

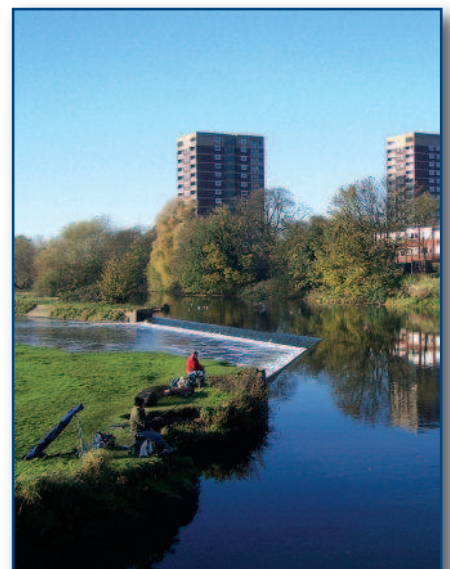
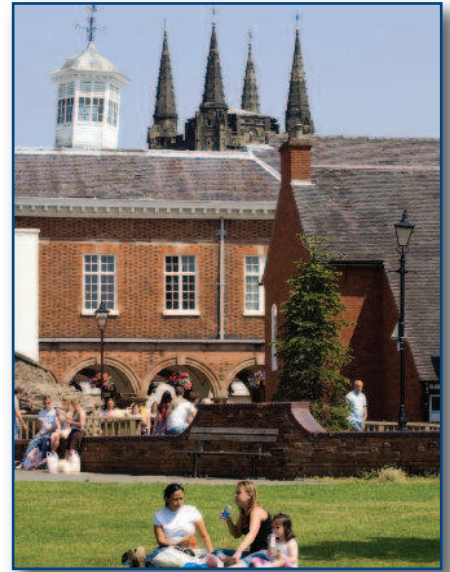


Chapter 6

A High Quality Environment

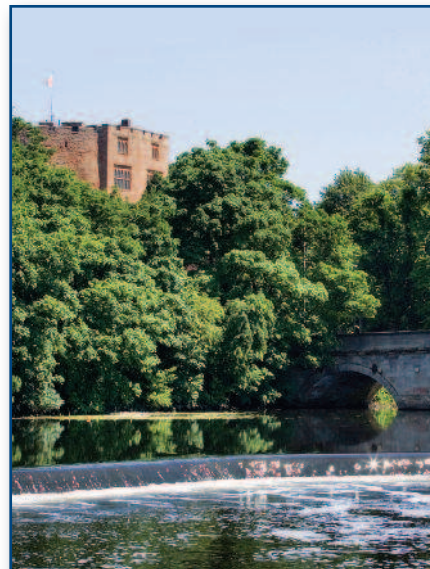
CHAPTER 6 - A HIGH QUALITY ENVIRONMENT

- 6.1 Delivering a high quality environment will involve protecting and enhancing Tamworth's network of 'urban green' to provide sufficient opportunities for sport and recreation and biodiversity. Through positive planning, development will achieve high quality design that preserves and enhances Tamworth's historic character.**
- 6.2 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.
- 6.3 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.
- 6.4 Beyond the Anker Valley Sustainable Urban Neighbourhood, it will be crucial to make the most efficient use of Tamworth's 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.
- 6.5 Delivery of the Central Rivers Initiative has the potential to be an important element of Green and Blue 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.



6.6 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.

6.7 The 211ha of Green Belt boundary to the South of the Borough forms 6.8% 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. An assessment of the Green Belt has recently (May 2012) been undertaken. The detailed Green Belt boundary is shown in Figure 5 and will only change through a subsequent review of the Local Plan.



This policy aims to address Strategic Spatial Priorities SO7 and SO8

SP8 Environmental Assets

Tamworth's network of green and blue infrastructure, including the green linkages which contribute to Tamworth's character as 'Urban Green' (as shown on Figure 3) along with countryside and green belt, will be protected, managed and enhanced. The emphasis will be on making the best use of existing open space through enhancement and appropriate management.

Priority will be given to:

- a) Maintaining the Green Belt boundary (as shown in Figure 5) 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 as shown on Figure 5.
- 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 3.
- i) Conservation areas: Historic assets and the character and setting of areas of acknowledged importance, including statutory and locally listed buildings, conservation areas (as identified in figure 5), schedule ancient monuments and archaeological remains will be safeguarded and enhanced.

Sport, Recreation and Open Spaces

6.8 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.

6.9 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 in the future the provision of both sports and recreation facilities and an appropriate and accessible network of open space are considered to be key factors in achieving this.



6.10 Within the context of improving health and increasing participation 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 an 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

6.11 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.

6.12 The quality, quantity and accessibility of new and existing sports recreation facilities is a key focus in ensuring an excellent sport and recreation infrastructure for Tamworth's 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.



6.13 To ensure sufficient access to sport and recreation facilities in a sustainable manner throughout Tamworth's 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.

- 6.14 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 the 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

This policy aims to address Strategic Spatial Priority 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) Delivering 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.

separate reception and changing facilities and accessible opening hours.

- 6.15 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.

- 6.16 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.

6.17 The 2012 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.



6.18 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 of this typology in this location in the East of the Borough. Further recommendations include increasing the provision of semi-natural space at Wigginton Park and increasing the provision of play space.

6.19 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 Priority SO7

CP9 Open Space

A multi-functional and diverse network of accessible open space as indicated on figure 4 will be protected and enhanced by;

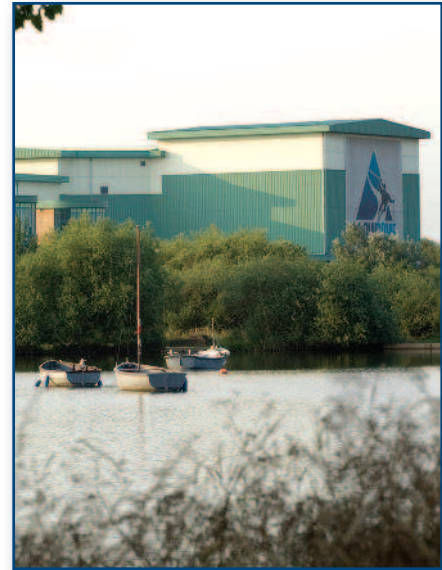
- a) Seeking developer contributions towards improving the quality and accessibility of open space including the delivery of the linear Urban Park to the East of the Borough as shown in figure 4
- b) Requiring new development to create sustainable links with the green space network and wider countryside 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.

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;

- 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.

High Quality Built and Natural Environment

- 6.20 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.
- 6.21 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 reflected 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.
- 6.22 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.
- 6.23 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.
- 6.24 Well designed buildings and environments are fundamental to the way we live our lives. Design is not just about individual buildings, the spaces and public places 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.
- 6.25 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.
- 6.26 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.
- 6.27 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. Outcomes arising from the Manual for Streets project plan which the council is working on in partnership with Staffordshire County Council and delivery will be an important tool. It will be further elaborated on in the Place Making SPD.

- 6.28 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 Priorities 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 Regeneration Priority 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, scale, and detailing appropriate to the local context as well as the amenity, privacy and security of nearby properties
- b) incorporate measures to mitigate environmental impacts such as noise, and pollution 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 and create opportunities for community interaction
- 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.

- 6.29 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.

- 6.30 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 countryside.



6.31 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.

6.32 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.

6.33 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.

6.34 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.

6.35 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.

6.36 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 Priority SO9

CP11 Protecting the historic environment

Development affecting conservation areas and/or listed buildings will be required to assess and clearly demonstrate how the existing character, appearance and setting of the heritage asset will be conserved and where possible enhanced. Proposals will be required to pay particular attention to:

- a) the scale, form, height, massing, detailing and materials of the development and the existing buildings and physical context to which it relates
- b) historically significant boundaries, street layouts, open spaces, landscape features and structures identified in the character appraisals including walls, railings, street furniture and paved surfaces.
- c) important views of significant listed buildings and townscape identified in the conservation area character appraisals should be preserved.
- d) evaluation and/or mitigation of surviving below ground archaeological deposits.

Where practical and viable, development should address issues identified in the conservation area character appraisals, buildings at risk survey and emerging management plans.

Proposals that promote the 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.

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.

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.

6.37 The Borough's network of natural assets are a valuable resource and as a consequence require 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 Strategy's Vision for Tamworth to be renowned regionally for its exceptional natural environment.

6.38 The most biologically rich parts of the borough are linked to the Rivers Anker and Tame. 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, and Dosthill Park. None of the local designations have any legal protection and it is the local authority's responsibility to give them appropriate protection.



6.39 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.

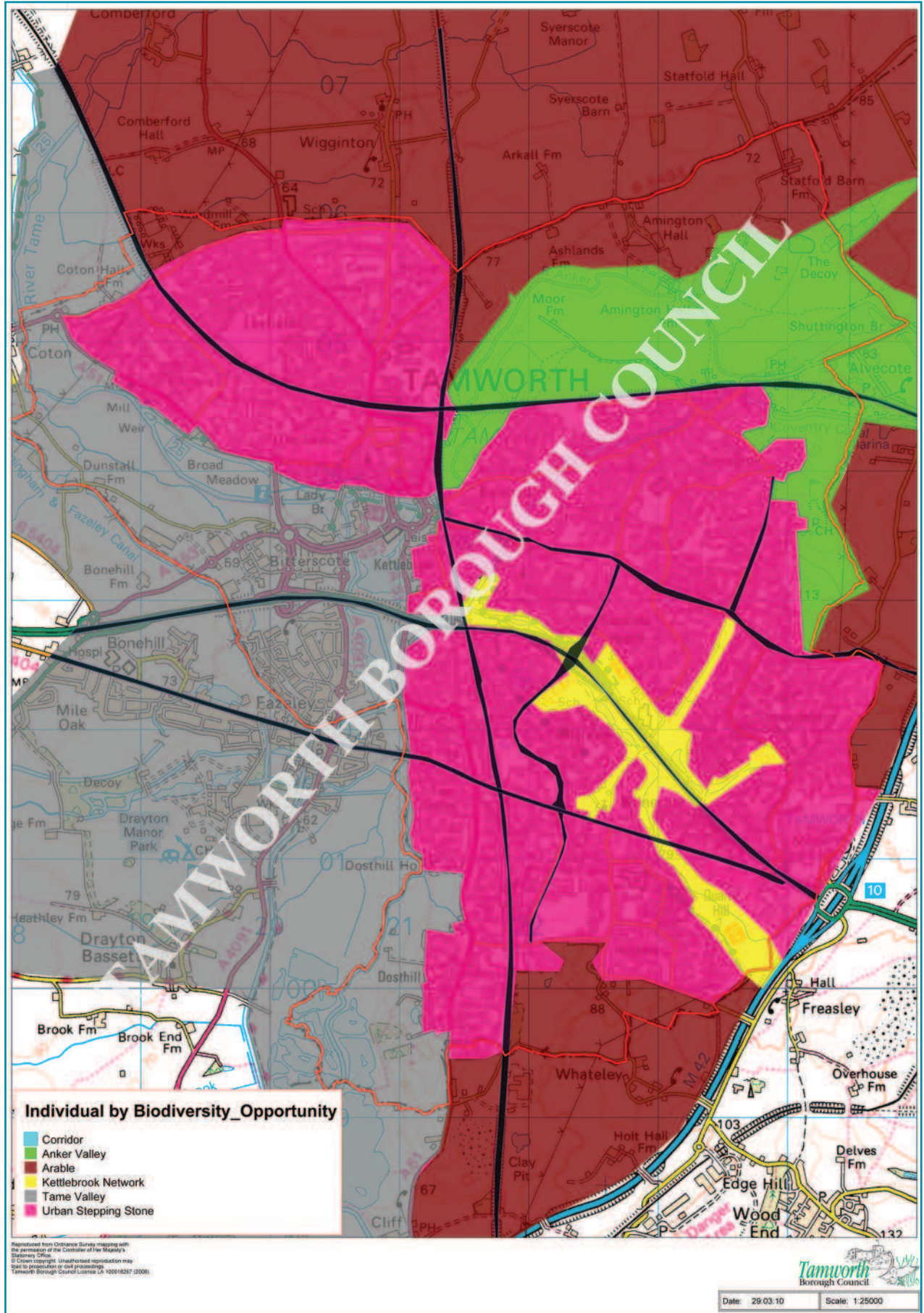
6.40 The UK Biodiversity Action Plan, the Staffordshire Biodiversity Action Plan and the Staffordshire Geodiversity Action Plan set out specific targets for natural habitats and biodiversity. The Tamworth Phase One Habitat Survey highlights the importance of meeting these targets by working closely with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

6.41 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.

6.42 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.

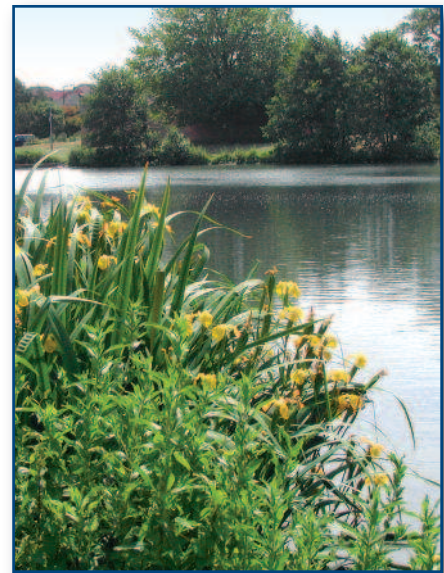
6.43 The Tamworth Phase One Habitat Survey highlights the importance of linking habitats and creating buffer zones around sites of biodiversity importance. Linking habitats through the

Figure 7: Tamworth biodiversity Opportunity Map



6.46 The report concluded that for most of the sites the Local Plan 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.

6.47 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.



6.48 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.

6.49 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.

This policy aims to address Strategic Spatial Priority SO8

CP 12 Protecting and enhancing biodiversity

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.

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 5) as follows:

- 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 (Figure 7). 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 which cannot be avoided by appropriate siting or design. Where removal is necessary, suitable mitigation is required to prevent a net loss of these features.

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.



7

Chapter 7

A Sustainable Town

CHAPTER 7 - A SUSTAINABLE TOWN

- 7.1 Ensuring a combination of strong retail centres, accessible employment and housing sites, accessible community facilities and the regeneration of existing developed sites lays the foundation to deliver a connected, sustainable town. Making the most of existing transport links, 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. Maximising renewable energy generation and reducing flood risk to mitigate the impacts of climate change will help to deliver a sustainable pattern of development.**
- 7.2 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.
- 7.3 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 Railway 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.
- 7.4 Getting to and from Tamworth is relatively easy but there are areas where congestion is experienced, particularly at the Ventura, Cardinal Point and Jolly Sailor Retail Parks, in and around the town centre and to the north of it. 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.
- 7.5 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 improving existing sustainable travel choices from Tamworth, particularly existing bus service from the town centre to Drayton Manor Park. 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.
- 7.6 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.



- 7.7 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.
- 7.8 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.
- 7.9 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 the car and support the Borough Council's plans to regenerate the town centre and accommodate proposed housing development in the Anker Valley Sustainable Urban Neighbourhood.
- 7.10 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 Jolly Sailor, Cardinal Point out of town retail parks
 - Support investment in the town centre that complements the out of town retail parks
 - Improve public transport provision to the West Midlands
 - Support A5(T) junction capacity and safety improvements
 - Encourage sustainable travel
- 7.11 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. Proposals to reduce traffic congestion at Ventura Park require further investigation as part of a transport study. The outcome of the plan has helped to inform the proposals within the Local Plan and the Integrated Transport Strategy. 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 the Anker Valley link road and Amington linkage will also be considered in any Transport Assessment produced by potential developers of the Anker Valley Sustainable Urban Neighbourhood. A transport study will be carried out to determine the traffic impact of development scenarios on the Upper Gungate Corridor to identify what scale of development could be delivered before Link Road is required. If development comes forward in the Plan period without the Anker Valley Link Road the proposed route will continue to be protected as part of the development for future need beyond the Plan period.

If it is proved that the Amington Link Road is not required to deliver development proposed in the Local Plan, the route will be protected as a long term aspiration beyond the plan period

-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 Cord. A 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.

There is a desire to maintain good rail links in terms of frequency and journey times with Birmingham, London, the North West, East Midlands and Yorkshire. If HS2 proceeds, Tamworth will need to exploit its proximity to both Birmingham City Centre station and the Birmingham interchange station through ensuring good public transport links to them.

- Proposed bus accessibility improvements, as well as Cycle Links and A5 Junction Improvements proposed in the Integrated Transport Strategy, but outside the areas covered by Local Transport Packages. Proposals include improved bus facilities and enhanced passenger information at stops within the town centre, along local routes serving Tamworth residents and inter-urban routes to Lichfield and the West Midlands

- 7.12 Linked to this are the Tamworth Rail Station improvements. These include forecourt improvements and links to the town centre to compliment improvements to the station building currently being undertaken by London Midland.
- 7.13 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.
- 7.14 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.

7.15 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.



7.16 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.

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

7.18 Tamworth demonstrates 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.

7.19 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.

7.20 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.

7.21 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 Local Plan will support the Waste Strategy and the move towards a more sustainable approach to waste management.

7.22 Having developed alongside the confluence of two rivers, Tamworth has a 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.

7.23 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

- 7.24 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 open space or playing fields.
- 7.25 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.

This policy aims to address Strategic Spatial Priorities SO6 and SO12

SP9 Sustainable Infrastructure

Delivering the sustainable pattern of growth identified in the strategy will help mitigate the impacts of climate change. This requires the provision of appropriate supporting infrastructure to;

- promote access to sustainable modes of transport and addressing congestion and capacity issues
- provide community facilities in accessible locations
- promote opportunities for zero carbon development and maximising opportunities for renewable energy generation
- make the most efficient use of land whilst mitigating flood risk.

Investment will be focussed on Tamworth’s transportation network. The strategic transport network for Tamworth is shown on the spatial diagram, figure 3.

The ease and quality of access to and between the town centre and local and neighbourhood centres, employment sites, Anker Valley Sustainable Urban Neighbourhood and other key internal and external destinations will be improved by:

- 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 them as part of the Ventura Park to Town Centre Local Transport Package and improved bus accessibility in the town centre, on local routes within Tamworth and inter-urban routes, including to Lichfield and the West Midlands conurbation
- 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 Neighbourhood 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 Anker Valley Local Transport Package

continued overleaf 

- 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
- g) Providing improved public transport links from the town centre to Drayton Manor Leisure Park.

Whilst opportunities to deliver renewable energy generation within Tamworth are limited, it is recognised that the existing built environment provides the greatest potential 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.

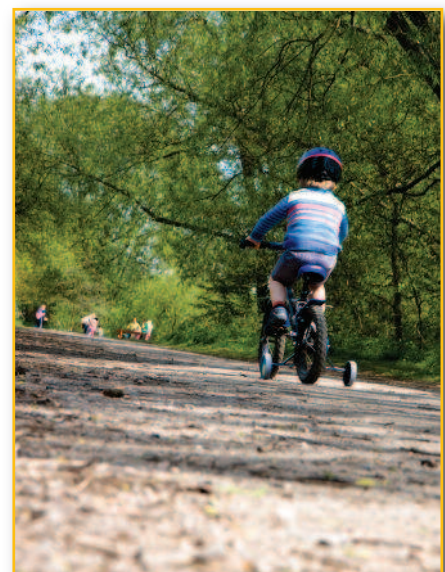
Large scale development and area based regeneration initiatives may offer opportunities to incorporate large scale or area wide renewable energy or low carbon technologies including community heating, biomass heating, CHP and utilising surplus heat. Proposals within the town centre, regeneration priority 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.

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.

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.

Tamworth's Strategic Flood Risk Assessment indicates the areas within the Borough at risk of flooding. These are shown on Figure 5. Development will be expected to be located outside of these areas and must not increase the risk of flooding in other areas.

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.



Sustainable Transport

- 7.26 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.
- 7.27 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.
- 7.28 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 future Planning Obligations SPD and are included in the accompanying Infrastructure Delivery Plan.
- 7.29 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 enable improved accessibility and opportunities to switch to sustainable modes of transport for new residents of the Anker Valley Sustainable Urban Neighbourhood 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.
- 7.30 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.
- 7.31 It is therefore essential that effective improvements to all the town's transportation networks, including infrastructure and facilities are achieved. These will be required to ensure that housing and jobs growth can be successfully met in a balanced and sustainable way to achieve regeneration and growth. Without such improvements, Tamworth's economic potential cannot be realised and the development of sustainable communities achieved. This will be particularly crucial to unlocking the full development potential of the town centre and the Anker Valley Sustainable Urban Neighbourhood.
- 7.32 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.
- 7.33 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.
- 7.34 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.
- 7.35 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

This policy aims to address Strategic Spatial Priority SO12

CP13 Delivering Sustainable Transport

Planning permission will only be granted for development that provides measures to:

- a) Prioritise access by walking, cycling and public transport,
- b) Improve highway safety and reduces the impact of travel upon the environment

A Transport Assessment and comprehensive Travel Plan must accompany all major development proposals as set out in Appendix 5.

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:

- a) the anticipated demand for parking arising from the use proposed, or other uses to which the development may be put without needing planning permission;
- b) 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;
- c) the impact on highway safety from potential on-street parking and the scope for measures to overcome any problems, increase highway capacity where appropriate; and
- d) 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 where appropriate. 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 design guidance set out in the Place Making SPD.

to ensure that all parking is operated in a manner which benefits the town as a whole.

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

7.37 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.

7.38 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.

7.39 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.

7.40 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.

- 7.41 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.
- 7.42 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.
- 7.43 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.
- 7.44 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.
- 7.45 The Council will consider a potential carbon investment fund to deliver borough-wide and local schemes. Where meeting the national government's Zero Carbon target is demonstrated to be unviable the Council will accept a contribution towards this. Details will be set out in the Developer Contributions SPD.
- 7.46 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

This policy aims to address Strategic Spatial Priority SO11

CP14 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
- g) exploiting opportunities for energy from waste, combined heat and power and district heating schemes subject to appropriate measures to mitigate any environmental, social and economic impacts.
- h) promoting landscaping and tree planting to provide shade, reduce local temperatures and carbon capture.

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.

promotes the use of Sustainable Drainage Systems (SuDS) as a way of managing surface and groundwater regimes

- 7.47 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.
- 7.48 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.
- 7.49 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.
- 7.50 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.
- 7.51 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 Priority SO11

CP15 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.

Community Facilities

- 7.52 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.
- 7.53 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.
- 7.54 Education facilities will be expected to include provision for community use, including multi-use facilities open to the wider communities.
- 7.55 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.
- 7.56 The most significant housing led development coming forward during the plan's period is the Anker Valley Sustainable Urban Neighbourhood. Staffordshire County Council indicates 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.
- 7.57 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 Priority SO4

CP16 Community Facilities

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.



8

Chapter 8

Monitoring and Implementation

CHAPTER 8 - MONITORING AND IMPLEMENTATION

- 8.1 The Local Plan'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.
- 8.2 The Local Plan 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 Local Plan 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.
- 8.3 Each policy within the Local Plan 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.
- 8.4 The Sustainability Appraisal (SA) has a key influence on the Local Plan monitoring framework. The SA Report identifies crucial monitoring requirements in relation to the predicted effects of the Local Plan policies and strategies, which has informed the choice of Local Plan monitoring framework indicators. This alignment will help ensure compliance with the Strategic Environmental Assessment Directive.
- 8.5 Previously, the implementations of policies were measured using indicators contained within the council's published Annual Monitoring Report (AMR). The government's Localism Act removes the requirement for local planning authorities to produce an AMR, while retaining the overall duty to monitor. Authorities can now choose which targets and indicators to include in the report as long as they are in line with the relevant UK and EU legislation. Their primary purpose is to share the performance and achievements of the planning service with the local community. As a Council, we will use the indicators identified to revise what indicators to use and the frequency of publication.
- 8.6 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 Local Plan. 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.
- 8.7 Indicators have been selected based on their appropriateness for gauging the effectiveness of Local Plan policies in helping to meet the Council's Local Plan 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.
- 8.8 The monitoring table (set out in Appendix 4) shows the Local Plan's policies and respective indicators and targets for each of the sections of the document.
- 8.9 Developer contributions will be used to ensure that the necessary physical, social, economic,

blue 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 Community Infrastructure Levy (CIL). Where appropriate, pooled contributions will be used to facilitate the necessary infrastructure in line with development.

- 8.10 New development should not overburden existing infrastructure. New development should be adequately supported by an appropriate 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.
- 8.11 In some cases, effective demand management and making better use of existing infrastructure will play an important role in supporting new development.
- 8.12 Infrastructure and service requirements, as identified by the Infrastructure Delivery Plan (IDP), require monitoring either through the Local Plan 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 Local Plan.
- 8.13 The Infrastructure Delivery Plan (IDP) set out Appendix 6 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 this document.
- 8.14 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.
- 8.15 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.
- 8.16 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.
- 8.17 Further work will be required to identify appropriate infrastructure to both help deliver and mitigate the impacts of Tamworth related development located outside of its boundary. This may involve Tamworth, in partnership with Lichfield District Council, North Warwickshire Borough Council and infrastructure providers and landowners to bring forward infrastructure through future development plans, master plans and planning applications.

This policy aims to address Strategic Spatial Priority 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, green and blue infrastructure provision, 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) cross-boundary infrastructure to help deliver and mitigate the effects of Tamworth related future development, particularly in relation to land to the north of Anker Valley Sustainable Urban Neighbourhood and within North Warwickshire.
- e) improvements to transport infrastructure, in accordance with SP9 and CP13
- f) climate change mitigation measures in accordance with CP14
- g) water management measures where required, in accordance with CP15

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

- h) Affordable housing, in accordance with CP4
- i) new and expanded health facilities, in accordance with CP16
- j) new and expanded school facilities, in accordance with CP16
- k) emergency services related infrastructure, including police services, in accordance with CP16
- l) water supply and waste water drainage
- m) supporting service infrastructure.