and enhancing the network of strategic employment areas and promoting the role of the Town Centre.

The Strategic Employment Areas (identified on figure 2 & 4) comprise the following;

- **Bitterscote (Bonehill Road, Cardinal Point, Bitterscote South)**
- **Tame Valley Employment Area (Hedging Lane, Two Gates, Tame Valley Industrial Estate)**
- **Amington Employment Area**
- **Lichfield Road Employment Area**
- **Centurion Park Employment Area**
- **Relay Park Employment Area**

Whilst not considered to be a strategic employment area, appropriate employment generating uses will be promoted as part of the Wilnecote Regeneration Corridor proposal (SP5)

The preferred locations for offices in and on the edge of the town centre are identified on figure 5. These will deliver the requirement of up to 20,000 sq.m

The Council will encourage the comprehensive release of Beauchamp Employment Area and Kettlebrook Road Industrial Estates for residential use provided that this supports the overall spatial strategy.

The need for additional floorspace for retail uses up to 2028, having regard to relevant market information and economic data, was assessed in 2011 by The Tamworth Town Centre & Retail Study. In the quantitative need assessment, a capacity analysis for convenience (food) and comparison (non food) goods was undertaken in the Tamworth study area. This assessed the capacity for additional floorspace in Tamworth using a market-share approach. The capacity analysis shows:

-No capacity for additional convenience retail floorspace until 2016 and a small capacity by 2021 and 2028. By 2026 the capacity identified would support in the order of 1,100 sq. m. net (1,600 sq.m gross) floorspace if it was developed for one of the leading food retailers or more if it was developed for discount food retailing.

-In comparison goods, after allowing for commitments (in Ventura Park/Cardinal Point of 20,400 and Gungate development 20,700) there is no capacity for additional retail

floorspace in 2016 or 2021 but there is significant capacity in 2028 to support in the order of 18,000 sq m additional floorspace.

Whilst the study identified an adequate overall level of existing leisure provision in Tamworth, a need was identified to improve the provision of cafes and restaurants in the town centre. Increasing the offer of these operators, particularly aiming at family focussed providers will be key to increasing the overall attractiveness of the town centre; particularly in terms of helping to deliver linked trips between the out of centre retail areas and the town centre.

-Tamworth Town Centre

All the available capacity will be met within Tamworth Town centre in order to deliver the key spatial objective of regenerating and focussing investment within the town centre.

Whilst there is limited opportunity to expand the town centre due to physical constraints and the centre's historic environment, there is significant potential to consolidate the town centre through a number of redevelopment opportunities within the town centre boundary. These are set out in Policy SP2.

Focussing retail and leisure investment in Tamworth Town Centre will shift the balance of attraction from the retail parks more towards the town centre. However, this will also require restricting further growth of out-of-centre shopping development in the retail parks that could weaken the attraction of the town centre, especially until the Gungate redevelopment scheme becomes established. Whilst proposals to refurbish existing units and environmental and accessibility improvements will be encouraged, development which results in the creation of additional retail and/or leisure floorspace at the existing out of centre retail parks at Ventura, Jolly Sailor, Cardinal Point & Tame Valley will therefore not be supported.

-Local & neighbourhood centres

Due to the focus on delivering future retail growth in the town centre, together with the limited role and function of the local and neighbourhood centres, no quantitative expansion is proposed. Likewise, the Retail Study did not identify a need for any additional designations apart from to support major new residential development at Anker Valley.

Local and neighbourhood centres have a complementary role as part of the established retail hierarchy, serving the local community. The existing centres ensure a sustainable focus and pattern for development with each having its own distinctive character and mix of uses, including shops, services and community facilities. The mix of uses will be carefully managed, with an emphasis on protecting facilities that provide for people's day to day needs and community facilities unless it can be demonstrated that they are no longer required to serve local needs. Loss of A1 class uses at ground floor level should be resisted to retain accessible local shops and a lively and viable centre, particularly where they occupy large units or frontages.

Small scale offices offering professional advice such as solicitors or financial services are also appropriate uses in local centres, particularly for the less mobile who cannot access the town centre easily. They would be suitable for smaller ground floor units or upper floors. Some of the centres provide residential accommodation above ground floor, in purpose built flats or converted floorspace. Higher density residential schemes within local and neighbourhood centres, including using upper floors above

commercial uses, will be supported because they are sustainable locations with generally good access to public transport.

The distinctive characteristics of each centre will be protected and promoted and there is scope for making improvements to the public realm and shopping environment, linked to other key objectives of increasing their accessibility; particularly by public transport, walking and cycling. Their potential to become community regeneration hubs; particularly in the regeneration priority areas will be supported particularly where this involves delivering education-training and health related facilities of an appropriate scale.

Whilst the need for additional convenience provision is deemed to be marginal, until at least 2021, qualitative issues should be taken into account. In particular, a possible qualitative need for additional convenience goods shopping in Tamworth Town Centre has been identified to enhance the vitality and viability of the town centre. Proposals for any additional food shops of appropriate size within the town centre, local or neighbourhood centres should be assessed in relation to the extra benefits to maintain or enhance the centre. Any proposal should provide detailed supporting information to assess the impact on existing nearby centres.

This policy aims to address Strategic Spatial Objective SO2, SO3
CP1 Hierarchy of centres for retail & leisure proposals
Tamworth's retail and leisure hierarchy is defined as follows: First - Tamworth Town Centre Second - edge of town centre Third - local centres Fourth - neighbourhood centres Planning permission will be granted for development that is appropriate in relation to the role and function of each centre. If proposed outside of the town centre, local and/or neighbourhood centres, new retail development must demonstrate need, compliance with the sequential test, good accessibility by walking, cycling and public transport, and that there will be no adverse impact on the vitality and viability of other existing centres. For retail and leisure development proposed outside of the defined hierarchy of centres, an impact assessment would need to be provided (to accompany planning applications) based on the following floorspace thresholds at the locations listed below: a) Outside of the town centre primary shopping area, for proposed retail and leisure developments of more than 1000 sq.m gross floorspace. b) Within 800 metres of the boundaries of the local centres, for proposed retail and leisure developments of more than 500 sq.m gross floorspace. c) In the defined out of centre retail parks, for proposed retail and leisure developments of more than 500 sq.m gross floorspace In addition, the impact assessment would need to assess the impact of the proposal on the Gungate redevelopment, Middle Entry redevelopment and Ankerside Shopping Centre redevelopment schemes.

In assessing the impact of a proposal, consideration will be given of the cumulative effects of the proposal, recently completed retail developments and outstanding planning permissions for retail development, where appropriate.

Development proposals deemed by the Council to have a significant impact on an existing centre that fall below the above thresholds will require an impact assessment proportionate to the scale of the proposed development.

Having a suitable, well performing network of employment areas alongside a sufficient supply of offices is crucial to promoting economic growth and enterprise as set in Spatial Policy 4.

The 2011 Employment Land Review focused on the existing network of employment areas, estimated future employment land requirements and looked at potential supply.

Appendix 1 provides an overview of the employment areas of which the strategic network of employment areas identified on Figure 2 & 4 are considered to be performing relatively well. However it is evident that there needs to be improvements to these areas, including making improvements to the environmental quality and transport network e.g. road surfacing. Furthermore there is significant potential for the employment areas to deliver the provision of renewable and low carbon energy initiatives through the retrofitting of renewable energy techniques, such as photovoltaics and green roofs. In addition the layout of existing employment areas could increase the possibility of using combined heat and power.

Moreover there has increasing pressure for alternative Town Centre uses on existing employment areas. However there is a risk that this could be to the detriment of the function of the employment areas and also that of the Town Centre. It is therefore important that the B class uses remain at the employment areas. Any change of use to alternative uses would have to demonstrate need, compliance with the sequential test and the accessibility of the proposal by a variety of sustainable transport modes.

The 2009 Offices paper looked at the office market in Tamworth and identified locations for future provision. It identified that there is a viable market for office provision in and at the edge of the town centre, with its excellent sustainable transport links and sufficient provision of services. However this is reliant on the development of new office stock to meet modern business requirements, this would attract new development and occupiers which in turn will further improve perceptions of the town centre and make it more attractive to businesses. It subsequently identified viable locations for office development within and at the edge of the town centre, these are set out in SP3.

Increasing skills and training is an important element to promoting economic growth and enterprise and it is a key target of enterprise partnerships to create an appropriately skilled workforce to support their own development and the needs of the local business community. It is important to facilitate the creation of strong links between skills, training providers and businesses to ensure that existing and new businesses alongside Tamworths residents maximise their potential and help to deliver a growing, sustainable economy. Therefore it is important to focus training in the appropriate sectors and utilise and promote existing vocational centres at TORC, South Staffordshire College and Landau Forte academy alongside the wider education facilities within Tamworth.

This policy aims to address Strategic Spatial Objectives SO2 and SO3

CP2 Economic Development

Planning permission on the network of strategic employment areas identified in SP3 will be granted for B1(b,c), B2 and B8 uses. The expansion of any existing business within these use classes will be supported provided it promotes and supports the strategic economic objectives of the plan and the wider objectives of sub-regional economic partnerships.

Where planning permission is proposed for alternative uses within existing employment areas, the development will be required to demonstrate need, compliance with the sequential test (see Glossary), good accessibility by walking, cycling and public transport, and that there will be no adverse impact on the vitality and viability of existing employment areas and other existing centres.

Planning permission for Office use B1 (a) will be supported within or on allocated edge of town centre sites as shown plan XX. Where this is part of a mixed use scheme within the Town Centre the development will need to comply with guidance set out in the Place Making SPD.

To ensure improvements to the overall sustainability and viability of the employment areas, the following measures will be required:

- a) Accessibility by all means of transport in particular public transport, cycling and walking**
- b) Appropriate soft and hard landscaping, permeable surfaces, signage and lighting**

The provision of renewable and low carbon energy initiatives including, combined heat and power, photovoltaics, green roofs, grey water harvesting, ground source heat pumps will be promoted appropriate to the location.

Tourism is one of the largest and fastest growing industries in the country. It is the largest growth industry in Staffordshire, generating £987 million per annum and employing over 40,000 full time equivalents. The total expenditure generated by visitor trips to Tamworth in 2010 is estimated to be £50 million with the major receiving sectors of all tourism spend are retail £19 million (35%) and catering £17 million (31%) It is estimated that from the tourism expenditure in Tamworth of £50 million, a total of 1,362 jobs are supported by tourism spend, although these jobs are not all provided to residents of the local authority.

Tamworth's many tourism and cultural strengths and potential owe much to its history and setting, which is focussed on the town centre. It has a strong historic centre with a number of landmark buildings located in the town centre which are open to the public, Tamworth Castle and St. Editha's Church being the most visited.

The town centre is the most visited part of the borough and the majority of its attractions are located within the centre. However, Tamworth suffers from a poor image within the region, which reflects its recent history as a post war expanded town and the resulting urban form. A main contributing factor is the town centre's comparative weakness in respect of the quality of the retail and leisure offer with a shortfall of family orientated food and drink outlets and a predominance of pubs results in a narrow evening economy. In addition, aspects of the built environment are

considered to be poor which is compounded by poor physical linkages with the out of town retail parks which discourages linked trips.

Overnight visits boost spend in the local economy, however, there has traditionally been a lack of good quality accredited accommodation. Tourism spend is not restricted to the attractions themselves, a range of other local businesses benefit and increasing the number of overnight stays would increase spend in related services such as restaurants and shops. The situation has been helped by the recently completed hotels on the edge of the town centre. This may help to attract recreational as opposed to business tourists which is seen as a potential market to exploit, as a result of Tamworth's excellent connectivity and location.

In addition to the town centre, a unique cluster of sport and leisure facilities is located immediately south and east of the town centre with the Castle Grounds, forming a focus for events and activities. Tamworth also has the benefit of the extensive green linkages that runs through the borough and out to the countryside beyond. Proximity to the river and canal networks also form a unique recreation and under-used tourist resource which will form the basis of projects promoted through the Central Rivers Initiative. Linked to this is the RSPB nature reserve at Middleton Lakes, which is located just outside the borough boundary in Lichfield District and is expected to attract significant numbers of visitors. It is expected to become the most important site for breeding birds in the West Midlands. Other attractions outside the borough but on Tamworth's doorstep include Drayton Manor Theme Park, Kingsbury Water Park, The Belfry and the National Memorial Arboretum at Alrewas. Improving the access; particularly via public transport, to these attractions from the borough is seen as a key objective to increase the overall attractiveness of Tamworth as a tourism destination.

The Council and its partners' overall vision is to raise the profile of Tamworth within the Heart of England, promoting it as 'A Market Town for the 21st Century'. A key component of this is partnership working with tourism organisations and neighbouring local authorities to promote Tamworth as a visitor destination.

The recent discovery of the Staffordshire Hoard represents an opportunity for the borough to exploit its connection to Mercian history and increase its tourism role. As the Ancient Capital of Mercia, Tamworth is hugely significant in the Saxon story. The Hoard has resulted in the Mercian Trail being developed with the major partners, Birmingham, Stoke on Trent, Lichfield and Tamworth. Each area will focus on a different aspect of the Saxon era. Tamworth will focus on the Royal and Military stories, Lichfield, the religious aspect, Stoke the actual find and archaeology of the hoard and Birmingham the trading links and craftsmanship. Stoke on Trent and Birmingham will continue to house the majority of the find, Lichfield and Tamworth will hopefully have a permanent exhibition with some of the items. Tamworth Castle will look to find funds to redevelop the top floor of the Castle to house such an exhibition that will attract visitors to the town.

An attractive town centre is a key element of the tourism offer. Much of Tamworth's future success depends on regenerating the town centre in order to improve the perception and image of the town as a destination for retail and leisure. Major redevelopment schemes such as the Gungate redevelopment site provide the opportunity to provide a development built to a high standard of design that complements the historic centre. Investment in major schemes should generate a knock on effect to stimulate wider regeneration. Public realm improvements through high quality paving and street furniture would enhance the visitor experience.

The Improvements to the physical linkages and signage between the town centre and the out of town retail parks, leisure zone and railway station will make them more convenient and attractive to use.

It is recognised that to expand the offer of Tamworth town centre to local residents and visitors alike, cultural development is seen as a key catalyst, in conjunction with other local investment. It is recognised that the current focus for a lot of cultural related events, the Assembly rooms is limited in its ability to deliver further events, due to its age, historic grade II listing and its overall quality as a venue. Significant improvements and extensions to the existing Assembly Rooms building are therefore proposed to cater for events and activities which at the current time cannot be met, primarily due to current building limitations. It is envisaged that the Assembly Rooms will form the focal point of a cultural quarter for the town.

This policy aims to address Strategic Spatial Objectives SO2 and SO9

CP3 Culture and Tourism

To deliver a vibrant cultural and tourism economy which will help improve the quality of life of residents and visitors, the Council will work with partner agencies and organisations to:

- a) Safeguard existing cultural facilities that are viable and support the expansion of the Assembly Rooms as the centrepiece of the emerging Cultural Quarter**
- b) Promote, protect and enhance the borough's landscape and historic character**
- c) Encourage provision of a diverse range of cultural facilities including leisure and conference facilities within Tamworth Town Centre**
- d) Encourage leisure and cultural facilities as part of mixed use development schemes within Tamworth Town Centre and of an appropriate scale in local and neighbourhood centres**
- e) Support appropriate proposals for re-use of historic buildings**
- f) Promote existing tourist attractions such as Tamworth Castle and awareness of and interest in heritage assets such as mining, pottery and the borough's Mercian heritage**
- g) Encourage developments which results in additional tourist attractions within Tamworth Town centre including a Heritage Centre as well as appropriate infrastructure such as hotel accommodation, public transport, improved walking and cycling routes and facilities, signposting/interpretation and information centres**
- h) Promote a family focussed evening economy within Tamworth Town Centre by expanding the restaurant and leisure offer**
- i) Deliver improved physical linkages between the out of centre retail parks, the railway station and leisure facilities to the town centre**
- j) Encourage the regeneration and restoration of the rivers and the Coventry Canal through the borough as an important tourism resource**
- k) Improve the transport connections and physical routes to visitor attractions outside of the borough; particularly to Drayton Manor and Kingsbury Waterpark and the National Memorial Arboretum**

CHAPTER 5: STRONG AND VIBRANT NEIGHBOURHOODS

Together with strong centres and sufficient employment opportunities, delivering sufficient new housing, of the appropriate type, tenure and cost and in accessible, sustainable locations together with focussing on areas requiring regeneration will deliver strong and vibrant neighbourhoods.

The Southern Staffordshire Districts Housing Needs Study (January 2012), which covered the areas of Tamworth, Cannock and Lichfield set out the potential scale of future housing requirements in the three districts based upon a range of housing, economic and demographic factors, trends and forecasts, established 12 scenarios. These scenarios are set out in the housing needs and supply background paper.

The scenarios identified a variety of figures for Tamworth, ranging from 4,400 dwellings to 11,150 dwellings. However the latter figure is economic led, based on past employment trends and predicts a significant amount of in-migration to counter a predicted ageing workforce. However this approach is not considered appropriate because it would result in an over-development pressure on Tamworth which would have a detrimental impact on infrastructure and the network of 'urban green'. Aside from the figure of 11,150 dwellings the remaining figures range from the aforementioned 4,400 to 6,231 dwellings. These figures all have strengths and weaknesses and it is not considered appropriate to use a single figure when establishing an overall target for the Borough. The study also analysed the core constraints on delivery and the environmental and infrastructure capacity and concluded that the dwellings requirements for Tamworth range between 240-265 dwellings per annum. Taking a mid-point of these figures annualised over the course of the plan period equates to an overall need of 5,500 dwellings.

Focusing on supply, in the period 2006-2011, 1179 (gross), 1144 dwellings (net), have been completed and there are a further 476 dwellings either under construction (114) or with planning permission (362).

A Strategic Housing Land Availability Assessment has identified that 3690 dwellings could come forward in the next 15 years. 1071 dwellings have been identified as deliverable and are considered to come forward in the next 5 years, a further 2619 dwellings have been identified as developable, of which it is considered 1358 dwellings will come forward in 6-10 years and 1261 dwellings in 11-15 years, this supply includes 1150 dwellings at the Anker Valley being developed during the course of the plan period.

It is evident therefore that in establishing an overall supply for the duration of the plan period (i.e. 2006-2028). 1,144 completed dwellings (net) alongside a supply of 3,690 dwellings provide a maximum possible supply of 4,834 dwellings up to 2028. However as stated in the SHLAA, it is important to consider the potential for sites to lapse, which based on historic trends is considered to be at least 180 dwellings over the plan period. Taking this into consideration, together with an optimistic approach to site viability and the potential for lower density development on some sites, a reduced figure of 4,500 dwellings is considered to be a realistic figure to be delivered over the course of the plan period, this equates to 205 units per annum and is illustrated in the indicative housing trajectory set out in figure 6, appendix 2.

A significant proportion of these sites are situated within the urban area, and the supply predicts the proportion of future completions as being 47% on brownfield land and 53% on greenfield land. This supply, based on the latest definition (2010) of brownfield/greenfield land which classifies garden land as greenfield, predicts a

reduced proportion of completions on brownfield sites compared to previous completions. In the period 2006 to 2011, 1144 (net) dwellings have been completed, 91% of which were on brownfield sites. However, this uses the definition in PPS3 prior to the revisions in June 2010 and therefore results in a higher proportion as a result of previous approvals for 'backland development'. This identified reduction is a consequence of the Anker Valley (greenfield site) and a limited supply of large brownfield sites, in terms of sites the SHLAA identifies that 87.68% of sites are brownfield compared to 12.32% of greenfield sites. A number of large brownfield sites completed previously were on employment land, such as Tame Valley Alloys, the Former Doulton Works and the Metrocab site. However it is considered that a significant release of employment areas would not allow for an appropriate amount of employment land to support future economic growth. Furthermore all of the deliverable and developable sites identified in the SHLAA are within sustainable locations and are considered to contribute to the creation of sustainable communities.

Aside from Anker Valley there is a limited supply of large sites over 14 dwellings. The supply of 3,690 dwellings consists of 214 sites, of which 164 sites are 14 dwellings or below and only 12 sites have a capacity of 50 or more dwellings (not including Anker Valley). The reliance on small sites leads to some uncertainty over deliverability due to issues such as viability. Furthermore some of these sites, particularly in the town centre or in the Wilnecote Regeneration corridor, may come forward for other uses or as part of a mixed use development which may result in fewer dwellings being delivered. For this reason, the Anker Valley allocation should be seen as a minimum to allow for flexibility. The Tamworth Future Development and Infrastructure Study highlighted that the site could accommodate potentially in excess of 1400 units if employment was not allocated on the site, so there is flexibility to accommodate further growth if required and capacity for further growth beyond the plan period.

The considered uncertainty over the outlined supply has implications for the ability of Tamworth to meet its identified needs within its boundary. This is highlighted in the revised SHMA and in the figures identified above. With a potential supply of 4,500 dwellings against a need of 5,500 dwellings it is evident that a 1,000 dwellings need to be accommodated outside the Borough to meet the needs of Tamworth.

The identified need to accommodate growth outside the boundary as a result of Tamworth's constrained land supply is well established. The proposed revision to the West Midlands RSS, in identifying housing requirements recognised the need to deliver 1000 dwellings outside the borough's boundary in addition to the then identified need of 2,900. The updated housing needs study, whilst confirming this has stated that this is a minimum requirement. The Tamworth Future Development and Infrastructure Study (2009), carried out jointly with Lichfield District and North Warwickshire Borough Councils, examined options for delivering the need.

Two of the options identified were within the Borough boundary, the remainder were outside. It was considered that the Anker Valley option was the most sustainable option within the Borough boundary to deliver the Spatial Objectives for the town.

Of the other options identified in the study, land to the East of Tamworth Urban area and West of the M42 was considered to be the most sustainable location to meet Tamworth's needs. Land east of the M42 was also considered to have sustainability benefits as was land at Mile Oak and land North of the Anker Valley which all scored closely. However, land at Mile Oak is within the Green Belt and Lichfield District Council has indicated that this would not be a preferred option. Lichfield District Council has indicated that 400 houses could be built in Fazeley, which is part of the Tamworth Housing Market Area and could further meet Tamworth's needs. If further

land is required to meet Tamworth's needs the most appropriate locations would either be to the East of Tamworth or to the North, particularly if the appropriate links to Anker Valley were made.

This policy aims to address Strategic Spatial Objective SO5
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SP5 Housing

<p>Within the Borough of Tamworth a net increase of up to 4500 dwellings will be delivered in the period 2006 – 2028 at an average of 205 units per annum. At least 1150 dwellings will be provided for at a sustainable urban neighbourhood to the north east of the town centre in the Anker Valley. The remaining will be provided within the existing urban area taking the opportunity to maximise the effective use of land in sustainable locations.</p>
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<p>Through working with adjoining authorities, a minimum of 1000 dwellings will be provided to meet Tamworth's needs. These will be delivered in the most sustainable locations to ensure infrastructure needs arising from development are identified and provided for. Development to meet Tamworth's needs in neighbouring authorities could be met in the broad locations identified on figure 2. Development outside of Tamworth's boundary will be not be supported if it is shown to prejudice the delivery of Anker Valley and the overall strategy.</p>

<p>Housing development will be expected to contribute to the achievement of sustainable communities. Priority will be given to locations with good accessibility by means other than the private car in close proximity to existing or planned community services and facilities. The Council will secure high quality well designed housing development, that contributes to creating inclusive and safe mixed communities and reduce health inequalities. This will be achieved by providing a mix of dwellings of the right size, type, affordability and tenure to meet community needs.</p>

Taking into account the lack of developable land within the borough and the need to accommodate future housing needs, Anker Valley has been identified as the only strategic site capable of delivering a substantial proportion of the identified future housing need for the borough. Moreover, the size of the site and its location adjacent to both the town centre and public transport facilities creates an opportunity to develop a sustainable urban neighbourhood to assist the delivery of the overall spatial strategy for the borough; addressing housing need, supporting regeneration of the town centre, improving connectivity and mitigating against the effects of climate change.

It is recognised that a sustainable neighbourhood is more than just housing. Anker Valley Sustainable Urban Extension will require the delivery of the necessary supporting infrastructure to create a sustainable, inclusive community including a neighbourhood centre, community facilities, including the provision of a primary school with linkages and access to open space in a high quality, well designed environment.

Improved linkages to the town centre will be a critical component of the proposal, along with access improvements to employment areas and Tamworth Railway Station. Internal trips will be maximised through the provision of services and facilities on site and by having a high degree of public transport accessibility will reduce the need to travel by private car therefore minimising congestion on the local road network.

Its sensitive location, requires careful mitigation measures to be put into place including less intensive development around the boundaries and appropriate landscaping on the edge of both the open countryside to the east of the site and the Amington Hall Conservation Area to the north east of the site. The character appraisal for Amington Hall Estate Conservation Area identifies its principal feature as being the setting of open countryside and woodland and the long distance open rural and semi rural views available from within its boundaries. The Anker Valley strategic housing allocation is located approximately 90 metres from the western boundary and in developing this site, it is important to maintain the physical separation from the urban area. In addition to the effect of physical proximity, noise and light pollution from the development could also impact on the special character. Developers will need to have regard to maintaining the setting of the conservation area through careful design, layout and landscaping

To reduce the risk of flooding and to contribute towards water management objectives, opportunities for the inclusion of SUDs will be sought whilst biodiversity opportunity areas will also be encouraged.

The Council will work with developers of the Anker Valley Sustainable Urban Neighbourhood to produce a detailed masterplan for the site to accompany the first planning application prior to submission. This will consider the wider context of development to the north of Tamworth in Lichfield District if it is proposed.

This policy aims to address Strategic Spatial Objectives SO2, SO4 and SO5
SP6: Anker Valley Sustainable Urban Neighbourhood
<p>The Anker Valley Sustainable Urban Neighbourhood, as identified in figure 2 & 4, will provide at least 1150 new dwellings and associated infrastructure as detailed below. Anker Valley will be well connected internally to the neighbourhood centre, as well as to Tamworth Town Centre, Tamworth Railway Station and to employment areas and countryside beyond. A detailed master plan for the development will be produced to guide the following objectives:</p> <ul style="list-style-type: none"> a) The creation of an integrated, distinctive neighbourhood to meet the needs of the community including young and older persons and families to ensure social cohesion. b) Provision of public transport with new footpaths, cycleways, and green linkages to help maximise both internal trips and sustainable travel whilst mitigating the traffic impacts of the proposal on the strategic and local road network. These include delivering: <ul style="list-style-type: none"> i. the Anker Valley Local Transport Package and further car parking capacity and access improvements at Tamworth rail station ii. improvement and management of Ashby Road and associated highways iii. proposals for the provision of the Anker Valley Link Road and Amington Link in accordance with Policy SP8 iv. Pedestrian linkages to the town centre, surrounding areas and the railway station will be sought including consideration of the construction of a foot & cycle bridge over the railway line at Tamworth Rail Station. c) A new neighbourhood centre, with a range of shopping facilities to meet locally-generated needs, school facilities, and health facilities, community centre (designed to allow range of indoor sports if applicable), located centrally and should be easily accessible by foot, cycle and other sustainable modes of transport. Proposals for the co-

- location of facilities will be encouraged; where appropriate.**
- d) A new primary / junior school or contribution towards existing and a contribution to secondary school facilities to serve the area as required by Staffordshire County Council.**
 - e) High quality sustainable, inclusive design and layout that reflect the requirements of Policy CP13 whilst providing an appropriate buffer zone to reduce any visual impact on the nearby Amington Hall Estate Conservation Area.**
 - f) Provision or contribution towards indoor and outdoor sports and open spaces, in accordance with identified need.**
 - g) Protect, utilise and enhance existing and provide additional green and blue infrastructure linkages to the adjacent countryside, surrounding green space and waterscape networks and the urban area.**
 - h) Creation of appropriate new habitats and linkages to existing sites of high biodiversity value.**
 - i) To take into account of and ensure any proposals for neighbouring development in Lichfield District.**

The southern most part of the site, adjacent to Tamworth Railway Station, is considered to be a suitable site for new office development. The sensitive nature of the site requires development to be of an exceptional design quality which creates a landmark for the town whilst respecting its wider context.

The Council's priorities for regeneration focus on neighbourhoods with high levels of deprivation, and where there may be a need to redevelop some housing stock that is coming to an end of its useful life. In addition, the Wilnecote corridor has been identified as an area requiring a comprehensive approach to regenerating the housing and employment offer and improving the immediate environment to enhance this important transport corridor.

The post war social housing areas

Tamworth has a good record of neighbourhood regeneration through focusing interventions in the borough's most deprived neighbourhoods. Within Tamworth there are 4 distinct neighbourhoods which have been identified as Council priority areas called 'locality working initiatives'. These are Amington, Belgrave, Glascote, and Stonydelph. Locality Working is aimed at addressing disadvantage within these defined communities and involves a neighbourhood level multi-agency activity to focus resources upon a defined community to address issues of local needs. This has resulted in the provision of community hubs in the local or neighbourhood centre within each locality providing accommodation for local services and support initiatives for local people along with a community space.

In addition there are areas outside of these localities that display similar attributes concerning housing and health. These also all share common physical characteristics; namely being located within the post war planned neighbourhoods consisting of predominantly social housing which is either currently, or predicted to require investment and regeneration during the lifetime of the Core Strategy.

On this basis, the neighbourhoods listed below have been identified as regeneration priority areas, as a result of demonstrating high levels of deprivation and/or a poor quality environment. The regeneration priority areas are identified in figure 2 and listed in Appendix 4.

Within these areas, a partnership approach between the council's housing team, RSLs and other service providers will need to ensure the housing stock is refreshed to meet changing needs in the context of ensuring access to jobs and services, protecting local character and sense of community whilst improving and enhancing the natural environment and mitigating the impacts of climate change. Key to achieving this will be promoting and protecting the role of local and neighbourhood centres which lie within and/or adjacent to these neighbourhoods to ensure services and facilities, including retail, remains accessible particularly to those without access to a car. Specific area boundaries will be established through the production of area based master plans, where appropriate.

The Wilnecote Regeneration Corridor

The Wilnecote Regeneration corridor (shown on figure 2 and allocated in figure 4) runs along Watling Street (the former A5) starting at the crossroads at Two Gates, spanning from the Watling Street-Dosthill Road/Tamworth Road junction for almost half a mile to the roundabout that intersects Watling street and the B5440 Marlborough Way / Ninian Way.

It is a well used stretch of road linking key residential areas together and providing access to a significant employment area in the borough, Tame Valley industrial estate and out of town retail areas and access to the nationally significant theme Park, Drayton Manor.

The corridor suffers from a number of issues, including derelict and empty plots of land that have not been developed, sporadic residential units mixed in between dated industrial estates. Additionally the corridor is intersected by a railway track and local station, which is no more than a platform with a car park. Due to varied land ownership and existing development there is not a unified strategic approach to improving the area, which has become run down and could suffer from ad hoc individual developments that do not improve the corridor as a whole. As such this well travelled route, projects a poor image for the Borough.

The corridor has numerous sites which have been identified for redevelopment through the SHLAA and the ELR. It is evident that either side of the railway line the area is split into 2 distinct characters, predominantly commercial to the East with a number of car dealerships and Beauchamp Trading Estate in close proximity to Tame Valley Industrial Estate. To the West, the character is more residential in nature, featuring Cottage Farm Road (within Dosthill) to the South and a number of residential properties within Two Gates to the North. Consequently, whilst it is considered that it will be important to achieve a mixed-use development in close proximity to Wilnecote Railway Station, it will be still important that the main uses should reflect their local context.

Delivering the Wilnecote Regeneration Corridor creates an opportunity to align with the Fazeley component of Lichfield District's Rural Planning Project. This approach to Rural Masterplanning results in a set of guiding principles relating to improvements in relation to the environment, traffic management, housing and social well-being. Work to date has identified the need to address the environment along the former A5. Accordingly, environmental improvements delivered through the Wilnecote Regeneration Corridor should aim to align with the objectives of the Fazeley Rural Planning project.

This policy aims to address Strategic Spatial Objectives SO3, SO4, SO5, SO7, SO10 and SO12

Policy SP7 Regeneration Priority Areas

In the following areas the focus for regeneration will be on improving the physical environment and delivering social and economic renewal.

1. Post war planned neighbourhoods

These areas shown on Figure 2 are identified for regeneration with the purpose of revitalising the housing areas and building cohesive and sustainable communities. Development will be supported and promoted in these areas that:

- a) improves the quality of the existing housing stock, including retro-fitting existing properties with renewable and low carbon technologies.**
- b) enhances the mix of housing within the area that meets local needs**
- c) improves or provides local community facilities and services**
- d) protects and enhances the network of high quality open space**
- e) supports the vitality and viability of existing local and neighbourhood centres**
- f) increases integration of the areas with surrounding areas and improves accessibility to employment, key services and the town centre by walking, cycling and public transport**
- g) is of a high quality design which contributes towards designing out crime**

2. Wilnecote Regeneration Corridor

This corridor as defined in Figure 2 & allocated in Figure 4 would benefit from a comprehensive and co-ordinated approach to improving its existing employment and housing offer, supplemented by proposals to enhance the roadside environment and access to and the fabric of Wilnecote Railway Station. Planning permission will be supported for refurbishments to existing and new B1 (b,c), B2 & B8 uses along with new housing and environmental improvements and investment in Wilnecote Railway Station and walking, cycling and public transport provision.

Delivery of the Wilnecote Regeneration corridor will be taken forward through a future SPD.

In the period 2006 to 2011, 304 gross Affordable Housing units were completed, on average 61 affordable dwellings a year. As at the 31st March 2011 there were a further 58 units committed. Although Tamworth is more affordable than other parts of the sub region, the updated Strategic Housing Market Assessment (SHMA) indicates a net housing need of 173 dwellings per annum, the equivalent of 84% of units against the overall requirement of 205 units per annum. Delivering 84% of all dwellings as affordable is clearly unrealistic. Furthermore within Tamworth there are differences in terms of house type and house price. The SHMA also highlights that there is an undersupply of smaller properties.

The Council has undertaken an Affordable Housing Viability Assessment to establish the appropriate thresholds for delivering affordable housing. The study tested numerous variances, including land values, affordable housing thresholds, the impact of increased developer profit, code for sustainable homes and different social housing grants. The study concluded that for sites over 15 dwellings a target of 30% affordable housing. Considering that there is a significant supply below this threshold the study identified different options for sites below this threshold and in order to provide sufficient flexibility whilst enabling a deliverable supply a combined approach featuring financial contributions and on-site affordable housing provision was considered to be the most appropriate. This was set at a 10% affordable housing equivalent financial contribution from sites of 1 to 4 units and 20% on-site affordable housing target from 5 to 14 units. A financial contribution can play an important role in improving existing housing stock and bringing empty properties back into use.

However whilst this sliding scale provides a greater degree of flexibility in the process and is considered to be deliverable it is recognised that there may still be factors which make a site unviable and the Council will need to be flexible on a site by site basis whilst still seeking to maximise the proportion of affordable housing.

Furthermore the study recognised that the delivery of affordable housing can not rely on market driven residential schemes and other key organisations including the Council have a role to play in increasing the supply of affordable units.

To establish a deliverable annual requirement the thresholds set out above have been applied to the supply of sites identified in the SHLAA. These have only been applied to sites that fall outside the planning process (it is not considered appropriate to apply thresholds to sites that have already received planning permission as the supply of affordable dwellings has already been determined through the planning process) to derive a total supply of affordable housing over the plan period. When applying thresholds of 30% of affordable housing on sites of 15 or more dwellings and 20% on sites of 5-14 dwellings the total supply is identified as 880 dwellings.

The total supply should also consider existing completions of affordable dwellings to establish a total supply over the course of the plan period. In total 307 units have been completed and 58 units are committed. Taking all of the above into account a total of 1,245 affordable dwellings are considered to come forward between 2006 and 2028, 57 dwellings per annum. This supply should be considered to be a minimum figure as there is the potential for some sites to provide a greater proportion of affordable housing and as stated above there remains a significant need beyond this figure therefore wherever possible it will be important to maximise the delivery of affordable housing.

The updated SHMA identified that the split of affordable housing tenure should be 40% Social Rented and 60% Intermediate Tenure.

This policy aims to address Strategic Spatial Objective SO5
CP4 Affordable Housing
The provision of at least 57 affordable housing units per annum will be sought. The provision of affordable housing to meet local needs will be maximised through working in partnership with relevant organisations. Where viable and appropriate the Council will require:
<ul style="list-style-type: none"> a) new residential development involving 15 or more dwellings (gross) to provide a target of 30% affordable dwellings on site; b) new residential development involving 5 – 14 dwellings (gross) to provide a target of 20% affordable dwellings on site; c) new residential development involving 1 – 4 dwellings (gross) to provide a financial contribution equivalent to a target of 10% affordable

- dwelling;
- d) for on site provision 40% of units as social rented and 60% of units as intermediate rent ;
 - e) the release and development for affordable housing of Council, Registered Social Landlords and other public bodies surplus land holdings;
 - f) a range of sizes of residential dwellings to be provided to meet local requirements;
 - g) a range of housing to meet the needs of older persons, persons with disabilities and those with special needs where there is a proven need and demand.

The Council will monitor development activity and land values to ensure it adopts a flexible approach to negotiations to achieve the above targets. This monitoring will inform discussions over viability, the overall planning obligation requirements, local needs and where appropriate lead to a review of targets to ensure the overall requirement is met during the plan period. A Planning Obligations Supplementary Planning Document will be produced to outline the framework for negotiations, how the targets will be applied to developments with a construction programme over 2 years long and the role of the Council in assisting to secure finance or land to ensure development remains viable.

In 2001 over 75% of the housing stock in Tamworth was 3 or more bedrooms. By 2012 this percentage was estimated to have remained fairly static at 74%. In planning the provision of a housing stock that meets the need of all households in the future we need to consider changes which are taking place in both demographic structure and household formation and preferences. The data in relation to household formation is extremely important as those households requiring smaller units are those which are growing most significantly.

In March 2009, Communities and Local Government published updated household projections to 2031 to take account of revisions to the Office for National Statistics 2006-based population projections, published by the Office for National Statistics in June 2008. These estimate that in 2006 the number of households in Tamworth was 31,000 and by 2028 this will increase to 37,000. It is also estimated that the average household size is getting smaller. Nationally one-person households are projected to grow by 52.2%, but this differs considerably between age bands. Households consisting of 55-64 year olds (growth of 80.2%) and 45-54 (up 66.1%) will grow the most. Also older single person households (65+) will also grow by more than younger households.

The significant growth in one person households and the age of these new one person households suggests an increased requirement for smaller properties, but not so small that they cannot accommodate overnight guests or space to work at home; in other words at least two bedrooms will be needed.

In Tamworth the Housing Needs Survey concludes that 42% of all households need two bedroomed units and 39% of all new forming households need three bedroomed units. This takes into consideration need and also aspirations and viability.

The following table shows the existing mix of units size. It is evident that although there is a significant supply of 3 bed properties, 56% of the total stock, there remains a relatively low supply of 2 bed properties, 15%, where there is the highest proportion

of need. Therefore it is proposed to focus future building on smaller unit sizes focusing on 2 bedroom units.

	1 bed	2 bed	3 bed	4+ bed	Total
Stock in 2001:	2556	4554	16482	5788	29380
	8.7%	15.5%	56.1%	19.7%	
Units built since 2001	184	853	633	400	2070
Estimated total stock 2010	2740	5407	17115	6188	31450
% of total stock	8.7%	17.2%	54.4%	19.7%	

Staffordshire County Council Flexi Care Strategy estimates that the growth in population of those aged 65 and over between 2010 and 2030 will be 72% in Tamworth, the largest growth in Staffordshire. Flexi Care Housing provides an opportunity for people to live in their own accommodation with the security of care and support being available when needed. The Strategy identifies the level of units required to meet demand in Tamworth (823) and how many need to be available for rent or purchase. At the 1st April 2010, 118 Flexi Care Housing units were already available for rent. It is expected that Flexi Care Housing will lead to a diversion from residential placements reducing the number of residential care beds required and limiting the growth in nursing beds. It will be important to meet the identified need of flexi care accommodation to meet the following identified needs;

	To 2010	2010-2015	2015-2020	2020-2030	Total
Owned	213	39	57	152	461
Rented	168	30	45	119	362
Total	381	69	102	271	823

This policy aims to address Strategic Spatial Objective SO5

CP5 Housing Needs

Housing of the right size, type and mix will be secured to reflect local needs, based upon the evidence set out in the latest Housing Needs Survey.

Where viable and appropriate the following mix of units will be achieved;

- **4% of new housing will be 1 bedroom sized units**
- **42% of new housing will be 2 bedroom sized units**
- **39% of new housing will be 3 bedroom sized units**
- **15% of new housing will be 4 bedroom or more sized units**

The Council will monitor the delivery of housing, market and household trends and where necessary revise the targets for unit size to ensure the development of sustainable mixed communities.

All proposals for housing development should ensure that they meet the requirements of different groups within the population, where there is a proven need and demand and provide an appraisal of the local community context and housing need of that community.

In the context of Tamworth housing, a limited supply of unconstrained available land that is suitable for development and in contrast to a growing need for development. Therefore it is imperative to make the most effective and efficient use of the land resources in the Borough. The SHLAA (2008) included 6 sample schemes based on actual sites in Tamworth to reflect the variety of sites found in Tamworth. These sites had densities ranging from 43 dph to 133 dph. The SHLAA also identified a range of typical urban areas (TUA's) reflecting different building phases in Tamworth's history. There were 136 identified TUA's totalling 1171.95ha and containing approximately 30459 units, an average of 26 dwellings per hectare. The revised SHLAA (2011), after consultation with the SHLAA panel and using the data from the TUA's established and applied the following densities;

- 30dph applied in urban locations
- 35dph applied for sites within the Town Centre and in close proximity to public transport nodes.

This also took into account the local context based on the TUA data and a sensitivity allowance for certain sites e.g. within a conservation area.

The SHLAA also adopted a net developable area approach for each site to take into account open space, community facilities and associated infrastructure, these are calculated as follows;

Site Size	Gross net ratio standard
Up to 0.4 hectares	100%
0.4 to 2 hectares	80%
2 hectares and above	60%

If these net developable areas are applied to the TUA's then the average dwellings per hectare in Tamworth is 39.45, with the majority of homes (17,346, 57%) being in a TUA with a dwelling per hectare ratio between 30 and 50. 15% of all units were in TUA's with a density of below 30 dwellings per hectare, and 28% of all units were in TUAs with a density ratio of over 50.

It has been established that after completions have been taken into account, 3,356 additional units are required to deliver the 4,500 houses within Tamworth. The SHLAA, using the densities established above and the gross net ratios identified and applying these to sites that do not benefit from planning permission, identified that there is sufficient supply to meet this figure.

However, as identified in the SHLAA, it will be important to consider the local context in particular the proximity to sustainable transport hubs to maximise the effective and efficient use of land to ensure sustainable patterns of development going forward.

This policy aims to address Strategic Spatial Objective SO5

CP6 Housing Density

New residential development whilst making the efficient and effective use of land will enhance the character and quality of the area it is located in. Therefore where viable and appropriate to the local context and character it will be expected to achieve the following densities:

- a) Within or in close proximity to the Town Centre, Local and Neighbourhood centres and at sustainable transport hubs a density of at least 40dph**
- b) Away from these locations but within the urban area, a density of between 30 and 40 dph.**

Net developable areas (as defined above) will be applied as follows:

Site size	Net developable area
Up to 0.4 ha	100%
0.4 – 2 ha	80%
2 ha and above	60%

A sub-regional Gypsy and Traveller Accommodation Needs Assessment (GTAA) has been undertaken with local authorities from across the southern Staffordshire and northern Warwickshire area. These figures are based on a 'need where it arises' methodology, it does not take account of opportunities or constraints within each local authority area. The report suggests that following this methodology Tamworth should provide 9 additional residential pitches. However, the report recognises that it should not necessarily be assumed to imply that those needs should actually be met in that specific locality. Decisions about where need should be met should be strategic, taken in partnership with local authorities, the County Council and the Regional Bodies involving consultation with Gypsies and Travellers and other interested parties which will take into account wider social and economic planning considerations such as equality, choice and sustainability.

Proposals for pitches and sites will be subject to the same criteria as any other type of development. This will mean that sites should be located in suitable and sustainable locations, that are well connected to services and facilities and minimise potential impacts. Tamworth has a limited supply of unconstrained suitable land and as such opportunities in neighbouring Districts to accommodate development to meet Tamworth's needs will be sought.

This policy aims to address Strategic Spatial Objective SO5

CP7 Gypsies, Travellers and Travelling Showpeople

The Council will work with surrounding Local Authorities, the County Council, landowners, Gypsies, Travellers and Travelling Showpeople communities and other interested parties to enable the development of pitches in accordance with the sub regional Gypsy and Traveller Accommodation Needs Assessment (GTAA) as below:

	2007-2012	2012-2016	2016-2021	2021-2028	2007-2028
Residential pitches	6	1	1	1	9
Transit Pitches	5				5
Travelling Showpeople					0

Proposals will be expected to contribute to the creation of sustainable mixed communities and have regard to the existing levels of provision and identified need. In addition to the relevant national guidance, the following considerations will be taken into account in the determination of locations for Gypsy and Traveller sites:

- a) There should be safe and convenient vehicular and pedestrian access to the site;**
- b) The site must be large enough to provide for adequate on site facilities for parking, storage, play and residential amenity dependent on the number of pitches;**
- c) The development should provide the appropriate infrastructure required, both on and off site.**
- d) There should be convenient access to schools, shops and other local facilities, preferably pedestrian, cycle or by public transport;**
- e) The site should be able to be landscaped and screened to provide privacy for occupiers and maintain visual amenity; and**
- f) It should have no significant detrimental impact upon the residential amenity of adjoining properties or neighbouring land.**

CHAPTER 6: A HIGH QUALITY ENVIRONMENT

Delivering a high quality environment involves the protection and enhancement of Tamworths network of 'urban green' which will provide sufficient opportunities for sport and recreation and improve and encourage biodiversity. Through positive planning development will achieve high quality design that preserves and enhances Tamworths historic character.

Despite being a predominantly urban authority, the planned layout of Tamworth has resulted in a unique legacy in the form of a network of urban green and blue infrastructure which runs east-west and north-south through the centre of the Borough. These main corridors follow the lines of the Rivers Tame and Anker and the Kettlebrook, with more local links extending into the housing and employment areas. These links offer significant benefits, acting as a sustainable transport network for walking and cycling which is accessible to all residents. Furthermore they play a key role in delivering benefits around increased community cohesion, education, regeneration and improving health and wellbeing

With the exception of the Anker Valley sustainable urban neighbourhood, the limited supply of suitable large sites that could feasibly accommodate new open space means that there are few opportunities to create new open space as part of development. It will be critical that the Anker Valley development has a well designed, useable network of open space and that it makes the most of its immediate links with the Countryside.

Beyond the Anker Valley sustainable urban neighbourhood, it will be crucial to make the most efficient use of Tamworths network of environmental assets, including the quality of existing open space through management and developer contributions. Furthermore there are a number of projects which can be implemented which make use of the existing network and address certain deficiencies, including; combining the green network between Glascote Heath and Stonydelph to create a linear Urban Park. Also restoring the Broad Meadow SBI and increasing the level of semi-natural space at Wigginton Park. Furthermore it will be important to maintain the existing biodiversity habitats and improving the links to them.

Delivery of the Central Rivers Initiative has the potential to be an important element of Green Infrastructure, both as a multifunctional green space and an important component of social infrastructure. The Central Rivers Initiative is a broadly based partnership working together to shape and guide the progressive restoration and revitalisation of the river valley between Burton on Trent, Lichfield and Tamworth.. The overall objective is to create a landscape linking Burton with Tamworth that people are proud of and enjoy, with healthy rivers, lakes and valleys attracting wildlife and a thriving, sustainable, economy. It covers a key swathe of land alongside the river network within the borough and as such offers a significant contribution to the delivery of the urban green network.

20.5% of the borough is designated as countryside. It offers a varied landscape and acts as an important buffer between the urban area and its rural hinterland. The vast majority forms part of the flood plain of the Anker and Tame Rivers. In addition to the nature designated sites; the countryside offers a variety of recreational opportunities for the borough's residents. The strategy seeks to improve access to the countryside; and in particular the Anker Valley Sustainable Urban Neighbourhood will incorporate linkage improvements between the town centre and countryside.

The 201ha of Green Belt boundary to the South of the Borough forms 6.5% of the Borough. Most of the Green Belt land within Tamworth's boundary has some protection because it is part of the Tame river corridor including Middleton Lakes or is designated for its nature-conservation value, including Dosthill Quarry. Protection of the Green Belt therefore helps to retain these important features in Tamworth and such land is generally unsuitable for development. A review of sites has been carried out through the SHLAA's which did not identify any sites that would be suitable for large-scale strategic development. The green belt boundary will only change through a subsequent review of the Core Strategy.

This policy aims to address Strategic Spatial Objectives SO7 and SO8
SP8 Environmental Assets
<p>Tamworth's network of green and blue infrastructure will be protected, managed and enhanced. The emphasis will be on making the best use of existing open space through enhancement and appropriate management.</p> <p>Priority will be given to:</p> <ul style="list-style-type: none"> a) Maintaining the Green Belt boundary during the lifetime of the Local Plan and allowing uses in accordance with national planning policy b) Designation of an urban park for the eastern side of the Borough c) Restoration of the Broad Meadow SBI primarily for biodiversity but also to incorporate opportunities for public access d) Reinforcing links between green spaces and habitats, particularly where there are gaps and the wider green infrastructure network beyond the borough boundary e) Increasing the amount of semi-natural green space at Wigginton Park f) Enhancing the quality and accessibility of the canal corridor and rivers, particularly in the town centre g) Creation of a new open space network in the Anker Valley sustainable urban neighbourhood h) Delivering initiatives associated with The Central Rivers Initiative; the extent of which is shown in Figure 2. i) Conservation areas: Historic assets and the character and setting of areas acknowledged importance, including statutory and locally listed buildings, conservation areas (as identified in figure 4), schedule ancient monuments and archaeological remains will be safeguarded and enhanced.

A key strategic priority related to improving the quality of life is to make Tamworth a healthier and safer place with an environment where local people can reach their full potential and live longer, healthier lives.

There is clear evidence that an individual's level of participation corresponds with their health. Tamworth, in conjunction with Sport Across Staffordshire aims to increase participation by 1% per year. Tamworth has consistently met this target and to ensure it continues to do in the future the provision of both sports and recreation facilities and an appropriate and accessible network of open space is considered to be a key factor in achieving this.

Within the context of improving health and increasing participation as indicated related to improving the quality of life of Tamworth residents the Joint Indoor and Outdoor Sports Strategy (2009) identifies local need, audits local provision, sets and applies local standards and develops and overall strategy for Tamworth Borough.

The strategy recommends that there is a need to increase access to a range of 'core' facilities including swimming pools, sport halls and health and fitness facilities with a key recommendation relating to the need for a new multi-purpose community-use leisure centre in an accessible location with associated facilities, to potentially include:

- A 25 x 12 metre swimming pool with a teaching pool
- A minimum of a 4 court sports hall
- An ancillary hall/studio
- A health and fitness studio with a minimum of 70 stations

The strategy highlights the need to protect the existing network sport and recreation facilities (including playing pitches) alongside improving their quality. It therefore recommends that any additional development which results in loss or displacement to other uses provides adequate compensatory provision, of equal accessibility and available prior to the loss of existing facilities.

The quality, quantity and accessibility of new and existing sports recreation facilities is a key focus in ensuring and excellent sport and recreation infrastructure for Tamworths neighbourhoods and is integral to ensure that the associated health and social benefits of increased physical activity and participation are achieved. Tamworth Borough Council will seek to set standards for new development through a Planning Obligations SPD. In terms of improvements to existing provision, these are outlined in the Sport and Recreation Action Plan. This highlights contributions from various partners to assist in the delivery of these improvements.

To ensure sufficient access to sport and recreation facilities in a sustainable manner throughout Tamworths neighbourhoods, particularly those that are more deprived, the Strategy gives recommendations for the use of existing community centres for physical activities. New facilities should be capable of flexible use and include the provision of changing and storage facilities.

The strategy recognises that there is a significant amount of sport and recreation infrastructure already in place on school sites and examples where improvements have been made in both quantitative and qualitative terms. In the context of a constrained environment of Tamworth Borough such facilities can play an important role in providing accessible sports and recreation facilities. Subsequently a key recommendation of the Strategy is promoting the dual use of school sites and improving the quality of such sports provision, setting out a range of criteria to ensure that this is done in the most appropriate way to ensure that quality, quantity and accessibility of overall provision is enhanced. This includes the introduction of formal maintenance agreements between users to ensure the quality is maintained, provision of separate reception and changing facilities and accessible opening hours.

This policy aims to address Strategic Spatial Objective SO7

CP8 Sport and Recreation

A network of good quality sport and recreation facilities will be provided that meet the needs of Tamworth's current and future population. This will be achieved by:

- a) Ensuring all new facilities are in locations accessible by a range of transport modes including walking, cycling and public transport.**
- b) Allocating a site for a new multi-purpose community sports centre in a highly accessible location, with appropriate facilities to meet identified need.**
- c) Protecting and enhancing all existing sport and recreational facilities. Loss will only be acceptable where:**
 - i. Compensatory provision of an equal or higher standard is provided in an accessible location and provided prior to the existing facilities being lost.**
- d) Promoting the dual use of existing school sites in accordance with the following criteria;**
 - i. Where there is a proven need and would not be detrimental to existing and proposed facilities.**
 - ii. Designed to enable convenient public access**
 - iii. Provides separate reception and changing facilities from the school**
 - iv. Accessible opening hours**
 - v. Introduces formal maintenance agreements between users to maintain quality**

The Planning Obligations SPD will set out quantity, quality and accessibility standards for a range of sport and recreation types.

The provision of a good quality, easily accessible network of open space in an Urban Borough like Tamworth plays a key role in improving the quality of life for residents through promoting healthier lifestyles alongside helping to define local identity and promote economic and social regeneration. Furthermore maintaining and increasing green and blue linkages contributes to wider sustainability aims of modal shift by performing a dual function of a sustainable transport network.

Tamworth has an extensive network of 'Urban Green' which will play an important role in delivering improvements to health and additional regeneration benefits. The 'Urban Green' network contains a significant amount of multi-purpose, publicly accessible open space, covering a range of typologies from Urban Parks and amenity open space with play provision to semi-natural space. All of these spaces contribute to the overall provision in Tamworth and each play an important role in delivering an improved quality of life, for example Semi-natural space can contribute to play provision through natural features such as woodland.

The 2010 Open Space review assessed all publicly accessible open space in terms of quantity, quality, value and accessibility. The study identifies that when applying a 400m buffer there is no overall shortage of open space. Whilst accepting that there will be requirements for additional open space in the future, the study identifies that improving access to 'good' quality open space is a key area of focus. The study sets out what constitutes a 'good' quality open space which varies by typology. However in general terms it relates to a site which is clean, appropriately maintained, containing

sufficient ancillary accommodation (including, benches, bins etc). The study recommends that, with the assistance of developer contributions, the existing network of open spaces are improved. This is important in the context of constrained land supply, with a limited number of strategic residential sites that would qualify for on-site provision.

The study identified the importance of taking a neighbourhood approach to address local issues. It also identified a number of specific projects and the important role of partners in their delivery. Highlighting the potential to utilise the existing network of open space in between Glascote Heath and Stonydelph to form an Urban Park, where there is currently a deficiency in this location in the East of the Borough. Further recommendations include increasing the provision of semi-natural space at Wiggington Park and increasing the provision of play space.

Tamworth's surrounding countryside can play an important role in providing alternative spaces for activity such as cycling and walking and can contribute to improved health and wellbeing. It is important to maintain and improve the physical links with the countryside.

This policy aims to address Strategic Spatial Objective SO7
CP9 Open Space
<p>A multi-functional and diverse network of accessible open space as indicated on figure 2 and 4 will be protected and enhanced by;</p> <ul style="list-style-type: none"> a) Seeking developer contributions towards improving the quality and accessibility of open space including the delivery of the linear Urban Park to the East of the Borough as shown in figure 4 b) Requiring new development to create sustainable links with the green space network and wider countryside via existing or new green and blue infrastructure where appropriate c) Including standards for quantity, quality and accessibility for a range of open space types in the Place Making and Planning Obligations SPDs. <p>Proposals for development that would result in either loss of open space or which would adversely affect open spaces will not be permitted unless it can be demonstrated that;</p> <ul style="list-style-type: none"> e) The integrity of the open space network and in particular its role as green linkages are maintained f) There remains access to good quality publicly accessible open space in accordance with standards set out in the Place Making and Planning Obligations SPDs. Where alternative sites are not of good quality contributions to improving their quality will be expected. g) The supply of open space remains at the quantitative standard set out in the Place Making and Planning Obligations SPDs.

Until the 1950's Tamworth was a modest sized town that was tightly focussed on the historic town centre and connected to small villages by linear developments along arterial routes like Comberford Road, Amington Road and Dosthill Road. In the 1950's the town started to take 'overspill' population from Birmingham and this process was accelerated in 1965 when it was designated as an 'Expanding Town' Its

history as a post war expanded town defines its image and urban form and it is recognised as much for its castle as for the estates of modern post war houses.

The best of the historic areas are recognised as conservation areas that vary in size and character. Outside the conservation areas, there are areas of medieval, Victorian and Georgian development, but it is difficult to define a distinct 'Tamworth character' other than local red brick, slate or tiled roofs and domestic scale architecture. Much of the architecture and layouts in the post war neighbourhoods were related to the rapid expansion and reflect the need to be functional and built quickly. In more recent years a more sensitive approach has been to encourage developers to create places where residents are happy to live.

The town centre is the public face of the Borough and has retained much of the medieval street pattern and a high proportion of historic buildings, some of which are key landmarks, but they are interspersed with unsympathetic infill development and cleared sites which now function as surface car parks.

It is essential to raise standards of design in all parts of the Borough to create more attractive inclusive developments and mixed communities that will improve the image of the town. Not only will it provide better living and working environments for local residents, but it will also help to attract investment and increase its potential for tourism.

Well designed buildings and environments are fundamental to the way we live our lives. Design is not just about individual buildings, the spaces around them and the relationship between buildings and their wider surroundings are equally important. Developers should consider the characteristics of an area to inform a development proposal. It is important for developments to have a distinctive character and to exhibit a high standard of urban design, architecture and landscaping.

In a Borough with areas of historic townscape, new development should protect and enhance the best of the Borough's built and historic assets. The use of contemporary designs and materials alongside more traditional designs throughout the Borough will be promoted, providing the design is appropriate to its setting.

Places also need to function efficiently and to be truly sustainable they should be of durable construction and capable of adaptation to accommodate users' changing requirements. This might include layouts that lend themselves to adaptation and ensuring that wireless and broadband connections are supplied at the outset.

It is important to consider the social and environmental aspects of development and how it integrates with its surroundings. The Borough's neighbourhoods should be comfortable, feel safe and be easy to move around. New development should create and contribute to a sense of place and be well connected to the surrounding neighbourhood and its facilities, including shops, schools and public transport, through physical and visual links. Sustainable modes of transport will be promoted, whilst recognising the need to accommodate cars. However, the building layout should take priority over road layout, which should integrate with the street scene and not dominate it. Through high quality design it is also important to mitigate any negative impacts on the environment.

There are a number of significant long distance views, both within and beyond the Borough. These include views of key landmark buildings such as the Castle, St. Editha's Church, Town Hall and Moat House, which are located in and around the

town centre. Important longer distance views include the Amington Hall Estate, Fazeley Mill and the Hopwas ridgeline.

This policy aims to address Strategic Spatial Objectives SO2, SO9 and SO10
CP10 Design of new development
Well designed buildings and high quality places will be achieved across the borough, particularly to support the enhancement of the town centre, conservation areas and priority regeneration areas.
New development will be required to:
a) respect existing architectural and historic character, the built and natural environment and other valued characteristics of areas by having regard to the appearance, landscaping, boundary treatments, layout and scale, and detailing appropriate to the local context as well as the amenity, privacy and security of nearby properties.
b) have a design and layout which has regard to impacts including noise, and pollution from the surrounding environment on existing and prospective occupants.
c) enhance the existing character of the area; where the area is not considered to be of a high quality, new development should actively aim to enhance the area.
d) physically and visually link to its surroundings and be outward facing with active frontages in order to create public interest on all public facing elevations. Places should be legible and easy to navigate
e) take into account local and long distance views of key landmark buildings and landscapes, both within and outside the borough to ensure that new development does not have a detrimental impact.
Further detailed design guidance will be set out within the Place Making SPD.

Despite being a town that experienced substantial development and change in the second part of the twentieth century, Tamworth has retained many heritage assets, historic buildings, areas of wider historic importance and archaeological assets that define its overall character and form. Heritage assets are either designated or non-designated. Designated conservation areas, listed buildings and scheduled monuments are protected by legislation and as sites and areas of significant heritage value, they are a priority for safeguarding for the future and enhancing where possible. Assets of local significance do not benefit from the same protection although the features that make them significant will be taken into consideration when dealing with development that affects them.

The majority of the borough's heritage assets are concentrated within the town centre, which is the focus of the Council's regeneration programme. It is based around a medieval street pattern and contains a cluster of listed buildings, many of which are key local landmarks. This area has undergone significant change and experiences the greatest pressure for development. Six of the conservation areas are located within the urban area, either within the town centre or the small former village cores that have been absorbed into the built up area as the town has expanded.

Amington Hall Estate is the only semi-rural conservation area, located to the north east of the urban area and separated from Amington by open parkland and countryside.

Various studies have appraised the borough to identify features that are of importance and significance, including the conservation area character appraisals which examined each of the seven conservation areas and the Extensive Urban Survey which took a wider perspective of the whole borough. These studies provide an understanding of the special character of these areas, which include listed and key non listed buildings, above and below ground archaeology, important views and open spaces, negative features and opportunities for improvement.

Even minor changes can have a cumulative impact on the character of a building or area so it is important that all development is carried out in a manner that is sympathetic to the setting. Even in sensitive locations there is scope to use sustainable and innovative designs to create new modern landmarks. The Council will take specialist advice from South Staffordshire Partnership and MADE on planning proposals.

The Council will co-ordinate enhancement of the conservation areas through the production of management plans, which will be based on recommendations from the character appraisals and the County Council's Extensive Urban Survey. These will include public realm and open space improvements, targeting of buildings for enhancement and interpretation of the historic environment. The management plans will be subject to widespread community involvement and will have the status of SPD. The management plans for the town centre conservation areas will form part of the wider comprehensive Town Centre SPD.

There are a number of vacant and under-used buildings which have been identified as being in poor condition through the buildings at risk survey. The key to their long term survival is to bring them back into productive use. The Council operates a scheme of grant assistance to historic buildings and will be proactive in engaging with owners to secure improvements.

The local list comprises buildings or structures that are not of sufficient merit to be statutorily listed, but are regarded as being of local historic or architectural significance. The Council is responsible for maintaining the local list, which was most recently updated in 2008. The Council encourages their protection and enhancement. The Council intends to review the local list and will develop criteria for additions. Their presence on the local list and the features that make them significant will be material when considering development that affects them.

The canal network in the Borough consists of the Coventry Canal which runs through Amington, Glascote, Bolehall and Kettlebrook to Fazeley where it joins the Birmingham and Fazeley Canal, which lies in Lichfield District. There are a number of original features, including canal bridges, locks and other structures, many of which are already statutory or locally listed and as a collective group, form a close knit assemblage of late 18th and early 19th century structures. The Council will consider the designation of a conservation area which will extend the length of the Coventry Canal within the Borough. The designation will be undertaken jointly with Lichfield District Council and has the support of British Waterways.

This policy aims to address Strategic Spatial Objective SO9
CP11 Protecting the historic environment
<p>Development proposals should assess and clearly demonstrate how the existing character, appearance and setting of heritage assets will be conserved and where possible enhanced through the use of sensitive design, scale and materials.</p> <p>Proposals that promote greater use of vacant, under-used listed and locally listed buildings, particularly those located in the town centre will be supported, including necessary and appropriate minor changes that involve sensitive adaptation and minimal disturbance will be supported.</p> <p>Development affecting conservation areas and/or listed buildings will be required to assess how proposals impact on the historic environment. Proposals will be required to pay particular attention to:</p> <ul style="list-style-type: none"> a) historically significant boundaries, street layouts, open spaces, landscape features and structures identified in the character appraisals including walls, railings, street furniture and paved surfaces. b) important views of significant listed buildings and townscape identified in the conservation area character appraisals should be preserved. c) evaluation and/or mitigation of surviving below ground archaeological deposits <p>Where practical and viable, development should address issues identified in the conservation area character appraisals, buildings at risk survey and emerging management plans.</p> <p>Local listing will be a material consideration in determining planning applications, with weight given to the contribution of locally listed assets to their environment. The Council will support the conservation and enhancement of locally listed properties and review the local list as necessary.</p> <p>The heritage and tourism contribution of the Borough's canal network will be strengthened and promoted through the consideration of a joint designation of a canal based conservation area in conjunction with Lichfield District Council.</p>

The Borough's network of natural assets is a valuable resource and as a consequence requires sensitive management and in some cases a high degree of protection. These assets contribute significantly to Tamworth's distinctive local identity and support a wide range of local, regional and national areas of biodiversity. They further provide an attractive environment for existing and new residents and play a key role in the Sustainable Community Strategies Vision for Tamworth to be renowned regionally for its exceptional natural environment.

The most biologically rich parts of the borough are linked to the Rivers Anker and Tame and a varied range of natural assets exist in the Borough of national and local value. These include one Site of Special Scientific Interest (SSSI's) at Alvecote Pools, three Local Nature Reserves (LNR's) all within the urban area, seventeen Sites of County Biological Importance (SBI's) and six Biodiversity Alert Sites (BAS). The Alvecote Pools SSSI is of national importance and benefits from statutory protection. All other sites in Tamworth are non-statutory and of local importance with SBI's and BAS's designated at county level and the LNR's designated by the Borough Council.

Important water based habitats including Amington Hall Fishponds, Tameside Nature Reserve, Fazeley, Dosthill Quarries and Egg Meadow, Dosthill Church Quarry, Warwickshire Moor, The Decoy, Dosthill Park.

None of the local designations have any legal protection and it is the local authority's responsibility to give them appropriate protection.

It is crucial that new development does not lead to the permanent loss of irreplaceable natural assets and that it avoids the adverse impact on habitats and biodiversity. New development which leads to a loss should result in a net gain and will be expected to provide compensatory provision at both designated and non-designated sites, such as previously developed land. Compensatory provision can include measures such as green and brown roofs.

The UK Biodiversity Action Plan, the Staffordshire Biodiversity Action Plan and the Staffordshire Geodiversity Action Plan set out specific targets for natural habitats and biodiversity. The Tamworth Phase One Habitat Survey highlights the importance of meeting these targets by working closely with Staffordshire Wildlife Trust, Natural England, the Environment Agency, Staffordshire County Council, Wild About Tamworth, neighbouring authorities and other partners.

Increasing the accessibility to priority habitats not only contributes to a more attractive environment for Tamworth's residents it also serves an education purpose. This will benefit the wider-community and other natural assets such as those on non-designated sites with greater public awareness of the importance of the environment. Initiatives such as the Central Rivers Initiative represent an opportunity to create an enhanced visitor experience due to the wildlife, landscape and recreation opportunities provided by improvements to access through the restoration of the river valley.

Landscape features including trees, woodlands, hedgerows and ponds often contribute significantly to the character of the landscape or its surroundings. In certain locations the planting of new native broad-leaved trees would make a positive contribution to the natural environment and local landscape of the Borough.

The Tamworth Phase One Habitat Survey highlights the importance of linking habitats and creating buffer zones around sites of biodiversity importance. Linking habitats through the implementation of wildlife corridors decreases the division of habitats caused by human development and enables the movements of species occurring as a consequence of climate change. In addition, buffer zones can provide wildlife habitats, increase biodiversity and protect habitats by intercepting or moderating adverse pressures and minimising disturbance.

There are opportunities to enhance biodiversity and habitat creation across the borough. The Tamworth Borough Biodiversity Opportunity Mapping Study divided the borough into discreet habitat areas based on local knowledge and habitat and species data. This provides the opportunity for localised habitat work throughout the borough based around identifying potential new locations for the development of habitat types, softening existing areas of open space through the introduction of nature areas, management of existing resources such as hedgerows and ditches, creating links and connectivity between habitat locations and encouraging diverse vegetation structures alongside key transport corridors across the borough. Under the Habitats Regulations, the council has undertaken with Lichfield District Council and in consultation with Natural England, a Habitats Regulations Assessments (HRA) to ensure that the policies in the Core Strategy do not harm sites designated as being of European importance for biodiversity.

The report concluded that for most of the sites the Core Strategy will result in no significant effects and no in-combination effects on sites identified. However, the report considered the impact of policies on the Cannock Chase Special Area of Conservation (SAC) which lies within the report's area of search.

The Evidence Base relating to Cannock Chase SAC and the Appropriate Assessment of Local Authority Core Strategies and accompanying Visitor Mitigation Report, carried out by Footprint Ecology, has concluded that the impact from the pressures of the surrounding Core Strategies can be mitigated. Further visitor surveys have been identified by the Cannock Chase SAC Partnership and are currently being commissioned to be carried out over a 12 month period. The Footprint Ecology report has recommended that policies are incorporated within the Core Strategies of local authorities within the 19.3km/12mile zone of influence of the SAC in order to support this, and strategic allocations beyond this distance will have to demonstrate they will have no adverse effect on the integrity of the SAC.

The results of the Appropriate Assessment for Cannock Chase SAC will require the local authorities to consider the inclusion of a policy to require financial contributions or other mitigation measures, including the provision of Suitable Alternative Natural Greenspace to alleviate impact on the SAC from the impacts of the Core Strategies. As parts of Tamworth Borough are beyond the 19.3km/12mile zone of influence this will only apply to large scale developments i.e those of over 100 dwellings, which will then have to be assessed on an individual basis.

Broad Meadow is one of the most important sites of nature conservation in the borough, recognised as an SBI due to its Lowland Meadow habitat. It is therefore a key target for restoration to increase its biodiversity and the opportunity exists, through promoting its importance and potential, for it to be a Suitable Alternative Natural Greenspace (SANG) for Cannock Chase SAC..

<p>This policy aims to address Strategic Spatial Objective SO8</p>
<p>CP 12 Protecting and enhancing biodiversity</p>
<p>Development will be supported that preserves sites and species of biodiversity value, incorporates existing biodiversity features and creates and reinforces links between semi-natural habitats. Proposals which result in a detrimental impact on biodiversity will be refused unless adequate mitigation can be demonstrated.</p> <p>When dealing with an application that impacts on a site of biodiversity value, a distinction will be made between statutory and non-statutory sites (as identified on Figure 4) as follows:</p> <ul style="list-style-type: none"> • Statutory sites (SSSI): will be protected from any development that would have an adverse impact. • Non-statutory sites (SBIs, RIGS, LNR and BAS): no development should have an adverse impact on a site that is designated as having local importance for nature conservation or as a wildlife corridor except in exceptional circumstances where the importance of the development outweighs the harm. In these circumstances, the opportunity should be taken to create compensatory habitat of equivalent type and standard in appropriate location. • Non-designated sites that provide the opportunity for habitat enrichment to create more robust and functional ecological units will be safeguarded, particularly if they form part of a wildlife corridor or green link, including links

to the wider network outside the borough.

The opportunity will be taken through planning conditions, obligations and community engagement to enhance the biodiversity resource through habitat creation and restoration, particularly where it comprises Biodiversity Action Plan habitats.

The Council will support habitat restoration proposals on existing and future sites of biodiversity importance using biodiversity opportunity mapping as a guide to restoration. Support will be given to proposals that would provide appropriately managed high quality habitats and visitor experiences as alternative destinations to the Cannock Chase Special Area for Conservation. The Broad Meadow Site of Biological Importance will be a priority for restoration to fulfil this requirement.

The Anker Valley Sustainable Urban Neighbourhood will be expected to generate features beneficial to biodiversity, promote habitat creation and connectivity to existing biodiversity sites.

Development will not be permitted that has a negative impact on the water quality of the Alvecote Pool SSSI, River Mease SAC and other important water based habitats.

Development that would involve the removal of any tree, woodland or hedgerow, which contributes significantly to the character of the landscape or its surroundings, will be resisted unless the need for development is sufficient to warrant the loss and loss cannot be avoided by appropriate siting or design. Where loss occurs a suitable replacement will be required.

Development will not be permitted where it can be demonstrated that it will lead directly or indirectly to an adverse effect upon the integrity of the Cannock Chase Special Area of Conservation (SAC).

Developments of over 100 dwellings will be required to submit an assessment that details how the likely recreation and visitor pressures on the SAC, as identified by ongoing work, from the development are mitigated.

This may include contributions to habitat management, access management and visitor infrastructure, publicity, education and awareness raising; and provision of suitable alternative natural green recreational space within development sites where they can be accommodated and where they cannot by contribution to off site alternative green space.

CHAPTER 7: A CONNECTED AND SUSTAINABLE TOWN

Ensuring a combination of strong retail centres, accessible employment and housing sites and the regeneration of existing developed sites lays the foundation to deliver a connected town. A combination of making the most of existing transport links, including green and blue linear links and addressing congestion and improving public transport will ensure Tamworth's centres, employment sites and housing sites are accessible by different methods of transport and reduce reliance on the private car.

Tamworth has good connections to the national transport network. The A5(T) provides links to Nuneaton, Cannock, the M42 and the M6 Toll. The A51, A513 and A4091 local primary routes also run north-south through the Borough. It is estimated that 50% of the working population out-commute each day to work and 69% of employed residents drive to work. Around 6% travel by bus which is higher than most other Districts in Staffordshire and walk and cycling levels are similar to national averages.

Tamworth is served by a local bus network and has hourly or more frequent daytime bus services to Lichfield and the West Midlands conurbation. Bus services are supported by the Tamworth Community Transport scheme which operates mini buses and cars. Tamworth rail station is located on the edge of the town centre, whilst Wilnecote station is to the south of the town centre near Two Gates. Both stations are located on the Cross Country line between Birmingham / Tamworth / Burton-upon-Trent and Tamworth station is also located on the West Coast Mainline with frequent services to both London and the North West. There is significant passenger and freight demand on both corridors, although there is no dedicated local service on the Cross Country line so demand is catered for by less frequent stops of longer distance services. The rail industry has plans to improve capacity on the Cross Country line to help cater for this existing and future demand.

Getting to and from Tamworth is relatively easy but there are areas where congestion is experienced, particularly at the Ventura and Jolly Sailor Retail Parks, in and around the town centre and north of the town centre. Improving the accessibility of locations such as the town centre, employment areas and places for leisure is important as it can make Tamworth more sustainable by reducing the need to travel and shortening the distances travelled and where travel is necessary by providing alternatives to the private car. Good transport connections and accessibility also help the town's economy to develop as it becomes a more attractive location to do business. Any development will need to ensure that it contributes to improving sustainable transport infrastructure and accessibility within the town. The successful delivery of new housing, employment and leisure development will only be possible if it is planned in a way that brings jobs, services and facilities closer to existing and new residents and workers.

Drayton Manor Park is a major tourist attraction on the edge of Tamworth, in Lichfield District. During peak visiting times congestion in and around the site occurs impacting on people living and working in Tamworth. There are opportunities to reduce this congestion by providing sustainable travel choices from Tamworth. This will have the added benefit of providing greater opportunity for visitors to the park to visit and use services and facilities within Tamworth itself, adding to the economy.

The County Council in partnership with Network Rail is seeking to develop a joint vision for railway services and infrastructure provision in Tamworth that will include

the alignment of investment programmes. During the Plan period, improvements to rail services will be identified through Network Rail's Route Utilisation Strategies. An identified project in the West Midlands Region Rail Development Plan is improvements to rail services between Tamworth and Birmingham through a dedicated service. At present passengers travelling to and from Tamworth and Birmingham use the cross country through services. These improvements may also provide opportunities to increase the number of services from Wilnecote station which will improve accessibility for residents in the south of the town. It is hoped, through partnership working with local authorities, that the West Coast Main Line RUS will take into account the scale of housing growth forecast for Tamworth. In addition to rail service improvements funded by Network Rail, the level of housing growth in Tamworth may trigger additional contributions from developers for further improvements to railway station facilities.

To date, the main transport achievements in Tamworth relate to meeting Local Transport Plan targets to reduce all road casualties through education, enforcement and engineering measures. A number of local safety schemes that reduce vehicle conflict and help manage capacity have been completed, including roundabout improvements at the A51 Lichfield Road/B5493 Lichfield Street and B5404 Watling Street/B5400 Marlborough Way junctions. Vehicle speeds and safety have also been addressed on the A453 Sutton Road.

Improvements to the local cycle network have enhanced safety and accessibility to local facilities and schools. Additional car parking capacity has been provided at Tamworth rail station to supply approximately 300 spaces encouraging increased patronage and promoting sustainable commuting. In terms of bus travel, in excess of 90% of residents in the Borough now live within 350m of a bus stop with a better than half-hourly weekday service.

However, it is expected that there will be a significant reduction in the amount of public money available for transport in the future. With this in mind, a key priority going forward in the next three years, and in the longer term up to 2028, is to make the best use of the existing highway network by focusing on maintaining its condition and ensuring that road casualties are reduced. Transport improvements funded through both public and private sector funding streams will also focus on encouraging commuting by public transport rather than car and supporting the Borough Council's plans to regenerate the town centre and accommodate proposed housing development in the Anker Valley sustainable neighbourhood.

Staffordshire County Council's Integrated Transport Strategy for Tamworth (November 2011) is based around delivering the following key strategic issues:

- Accommodate development at Anker Valley
- Manage congestion, particularly at Ventura Park
- Support investment in the town centre that complements Ventura Park
- Improve public transport provision to the West Midlands
- Support A5(T) junction capacity and safety improvements
- Encourage sustainable travel

As such, the following transport related priorities have been agreed to deliver the spatial strategy:

-The Ventura Park to Town Centre Local Transport Package to compliment The Council's Town Centre proposals/masterplan. It supports the need to improve

walking, cycling and public transport links between key attractions and the town centre, and manage the highway network to reduce congestion. The first phase of delivery will focus on implementing new traffic signals, pedestrian facilities and improved public transport links funded using a combination of private and public sector monies. Further phased measures will be delivered as resources permit.-

-Town Centre linkages. There are a number of barriers to pedestrian and cycle access to and within the town centre. A package of improvements has been identified including new bridges, public realm improvements and highway remodelling.

-The Anker Valley Local Transport Package. This will focus on linking traffic signals in the Aldergate / Upper Gungate corridor in order to improve journey time reliability and reduce vehicle delays, and accommodating development of a new Post 16 Academy building at Queen Elizabeth's Mercian School. Facilities at the Academy will include walking and cycling links and vehicular access, accompanied by a comprehensive School Travel Plan. Longer term development traffic in the Anker Valley will be accommodated through capacity improvements at the A513/B5493 Fountains junction, sustainable transport provision and further car parking capacity and access improvements at Tamworth rail station. The provision of both the Anker Valley and Amington Link Roads will also be considered in any Transport Assessment produced by potential developers of the Anker Valley Sustainable Neighbourhood.

-Tamworth – Birmingham Rail Service. The West Midlands Rail Development Plan identified that significant travel flows take place between Tamworth 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. The West Midlands & Chilterns RUS proposes a half-hourly dedicated Tamworth to Birmingham service. This is likely to require investment in a turnback facility at Tamworth, improvements to Wilnecote Station, and the possible improvements to the Camp Hill ChordA dedicated Service would improve the attractiveness of Tamworth to future employers and help reduce congestion on the M42. It would also assist in providing a quick link to the proposed HS2.

Linked to this is the Tamworth Rail Station improvements. This would include forecourt improvements and links to the town centre to compliment improvements to the station building currently being undertaken by London Midland. It also has the potential for a further park and ride at the station located in the Anker Valley with a direct link to the adjacent station.

- Cycle links

Tamworth benefits from a good cycle network although there are a small number of gaps in provision which reduce the links to the town centre and employment areas from residential areas.

- A5 junction improvements

The Highways Agency have undertaken modelling work to examine the impact of development on the A5 and have indicated that some improvements may be required, in terms of junction improvement and highway safety at Stonydelph, Mile Oak (within Lichfield District) and Bitterscote South. This could impact on the viability of development and therefore additional investment could be needed.

The council is working with adjoining authorities to deliver a strategy for the A5. This aims to identify the priority improvements along the A5 corridor that are needed to facilitate growth, reduce congestion, improve air quality and deliver a lower carbon

transport system. The central theme of the strategy is to ensure that the corridor functions efficiently to allow safe, ease of movement, facilitates and supports economic growth and tourism, preserves its cultural heritage and plays its full and proper role in delivering future housing and employment growth. The priority improvements identified for the Tamworth section of the A5 closely align with those identified by the Highways Agency in their modelling work.

<p>This policy aims to address Strategic Spatial Objectives SO6 and SO12</p>
<p>SP9 Sustainable Transport</p>
<p>Investment will be focussed on Tamworth’s transportation network and facilities to deliver a sustainable pattern of growth whilst delivering healthier lifestyles, reducing the impact on the environment and addressing congestion and capacity issues. The strategic transport network and core public transport network for Tamworth are shown on the key diagram, figure 2.</p> <p>The ease and quality of access to and between the town centre and local and neighbourhood centres, employment sites, Anker Valley Sustainable Urban extension and other key internal and external destinations will be improved by:</p> <ul style="list-style-type: none"> a) Promoting sustainable transport and access to strategic employment areas within the borough and Birch Coppice in North Warwickshire. b) Supporting proposals which improve both the attractiveness and passenger capacity of both Tamworth & Wilnecote Railway Stations. Proposals which increase the frequency of services to Birmingham, London & the North West will be actively encouraged. c) Providing new and supporting existing dedicated bus links to and from the out of town shopping areas to the town centre and improved pedestrian linkages between the out of town shopping areas to the town centre d) Delivering junction improvement and highway safety at Stonydelph, Mile Oak (within Lichfield District) and Bitterscote South junctions on the A5 e) Integrating the Anker Valley Sustainable urban extension with the town centre, Tamworth Railway Station and Ashby Road through providing improved pedestrian linkages, cycle routes and potentially a bus link to the development from Ashby Road. The need for a linkage route to be provided to access Anker valley from Amington will be considered as part of the Upper Gungate-Anker Valley transport package f) Work towards providing, by addressing barriers and missing links, a joined up, Tamworth wide cycle and pedestrian network which exploits the existing green linkages to and from the town centre and between local and neighbourhood centres, railway stations and to employment site. This includes delivering priority measures to improve accessibility, create safer roads, and reduce the impact of traffic <p>Providing improved public transport links from the town centre to Drayton Manor Leisure Park</p>

Whilst it is not possible to resolve all the issues of climate change through the planning system the government views effective spatial planning as one of the many elements required for a successful response to tackling climate change.

The strategic planning system can provide guidance as to how the Borough will contribute towards objectives aimed at reducing carbon emissions, which are identified as the main cause of global warming. It can also help to deal with the effects of climate change through adaptation and mitigation.

The changing weather patterns of warmer and drier summers and increased rainfall with risk of flooding in the United Kingdom look set to continue and in Tamworth the main effects are felt through increased flood water levels in the Rivers Tame and Anker.

The Department of Energy and Climate Change (DECC) produced a report in November 2010 which estimates the carbon emissions output per person for each year from 2005 to 2008. These estimate figures attempt to help us understand what the current emission levels are at a regional, county and local level. They are estimates and use domestic, industrial use and transport data. According to recent government estimates, Tamworth appears to score well.

Whilst the Climate Change Strategy does not specifically set a carbon target for Tamworth (as the Climate Change Act has a clear national target we all need to work to), the strategy sets out a number of ambitious targets and actions for the council and its partners to deliver. These include an increase in public transport use, completion of a Tamworth cycling network, and the widespread installation of photovoltaic panels on all public buildings.

Addressing climate change is based on the following four levels:

- promoting sustainable use of resources,
- energy and water efficiency,
- a sustainable approach to waste
- alleviating flooding problems.

Linked to this is ensuring new development is located in sustainable locations i.e that are well served by public transport, cycling and walking and close to existing homes and services.

The choice of construction materials has potential impacts on energy efficiency during manufacture and in application. The Council will promote the use of local materials in order to reduce travel distances and the re-use and recycling of materials to prevent waste, reduce the consumption of raw materials, landfill and energy usage. The use of local labour will assist the local economy and reduce travel distances.

The Staffordshire County-wide Renewable/Low Carbon Energy Study has estimated that the authority is only capable of meeting a small proportion of its energy demand through renewable energy sources by 2020. The study identifies where the greatest opportunities lie. Proposals will be supported providing they comply with the criteria set out in the policy below.

The results indicate that Tamworth demonstrate one of the lowest emission rates in the UK. However Tamworth has a small, limited industrial base and there are no major motorways within its geographical boundary which will have impacted on these figures.

The main producers of UK carbon emissions are from energy (through burning of fossil fuels), 39%, buildings, 34% and transport and travel, 24%.

Whilst it is important not to be complacent, the existing pattern of development in Tamworth appears to generate less carbon emissions than its neighbours and therefore emphasises the need for future development to be carefully managed to continue to deliver this trend whilst identifying opportunities for improvements.

Although Tamworth can only make a small impact on reducing the level of global greenhouse gases, it should not be deterred from pursuing a climate change strategy based on management of its own business activities, long term strategic planning and community engagement. The Council is committed to tackling climate change through implementing its recently produced Climate Change Strategy, which provides a framework for adapting to the effects of climate change, reducing energy consumption and managing the use of resources.

Where demonstrated to be viable, Tamworth will meet a realistic proportion of its future energy demand through renewable or low carbon energy sources using a variety of suitable micro and larger stand-alone technologies, which could include the retro-fitting of existing development. Large scale development and area based regeneration initiatives may offer opportunities to incorporate large scale or area wide renewable energy or low carbon technologies including community heating, biomass heating, CHP and utilising surplus heat. Proposals within the town centre, regeneration priority areas, Anker Valley Sustainable Urban Neighbourhood and other areas with high heat density including employment sites will be explored through pre-application discussions and/or masterplanning activity, where appropriate.

The Council will consider a potential carbon investment fund to deliver borough-wide and local schemes. Where meeting the Zero Carbon target is demonstrated to be unviable the Council will accept a contribution towards this. Details will be set out in forthcoming Developer Contributions SPD.

There is a recognition at all levels that relying on landfill for waste disposal is unsustainable and is a waste of scarce resources. There has been a gradual acceptance of the need to give much higher priority to waste minimisation, recycling, composting and recovery (such as energy from waste), making disposal in landfill sites the last resort. The Tamworth Waste Strategy was adopted in 2007 to tackle the increasing amount of waste being produced by households both nationally and in Tamworth. Three key objectives of the Strategy are to reduce the amount of waste produced in Tamworth, to increase the rate of recycling and composting of household waste and to reduce to zero the amount of waste that the Borough sends to landfill by 2020. The Core Strategy will support the Waste Strategy and the move towards a more sustainable approach to waste management.

This policy aims to address Strategic Spatial Objective SO11
CP13 Sustainable Development and Climate Change mitigation
Development will be required to address the effects of climate change, and where viable achieve zero carbon development through: a) maximising energy and water efficiency b) supporting opportunities for renewable and low carbon energy generation

- c) **promoting efficient and effective use of land**
- d) **ensuring development is located in accessible locations which promote the use of sustainable modes of transport**
- e) **appropriate sustainable design, layout, orientation and use of construction materials/methods**
- f) **encouraging the retrofitting of the existing building stock**

Proposals for energy from waste, combined heat and power and district heating schemes will be supported subject to appropriate measures to mitigate any environmental, social and economic impacts.

Development will be required to contribute towards the Tamworth Waste Strategy, providing site waste management plans as appropriate and incorporating suitably located on-site facilities. The Council will work with neighbouring authorities to identify and promote the provision of appropriate waste management, treatment and disposal sites.

The Council will consult with the Minerals Planning Authority and Coal Authority on the existence and extent of mineral and coal reserves when dealing with applications within or in proximity to strategic mineral allocations, mineral safeguarding areas and mineral consultation areas. This will avoid sterilisation of these resources. Consideration will be given to mineral and coal reserves with cross boundary implications.

Having developed alongside the confluence of two rivers, Tamworth has significant amount of floodplain, 25% of Borough. Tamworth has been affected in the past by flooding, most recently in the summer of 2007. It is important to have strong policies to try to reduce the risk of flooding in the area to all properties in the area.

Overall the current risk (accounting for probability and consequence) from surface water flooding within Tamworth town is relatively low, especially for the higher probability (more frequent) flood events. However, as witnessed in numerous recent flood events and within the historic flooding record, Tamworth is at risk of fluvial flooding and, where this interacts with the surface water depths are likely to increase dramatically.

Flooding across Tamworth stems from overland runoff originating both from rural areas upstream of the town and from within the urban area. Potential measures to address this include the retrofitting of Sustainable Urban Drainage Systems (SUDS) in existing developments, where feasible and investigating the potential to install storage ponds/utilise the existing and naturally occurring storage areas to accommodate surface water runoff upstream of residential areas and flow constrictions, perhaps through dual use of parkland or playing fields.

A Strategic Flood Risk Assessment (SFRA) has been prepared for Tamworth to refine flood risk areas, identify areas likely to be at most risk of flooding and consider likely impacts of climate change. The probability of flooding is likely to worsen according to the prediction for the effects of Climate Change

Development in the floodplain will be discouraged. A flood risk assessment will be required for all development in Flood Zones 2, 3a or 3b.

Development can lead to an increase in the amount of impermeable land, which can increase the risk and impact of flooding. Traditional drainage systems can be harmful to the environment by increasing the risk of flooding downstream, contamination and

depletion of groundwater and watercourse supplies. The Environment Agency promotes the use of Sustainable Drainage Systems (SuDS) as a way of managing surface and groundwater regimes

SuDS use a wide range of drainage techniques such as grassed channels, retention ponds, soakaways and permeable pavements. Infiltration and soakaways of surface water must be investigated as the first and primary means of draining surface water from a site.

In addition to reducing flood risk and risk of pollution, SUDS can have wider amenity benefits where they are incorporated into the green infrastructure network and can result in improvements in biodiversity value. It is important to take opportunities to improve access to the riverside to promote healthy and active lifestyles and improved awareness and education of the river environment. A balance will need to be struck between formalising access to the riverside, maintaining a natural character to the river and safeguarding sensitive sections of the river. Initiatives such as the Central Rivers Initiative have the potential to support this objective.

The River Tame has been identified as having a 'poor' ecological status. In addition, it has been assigned protected status under the Freshwater Fish, Nitrates and Urban Wastewater Treatment Directives. The River Anker currently has a 'moderate' ecological status, but has also been assigned protected status under all the directives listed above, whereas the Bourne Brook has a 'poor' ecological status and protected designation under the Freshwater Fish and Nitrates Directives.

As a result, improvement is necessary to meet the required 'good' ecological status required under the Water Framework Directive (WFD) by 2015 and a reduction in pollution entering the watercourse from its tributaries will be essential.

As such, appropriate SuDS schemes to reduce surface water discharge and cease the connection of surface water discharges into the combined sewer network will be required.

This policy aims to address Strategic Spatial Objective SO11
CP14 Water Management
A sequential approach will be applied to all proposals for development in order to direct all development to areas at the lowest risk of flooding unless it has met the requirements of the sequential test and exceptions test as set out in current and any amended government guidance..
All new development including regeneration proposals will need to demonstrate that there is no increased risk of flooding to existing properties and shall seek to improve existing flood risk management. All proposals for development in Flood Zone 2, 3A or 3B must be accompanied by a Flood Risk Assessment that sets out the mitigation measures for the site and agreed with relevant authority.
In order to meet the exceptions test development must:-
a. Demonstrate that the development provides wider sustainability benefits to the community that outweigh the flood risk;
b. Be located on previously developed land; and
c. Be accompanied by A Flood risk assessment that demonstrates that the development will be safe without increasing flood risk elsewhere

and where possible, reduce flood risk overall

Developers should consult the Environment Agency's flood maps for surface water to ascertain the effects of surface water flooding on potential development sites. Where necessary, proposals will be expected to contribute towards building and maintaining any necessary defences.

All developments will be expected to incorporate appropriate SuDS techniques that will limit or reduce surface water run off. Sustainable drainage should be considered at an early stage of the design process.

Development will be permitted where proposals do not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through overloading of Wastewater Treatment Works .

Sustainable Transport

Delivering the spatial strategy will involve reducing the need to travel, promoting the use of sustainable modes of transport such as walking, cycling and public transport. It is also important to manage the impact of the remaining residual traffic, avoiding where possible unnecessary physical highway improvements.

Research indicates that significant reductions in car trips could potentially be achieved by modal shift supported by appropriate transport improvements and traffic restraint measures. Achieving a reduction in traffic levels will depend on the level of commitment and resources made available.

It is expected that to deliver these objectives will require funding through developer contributions, Staffordshire County Council Local Transport Plan capital funds and other resources such as The Council, public transport operators and Sustrans. The level of contributions will be set out in the Planning Obligations SPD and are included in the accompanying Infrastructure Delivery Plan.

In addition to these 'soft' initiatives a key part of the strategy is the provision of improved linkages between the Anker Valley and the rest of the Borough. Not only will these will enable improved accessibility and opportunities to switch to sustainable modes of transport for new residents of the Anker Valley Sustainable Urban Extension but also for the existing residents in other areas of the town. They will provide links to the town centre, the railway station and employment sites. In delivering the broad locations identified to accommodate for growth beyond the Borough's boundary it will be important to consider the capacity of existing infrastructure to identify measures to mitigate any anticipated impacts.

These measures will help to reduce congestion which will both improve air quality and the overall image of the town thus making it a more attractive place for residents and businesses.

It is therefore essential that effective improvements to all the town's transportation networks, including infrastructure and facilities are achieved. The will be required to ensure that housing and jobs growth can be successfully met in a balanced and sustainable way to achieve the regeneration of Tamworth. Without such improvements the economic potential of the town cannot be realised and the development of sustainable communities achieved. Improving the transport infrastructure will be particularly crucial to unlocking the full development potential of the town centre and the Anker Valley.

Streets have a wide range of functions as key features of the public realm. They have a social function as places in their own right where people shop, relax, eat and drink and walk through. They are hubs for the community to enjoy. Street environments need to be managed so that excessive traffic and poor design does not suppress these other street activities.

Best practice, as reflected in the Government's Manual for Streets, is increasingly moving away from strictly demarcated spaces for pedestrians and vehicles to design solutions that involve sharing public spaces which not only improves the attractiveness of the street but also makes it a safe place. This can be achieved by the removal of barriers and fences, placing the right amount and type of benches, bins, lighting and other street furniture in the right places together with traffic calming measures.

Many public and private organisations have an impact on the appearance and management of the street environment. To deliver improvements organisations will need to work together in partnership. Any new development will be expected to demonstrate how it will deliver these improvements and in some cases may be expected to contribute to the improvements whether through direct works or as a financial contribution.

Appendix 3 includes the borough's car parking standards to guide the amount of car parking that new development should provide, seeking to maximize the potential for the use of sustainable transport and seeking to agree management and pricing regimes with developers to ensure that all parking is operated in a manner which benefits the town as a whole.

Appendix 6 sets out the thresholds and requirements for Travel Plans.

This policy aims to address Strategic Spatial Objective SO12
CP15 Sustainable Transport
<p>Planning permission will only be granted for development that provides measures to:</p> <ul style="list-style-type: none"> a) Prioritise access by walking, cycling and public transport, b) Improve highway safety and reduces the impact of travel upon the environment in particular reducing carbon emissions that contribute to climate change . <p>Transport Assessment and comprehensive Travel Plan must accompany all major development proposals as set out in Appendix 6.</p> <p>Appropriate provision will be required for off street parking in development proposals in accordance with adopted parking standards. In considering the level of provision regard will be had to:</p> <ul style="list-style-type: none"> c) the anticipated demand for parking arising from the use proposed, or other uses to which the development may be put without needing planning permission; d) the scope for encouraging alternative means of travel to the development that would reduce the need for on-site parking. This will be particularly relevant in areas well-served by public transport; e) the impact on highway safety from potential on-street parking and the scope for measures to overcome any problems; and

f) the need to make adequate and convenient parking provision for disabled people.

The Council's parking standards are set out in Appendix 3

The Council will require the provision of sufficient, safe, weatherproof, convenient and secure cycle parking within developments to assist in promoting cycle use where viable and appropriate.

Low parking development may be acceptable in locations highly accessible by walking, cycling and public transport, including Tamworth's network of centres.

New developments will be required to contribute towards public realm improvements. They should also provide active street frontages to create attractive and safe street environments. New roads, both public and private, should be designed to meet Manual for Streets specifications and local design guidance.

Education and health care are fundamental to achieving sustainable communities and economic prosperity. The provision of a sustainable network of education and health care facilities is a critical component of delivering spatial objectives 3 and 4 to address the socio-economic inequalities which exist within Tamworth. Such uses, along with other community infrastructure including places of worship and community centres are particularly suitable to be located within the existing network of centres as a result of their proximity to both local communities and facilities including public transport, walking and cycling links and related facilities such as retail and services, . Proposals for facilities which combine a mix of community uses on a single site will be encouraged as these have the potential to reduce the need to travel whilst generating associated linked benefits. Where education and health facilities are proposed outside of centres, locations should be selected on the basis of addressing accessibility gaps in accordance with supporting evidence.

Improved access to education, training and support facilities is seen as a key objective for the borough, particularly important within the most deprived neighbourhoods. The council's Locality Working initiative has encouraged the use of neighbourhood based multi use and agency spaces which are particularly suited to being located in local and neighbourhood centres due to their accessibility. The council will continue work with partner agencies to improve access to training and skills development whilst identifying potential location for future provision.

Education facilities will be expected to include provision for community use, including multi use facilities open to the wider communities

It is important that residents of new housing developments have good access to facilities and that existing facilities do not become oversubscribed. It is appropriate, therefore for new residential development to contribute towards the cost of the provision of education and/or healthcare facilities. The basis for contributions will be set out in the forthcoming Planning Obligations SPD.

The most significant housing led development coming forward during the plan's period is the Anker Valley Sustainable Urban Extension. The County Council indicate that this site will require a new primary-junior school being provided onsite (or

contributions) and contributions towards secondary education provision. In addition the development will include a community facility along with health facilities.

In addition, ensuring adequate facilities for the emergency services is a key priority in order to achieve community safety objectives.

This policy aims to address Strategic Spatial Objective SO4
CP16 Community Infrastructure
A network of high quality, well designed and accessible facilities across the borough will be provided to serve local identified needs. Proposals which include dual uses on a single site, in locations accessible by walking, cycling and public transport, will be encouraged.
Funding to enable the timely provision of necessary community facilities will be sought from developments that generate that particular need. Planning obligations or levies will be secured as detailed in the Planning Obligations SPD.
The Anker Valley Sustainable Urban Neighbourhood will provide for appropriate community facilities as set out in SP6.
The existing network of borough wide education and health care facilities will be protected and enhanced to meet local needs. Subject to it being of high quality design and having an acceptable impact on the immediate environment and amenity, the physical enhancement and expansion of higher and further educational facilities will be supported. Proposals involving the loss of a community facility will only be permitted where adequate alternative provision is available to meet the needs of the community served by the facility.

CHAPTER 8: MONITORING AND IMPLEMENTATION

The Core Strategy's success will depend on effective implementation of its policies. In addition to the council's statutory planning function, implementation will require working with a range of delivery partners, including Tamworth Strategic partnership as well as developers, RSLs, Staffordshire County Council and other key partners from the private, public and voluntary sector.

The Core Strategy must also show it is capable of being monitored effectively. Monitoring of specific, measurable, achievable, realistic and time based policies will enable the success of the Core Strategy to be measured during its lifetime whilst assisting the instigation of contingency plans where it is demonstrated that policies are not achieving their stated objectives.

Each policy within the Core Strategy will be monitored using specific indicators and targets. Progress against the delivery of these indicators and targets will be reported via the council's website during each year to assess how far the policies are being implemented. In some cases, where delivery is not expected in the short term, a series of milestones are included instead of annually measurable indicators.

The Sustainability Appraisal (SA) has a key influence on the Core Strategy monitoring framework. The SA Report identifies crucial monitoring requirements in relation to the predicted effects of the Core Strategy policies and strategies, which has informed the choice of Core Strategy monitoring framework indicators. This alignment will help ensure compliance with the Strategic Environmental Assessment Directive.

Infrastructure and service requirements, as identified by the Infrastructure Delivery Plan (IDP), require monitoring either through the Core Strategy monitoring framework or in close association with it. The IDP is the beginning of a process to integrate the capital investment programmes of various services with planning for new development, to align delivery of growth, especially housing and economic growth, with the necessary infrastructure to support this. The baseline position will allow the Council and its partners in the Tamworth Strategic Partnership to continue to prioritise spending and address funding gaps over the lifetime of the Core Strategy.

Monitoring may indicate that further action is required, particularly where targets are not being met and are unlikely to be met in the future. Significant variation from performance required by the policy and target may result in the need to amend the target, or ultimately to amend the policy. Such a circumstance may trigger a need to consider a review of the Core Strategy. This would be considered in light of advice sought from the Council's LDF Working Group to help determine the need for and scope of such a review.

Indicators have been selected based on their appropriateness for gauging the effectiveness of Core Strategy policies in helping to meet the Council's Core Strategy objectives. The choice of specific indicators is dependent upon the availability of data and in this respect it is possible that this could change over time. The specific indicators used will therefore be reviewed on a regular basis and where the availability of data changes then some indicators may need to be removed whilst others could potentially be added. Any change to the indicators will be shown within regular monitoring.

The monitoring table (set out in appendix 5) shows the Core Strategy's policies and respective indicators and targets for each of the sections of the document.

Developer contributions will be used to ensure that the necessary physical, social, economic and green infrastructure is in place to support development. Contributions will be used to mitigate the adverse impacts of development (including a proportional contribution to address the cumulative impact of the development proposals). The Council will, where appropriate, seek to secure such measures through planning obligations, and once adopted, through CIL. Where appropriate, pooled contributions will be used to facilitate the necessary infrastructure in line with development.

New development should not overburden existing infrastructure. New development should be adequately supported by inappropriate range and scale of infrastructure, whether existing or new. Delivering or improving infrastructure in a timely manner is extremely important to ensure roads, local services and facilities can cope with additional demand placed on them. However, there is a recognition that the viability of new development is also taken into account when agreeing the type and amount of infrastructure required.

In some cases, effective demand management and making better use of existing infrastructure will play an important role in supporting new development.

The Infrastructure Delivery Plan (IDP) set out appendix 7 will be an important element of ensuring the delivery of sustainable development, supported by the necessary services and facilities it requires. More specifically, the IDP outlines existing infrastructure provision to illustrate how well existing needs are being met; and highlights future infrastructure requirements to support population changes, housing and employment growth as detailed in the Core Strategy.

The IDP will in future also provide an indication of the potential costs and methods of funding the identified infrastructure through mainstream public funding, developer contributions and other sources. It also establishes effective working arrangements with infrastructure agencies to ensure that a dialogue is maintained beyond the scope of individual projects.

Where new development results in a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. In some cases the cumulative impact of individual applications may be considered when assessing infrastructure requirements. Contributions from a particular development will be fairly and reasonably related in scale and kind to the contribution to the cumulative impact arising from the applicable scheme.

The Planning Obligations SPD will provide more details on the implementation of Tamworth's obligation policies. Regular reviews of the SPD will ensure that the contributions being sought are the most appropriate.

This policy aims to address Strategic Spatial Objective SO6

CP 17: Infrastructure and developer contributions

Planning permission for new development will only be granted if it is supported by appropriate infrastructure at a timely stage. Developer contributions will be sought where needs arise as a result of new development. The Council will work in partnership with infrastructure providers and other delivery agencies in preparing subsequent SPD's.

Key strategic infrastructure required to support development are:

- a) improvements to town centre linkages, gateways, the open space network and public realm to support town centre development in accordance with the Town Centre SPD**
- b) provision of appropriate sport and recreation facilities and new and improved open space in accordance with CP8**
- c) provision of linkages, community facilities and open space to deliver the Anker Valley Sustainable Urban Neighbourhood.**
- d) improvements to transport infrastructure, in accordance with SP8 and CP16**
- e) climate change mitigation measures in accordance with CP13**
- f) water management measures where required, in accordance with CP14**

Key service and site-specific infrastructure required to support development are:

- g) Affordable housing, in accordance with CP4**
- h) new and expanded primary care facilities, in accordance with CP15**
- i) new and expanded school facilities, in accordance with CP15**
- j) emergency services related infrastructure, including police services, in accordance with CP15**
- k) water supply and waste water drainage**
- l) supporting service infrastructure.**

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
Town Centre/Gateway Sites		
Gungate Redevelopment Site TC1	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).	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. The Town Centre SPD will provide further detail on this site.
Gungate Expansion TC2	Existing uses include Magistrates Court, Staffordshire CC Tamworth Youth Centre and Connexions, Staffordshire. Site may become available for redevelopment.	This site could provide an expansion to the proposed Gungate scheme. It is considered that a mixture of uses would be appropriate. The Town Centre SPD will provide further detail on this site.
Middle Entry Redevelopment Site TC3	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.	In the short term it will be important to achieve environmental improvements to make the site more attractive to retailers. 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 Edithas Church, and the quantity of retail floor space that is available. However this should be phased after the Gungate redevelopment. The Town Centre SPD will provide further detail on this site.
Arriva Bus Depot, Aldergate TC4	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	It is important to establish dialogue with Arriva to find suitable alternative premises. The SHLAA has identified a potential capacity of 40 dwellings as part of a mixed-use scheme comprising

	relocation to an edge of town location. This would release the site for redevelopment.	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. The Town Centre SPD will provide further detail on this site.
Upper Gungate TC5	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. The site has potential for redevelopment however this will need to be of a use compatible with the surrounding uses.	The design of any redevelopment should maximise the key gateway location of the site. It is considered that office uses are the most appropriate. The Town Centre SPD will provide further detail on this site.
Jewsons Site, Saxon Drive TC6	The site is in a prominent gateway location opposite the railway station. 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.	It is important to establish dialogue with Jewsons to find suitable alternative premises. 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. The Town Centre SPD will provide further detail on this site.
Expansion of Ankerside TC7	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.	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. Potential for town centre retail and leisure uses in the longer term. It will be important to establish dialogue with the owners and operators. The Town Centre SPD will provide further detail on this site.
Aldergate Car Park TC8	Over ground car park situated opposite the assembly rooms and next to the tourist information centre.	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

		<p>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>Marmion Street Car Park</p> <p>TC9</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>Phoenix Special Purpose Machines, Marmion Street</p> <p>TC10</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>
<p>Local Centres</p>		
<p>Coton Green (Fontenaye Road)</p> <p>LC1</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 & 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>Masefield Drive</p> <p>LC2</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 & Save convenience store accommodated</p>	<p>It is considered that the centre has good level of vitality and viability and serves a local centre role.</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>

	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>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>
Amington Road, Bolehall LC3	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>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>
Caledonian LC4	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>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 Glascote 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>
High Street Dosthill LC5	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	<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>

	Borough.	
Ellerbeck, Stonydelph LC6	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.	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. 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. Protect centre
Glascote Road LC7	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.	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. Protect centre
Tamworth Road, Amington LC8	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	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. Protect centre
Neighbourhood Centres		
Chartwell NC1	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
Cedar Drive NC2	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

<p>Lakenheath NC3</p>	<p>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.</p>	<p>Site has a fair level vitality and viability. Protect centre.</p>
<p>Kerria NC4</p>	<p>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.</p>	<p>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.</p>
<p>Fazeley Road/Sutton Avenue NC5</p>	<p>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.</p>	<p>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.</p>
<p>Springfield Road NC6</p>	<p>The centre comprises six shops – a newsagents, a wine merchants, a café, a hot food take-away, a 'plan & design' office, and a church.</p>	<p>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.</p>
<p>Exley NC7</p>	<p>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.</p>	<p>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.</p>

		Protect centre.
Park Farm NC8	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.
Pennymoor NC9	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.
Scott Road NC10	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. Protect centre.
Glascote Road, Basin Lane NC11	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	It serves a neighbourhood catchment and has a fair level of vitality and viability Protect centre.
Tinkers Green NC12	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.
Hockley Road NC13 (a&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.
Wilnecote Lane NC14	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.
Watling Street, Wilnecote NC15	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.
Bowling Green Avenue NC16	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.	He site is considered to have a fair level of vitality and viability. Protect centre.
Wilnecote Regeneration Corridor		
Wilnecote Regeneration Corridor East WRC1	This area is predominantly commercial in its character including Beauchamp industrial estate and bordered to the south by Tame Valley Strategic Employment Area.	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. The Wilnecote Regeneration Corridor SPD will need to set out the extent of specific sites and appropriate uses/capacity.
Wilnecote Regeneration Corridor West WRC2	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. The are a number of sites identified as either deliverable or development within the SHLAA for residential use.	Given the predominantly residential context it is considered that the sites within this area should be redeveloped for residential-led uses. The Wilnecote Regeneration Corridor SPD will need to set out the extent of specific sites and appropriate uses/capacity.
Wilnecote Regeneration Corridor Central WRC3	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. 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	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.

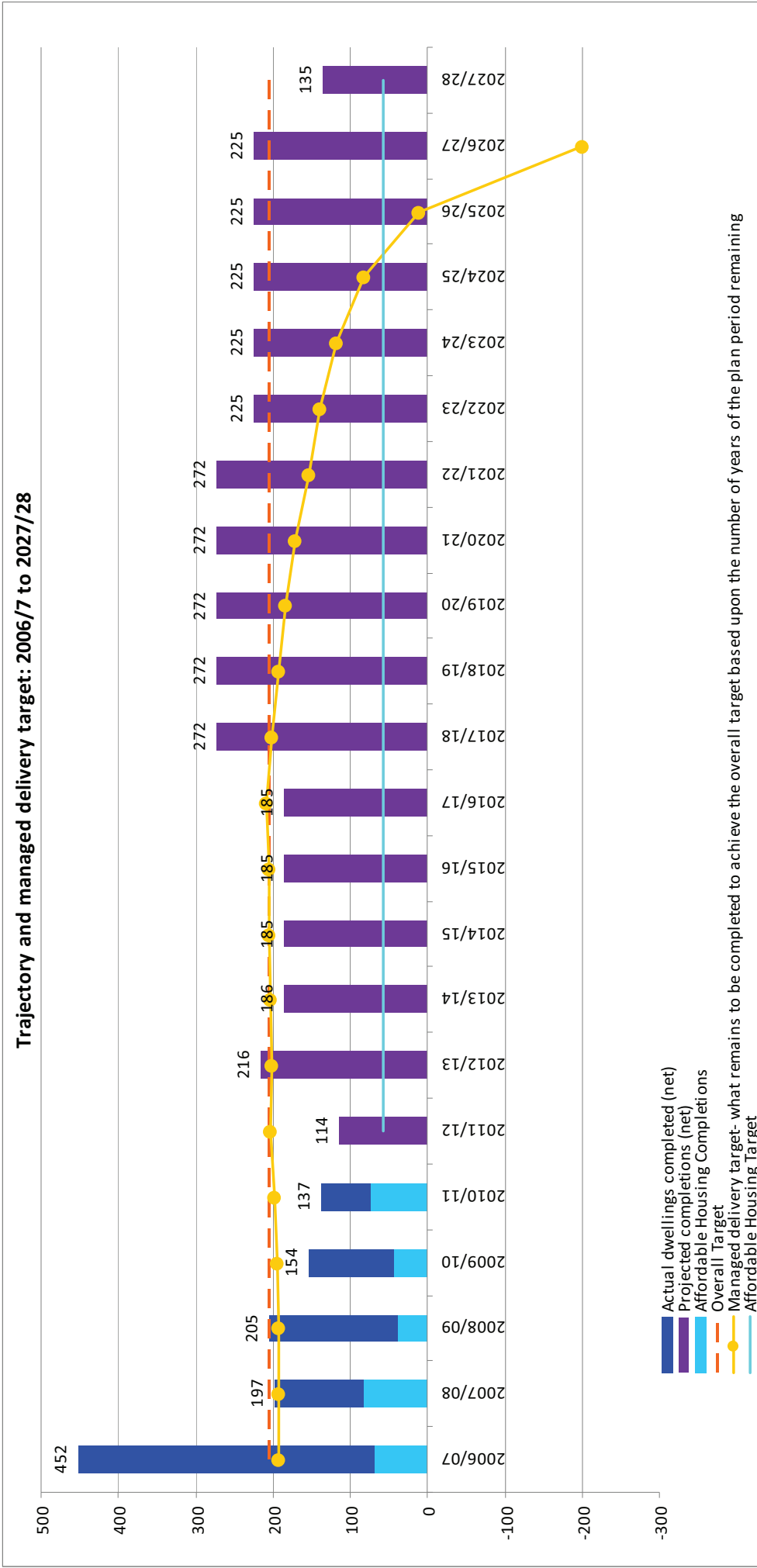
	barrier to development in this area.	
Employment Areas		
Lichfield Road Employment Area EM1	<p>This strategic employment area was developed in the 1960's and is bordered by residential development, the West Coast Mainline and Coton Lane. The area remains predominantly industrial in its use, with B2 and 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 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>
Tame Valley Employment Area (Incorporating Hedging Lane and Two Gates Trading Estate) EM2	<p>This strategic employment area also incorporates Hedging Lane (to the South) and Two Gates Trading Estate to the North.</p> <p>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>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>

	There is limited opportunity for expansion.	
Amington Employment Area EM3	<p>This strategic employment area was developed in the 1960's and is bordered by residential development and Tamworth golf course. The area contains a 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>
Centurion Park Employment Area EM4	<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>Relay Park Employment Area (Incorporating Relay Point)</p> <p>EM5</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>Bitterscote Strategic Employment Area (Incorporating Bonehill Road and Cardinal Point Employment Areas)</p> <p>EM6</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>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>Kettlebrook Road Industrial Estate</p> <p>EM7</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,</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>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>Beauchamp Industrial Estate</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



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
RETAIL/FOOD & DRINK 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
INDUSTRIAL & COMMERCIAL 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

ACCOMMODATION/INSTITUTIONS 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
RESIDENTIAL 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
OTHER 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: REGENERATION PRIORITY AREAS (TO BE INSERTED)

APPENDIX 5: MONITORING AND IMPLEMENTATION FRAMEWORK TABLE (TO BE INSERTED)

APPENDIX 6: 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,
- provide clear information to employees, customers and visitors on the alternative modes of transport to and from the site,
- improve accessibility for non-car users and the disabled,
- 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.
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 7: 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 new development (see Neil Mason)	Town centre / retail park links	Improved surface treatment and / or lighting and / or signage, to town centre	Staffordshire County Council Developer Contributions	unknown	2006-2011 2011-2016	SP2 SP8 CP15 CP17	Funded through developer contributions, payable upon commencement	£116,832 has been secured through the Royal London and Aucoot developments towards enhancements to pedestrian and cycle links
		Anker Valley – Ashby Road	Links to railway station, town centre and education	Staffordshire County Council Developer Contributions	£1m (new foot / cycle bridges over WCML and Nottingham line)	2011-2016 2016-2021	SP5 SP6 SP8 CP15 CP17	Funded through Anker Valley development	
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 new development	Post 16 Academy	Improved street lighting, cycle facilities	Staffordshire County Council Developer Contributions	unknown	2006-2011	SP8 CP15 CP17	Funded through developer contributions	
		Borough wide links	More comprehensive cycle network linking residential areas to the town centre and employment areas	Staffordshire County Council 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	Staffordshire County Council Developer Contributions	unknown	2006-2011 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	Tamworth Borough Council Environment Agency	£200,000	2011-2016	SP2 SP8 CP15 CP17		
		Measures relating to Post 16 Academy	Improved street lighting, pedestrian access	Staffordshire County Council Developer Contributions	unknown	2006-2011	SP8 CP15 CP17	Funded through developer contributions	
		Anker Valley Local Transport Package	Links to railway station, town centre	Staffordshire County Council	£1m (new foot / cycle	2011-2016 2016-2021	SP5 SP6	Funded through Anker Valley development	Necessary for the delivery of regeneration and housing

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
			and education	Council Developer Contributions	bridges over WCML and Nottingham (line)		SP8 CP15 CP17		growth.
Transport - Rail	"Significant travel flows between Tamworth 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)	Dedicated local rail service to Birmingham	Diversion of private car users commuting to Birmingham to Rail use	Network Rail / London Midland	unknown	2011-2016	SP4 SP6 SP8 CP15 CP17		
		Tamworth Station Car Parking capacity increases	Diversion of private car users commuting to Birmingham to Rail use	Network Rail / London Midland	unknown	2006 - 2011	SP4 SP6 SP8 CP15 CP17		Complete
		Platform lengthening and station improvements at Wilnecote		Network Rail	unknown	2006 - 2011 - 2011 - 2016	SP4 SP6 SP8 CP15 CP17		
		Tumback siding and crossover at Tamworth	To enable dedicated local service, increasing the % of commuters travelling by public transport	Network Rail	Unknown	2011 - 2016	SP4 SP6 SP8 CP15 CP17		
		Tamworth Station improvements		Network Rail / London Midland	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.	Network Rail	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	Reduce impact of new development on local and strategic highway network. Reduce congestion, improving bus	Staffordshire County Council Developer Contributions	£200,000	2006-2011 2011-2016	SP2 SP4 SP6 SP8 CP15 CP17	Funding secured through developer contributions	Necessary for the delivery of town centre regeneration.

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
		passenger information and infrastructure Public Transport Partnership Route improvements	journey times and reliability. Commuter routes prioritised	Staffordshire County Council			SP4 SP8 CP15 CP17		County Council to advise on specifics
		Anker Valley Local Transport Package	Extended Route Service to new development	Staffordshire County Council Developer Contributions			SP4 SP6 SP8 CP15 CP17		
		Bus Depot Relocation	Available town centre regeneration site	Arriva	unknown	2011-2016	SP2 SP4 SP8	Private Sector led	Arriva have confirmed desire to relocate when suitable premises become available
		Bus Station / interchange	Enhanced passenger facilities	Staffordshire County Council Arriva	unknown	2011-2016	SP2 SP4 SP8 CP15 CP17	LTP / private 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	British Waterways	Unknown	-	SP8 SP9 CP3 CP13 CP14 CP15 CP17		
Road	Reducing the impact of traffic (congestion, environment)	Ventura Park to Town Centre 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	Staffordshire County Council Developer Contributions	Total cost of transport strategy is currently unknown. Roundabout signalisation schemes delivered via S.278 agreement	2006-2011 2011-2016	SP2 SP4 SP6 SP8 CP15 CP17	Funded through developer contributions, payable upon commencement	Roundabout signalisation complete. Necessary for the delivery of town centre regeneration.
		A5(T) Junction Improvements at Stoneydelph / Mile	Less congestion and queuing	Highways Agency Developer	Mile Oak: £1,349,230 Stoneydelph:	2011-2016 2016-2021	SP4 SP5 SP8	Funded through developer contributions	Development in adjoining authorities may also be required to contribute

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
		Oak Anker Valley Local Transport Package	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	Staffordshire Council, Network Rail, Developer Contributions	£973,326 £15+		CP17 SP4 SP6 SP8 CP15 CP17	Funded through developer contributions	
	Provide access	Dunstall Lane Link	Access to Employment Land achieved	Private Sector	unknown	2011-2016	SP4 CP2 CP17	Developer contributions	Planning Permission exists
Car Parking	Town Centre regeneration	Town Centre car park improvement, regeneration and rationalisation	Right type of parking available in the right places Land released for town centre uses Promotion of alternative forms of sustainable travel	Tamworth Borough Council Staffordshire County Council Private landowners	Unknown	2011-2016	SP2 SP4 SP8 CP15 CP17	Developer contributions	
	Electric charging points	Improved Signage to town centre care parks	Reduce congestion Town centre regeneration	Tamworth Borough Council Staffordshire County Council Private landowners	Unknown	2011-2016	SP2 SP4 SP8 CP15 CP17	Private sector Tamworth Borough Council	
Housing Regeneration Areas		Tinkers Green	Housing that better meets the needs of Tamworth residents Improved stock condition	Private sector Tamworth Borough Council Registered Providers	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 the Tinkers Green area. The study will look at scenarios

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
			Improved health and educational Improved energy efficiency Reduction in social problems (i.e. ASB) & enhanced community involvement Effective utilisation of Council assets to maximise social & economic benefits of regeneration activity	HCA					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 Improved energy efficiency Reduction in social problems (i.e. ASB) & enhanced community involvement Effective utilisation of Council assets to maximise social & economic benefits of regeneration activity	Tamworth Borough Council 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 the 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	Tamworth Borough Council 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 site to go forward for development.
Town Centre	Increase vitality and	Town Centre	Increased housing	Tamworth		2011-2016	SP2		

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
housing	viability		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	Borough Council Registered Providers HCA			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 centre Downgraded highways infrastructure minimised street clutter, maximised pedestrian movement and increase visibility of key strategic movement corridors	Tamworth Borough Council and Staffordshire County Council	To be determined as part of early design	2011-2016 2016-2021 2021-2026	SP2 SP8 CP2 CP10 CP11 CP17	LTP and developer contributions	
		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	Tamworth Borough Council and Staffordshire County Council	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
			increased footfall Dedicated cycle links Improved lighting Improve crossing facilities/subway potential for riverside route						
		Public realm enhancements	Flooring materials, pedestrian and vehicle signage, street furniture (bins, benches, planters, lighting etc.) coordinated, appropriate and new signage installed, including Library / Civic Space & St Editha Square	Tamworth Borough Council and Staffordshire Council	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	Tamworth Borough Council	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	Tamworth Borough Council	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 Ellerbeek Exley Calletonia	Enhanced planting, materials, lighting, street furniture leading to improved sense of place	Tamworth Borough Council	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	Enhanced appearance and attractiveness to market	BEP	unknown	2011-2016 2016-2021 2021-2026	SP4 SP8 CP2 CP10 CP17	Private sector, developer contributions where appropriate, Tamworth Borough Council	

Physical Infrastructure Required	Driver	Scheme / Location	Outcome / Impact	Lead and Delivery Agencies	Cost	Phasing	Core Strategy Policy	Budget / Funding Provision	Notes
		employment areas							

APPENDIX 8: GLOSSARY

Accessibility	The ability of everyone to conveniently go where they want.
Affordable housing	Affordable housing includes social rented and intermediate market housing for specified eligible households whose needs are not met by the market. Affordable housing should: - meet the needs of eligible households including availability at low cost enough for them to afford, determined with regard to local incomes and local house prices; and include provision for the home to be retained for future eligible households or if these restrictions are lifted for any subsidy to be recycled for alternative affordable housing provision. Affordable housing includes 'social rented' housing which is owned or managed by local authorities and Registered Social Landlords for which guideline target rents are determined through the national rent regime. Intermediate affordable housing is housing at prices and rents above those of the social rent, but below market prices and rents, and which the criteria set out above.
Annual Monitoring Report (AMR)	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.
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystems, including plants and animals.
CABE	Commission for Architecture and the Built Environment. CABE is the government's advisor on architecture, urban design and public space.
Capacity (Retailing term)	Money available within the catchment area with which to support existing and additional floor space.
Clusters	Networks of specialised, creative, industrial or hi-tech businesses concentrated within a particular location whose co-location may enhance their competitive advantage.
Conformity	In agreement with, accords and with the principles of something.
Conservation Area	Area of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

Core Strategy	A development Plan Document setting out the spatial vision and objectives of the planning framework for an area, linking into the community strategy.
Density	In the case of housing development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.
Development Plan Documents (DPDs)	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 Core Strategy, site specific allocations of land and, where needed, action area plans.
Designated sites	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.
Employment uses	Includes any uses or development that creates jobs
Existing Employment Areas	these are the XX areas shown in the Proposal map for the Council's Local Plan (YEAR). These areas will be further defined as part of the Development Control and Site Allocations DPD.
Flood Plain	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.
Greenbelt (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.
Greenfield Land	Land which has never been built on before or where the remains of any structure or activity have blended into the landscape over time
Green corridor/wildlife corridor	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.

Housing land availability	The total amount of land reserved for residential use awaiting development.
Infill development	Building on a relatively small site between existing buildings.
Issues and options	The pre submission consultation stages on Development Plan Documents with the objective of gaining public consensus over proposals ahead of submission to Government before they are submitted for Independent Examination.
Listed building	A building of special architectural or historic interest, graded I (highest quality) II* or II.
Local Centre	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.
Local Development Documents	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.
Local Development Framework	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.
Local Development Scheme	This is the project plan for the period of production of all documents that will comprise the Local Development Framework. It identifies each Local Development Document stating which are to be Development Plan Documents
Local Plan	An old style development plan prepared by the District Planning Authority. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional

	provisions.
Local Transport Plan	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.
Masterplan	A type of planning brief outlining the preferred usage of land and buildings, as a framework for planning applications.
Mixed use	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
Open space	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.
Plan, Monitor and Manage`	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
Planning application	A form plus plans submitted to the Council when development is proposed.
Planning Policy Guidance	These were issued by Central Government to set out national land use policies for England on different areas of planning. PPGs are gradually being replaced by Planning Policy Statements.
Previously Developed Land	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.
Primary and secondary frontages:	Primary frontages are likely to include a high proportion of retail uses. Secondary frontages provide greater opportunities for a diversity of uses.

Primary shopping area:	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).
Regional Spatial Strategy	A strategy for 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.
Retail Floorspace	Total area of the property associated with all retail uses. Usually measure in square metres
Sequential approach	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.
Sequential Test (Development)	<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"> 1. locations in appropriate existing centres where sites or buildings for conversion a. are, or are likely to become, available within the plan period 2. edge-of-centre locations, with preference given to sites that are or will be well-b. connected to the centre 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.
Sequential Test (Flood Risk):-	In areas at risk of flooding, applicants are

	<p>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. (Refer to Appendix X for further details)</p>
Site allocations	The allocations of sites for specific or mixed uses of development to be contained in Development Plan Documents. Identified sites will be illustrated on the proposals map.
Site of Special Scientific Interest	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)
Spatial Planning	Spatial planning goes beyond the traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which

	can impact on land use, for example by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
Spatial Vision	A brief description of how the area will be changed at the end of the plan period (10-15 years)
Sport England	Sport England is the government agency responsible for building the foundations of sporting success.
Staffordshire Destination Management Partnership (SDMP, 2008):	This is a public/private sector partnership that aims to promote tourism/visitor attractions, in order to regenerate and create jobs in the countywide area.
Staffordshire Local Transport Plan	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
Strategic Housing Land Availability Assessment (SHLAA)	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 Planning Policy Statement 3: Housing (PPS3).
Strategic Planning	Wider ranging and longer term planning which establishes broad goals, strategies, principles and objectives for the wider region.
Supplementary Planning Document (SPD)	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.
Sustainable Communities	Places where people want to live and work, now and in the future.
Sustainable Community Strategy	A strategy prepared by local authorities to help deliver local community aspirations, under the Local Government Act 2000.
Sustainable development	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"
Sustainable Drainage Systems (SUDS)	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.
Town centre uses :	According to the national Planning guidelines, the main town centre uses are: 1. retail development (including warehouse clubs and factory outlet centres) 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) 3. offices, and 4. arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
USE Classes Order	<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'.</p> <p>The following list gives an indication of some of the types of uses which may fall within each use class.</p> <p>A1 Shops: 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>B1 Employment Use: Offices, research and development, light industry (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).</p> <p>B2 Employment Use: General Industrial (in the Town and Country Planning Use</p>

	<p>Classes Order 1987 and its subsequent amendments).</p> <p>B8 Employment Use: Storage and distribution (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).</p> <p>Non B Employment Uses: 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>
Vitality	In terms of shopping, a centre that is capable of success or continuing effectiveness.
Viability	In terms of shopping, the capacity of a centre to grow or develop.
windfall Site	A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of the plan. Most 'windfalls' are referred to in a housing context.

APPENDIX 9: TAMWORTH LOCAL PLAN POLICIES (TO BE INSERTED)