



**Tamworth Borough Council –
Draft Local Plan 2006-2031
For Public Consultation
March to May 2014**

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Policies Map Separate Document

Town Centre Insert Map Separate Document

CHAPTER 1 - INTRODUCTION

Context to the Tamworth Local Plan

- 1.1 Since 2006, Tamworth Borough Council has been working with a wide range of stakeholders (local communities, local strategic partnership and developers etc) to produce a development plan for the borough. This was being produced in the context of previous national and regional planning guidance and was called a Core Strategy. It has now been renamed the Tamworth Local Plan, as part of the Government's on going reform of the planning system.
- 1.2 In November 2012 the Council submitted the Local Plan to the Planning Inspectorate for examination. The Inspector raised a number of concerns relating to the soundness of the Plan, notably in respect of a lack of suitable land use allocations for housing, employment and town centre uses. An exploratory meeting was held in February 2013 to discuss the work required to overcome the Inspector's concerns. Despite the Council's intention to make additional allocations, the Inspector was of the opinion that the plan should be withdrawn. The Council subsequently withdrew the Local Plan in March 2013.
- 1.3 Since the withdrawal of the Local Plan the work set out in the exploratory meeting has been completed and parts of the evidence base updated and refreshed where necessary
- 1.4 Tamworth Draft Local Plan sets out the spatial planning strategy for the borough over the period 2006-2031 in terms of the type of development required to meet local community and business needs, its scale and location as well as the policies that will apply to ensure that development is sustainable. It also includes policies to ensure that appropriate supporting infrastructure is delivered and the area's built and natural environment is protected and enhanced. The Plan aims to be sufficiently flexible to adapt to the changing circumstances during its life.
- 1.5 The government has published the National Planning Policy Framework (March 2012), which sets out planning policies for achieving sustainable development. Emphasis has been placed on the importance of ensuring that Local Plan policies contribute to achieving sustainable development, in terms of promoting sustainable economic growth. The Tamworth Local Plan has been prepared in compliance with the National Planning Policy Framework (NPPF).
- 1.6 It should be noted that, as part of the Government's ongoing reform of the planning system, the West Midlands Regional Spatial Strategy (WMRSS)¹ has been revoked under the Localism Act 2011. The Local Plan reflects the NPPF requirement for a locally derived evidence base, particularly in relation to future housing need. Where considered relevant, working in partnership with neighbouring authorities to discharge the duty to co-operate has resulted in cross-boundary issues being addressed.
- 1.7 The Tamworth Local Plan is expected to be adopted by 2015 and will replace the existing Local Plan (Adopted in 2006/07)². Further detailed guidance will be included in a limited number of SPDs which will support the implementation of the plan. Once it is adopted, planning applications will be determined in accordance with the Local Plan unless other material considerations (including the NPPF) indicate otherwise.

¹ West Midlands Regional Spatial Strategy: Phase Two Revision (2008)

² Tamworth Borough Council - Local Plan 2006-2011 (Adopted July 2006 and Policies Saved in July 2011)

Delivering Sustainable Development

- 1.8 The NPPF places great emphasis on the presumption in favour of sustainable development. This is reflected through the policies within this Local Plan and its future implementation. The World Commission on Environment and Development (1987) defined sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”
- 1.9 The Tamworth Local Plan policies and proposals will impact on the three facets of Sustainable Development (i.e. economic, social and environmental) and measures have been taken to integrate them and minimise any potential conflicts and adverse impacts, in order to achieve the most sustainable outcome for the borough.
- 1.10 For example: to promote the borough’s economic well being, the policies include measures to build a strong, responsive and competitive economy, by ensuring that land of the right type and location is available to encourage growth and innovation, including delivering the supporting infrastructure. This is balanced by policies to promote the social wellbeing of the borough, including measures to promote strong, vibrant and healthy communities through promoting an increased supply of the right type of housing, a good quality built environment, with accessible local services that reflect the community’s needs, whilst simultaneously considering the environmental wellbeing of the borough. The SA/SEA and other assessments have underpinned this approach.

Presumption in Favour of Sustainable Development

- 1.11 The NPPF sets out the presumption in favour of sustainable development and the need for sustainable economic growth, on which local plans are to be based and includes clear policies that will guide how the presumption should be applied locally.

Overarching Policy for the Development Plan

NP1: Presumption in Favour of Sustainable Development

Any proposals for development that demonstrate that they are in accordance with policies in this plan and are sustainable will be granted planning permission without any delay.

When determining applications the Council will take the following approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably

outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

b) Specific policies in that Framework indicate that development should be restricted.

SA/Combined Assessments

- 1.12 A Sustainability Appraisal (SA), which includes a Strategic Environmental Assessment (SEA) has been undertaken during the production of the Local Plan. 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 Local Plan. The Sustainability Appraisal Report is published alongside this draft document.
- 1.13 Under the Habitats Regulations, the council has undertaken in consultation with Natural England, a Habitats Regulations Assessments (HRA) to ensure that the policies in the Local Plan do not harm sites designated as being of European importance for biodiversity.
- 1.14 In addition to the assessments described above, the policies contained within this version of the Local Plan have been subjected to both a Health Impact Assessment and Equalities Impact Assessment.
- 1.15 The Local Plan 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. 12 strategic objectives have been defined, which concentrate the Vision into key specific issues that need to be addressed. A key element of the Local Plan is how it will be delivered.
- 1.16 The Tamworth Sustainable Community Strategy is focussed on delivering specific strategic priorities. 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 two 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:

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.

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

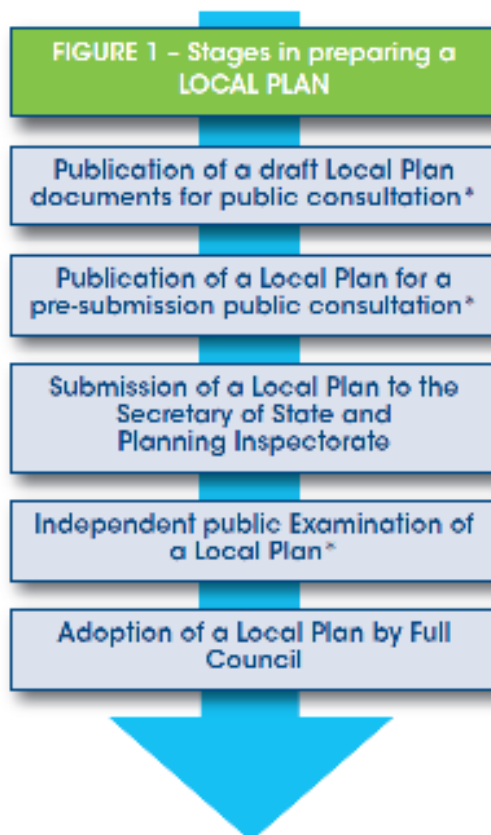
- Reduce the levels of unemployment by reducing the number of jobseeker allowance claimants and in particular youth unemployment;
- Reduce alcohol misuse by tackling both the inappropriate availability and consumption of alcohol;
- Improve the location, quality, quantity, and types of Housing;
- Reduce the numbers of residents who live significantly more time in ill or poor health to the national average;
- Improve the 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 meets the needs of Tamworth's Communities;
- Improve positive nutrition choices and promote healthy eating;
- Increase self esteem levels particularly in vulnerable groups.

1.18 The Local Plan's spatial vision is closely aligned to Tamworth's Sustainable Community Strategy's vision and priorities. The Local Plan policies and proposals will help deliver the spatial elements of the above strategic priorities. For example, housing policies will help increase the delivery of and the right types of housing, to ensure local communities are able to meet their aspirations; the built environment design policies will help reduce crime and encourage more active, healthy life styles.

The Local Plan production process to date

- 1.19 Work commenced on the Local Plan 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 influenced the pre-submission publication Local Plan which was submitted for examination in 2012. The responses to the pre-submission consultation and the comments and questions raised by the inspector during the examination period of November 2012 to March 2013 have influenced the production of this draft Local Plan. In addition to this a 'technical consultation' was carried out with statutory bodies and infrastructure providers between the summer and December in 2013, the consultation was primarily concerned with gathering detailed information on potential land use allocations.
- 1.20 In addition to public consultation, the Local Plan is based on robust evidence. Specialist studies and existing and developing strategies have together built a comprehensive evidence base. Throughout the production process, the Council has updated the evidence base covering a range of topics including employment land availability, strategic housing land availability and needs, linkages between the town centre and Ventura and 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 Local Plan.
- 1.21 An essential part of the process is community engagement and we have set out our approach to involving the community in the Local Plan through the Statement of Community Involvement which was adopted in June 2006 and is currently being refreshed and will be adopted in 2014. 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.

Draft Local Plan for public consultation (this document)



- 1.22 The draft Local Plan has been published for a six week consultation between [DATE] and [DATE], following this consultation and analysis of comments a pre-submission Local Plan will be prepared for another six week public consultation.
- 1.23 This six week consultation period is an opportunity to comment on all aspects of the Local Plan, Sustainability Appraisal and evidence base.
- 1.24 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, 08.45–17.10, Friday 08.45-17.05)
 - Tamworth Library, Corporation Street,
Tamworth, B79 7DN
(Monday to Tuesday, 08.30-19.00,
Wednesday, Thursday and Friday 08.30-18.00
Saturday 09.00-16.00)
 - Wilnecote Library, Wilnecote High School,
Tinkers Green Road, Wilnecote, Tamworth, B77 5LF
(Monday 09.00-12.00 and 14.15-17.00,
Wednesday 09.00-1200 and 14.15-19.00,
Friday 14.15-19.00
Saturday 09.30-16.00)

- Glascote Library Caledonian, Glascote, Tamworth, B77 2ED
(Monday, Thursday, Friday 09.00-17.00
Tuesday 14.00-17.00,
Saturday 09.30-13.00)

- 1.25 A press notice has been published in the Tamworth Herald. In addition, anyone who has previously been involved in the Local Plan process or has indicated they wish to be involved in the consultation process has been informed about this consultation.
- 1.26 Further details on this consultation and guidance on how to comment on the draft Local Plan, including a comment form, can be downloaded from, <http://www.tamworth.gov.uk/local-plan>
- 1.27 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:

The Development Plan Team on 01827 709279, 709278, 709274 and 709384

Next Steps

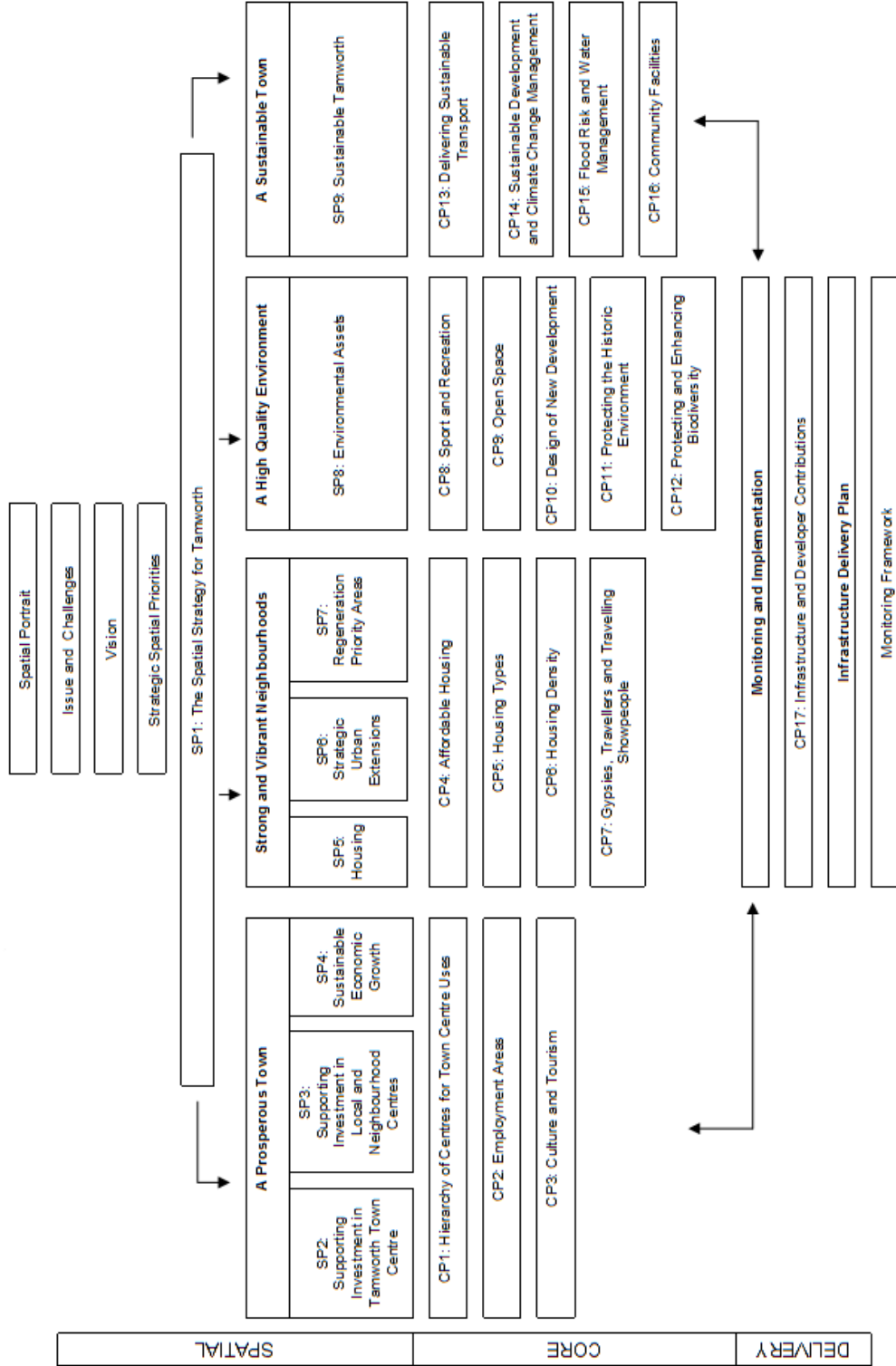
- 1.28 Once the six week draft Local Plan consultation period is completed then the comments will be summarised as part of the consultation process, this will then feed into the next version of the Local Plan; the pre-submission.

How to read this Document

- 1.29 The draft Local Plan is divided into a number of chapters. The first includes a spatial portrait and vision for the borough. It sets out the key characteristics of Tamworth and identifies the strategic issues and challenges facing the borough that the Local Plan seeks to address. The vision sets out the type of place Tamworth should become by 2031, taking into account existing plans and strategies produced by both the council and its partners. The vision results in a set of 12 strategic spatial priorities which are set out in relation to the key themes to which they relate.
- 1.30 The policy chapters are summarised in four over-arching themes: a prosperous borough, strong and vibrant neighbourhoods, a high quality environment and a sustainable town. The chapters include policies to guide how the spatial vision and strategic spatial priorities will be achieved in practical terms. Spatial policies are high level policies that set out how much and what development there will be, allocate sites and direct where it will go, when it will take place and where possible who will deliver it. Core Policies contained within each theme seek to deliver the spatial policies.
- 1.31 The Monitoring and Delivery chapter sets out how the policies will be monitored and delivered. It contains a Monitoring and Implementation 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.

- 1.32 The Local Plan's success will depend on effective implementation of the policies. Whilst the council will play a major 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, Staffordshire 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.
- 1.34 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 2: Structure of Document



CHAPTER 2 - BACKGROUND: SPATIAL PORTRAIT, VISION & OBJECTIVES

Spatial Portrait

- 2.1 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.
- 2.2 Consequently, the population of Tamworth has tripled since the post-war years due to the relocation of Birmingham residents as a result of the overspill agreement. 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 areas, contain housing stock which is showing signs of stress, whilst being dated in design and uniform in appearance. 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 developments, 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. Fig 2 illustrates this pattern of development in Tamworth.
- 2.3 Tamworth Borough is almost exclusively urban with limited areas of countryside within the borough boundary. The close proximity of Tamworth to the countryside provides residents and visitors with recreational opportunities, and employers and inward investors with a quality environment. The post war development of the borough, combined with natural features (including rivers, flood plains, biodiversity sites) has resulted in a borough that appears 'urban-green' in character with the urban area softened by a network of green linkages and spaces. However, the circle of countryside is under pressure due to the lack of development opportunities within the urban area.
- 2.4 The population of Tamworth in 2011 was approximately 77,000 and projected figures suggest Tamworth will experience a population growth of 11.6% by 2031, a total of 9,000 people. However, numbers are set to reduce in the number of young adults and growth will be concentrated in the older age groups. The proportion of people over 65 will increase by 58% (7,000) by 2031. 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.

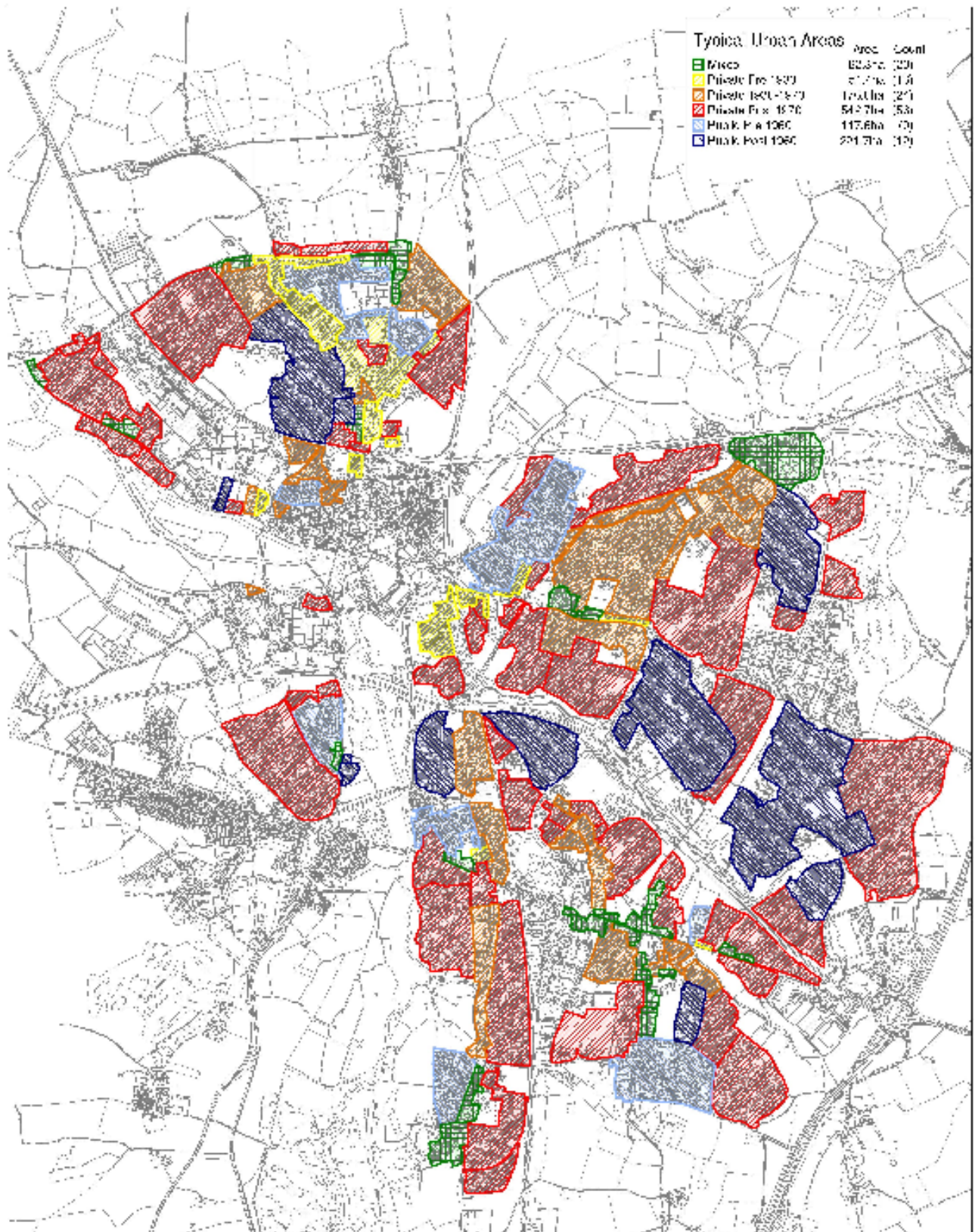
- 2.5 Tamworth's housing market is relatively self contained. However there are strong ties with settlements surrounding Tamworth but within other Local Authority areas. Tamworth loses population to Lichfield District and North Warwickshire but gains considerable population from Birmingham, demonstrating 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.
- 2.6 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.
- 2.7 The Council is a key partner in the Greater Birmingham and Solihull Local Economic Partnership and works closely with businesses and neighbouring authorities to capitalise on Tamworth's strengths to promote and deliver local economic development.
- 2.8 Within the town there are both significant pockets of affluence and deprivation combined with low aspiration levels; the latter 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 "Indices 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.
- 2.9 The Council is working to foster strong relationships with the community and to 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 also worse than the England average.
- 2.10 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.

2.11 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.

2.12 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 parks. These retail areas 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.

Figure 3: Tamworth Typical Urban Areas



Issues & Challenges

2.13 Tamworth is expected to experience a high level of housing and economic growth in order to meet the needs and aspirations of the town and create sustainable communities. However, opportunities for expansion of the town are constrained by a tight administrative boundary, environmental constraints such as the flood plain and the Greenbelt and sections of the highway network limiting site capacity. With the exception of the sustainable urban extensions, a proportion of Tamworth's housing and employment opportunities will come forward within the existing urban area with any remaining need being met within adjoining local authorities.

2.14 Based upon the evidence base that has been collected and the characteristics of the area, the key issues and challenges that need to be addressed through the Local Plan are outlined below:

Housing

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

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

2.17 The Draft Local Plan sets out an overall housing need for 6,250 homes. The key challenge for the strategy will be to increase the delivery of and the right type of housing, in order to create sustainable and mixed communities in the area.

2.18 Key evidence:

- Southern Staffordshire Districts Housing Needs Study and SHMA Update (2012)
- Strategic Housing Land Availability Assessment (2011, 2012)
- Site Selection Technical Paper (2014)

Economic

2.19 The local economy of 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 including business and financial services. It is relatively affluent with a low unemployment rate.

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

2.21 To address these issues, the draft Local Plan sets out that there is a need of 32 hectares of additional employment land from 2006 to 2031. The key challenge will be to ensure that the right types, quantity and locations of employment land are allocated in order to attract employers and investment and help the town to fulfil its true economic potential.

2.22 There is also a need to regenerate and diversify the town centre and ensure it remains vibrant and viable. To overcome this challenge, the Local Plan is seeking to increase the delivery of new homes, leisure development, convenience retail floor space (2,900 sqm between 2021 and 2031) and comparison retail goods floor space (7,600 sqm after 2021), together with supporting 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.

2.23 Another key challenge is to ensure development delivers benefits to all of Tamworth's communities to create strong and vibrant communities. Tackling deprivation and social exclusion through improving health and educational attainment and access to employment is therefore a key objective.

2.24 Key evidence:

- Tamworth Town Centre and Retail Study (2011) and update (2014)
- Employment Land Review (2012) and update (2013)

Environmental

2.25 Tamworth is expected to experience high levels of 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.

2.26 The key challenge will be the need to balance growth with the protection of natural and built assets to ensure it will not have a detrimental impact on the quality of life for Tamworth's communities. Furthermore, it will be important to ensure that the policies within the strategy do not contribute to, or increase the effects of climate change.

2.27 Key evidence:

- Open Space Review 2011
- Green Infrastructure Strategy 2014

Infrastructure

2.28 The expected growth of the town is likely to increase pressure on, and increase the demand for investment in additional infrastructure (highways, open spaces, and social community facilities). This could potentially have a detrimental impact on the well being of existing and future communities living within the borough. For instance, this is an issue for 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 along the Gungate corridor, within the town centre, the out of town shopping parks and some junctions along the A5.

2.29 The key challenge for the Local Plan is therefore to ensure that the existing infrastructure is utilised efficiently and new infrastructure is delivered in locations where there is demand, in order to support the creation of sustainable communities and the growth of the town.

2.30 This could be achieved through incorporating measures in Local Plan Policies, such as ensuring traffic generating uses are placed in accessible locations to reduce the need to travel and carbon emissions. Delivering growth and future development will

require the provision 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 (open spaces, canals and rivers) 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.

2.31 Key evidence:

- Infrastructure Delivery Plan (2014)
- Whole Plan Viability Assessment (2014)

In the context of delivering the council's overall corporate vision for the borough, as 'One Tamworth Perfectly Placed', the following Local Plan vision adds the spatial dimension and seeks to set the future spatial direction for Tamworth to address the issues and challenges identified.

Vision - One Tamworth, Perfectly Placed

2.32 By 2031 sustainable Tamworth will have a dynamic economy comprising of a vibrant town centre consisting of a thriving retail and leisure offer supported by a 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'.

2.33 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.

2.34 Investment in health and education facilities and improvements to open spaces and leisure and 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.

2.35 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 existing local and neighbourhood centres.

2.36 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. The design of

new housing and the adaptation and renovation of the existing housing stock will have created safer, greener and accessible living conditions in both the public and private sector.

2.37 The Strategic housing allocations will create sustainable extensions to the town with a mix of housing and community facilities where required with excellent connectivity to the town centre and beyond.

2.38 A balance between growth the protection of the natural environment needs to be achieved. It will be important; to protect and enhance biodiversity, geodiversity; that flood risk is managed and reduced; new development is resilient to climate change; all resources are used efficiently and the quality of green and blue infrastructure is improved across the borough.

2.39 To promote sustainable modes of transport appropriate infrastructure must be put in place. Where appropriate new pedestrian and cycle ways will be put in place and existing improved to widen the choice of travel to and from new development. The improvement of existing public transport infrastructure and hubs will be supported.

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

Strategic Spatial Priorities

2.32 The vision will be delivered by the following strategic spatial priorities;

Reference	Strategic Spatial Priorities
SO1	Making the most efficient and sustainable use of the Borough's limited supply of land and recognising that an element of future development will be provided by 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 retail, leisure and housing 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	Working in partnership with economic stakeholders to create a diverse local economy, including regeneration of employment areas and provide appropriate education and training that will provide local job opportunities that 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, ecological networks 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, street furniture, archaeology and open spaces.
SO10	To create safe, high quality places that deliver sustainable neighbourhoods and reflect Tamworth's small-scale and domestic character using a blend of traditional and innovative design 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.

Question One

Do you agree with the Strategic Spatial Priorities?

Do you think any should be added, removed or changed?

CHAPTER 3 - A SPATIAL STRATEGY FOR TAMWORTH

- 3.1 The spatial strategy is central to the Local Plan. It provides a guide to how the spatial vision and strategic objectives, namely how a prosperous town, strong and vibrant neighbourhoods, a high quality environment and a sustainable town 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, where possible, who will deliver it. A diagrammatic interpretation of the strategy is shown in figures 4 and 5.

Figure 4: Key Diagram of Tamworth Borough

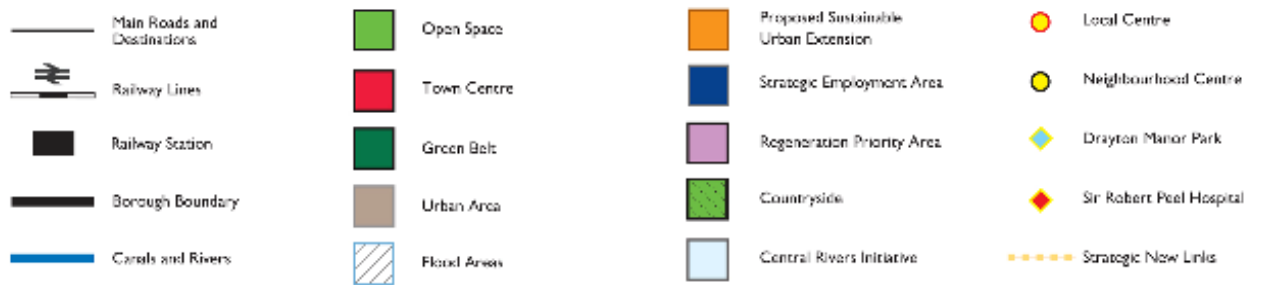
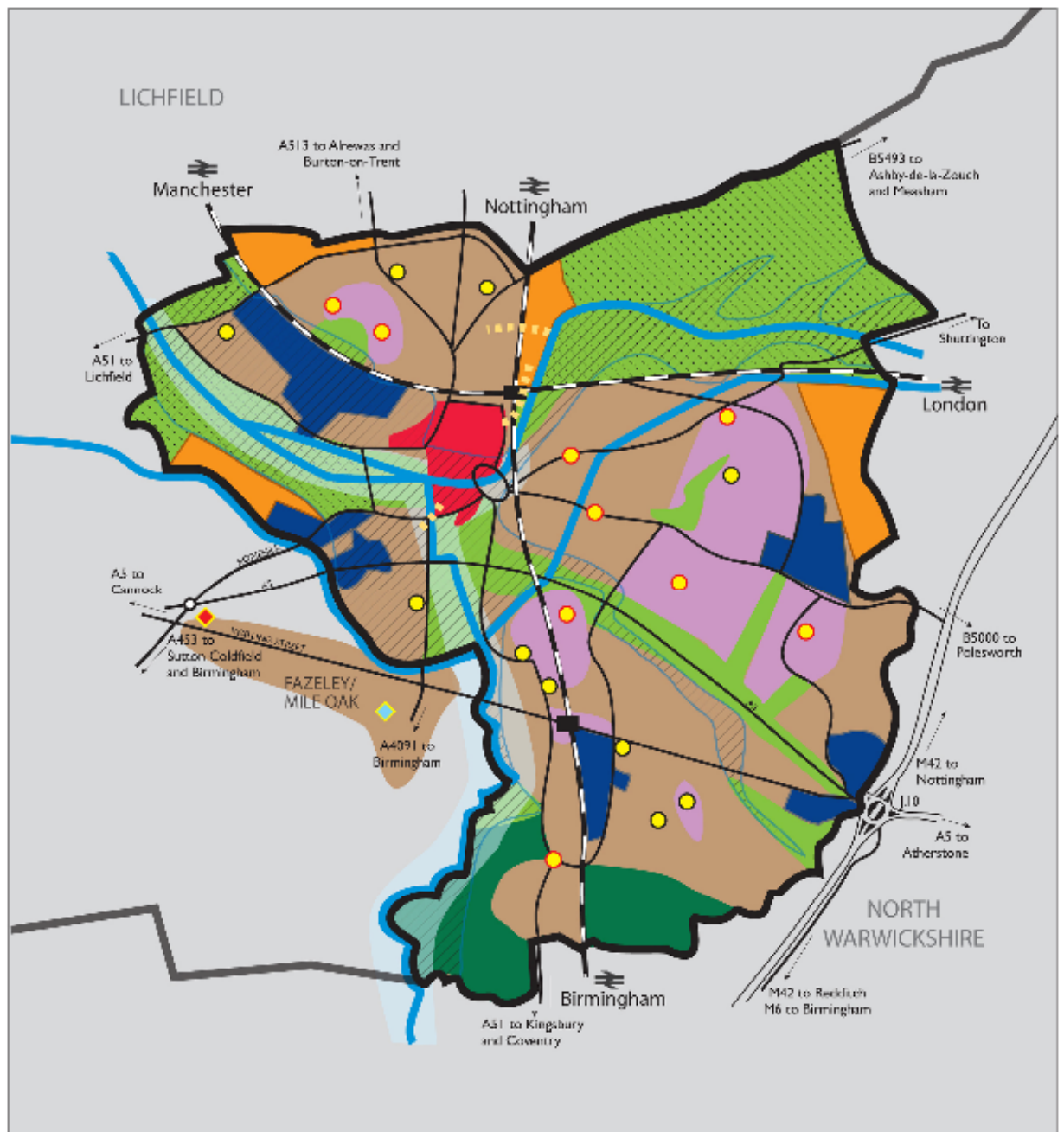
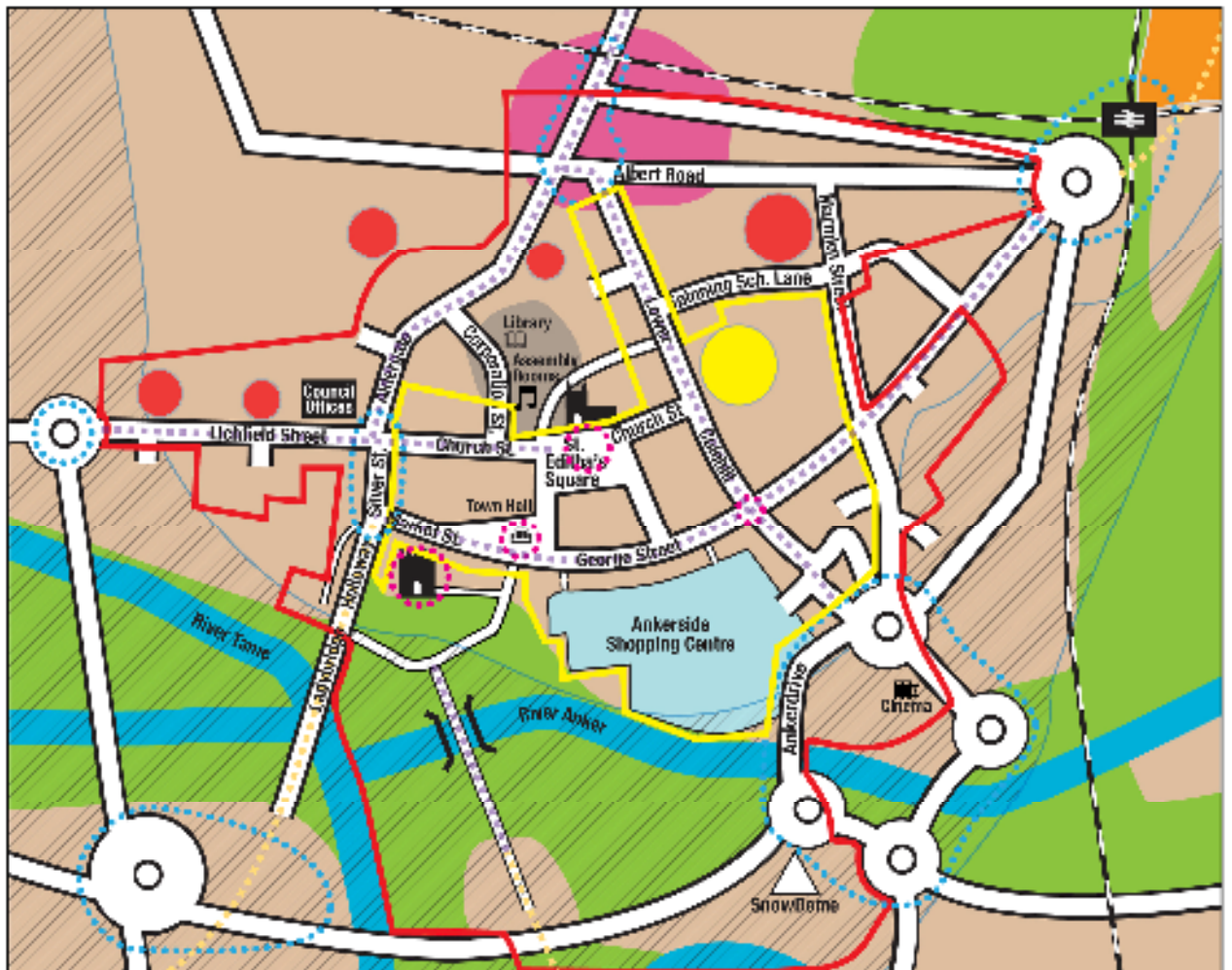


Figure 5: Tamworth Town Centre Key Diagram



- | | | |
|-----------------------------|---|------------------------|
| Main Roads | Change Local / Increase Footfall | Gateway |
| Railway Lines | Proposed Anker Valley
Sports Club / Leisure Facilities | Strategic Linkage |
| Railway station | Flood Zone | Corridor Improvements |
| Town Centre Boundary | Open Space | Priority Shopping Area |
| Retail Hub Proposal | Food Points | Cultural Quarter |
| Proposed Housing Allocation | | |

This policy aims to address all strategic spatial priorities

SP1 The 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 areas. In addition to this the Local Plan will set out which areas of the urban area are to be expanded and ensure that these locations are accessible and sustainable. 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 allocated strategic urban extensions and smaller sites within the urban area at least 2,800 new dwellings will be delivered. As a result of a shortage of developable land, a minimum of 2,000 new homes will be required outside of the borough within locations which assist the delivery of Tamworth's strategy and those of its neighbours.

Allocations will be promoted within the borough to support the delivery of at least 18 hectares (ha) of B1 (a,b,c), B2 and B8 employment land to meet an overall need of 32ha. A further 14ha of employment land will be required outside of the borough within locations which assist the delivery of Tamworth's strategy and those of its neighbours.

Tamworth Town Centre will become the primary focus for new retail leisure and tourism development complimented by appropriate residential development to create a vibrant town centre community. The town centre will be the preferential location for 7,800 sqm of new comparison retail floor space and 2,900 sqm new convenience retail floor space between 2021 and 2031.

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, high quality open spaces and sport and leisure facilities will be retained and where 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. Linkages between the urban area and areas of countryside outside the borough will be developed and promoted.

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 or 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 appropriately designed and shall include mitigation measures. Where appropriate and necessary development will be resisted altogether in these areas.

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 from both Tamworth and Wilnecote Railway Stations will also be supported along with improvements to their physical fabric and facilities.

Question Two

Do you agree with the policy SP1?

Do you think anything should be added, removed or changed?

CHAPTER 4 - A PROSPEROUS TOWN

- 4.1 **Delivering a prosperous Tamworth involves planning positively for sustainable economic growth and focussing investment in the town centre and the network of defined local and neighbourhood centres. Allocating new employment land in accessible locations and protecting existing employment areas will ensure jobs are retained and attracted to the borough to support the reduction of high levels of out-commuting. Directing 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.**
- 4.2 Tamworth Town Centre is the focus for large scale future investment and development as well as 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 and neighbourhood centres play a vital role, not only as places to shop but because they provide the opportunity to deliver a wide range of services 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.
- 4.3 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.
- 4.4 Tamworth is unusual in having a large amount of retail floorspace (in proportion to the town centre) in an out of centre location that is relatively close to the town centre at Ventura, Jolly Sailor and Cardinal Point Retail Parks. 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. The Policies Map defines the boundary of the out of centre retail areas. To some extent the development 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.
- 4.5 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 areas 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 and low carbon technologies.
- 4.6 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

- 4.7 The town centre boundary is shown on the Policies Map and is where town centre uses, including those which contribute directly to the town centre will be located.
- 4.8 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.
- 4.9 The town centre remains a place where people want to live, work, visit and shop including spending time at leisure destinations 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 is a focus for arts and culture based events. It also contains a significant number of independent specialist retailers, leisure operators and a thriving outdoor market, which together create a distinct 'Tamworth' offer. However, it faces a number of threats to its vitality primarily arising from the changing nature of shopping and the proximity to large out of centre retail parks including Ventura, Jolly Sailor and Cardinal Point, along with Tame Valley in the east of the borough.
- 4.10 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 require 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.
- 4.11 Whilst recent health checks (Tamworth Town Centres Health check) and monitoring of the town centre have shown the centre to be performing relatively well in terms of shopper numbers and rental values, concerns have been identified regarding vacancy rates and 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 operators.

- 4.12 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% (Tamworth Town Centre and Retail Study). 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.
- 4.13 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 present a distinctive environment: an offer that complements the out of centre retail areas, is related more to the retail parks and takes 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 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.
- 4.14 A Cultural Quarter is proposed, focused around public realm enhancement and structural improvements to and expansion of the Assembly Rooms building. The project will include significant public realm enhancements around the building and Tamworth library and key linkages between the Cultural Quarter and the town centre, specifically the Gungate redevelopment.
- 4.15 The town centre has several strengths and opportunities not least its accessible location, particularly by public transport and 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 rails and poor quality street furniture. Proposals to address these issues will be supported by future SPDs where appropriate.
- 4.16 A report entitled 'Tamworth Town Centre and Out of Town Linkage Proposals' (Town Centre Links Project) 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 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 and Fazeley Road junction could be integrated into proposed highway works to this junction. A stronger emphasis should be placed upon the pedestrian north-south linear axis linking the town centre to the retail parks.
- 4.17 Improved linkages from the 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 and consequently reduce air pollution.

- 4.18 The perception of the town centre as a destination of choice will be addressed by improvements to the retail, leisure and service offer supporting the market along with expansion of its tourism and cultural role. A key element 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 parks. 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.
- 4.19 Concentrating new retail, leisure, services, 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 to help combat climate change. It will provide the opportunity to increase accessibility by pedestrians, cyclists and public transport thereby 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.
- 4.20 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 development on brownfield sites whilst increasing the demand for town centre services and increasing natural surveillance to deliver a safer environment.
- 4.21 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.
- 4.22 The Gungate redevelopment will meet Tamworth's retail needs in the short to medium term. After 2021 there is a further need of 7,800 sqm gross floorspace of comparison goods and 2,900 sqm of convenience goods.. The town centre is considered to be most appropriate location to meet these retail needs. The Gungate development in particular will attract retailers who are seeking accommodation in Tamworth but are unable to find suitable premises elsewhere 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 areas. The compact nature of its development and 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 viability and vitality.

4.23

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 if required. This will ensure that a satisfactory level of car parking is provided within the town centre to protect its vitality and viability.

This policy aims to address strategic spatial priorities SO2, SO3, SO4, SO9, SO12

SP2: Supporting investment in Tamworth Town

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 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 (7,800 sqm comparison and 2,900 sqm convenience goods floor space after 2021), 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.

The shopping area, defined on the Policies Map town centre insert, identifies the primary and secondary frontages areas. Within the primary frontages area, it is expected 75% of uses to fall within the A1 retail use, 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. Within secondary frontages uses that result in active ground floors and promote the evening economy will be encouraged.

The outdoor street markets should be protected by nearby development and will be enhanced through environmental improvements and promotional activity.

Development within the town centre and appropriate edge of centre locations should protect and enhance its historic character.

Key historic landmarks such as the castle, St Editha's Church and the 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, the railway station and leisure zone. Where possible development should contribute to enhancing the public realm through high quality building design, the town centre's open spaces and linkages at strategic entrances to the town centre.

Development that will have a negative impact on the vitality and viability of the town centre and its function will not be supported unless it has been demonstrated that the wider economic benefits will outweigh the detriment to the town centre.

Question Three

Do you agree with the policy SP2?
Do you think anything should be added, removed or changed?
Do you think the comparison and convenience retail need for Tamworth is appropriate?

Do you think town centre allocations should be made?
--

Local Centres

- 4.24 The Tamworth Town Centre and Retail Study (2012, 2014 update) 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.

Local Centres
Amington Road, Bolehall
Caledonian Centre, Glascote
Coton Green (Fotenaye Road)
Ellerbeck, Stoneydelph
Glascote Road
High Street, Dosthill
Masefield Drive, Leyfield
Tamworth Road, Amington

Question Four

Do you agree with the list of Local Centres?
--

- 4.25 The Council will 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' within the existing local centres.
- 4.26 The local centres will continue to complement the town centre by providing retail and community facilities for their local population. These are 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, leisure and residential, particularly medium to high density.
- 4.27 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

- 4.28 The Retail Study defined seventeen neighbourhood centres within the borough. These comprise of small 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 and as such, their roles will be protected.

Neighbourhood centres
Chartwell
Cedar Drive
Lakenheath
Kerria
Fazeley Road / Sutton Avenue
Springfield Road
Exley
Park Farm
Pennymoor
Scott Road
Glascote Road, Basin Lane
Tinkers Green
Hockley Road
Wilnecote Lane
Watling Street, Wilnecote
Bowling Green Avenue

Question Five

Do you agree with the list of Neighbourhood Centres?

- 4.29 The Retail Study identified only six of these centres as having a good level of vitality and viability and two are considered to be poor.
- 4.30 Most of the centres are serviceable rather than attractive and due to the age of a number of the neighbourhoods some of the 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.
- 4.31 Where necessary the strategic urban extensions allocations should include new neighbourhood centres alongside other community facilities in order 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 Priority 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 identified in Policy SP7. Environmental enhancements, including improvements to green links and spaces, will be supported and encouraged 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 should be granted for such development provided it is of an appropriate scale and design and only where it maintains or enhances the range 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 catchments. Planning permission will be granted for such development provided it is of an appropriate scale and design, and maintains or enhances the range of uses available.

Question Six

Do you agree with policy SP3?

Do you think anything should be added, removed or changed?

Retail Capacity and Hierarchy

- 4.32 The need for additional floorspace for retail uses up to 2031, having regard to relevant market information and economic data, was assessed in 2013 by The Tamworth Town Centre & Retail Study update. 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:
- There is additional convenience retail capacity after 2021 to support 2,900 sqm gross floorspace.
 - There is additional comparison retail capacity after 2021 to support 7,800 sqm gross floorspace,
- 4.33 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.
- 4.34 All the available capacity should be met within Tamworth Town centre in order to deliver the key spatial objective of regenerating and focussing investment within the town centre.
- 4.35 Whilst there is currently no opportunity to expand the town centre boundary due to physical constraints and the centre's historic environment, there is potential to consolidate the town centre through redevelopment opportunities within the town centre boundary.
- 4.36 Focussing retail and leisure investment in Tamworth Town Centre will balance the attraction with the out of town centre retail areas more towards the town centre. However, this will also require restricting the growth of the out of centre retail areas 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.

- 4.37 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.
- 4.38 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.
- 4.39 The distinctive characteristics of each centre will be protected and promoted. 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.
- 4.40 Whilst the need for additional convenience provision is small, 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 its vitality and viability. 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..

This policy aims to address Strategic Spatial Priority SO2, SO3

CP1 Hierarchy of centres for town centre uses

Tamworth's 'town centre uses' hierarchy is defined as follows:

- First - Tamworth Town Centre
- Second – Network of Local Centres
- Third – Network of Neighbourhood Centres

Planning permission will be granted for 'town centre uses' that are appropriate in relation to the role and function of each centre. If development is proposed outside of the town centre, local or neighbourhood centres, it must demonstrate:

- a) Compliance with the sequential test,
- b) Good accessibility by walking, cycling and public transport,
- c) That there will be no adverse impact on the vitality and viability of other existing centres
- d) Will not prejudice the delivery of other strategic objectives.

For town centre uses proposed outside of the defined hierarchy of centres, an impact assessment will be required accompanying a planning application in line with the criteria set out below.

	<u>Area for Application of Floorspace Thresholds</u>	<u>Assessment Required</u>
Tamworth Town Centre	Tamworth Borough, outside the town centre primary shopping area (unless within the catchment of a Local or Neighbourhood Centre or in the Ventura/Jolly Sailor Retail Parks or the Tame Valley Industrial Estate)	over 500 sq. metres gross
Local Centres	Within 400 metres of the boundary of a Local Centre	over 250 sq. metres gross
Neighbourhood Centres	Within 400 metres of a Neighbourhood Centre	over 100 sq. metres gross
Retail Parks and industrial areas	Within the Ventura and Jolly Sailor Retail Parks or parts of the Tame Valley Industrial Estate – as identified on the Policies Map	over 250 sq. metres gross

The impact assessment must assess the impact specifically on the Gungate

redevelopment.

Where appropriate, the impact assessment should consider the cumulative effects of the proposal, any recently completed retail developments and any outstanding planning permissions for retail development.

Where it can be demonstrated that development would not have a significant adverse impact on the defined centre, or centres, the principle of development will be supported.

Question Seven

Do you agree with policy CP1?

Do you agree with the town centre use hierarchy?

Do you agree with the floorspace threshold for applications outside of the hierarchy?

Do you think anything should be added, removed or changed?

Sustainable Economic Growth

- 4.41 A significant contribution of the Local Plan 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.
- 4.42 Tamworth is strategically located at the heart of the motorway network with close links to the M42 and M6 toll and the A5 which runs through the Borough.
- 4.43 In recent years there has been an increase in investment from the logistics and high skilled manufacturing sectors. However, the amount of employment land has declined in Tamworth in the last decade with significant redevelopment of a number of sites for residential purposes, including Tame Valley Alloys, Metrocab, Doultons and Smurfit. This has left a network of strategic employment areas distributed throughout the Borough which will be required to meet future employment needs.
- 4.44 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 economic partnerships. However, Tamworth's 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 Tamworth's functioning economic geography will be essential, particularly as Tamworth is unable to meet its employment needs within the borough.
- 4.45 The 2013 Employment Land Review identified six future employment land scenarios for Tamworth. These are based on: the latest experian data; the analysis of past trends and population growth and demographic change through the plan period. The range spans from 22.91ha to 69.87ha over the plan period. Scenario two and four (a) were deemed the most appropriate to Tamworth, as they consider the level of employment land required with a 'regeneration and growth' thrust and the expected population and demographic changes. The plan period requirement for scenario two is 34.47ha and for scenario four (a) 29.07ha, the mid point of these scenarios is 31.77ha.

Question Eight

Do you agree with the overall employment need for Tamworth?

- 4.46 Whilst every effort is made to secure and protect sites and permissions for employment land, the NPPF clearly states that sites for employment which have no prospect of delivery should not be unnecessarily protected from other forms of development. There is up to 11ha (gross) of land with permission for an employment use that is not yet developed, which is now proposed to be allocated for housing. Such losses have been factored into the future employment need projections at an annual loss of 1.2ha, which is based upon past trends. This allowance allows for the loss to occur and leave further flexibility within the plan period.
- 4.47 The Employment Land Review 2012 looked at the existing portfolio of employment land and identifies potential supply. In general 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 a demand for units in the majority of the employment areas and that they had relative strengths and weaknesses for businesses of different types looking to locate there which 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.
- 4.48 However the review did highlight issues with Kettlebrook Road Industrial estate related to its location and surrounding uses. The industrial estate, not considered to be strategic in its size, is constrained by the A5 bypass and the adjacent railway line and is surrounded by residential properties to the west, all of which are considered to limit the scope for expansion. Furthermore, because of poor access to the strategic highway network it is not considered an attractive location for modern business requirements and therefore significant redevelopment for employment uses may be challenging
- 4.49 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 the existing strategic employment areas in particular where land is not yet developed. In total there is approximately 18ha of land suitable for employment uses within the borough. This is a significant shortfall of 14ha from the identified need of 32ha over the plan period. Whilst the NPPF does not require employment allocations to be made but only a criteria set out in policy to deliver the most suitable sites, it is unrealistic that this 14ha will be found within Tamworth outside of the proposed allocations. Therefore this employment need shortfall should be met beyond the borough boundary.
- 4.50 To ensure that the town centre is the key driver in delivering a prosperous Tamworth, it will be important to encourage the development of new 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, thus improving vitality and viability and helping to regenerate the town centre.

- 4.51 As a result of limited land supply, the need to focus a variety of uses, including retail, leisure and residential, and 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.
- 4.52 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.
- 4.53 There is no specific requirement for new office floorspace, any future development should be delivered within the town centre. If no sites are available then 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 vitality and viability of the town centre.
- 4.54 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 priorities SO2 and SO3

SP4 Sustainable Economic Growth

Sustainable economic growth will be delivered through protecting and enhancing the existing network of strategic employment areas; promoting the role of the town centre and; providing 18ha new employment land to meet some of the borough's additional employment land needs up to 2031.

The existing network of Strategic Employment Areas comprises of 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

These areas are identified on the Policies Map.

This network will be supported by the allocation of new employment sites to deliver B1 (b,c), B2 and B8 uses:

Site Reference Number	Site Name
EMP 1	Land south of the A5, Bitterscote south
EMP 2	Cardinal Point
EMP 7	Land north of Bonehill Road. Part of Bonehill Road employment area
EMP 8	Land adjacent to Relay Park
EMP 9	Land adjacent to Centurion Park
EMP 10, EMP	Sandy Way, part of Amington employment area

30, EMP 34	
EMP 26	Land adjacent to Sandy Hill Business Park
EMP 33	Site off Bonehill Road

Specific details for each of these sites and information relating to capacity and site area can be found in appendix C

The location for new office development (B1a) will be in line with policy CP1.

Question Nine
<p>Do you agree with policy SP4?</p> <p>Do you agree with the quantum of employment land to be allocated in Tamworth?</p> <p>Do you agree with the proposed sites for employment allocations?</p> <p>Do you think anything should be added, removed or changed?</p>

- 4.56 It is evident that improvements need to be made to the network of Strategic Employment Areas, including the environmental quality and transport network such as 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 photovoltaic and green roofs. In addition improvements to the layout of existing employment areas could increase the possibility of using combined heat and power.
- 4.57 There has been 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.
- 4.58 Increasing skills and training is an important element to promoting economic growth and enterprise. 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 Tamworth’s residents maximise their potential and help to deliver a growing, sustainable economy. Therefore it is important to focus training in the appropriate sectors, utilise and promote existing vocational centres at TORC, South Staffordshire College and Landau Forte academy alongside the wider education facilities within Tamworth.

This is policy aims to address strategic spatial priorities SO2 and SO3
CP2 Employment Areas
<p>Planning permission should be granted for B1 (b,c), B2 and B8 uses on the network of strategic employment areas identified in SP4. The expansion of any existing business within these use classes will be supported, provided it promotes and supports the role and performance of the employment area in meeting the strategic economic objectives of the plan and the wider objectives of sub-regional economic partnerships.</p> <p>Where planning permission is proposed for non B1(b,c), B2 and B8 uses within</p>

existing employment areas, the development will be required to demonstrate:

- a) through an independent assessment, that the site is no longer viable and attractive to the market for its existing permitted use,
- b) need and compliance with the sequential test,
- c) good accessibility by walking, cycling and public transport, and
- d) there will be no direct or cumulative negative impact on the vitality and viability of existing employment areas and other centres.

To ensure improvements to the overall sustainability and viability of the employment areas, where feasible all development should provide the following measures:

- e) Accessibility by all means of transport in particular public transport, cycling and walking
- f) Appropriate soft and hard landscaping, permeable surfaces, signage and lighting.

The provision of renewable and low carbon energy initiatives including, combined heat and power, photovoltaic, green roofs, grey water harvesting, ground source heat pumps will be accepted where appropriate to the location and in compliance with CP10.

Planning permission for Office use B1 (a) will be supported in accordance with policy CP1.

Question Ten

Do you agree with policy CP2?

Do you think anything should be added, removed or changed?

Culture and Tourism

4.59 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 providing the equivalent of over 40,000 full time jobs. 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 being retail at £19 million (35%) and catering at £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 not all of these jobs are filled by Tamworth residents (.43 Tamworth Tourism Economic Impact Assessment (2011).

4.60 The strength and potential of Tamworth's tourism sector owes 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 which are open to the public, Tamworth Castle and St. Editha's Church being the most visited.

4.61 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 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 centre retail areas which discourages linked trips.

- 4.62 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 who is seen as a potential market to exploit, as a result of Tamworth's excellent connectivity and location.
- 4.63 In addition to the town centre, a unique cluster of sport and leisure facilities is located immediately south and east of the town centre within the Castle Grounds, forming a focus for events and activities. Tamworth also has the benefit of the extensive green linkages that run through the borough and out to the countryside beyond. Proximity to the river and canal networks also presents a unique recreation and under-used tourist resource. This will form the basis of projects promoted through the Central Rivers Initiative (CRI) (Tamworth is perceived as a key gateway location into the CRI and, as such, opportunities to promote this role will need to be maximised.)*. Linked to this is the RSPB nature reserve at Middleton Lakes, which is located to the south just outside of the borough within Lichfield District. The reserve is expected to become the most important site for breeding birds in the West Midlands and will undoubtedly attract a significant numbers of visitors. Other attractions outside the borough but on Tamworth's doorstep include Drayton Manor Theme Park, Kingsbury Water Park, The Belfry golf course and the National Memorial Arboretum at Alrewas. Improving the public transport access to these attractions from the borough is seen as a key objective to increase the overall attractiveness of Tamworth as a tourism destination.
- 4.64 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.
- 4.65 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 on Trent 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.
- 4.66 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 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 encompassing high quality paving and street furniture would enhance the visitor experience.

- 4.67 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.
- 4.68 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. The current focus for many cultural related events is the Assembly Rooms. However it 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.
- 4.69 Tamworth is currently lacking an appropriate conference and exhibition facility for local businesses and the local community. Existing venues are too small and were designed first and foremost for purposes other than conferences, exhibitions and training.
- 4.70 A purpose built facility would enhance the reputation of the area as a place in which to do business, provide sustainable opportunities for employment, both directly and indirectly. The secondary effects from such a facility would also be beneficial with increased potential for take up of the local tourism offer and hospitality venues through an increase in business tourism.

This policy aims to address strategic spatial priorities 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 result 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 through promoting what already exists to visitor attractions outside of the borough; particularly to Drayton Manor, Kingsbury Waterpark and the National Memorial Arboretum.

Planning applications that achieve these aims will be supported.

Question Eleven

Do you agree with policy CP3?

Do you think anything should be added, removed or changed?

CHAPTER 5 - STRONG AND VIBRANT NEIGHBOURHOODS

- 5.1 **Delivering new housing, of the appropriate type, tenure and cost and in accessible, sustainable locations whilst focussing on areas requiring regeneration will deliver strong and vibrant neighbourhoods.**
- 5.2 The Southern Staffordshire Districts Housing Needs Study (May 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. 12 scenarios to project future demand were established.
- 5.3 The scenarios identified a range of growth options for Tamworth from 2006 to 2028, from 4,400 dwellings to 11,150 dwellings. The 11,150 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 excessive development pressure on Tamworth which would have a detrimental impact on infrastructure and the network of green infrastructure. Aside from the figure of 11,150 dwellings the remaining figures range from the aforementioned 4,400 to 6,231 dwellings. These options 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 including the environmental and infrastructure capacity and concluded that the objectively assessed need for Tamworth ranged between 240-265 dwellings per annum (5,280 to 5,830 dwellings). Taking a mid-point of these figure annualised over the course from 2006 to 2028 equates to an overall need of 5,500 dwellings. The plan period has now been extended to 2031 and therefore the objectively assessed need is **6,250** dwellings.
- 5.4 With seven years of the plan period gone (2006 – 2012) there has been a total of 1,347 (net) new homes delivered, an additional 29 dwellings were under construction and a further 371 with planning permission as of 1 April 2013. This leaves 4,503 of Tamworth's objectively assessed housing need to be delivered by 2031.
- 5.5 Through the Local Plan process an evidence base has been collected to assess potential housing allocations to meet this objectively assessed need. The primary source for sites has been the Strategic Housing Land Availability Assessment (SHLAA), which has also given information on capacity and delivery. Since summer 2013 each potential housing allocation has been subject to a technical appraisal, sustainability appraisal and landowners and developers have been invited to submit further information. This process has rejected sites that have insurmountable constraints or have no prospect of delivery within the plan period from potentially being allocated for housing. Sites within Tamworth urban area and sustainable urban extensions have been assessed, in total a further 2,900 dwellings could be delivered to help meet Tamworth's objectively assessed need.
- 5.6 It is evident in establishing past delivery and assessing the future supply for the plan period that there is insufficient land within Tamworth to meet its objectively assessed need of 6,250 dwellings. Given that the total amount of housing from 2006 to 2031 that can be delivered is 4,600, an appropriate housing requirement for the plan period should be 4,250. This allows for some flexibility (350 dwellings, roughly two

years supply). This equates to 170 dwellings to be delivered each year within Tamworth and 2,000 dwellings to be delivered outside of the Borough by 2031.

- 5.7 In order for the objectively assessed needs to be met, new homes will need to be delivered outside of the Borough. The Southern Staffordshire Districts Housing Needs Study establishes that Lichfield and Tamworth are within a shared housing market and that the work currently being undertaken by the GBSLEP supports this. The GBSLEP work also shows that Tamworth and North Warwickshire share a housing market area. Irrespective of this, it is clear from the geography and local government administrative boundaries of the three authorities that for Tamworth to grow, land will need to be made available within Lichfield and North Warwickshire. Currently both Lichfield and North Warwickshire are planning to deliver a total of 1,000 dwellings (500 each) to help meet Tamworth's objectively assessed needs. This however still leaves a shortfall of a further 1,000 dwellings from meeting the objectively assessed need. Therefore further work is required to assess options for Tamworth's growth to determine the most sustainable and deliverable options. This work will need to build upon the existing evidence base from all three local authority's Local Plans.

Question Twelve

Do you agree with the objectively assessed housing need for Tamworth? Do you agree that Tamworth cannot meet this housing need in full? Do you agree that this housing need should be met outside of the borough, in which locations or authorities do you think it should be met in? Do you agree with the annual housing requirement for Tamworth?

- 5.8 The Local Plan seeks to allocate sustainable urban extensions to the north of the borough at Anker Valley to the east at the former Golf Course and towards the west at Dunstall Lane and Coton Lane. These sites will bring forward a total of 2,500 dwellings. Aside from these sustainable urban extensions there is a limited supply of land for housing development within Tamworth's urban area, by allocating these sites a further 400 dwellings will be brought forward.

- 5.9 Empty homes are an important consideration when assessing the overall demand for housing. There are many reasons why a home may be long term empty, such as being in a poor condition, being refurbished, up for sale, or the owner may be working abroad, caring for a relative or being cared for themselves elsewhere to name but a few. At the end of January 2014 there were 160 privately owned empty homes in the Borough but over 1900 people on the housing register. The proportion of empty properties to numbers on the housing register clearly demonstrates that new house building, including affordable housing, is important to increasing the supply of housing to meet need in Tamworth. However, the Council is also working hard to bring empty properties back into use. The Council brought back 47 empty properties into use during 2011/12. Activity is now being concentrated more effectively on those properties that have been identified. The Council, in partnership with the County Council and RSLs, has been successful in securing funding for a project operated by the Homes and Communities Agency to tackle empty homes, with a view to increasing the supply of affordable housing & provision for specialist provision in Tamworth.

This policy aims to address Strategic Spatial Priority SO5

SP5 Housing

Within the Borough of Tamworth a net increase at least 4,250 dwellings will be delivered within the plan period at an average of 170 units per annum. At least 2,500 dwellings will be provided for within sustainable urban extensions (policy SP6). The remainder will be provided within the existing urban area taking the opportunity to maximise the effective use of brownfield land in sustainable locations.

Development to meet Tamworth’s housing needs within Lichfield and North Warwickshire will be set out within their respective Local Plans.

Housing development will be expected to contribute to the achievement of sustainable communities. Development will be supported in locations with good accessibility 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 reducing health inequalities. This will be achieved by providing a mix of dwellings of the right size, type, affordability and tenure and will be supported by services, facilities and infrastructure to meet community needs.

The following sites, as shown on the Policies Map will be allocated for housing:

Site Reference Number	Site Name
341	Land south of St Peter’s Close – Phase 2
343 and 344	Land off Cottage Farm Road and derelict buildings south of B5404
347	Phoenix Special Purpose Machines, Hospital Street
348	Norris Bros, Lichfield Street
349	Arriva Bus Depot, Aldergate
357	Northern part of Beauchamp Employment Area
376 and 377	Hyundai Garage, Lichfield Street and Land and buildings off Wardle Street
399	Coton’s Van Hire and Millfield House, Lichfield Road
405	Land off Overwoods Road and Freasley Lane (this site now has planning permission and will be shown as a commitment after the annual monitoring process)
467	Fazeley Autocentre and units behind
488	Former Staffordshire County Council Care Home, New Road
496	Seaton Hire Ltd and land to the south of Wilnecote Road
507, 508 and 509	Club, Spinning School Lane, Former Magistrates Court and Police Station and Youth Centre, Albert Road
521	Former railway goods yard, Wilnecote
541	Land adjacent to Tame Valley Alloys
558	Factory, Basin Lane

Specific details for each of these sites can be found in appendix B and information relating to capacity, site area and delivery can be found within the housing trajectory in appendix A.

Question Thirteen

Do you agree with policy SP5?
Do you think anything should be added, removed or changed?
Do you agree with the proposed housing allocations?

- 5.10 It is recognised that sustainable urban extensions are more than just housing. Each extension, where necessary, will require the delivery of supporting infrastructure to create a sustainable, inclusive community. This may include a neighbourhood centre, community facilities and the provision of a primary school, links and access to open space in a high quality and a well designed environment.
- 5.11 Good accessibility by public transport to the town centre and employment areas will be a critical requirement for each proposal. Internal trips will be maximised through the provision of services and facilities on site and 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.
- 5.12 Each location will require measures to be put into place including appropriate landscaping on the edge of the open countryside. This is of particular importance with the Anker Valley, which will need to take into consideration the character appraisal for Amington Hall Estate Conservation Area which 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. Similarly, Dunstall Lane will need to consider Hopwas Conservation Area and the Green Belt nearby in Lichfield District. Developers will need to have regard to maintaining the setting of the conservation area through careful design, layout and landscaping.
- 5.13 To reduce the risk of flooding and to contribute towards water management objectives, opportunities for the inclusion of Sustainable Urban Drainage Systems (SuDs) will be sought.
- 5.14 The Council will work with the land owners and developers of each site to produce masterplans informed by the policies set out in this Local Plan to further guide the planning application process.

This policy aims to address strategic spatial priorities SO2, SO4 and SO5

SP6: Strategic Urban Extensions

The following sites, as shown on the Policies Map will be allocated for housing

a) Anker Valley

- Anker Valley is located on agricultural land and will form an urban extension to the north of the borough. Although physically separated by the rail network from the town it should be well connected to Tamworth Town Centre and Tamworth Railway Station. It will provide at least 500 new dwellings and associated infrastructure as detailed below.
- The development should minimise any visual impact on the nearby Amington Hall Estate Conservation Area.
- Make use of and improve existing rights of way to the town centre and train station.
- Create pedestrian and cycle access to the existing urban areas, running east to west.

Required Infrastructure:

- Local convenience store
- A new primary school or a significant contribution and land to facilitate development
- A contribution to secondary education provision

b) Golf Course

- The site is located on Tamworth golf course and will form an urban extension to the east of the borough up to the administrative boundary with North Warwickshire. It will provide at least 1,100 new dwellings and associated infrastructure as detailed below.
- Development must take into consideration the existing oil pipeline and electricity pylons and adhere to guidelines for development.
- Two points of vehicular access must be established onto Mercian Way. The existing access to the golf club along Eagle Drive is suitable for one, with a second point of access coming directly onto Mercian Way south of the Woodland Road – Mercian Way roundabout.
- Development must avoid any impact on the nearby Alvecote Pools SSSI and mitigation should ensure there is no waste or run-off.
- Development should take into consideration the Hodge Lane Local Nature Reserve, which could be achieved through wildlife areas, additional planting of native species to provide a buffer and green linkages by pedestrian or cycleway.

Required Infrastructure:

- Primary school
- Contribution to secondary school provision
- Local convenience store
- Open Space

c) Dunstall Lane

- The site is located on agricultural land and will be part of a mixed use development extending from existing employment and retail areas to the west of the borough. It will provide at least 700 new dwellings and associated infrastructure as detailed below.
- The development should have regard to the Hopwas Conservation Area in Lichfield District and the two listed bridges within Tamworth.
- The site is located near to the River Tame and Broad Meadow SBI (in process of becoming an LNR) any development should ensure there is no adverse impact on these features. The site is also within close proximity to the Coventry Canal which is an ecological corridor so any potential impact must be taken into consideration.
- Appropriate landscaping and open space should be provided to link with the river corridor, flood plain and wider Green Infrastructure network. In addition to this the existing ancient hedgerows should be retained and site design and layout should take the landscape character into consideration.
- Two points of vehicular access must be established
- There is a public right of way through the site and appropriate mitigation must be taken to ensure the route remains.

Required Infrastructure:

- A new primary school and contributions to secondary school

- Pedestrian and cycle way access to near by employment and retail areas and to the town centre
- Local convenience store

d) Coton Lane

- Coton Lane will form a small urban extension to the north west of the borough up to the administrative boundary with Lichfield. It will provide at least 190 new dwellings and will contribute to or provide associated infrastructure as detailed below.
- Access from the site to Coton Lane can be achieved in a number of locations, but if access is taken opposite Fontenaye Road, traffic signals or a roundabout would be required.
- A pedestrian and cycle way should be provided and extended along the boundary of the site with suitable crossing facilities to the local schools and beyond.
- The site is located in close proximity to Tamworth water treatment works and some level of odour mitigation may be required.

Required Infrastructure:

- Pedestrian and cycle way and appropriate crossing facilities
- Contribution to education for primary and secondary school provision

Where appropriate all sustainable urban extensions should:

- Encourage the co-location of any required community infrastructure, retail or services to form a new neighbourhood centre. All new infrastructure should be easily accessible by foot, cycle and other sustainable modes of transport.
- Be well connected internally and to the adjacent urban areas, the town centre, employment areas and green infrastructure by means of walking, cycling, green linkages and sustainable transport. This will to help maximise both internal trips and sustainable travel whilst mitigating the traffic impacts of the proposal on the strategic and local road network
- Ensure that the development is of a high quality, sustainable and inclusive design and that the layout reflects the requirements of Policy CP11
- Protect, utilise and enhance existing and provide additional green and blue infrastructure linkages to the adjacent and surrounding green space and waterscape networks and the urban area.
- Create appropriate new habitats and links to existing sites of high biodiversity value.
- Create integrated, distinctive neighbourhoods to meet the needs of the community including young and older persons and families to ensure social cohesion.
- To reduce the risk of flooding and to contribute towards water management objectives, opportunities for the inclusion of Sustainable Urban Drainage Systems (SuDs) will be sought.

Question Fourteen

Do you agree with policy SP6?

Do you think anything should be added, removed or changed?

Do you agree with the proposed strategic housing allocations?

Regeneration Priority Areas

- 5.15 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 along Watling Street 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

- 5.16 Tamworth has a good record of neighbourhood regeneration through focusing interventions in the borough's most deprived neighbourhoods. Within Tamworth four distinct neighbourhoods have been identified as council priority areas. These are Amington, Belgrave, Glascote, and Stonydelph. The Locality Working initiative has been established to address 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, support initiatives for local people along with a community space.

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

- 5.18 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 4

- Amington
- Glascote Heath
- Stonydelph
- Belgrave
- Tinkers Green
- Leyfield

- 5.19 Within these areas, a partnership approach between the council's strategic housing department, RSLs and other service providers will need to ensure the housing stock is refreshed to meet changing needs. This is in terms 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

- 5.20 The Wilnecote Regeneration Corridor (shown on figure 3) runs along Watling Street (the former A5) starting at the crossroads at Two Gates, extending east 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.
- 5.21 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.
- 5.22 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 the area lacks a unified strategic approach to improvement and has become run down. It could suffer from ad hoc individual developments that do not improve the corridor as a whole and as such, this well travelled route projects a poor image for the Borough.
- 5.23 The area has several sites which will be allocated for redevelopment through the Local Plan. It is evident that either side of the railway line the area is split into two 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 still be important that the main uses should reflect their local context.
- 5.24 Delivering improvements within the area 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.

This policy aims to address strategic spatial priorities 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 4 are identified for regeneration with the purpose of revitalising the housing areas and building cohesive and sustainable communities.

Development will be supported and encouraged in these areas that:

- a) improves the quality of the existing housing stock, including retro-fitting existing properties with renewable and low carbon technologies or energy efficiency measures
- b) enhances the mix of housing within the area that meets local needs
- c) improves or provides local community facilities and services where opportunities

are available

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 and improving the attractiveness of the area.

2. Wilnecote Regeneration Corridor

The Wilnecote Regeneration Corridor is defined the Policies map. Proposals to enhance the roadside environment and access to and the fabric of Wilnecote Railway Station will be supported. Planning applications 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 will be supported. Development should improve the visual appearance and street-level activity on the corridor and provide walking, cycling and public transport access integrated with an improved network.

Question Fifteen

Do you agree with policy SP7?

Do you think anything should be added, removed or changed?

Do you agree with the proposed areas?

Housing Needs

- 5.25 In the period 2006 to 2013, 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 (Availability of Residential Land) . Although Tamworth is more affordable than other parts of the sub region, the updated Strategic Housing Market Assessment (Southern Staffordshire Districts Housing Needs Study and SHMA Update) indicates a net housing need of 183 dwellings per annum. Delivering this amount of affordable housing is clearly unrealistic.
- 5.26 The Council has undertaken a Whole Plan viability Assessment which includes an affordable housing viability assessment. The affordable housing assessment tested 9 scenarios looking at different overall provisions of affordable housing and also different splits between rented and shared ownership within each. The study examined recent planning history and also current market information to establish a base line to work from when testing the 9 scenarios. The details of this can be found in the report. It has been concluded from the study that for sites of 1 and 2 units there would be no on site provision and no commuted sum for affordable housing. Of sites from 3 to 6 units a commuted sum for affordable housing would be sought and for all sites of 7 units of more an on site provision of affordable housing is expected.
- 5.27 However, whilst this 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. To establish a deliverable annual requirement the thresholds set out above have been applied to the supply of proposed housing allocations and sustainable urban extension. When applying the threshold set in policy CP4 the total supply is identified as 634 dwellings.

- 5.28 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 approximately 1,000 affordable dwellings are considered to come forward between 2006 and 2031. 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.
- 5.29 The updated SHMA identified that the split of affordable housing tenure should be 50% Social Rented, 25% Affordable Rented and 25% Intermediate Tenure.
- 5.30 In 2001 over 75% of the housing stock in Tamworth had 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.
- 5.31 In March 2009, the Department of 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 year olds (up 66.1%) will grow the most. Older single person households (65+) will also grow more than younger households.
- 5.32 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.
- 5.33 The Southern Staffordshire Districts Housing Needs Study and SHMA Update concludes that 42% of all households need two bedroom units and 39% of all new forming households need three bedroom units. This takes into consideration needs, aspirations and viability.

This policy aims to address Strategic Spatial Priority SO5

CP4 Affordable Housing

The provision of at least 1,000 affordable housing units over the plan period will be sought, approximately 40 per annum. The provision of affordable housing to meet local needs will be maximised through working in partnership with relevant organisations. Unless demonstrated to be unviable, the Council will require:

- a) new residential development involving 7 or more dwellings (gross) to provide a target of 20% affordable dwellings on site
- b) Strategic Urban Extensions at Coton lane and Dunstall Lane will be expected to provide a target of 25% affordable dwellings on site
- c) new residential development involving 3 to 6 dwellings (gross) to provide a

financial contribution through a S106 agreement, equivalent to a target of 20% on site affordable dwellings

d) for on site provision a mix of 25% Intermediate Tenure and 75% Rented which should be split between Social Rented and Affordable Rented as specified in the evidence base

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.

Affordable housing units should be well designed and blend in well with the rest of the development to promote cohesion within the community.

The Council will monitor development activity, land values and market signals to ensure it adopts a flexible approach to negotiations to achieve the above targets. This monitoring will inform discussions over viability, local needs and where appropriate lead to a review of targets to ensure the overall requirement is met during the plan period.

Question Sixteen

Do you agree with policy CP4?
 Do you think anything should be added, removed or changed?
 Do you agree with the proposed level affordable housing?

5.34 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 2013, 68 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 need of flexi care accommodation alongside any other specific needs identified.

This policy aims to address Strategic Spatial Priority SO5

CP5 Housing Types

In granting planning permission for residential development, housing size, type and mix that reflect local needs based upon the evidence set out in the latest Housing Needs Survey, will be secured.

Proposals for housing development should achieve the following mix of units;

- 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

Where it is demonstrated that this is not feasible or viable, an alternative mix will be acceptable that matches local needs as far as possible.

The Council will monitor the delivery of housing, market and household trends to

ensure the development of sustainable mixed communities.

All proposals for housing development should 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.

Question Seventeen

Do you agree with policy CP5?

Do you think anything should be added, removed or changed?

Do you agree with the proposed housing mix?

5.35 In the context of Tamworth housing, there is a limited supply of unconstrained available land that is suitable for development, which contrasts with 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 six 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 sensitivity allowance for certain sites e.g. within a conservation area.

5.36 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%

5.37 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 TUA with a density ratio of over 50.

5.38 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 Priority 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. 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 or at sustainable transport hubs a density of 40 dwellings per hectare.									
b) Away from these locations but within the urban area, a density of between 30 and 40 dwellings per hectare.									
Net developable areas (as defined above) will be applied as follows:									
	<table border="1"> <thead> <tr> <th>Site Size</th> <th>Gross net ratio</th> </tr> </thead> <tbody> <tr> <td>Up to 0.4 hectares</td> <td>100%</td> </tr> <tr> <td>0.4 to 2 hectares</td> <td>80%</td> </tr> <tr> <td>2 hectares and above</td> <td>60%</td> </tr> </tbody> </table>	Site Size	Gross net ratio	Up to 0.4 hectares	100%	0.4 to 2 hectares	80%	2 hectares and above	60%
Site Size	Gross net ratio								
Up to 0.4 hectares	100%								
0.4 to 2 hectares	80%								
2 hectares and above	60%								

Question Eighteen
Do you agree with policy CP6?
Do you think anything should be added, removed or changed?
Do you agree with the proposed densities?

Gypsies and Travellers

5.39 A sub-regional Gypsy and Traveller Accommodation Needs Assessment (GTAA 2012) has been undertaken with Lichfield District Council. The 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 identifies that there is the need for 1 additional residential pitch within Tamworth. 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.

5.40 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 this need will be sought.

This policy aims to address Strategic Spatial Priority SO5
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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:

Site Type	2012-2028
Residential Pitches	1
Transit Pitches	0
Travelling show People	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.

Question Nineteen

Do you agree with policy CP7?

Do you think anything should be added, removed or changed?

Do you agree with the proposed level of need?

CHAPTER 6 - A HIGH QUALITY ENVIRONMENT

- 6.1 Delivering a high quality environment will involve protecting and enhancing Tamworth's network of green infrastructure 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 strategic urban extensions there are few opportunities to create new open space as part of development. It will be critical that the extension sites have a well designed, useable network of open space and that they make the most of their immediate links with the countryside.
- 6.4 Beyond these sites, it will be crucial to make the most efficient use of Tamworth's network of environmental assets, including enhancing the quality of existing open space through management and developer contributions. There are a number of projects which can be implemented which make use of the existing network and address certain deficiencies. These include an Urban Park in the east of the borough to address an identified deficiency, 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 improve 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 broad partnership of local authorities, agencies and initiatives 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 Approximately one fifth of the borough is undeveloped, which 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 designated nature conservation sites, the countryside offers a variety of informal recreational opportunities for the borough's residents. The strategy seeks to improve access to green infrastructure from all new developments.
- 6.7 The 211ha of Green Belt to the south of the Borough forms just under 7% of the total area. Most of the Green Belt within Tamworth's boundary has additional protection because it is part of the Tame River Corridor (including Middleton Lakes) or is

designated for its biodiversity or geodiversity 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 and Local Plan process which did not identify any sites that would be suitable for large-scale strategic development. An assessment of the Green Belt has been undertaken (May 2012). The detailed Green Belt boundary is shown on the Policies Map and will only change through the production of another 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 4), open space 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 (defined on the policies map) during and beyond the lifetime of the Local Plan and allowing uses in accordance with national planning policy
- b) Restoration of the Broad Meadow SBI primarily for biodiversity but also to incorporate opportunities for public access
- c) Reinforcing links between green spaces and habitats, particularly where there are gaps and the wider green infrastructure network beyond the borough boundary
- d) Increasing the amount of semi-natural green space at Wigginton Park
- e) Enhancing the quality and accessibility of the canal corridor and rivers, particularly in the town centre
- f) Creation of a new open space network and links in the strategic housing allocations
- g) Delivering initiatives associated with The Central Rivers Initiative, the extent of which is shown in Figure 4.
- h) Safeguarding and enhancing the character and setting of areas of historic assets of acknowledged national and local importance, including statutory and locally listed buildings, conservation areas (defined on the policies map), scheduled ancient monuments and archaeological remains.

Question Twenty

Do you agree with policy SP8?

Do you think anything should be added, removed or changed?

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 in physical activity 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 the 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 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.

6.12 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 recommends 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.

6.13 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 separate reception and changing facilities and accessible opening hours.

This policy aims to address Strategic Spatial Priority SO7
CP8 Sport and Recreation
<p>A network of good quality sport and recreation facilities that meet the needs of Tamworth's current and future population, in particular ensuring needs arising in the Regeneration Priority Areas (SP7) are met where possible. This will be achieved by:</p> <p>a) Ensuring all new facilities are in locations accessible by a range of transport modes including walking, cycling and public transport</p> <p>b) Delivering through contributions and public funding a new multi-purpose community sports centre in an accessible location, with appropriate facilities to meet identified need</p> <p>c) Protecting and enhancing existing sport and recreational facilities. Where a need</p>

for the facility remains and if possible any loss should be compensated by the provision of an equal or higher standard of facility and in an accessible location

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

Question Twenty One

Do you agree with policy CP8?

Do you think anything should be added, removed or changed?

- 6.14 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 defining local identity and promoting economic and social regeneration. 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.
- 6.15 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, 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 to residents, for example semi-natural space can contribute to play provision through natural features such as woodland.
- 6.16 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, and contains sufficient ancillary accommodation (such as benches and bins). The study recommends that, with the assistance of developer contributions, the existing network of open spaces is 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 and an increased population putting pressure on existing open spaces.
- 6.17 A number of specific projects and the important role of partners in their delivery, has been identified in the Infrastructure Delivery Plan. Further recommendations include increasing the provision of semi-natural space at Wiggington Park and increasing the provision of play space.
- 6.18 Tamworth's surrounding countryside can play an important role in providing alternative spaces for activities 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

Open space should be multi-functional and should contribute to a range of objectives such as; measures to reduce climate change and flood risk, recognise the potential for recreation and improving health and enhancing biodiversity and landscapes.

Developer contributions towards improving the quality and accessibility will be sought. The Council's priority list of schemes contained in the Infrastructure Delivery Plan should be referred to.

New developments should incorporate existing landscape features and promote links for cycling and walking to the wider green infrastructure network within and outside of the borough, through existing or new green and blue infrastructure linkages.

Biodiversity opportunity mapping (figure 6) should be used as a guide when considering the best way to protect and enhance open space for biodiversity.

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:

- a) The strategic benefits of delivering the Local Plan outweigh the negative impact or loss.
- b) There remains access to good quality publicly accessible open space. Where alternative sites are not of good quality contributions to improving their quality will be expected.
- c) The integrity of the open space network and in particular its role in providing green links is maintained.

Question Twenty Two

Do you agree with policy CP9?

Do you think anything should be added, removed or changed?

High Quality Built and Natural Environment

6.19 Until the 1950's Tamworth was a modest sized town that was tightly focussed around 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.

6.20 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.

- 6.21 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.
- 6.22 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.
- 6.23 Well designed buildings and environments are fundamental to the way we live our lives. Design is not just about individual buildings, but the spaces and public places around them and the relationship between buildings and their wider surroundings. 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.
- 6.24 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.
- 6.25 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.
- 6.26 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) will be an important tool. This may be further elaborated on in any design focused SPD.
- 6.27 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 should:

- 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 and where the area is not considered to be of a high quality, new development should actively aim to enhance the area.
- d) be physically and visually linked 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 a design focused SPD, expanding on what constitutes good design in Tamworth.

Question Twenty Three

Do you agree with policy CP10?

Do you think anything should be added, removed or changed?

6.28 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.

6.29 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.

- 6.30 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.
- 6.31 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 when necessary from the South Staffordshire Partnership and MADE on planning proposals.
- 6.32 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 community involvement.
- 6.33 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.
- 6.34 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.
- 6.35 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.

This policy aims to address Strategic Spatial Priority SO9

CP11 Protecting the historic environment

Development that affects designated heritage assets including conservation areas, listed buildings and scheduled monuments, will be required to assess and clearly demonstrate how their character, appearance and setting will be conserved and, where possible, enhanced. Proposals will be required to conserve the significance of the asset and pay particular attention to:

- a) the scale, form, height, massing, detailing and materials of the development, 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 conservation area character appraisals including walls, railings, street furniture and paved surfaces.

c) preservation of important views of notable listed buildings and townscape identified in the conservation area character appraisals.

d) evaluation and/or mitigation of surviving below ground archaeological deposits.

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

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.

Non designated assets, including local listing and archaeology, will be a material consideration in determining planning applications, with weight given to the significance and contribution of locally listed assets to their environment. The Council will support the conservation and enhancement of locally listed buildings and review the local list as necessary.

Question Twenty Four

Do you agree with policy CP11?

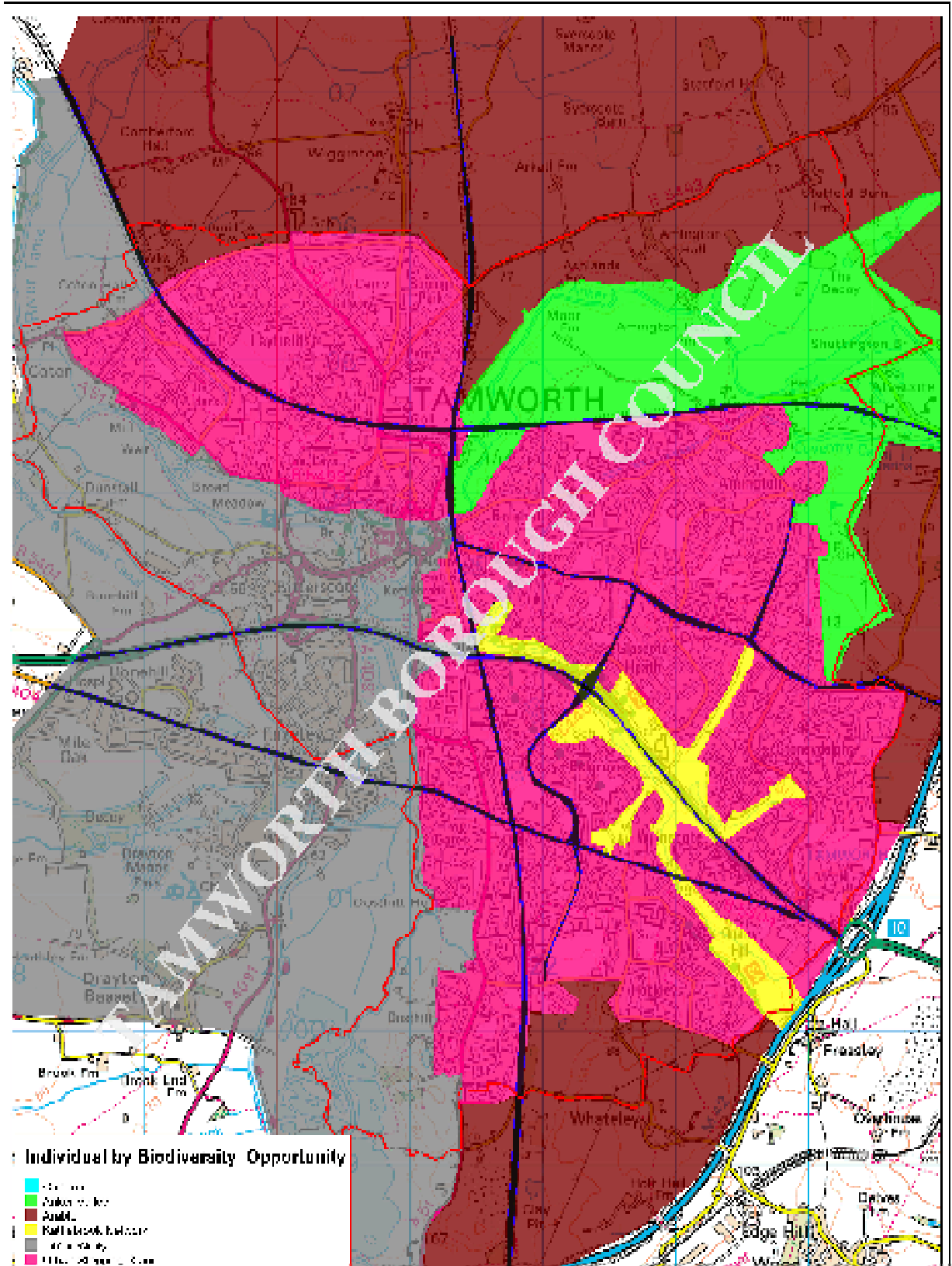
Do you think anything should be added, removed or changed?

- 6.36 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 nationally important areas of biodiversity. They further provide an attractive environment for existing and new residents and play a key role in the Sustainable Community Strategy (2006) for Tamworth to be renowned regionally for its exceptional natural environment.
- 6.37 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) at Alvecote Pools, four Local Nature Reserves (LNR) all within the urban area, seventeen Sites of County Biological Importance (SBI) 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 SBIs and BASs designated at county level and the LNRs designated by the Borough Council. Important water based habitats include Amington Hall Fishponds, Tameside Nature Reserve, Fazeley, Dosthill Quarries, 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.
- 6.38 It is crucial that new development does not lead to the permanent loss of irreplaceable natural assets and that it avoids 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.

- 6.39 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.
- 6.40 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. Projects such as Wild About Tamworth and the Central Rivers Initiative represent an opportunity to create an enhanced visitor experience by combining landscape and recreation opportunities with improved access, interpretation and habitat restoration in accessible urban locations and the river valley.
- 6.41 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.
- 6.42 The Tamworth Phase One Habitat Survey highlights the importance of linking habitats and creating buffer zones around sites of biodiversity importance to prevent habitats becoming isolated. Development should therefore incorporate natural green features such as trees and hedgerows, which may be combined with pedestrian and cycle ways to link up with the wider green infrastructure network. Green links also enable the wider movement of species occurring as a consequence of climate change. Buffer zones can provide wildlife habitats, increase biodiversity and protect habitats by intercepting or moderating adverse pressures and minimising disturbance.
- 6.43 There are opportunities to enhance biodiversity and habitat creation across the borough. The Tamworth Borough Biodiversity Opportunity Mapping Study (Figure 6) 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 natural areas, management of existing resources such as hedgerows and ditches, creating links and connectivity between habitat locations and encouraging diversity vegetation structures alongside key transport corridors across the borough.
- 6.44 Under the Habitats Regulations, the council has undertaken in consultation with Natural England, a Habitats Regulations Assessment (HRA) to ensure that the policies in the Local Plan do not harm sites designated as being of European importance for biodiversity.
- 6.45 The HRA concluded that the Local Plan will result in no significant effects and no in combination effects on sites identified.

Figure 6: Tamworth Biodiversity Opportunity Map



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 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 (defined on the policies map) 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 green link, 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 an 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 green link, including links to the wider network outside the borough.

The opportunity will be taken through the planning system, funding, developer contributions 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 6).

Where appropriate housing and employment allocations will be expected to incorporate natural features beneficial to biodiversity, promote habitat creation and connectivity to existing biodiversity sites in line with biodiversity mapping.

Development will not be permitted that has a negative impact on the water quality of the Alvecote Pool SSSI.

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.

Question Twenty Five

Do you agree with policy CP12?

Do you think anything should be added, removed or changed?

CHAPTER 7 - A SUSTAINABLE TOWN

- 7.1 **Ensuring a combination of strong retail centres, accessible housing and employment 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 sustainable development.**
- 7.2 Tamworth has very good connections to the national transport network. The A5 trunk road provides links to Nuneaton, Cannock, M69, M1, 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 walking 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 localised 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 along the Gungate Corridor. 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, shortening travel distances 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 local 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. The West Midlands Region Rail Development Plan (West Midlands Rail Development Plan (Draft): (2009) identifies a project to improve rail services between Tamworth and Birmingham through a dedicated service. At present, passengers travelling between 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 allow for 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. Significant improvements have been made to the local network support the out of centre retail parks and 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 It is, however, 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 2031, 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.

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 Sustainable Urban Extensions
- Manage congestion, particularly at Jolly Sailor and 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 The following transport related priorities have been agreed to deliver the spatial strategy:

- The Ventura Park to Town Centre Local Transport Package to complement the Council's Town Centre proposals and 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, reduce vehicle delays and accommodate 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. A transport study has been carried out to determine the traffic impact of development scenarios on the Upper Gungate Corridor to identify what scale of development can be achieved and the infrastructure required.
- Tamworth to Birmingham Rail Service. The West Midlands Rail Development Plan identified that significant travel flows take place between Tamworth 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 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, 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 complement 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 A534 (Highways Agency, Tamworth Core Strategy: Preferred Option Test Modelling (2012)) 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.
- 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 safety, 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 align with those identified by the Highways Agency in their modelling work.
- 7.16 The draft Local Plan seeks to maximise existing infrastructure and transport networks by promoting development on previously developed land. Allocations have been proposed for housing on several sites within Tamworth, totalling approximately 400 dwellings. Future development within the existing urban area will be encouraged through plot in-filling and bringing forward vacant sites. Proposed Policy within Chapter 5 supports the efficient use of land.
- 7.17 The Staffordshire County-wide Renewable and Low Carbon Energy Study (Staffordshire County wide Renewable and Low Carbon Energy Study, 2010) 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.
- 7.18 The main producers of UK carbon emissions are from energy (through burning of fossil fuels), 39%, buildings, 34% and transport and travel, 24%.
- 7.19 Tamworth demonstrates one of the lowest emission rates in the UK. However it has a small, limited industrial base and there are no major motorways within its geographical boundary which will have impacted on these figures.
- 7.20 Whilst it is important not to be complacent, the existing pattern of development in Tamworth appears to generate lower 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.
- 7.21 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.

7.22 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.

7.23 Having developed alongside the confluence of two rivers, 25% of the Borough is within floodplain. 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.

7.24 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.

7.25 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 and 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.

7.26 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 predicted effects of Climate Change.

This policy aims to address Strategic Spatial Priorities SO6 and SO12
SP9 Sustainable Tamworth
<p>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:</p> <ul style="list-style-type: none"> • promote access to sustainable modes of transport and address congestion and capacity issues • provide community facilities in accessible locations • promote opportunities for zero carbon development and maximise 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 in figure 4.

The ease and quality of access to and between the town centre, local and neighbourhood centres, employment sites, 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. Improved bus accessibility in the town centre, on local routes within Tamworth and inter-urban routes, including to Lichfield and the West Midlands conurbation will also be supported.
- d) Delivering junction improvements and highway safety measures at Stonydelph, Mile Oak (within Lichfield District) and Bitterscote South junctions on the A5
- e) Working 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 employment sites. This includes delivering priority measures to improve accessibility, create safer roads, and reduce the impact of traffic
- f) Providing improved public transport links from the town centre to Drayton Manor Leisure Park.

Opportunities to deliver renewable energy generation and energy efficiency within new and existing development should be maximised. The existing built environment offers great potential for renewable or low carbon energy generation using a variety of suitable micro and larger stand-alone technologies, which could include the retrofitting 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, strategic housing sites, employment sites and other areas with high heat density will be explored through pre-application discussions and 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 high risk of flooding. These are shown on the policies map. Development will be expected to be located outside of these areas, must not increase the risk of flooding in other areas and where appropriate should incorporate measures to reduce flood risk .

Question Twenty Six

Do you agree with policy SP9?

Do you think anything should be added, removed or changed?

Sustainable Transport

- 7.27 Delivering the spatial strategy will involve reducing the need to travel and 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 unnecessary physical highway improvements where possible.
- 7.28 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.
- 7.29 In addition to these 'soft' initiatives, a key part of the strategy is the provision of improved linkages between the strategic urban extensions 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 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 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.
- 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 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 removing barriers and fences, placing the right amount and type of seating, 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 E includes the borough’s car parking standards to guide the amount of car parking that new development should provide, seeking to maximise 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.
- 7.36 Appendix G 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.

This policy aims to address Strategic Spatial Priority SO12
CP13 Delivering Sustainable Transport
<p>Planning permission should be granted for development which provides measures to:</p> <ul style="list-style-type: none"> a) Prioritise access by walking, cycling and public transport, b) Improves highway safety and reduces the impact of travel upon the environment <p>A Transport Assessment and comprehensive Travel Plan must accompany all major development proposals as set out in Appendix G.</p> <p>Development proposals will be required to make appropriate provision for off street parking in accordance with adopted parking standards. In considering the level of provision regard will be had to:</p> <ul style="list-style-type: none"> 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 people with disabilities. <p>The Council’s parking standards are set out in Appendix 3. The Council will require</p>

the provision of sufficient, safe, weatherproof, convenient and secure cycle parking within developments to assist in promoting cycle use where viable and appropriate. Development with lower levels of parking provision may be acceptable in locations that are 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 any design guidance set out in a design focused SPD.

Question Twenty Seven

Do you agree with policy CP13?

Do you think anything should be added, removed or changed?

- 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) (DEC: Local and Regional CO2 Emissions Estimates for 2005 - 2008 for the UK (2010) 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; those 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 locally produced 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.

This policy aims to address Strategic Spatial Priority SO11

CP14 Sustainable Development and Climate Change mitigation

Proposals for new development will be expected to demonstrate how they will address the effects of climate change and where feasible and 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.

Question Twenty Eight

Do you agree with policy CP14?

Do you think anything should be added, removed or changed?

7.45 Development in the floodplain will be discouraged. A flood risk assessment will be required for all development in Flood Zones 2, 3a or 3b and where required by standing or site specific advice from the Environment Agency. 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 (Southern Staffordshire Surface Water Management Plan: Phase 1 & 2 2010/11). The Environment Agency promotes the use of Sustainable Drainage Systems (SuDS) as a way of managing surface and groundwater regimes.

7.46 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.

- 7.47 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 (Southern Staffordshire: Outline Water Cycle Study (2010) and Addendum (2011)).
- 7.48 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.
- 7.49 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.
- 7.50 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 Flood Risk and Water Management
<p>A sequential approach will be applied to all proposals for development in order to direct it 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 government guidance.</p> <p>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 the relevant authority.</p> <p>Developers should consult the Environment Agency's maps 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.</p> <p>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 and be clearly demonstrated and evidenced within the information accompanying planning applications. Development should capitalise on opportunities for incorporating accessible green infrastructure and improving biodiversity with SuDS.</p> <p>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.)</p>

Question Twenty Nine

Do you agree with policy CP15?
Do you think anything should be added, removed or changed?

Community Facilities

- 7.51 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 strategic spatial priorities 3 and 4 to address the socio-economic inequalities which exist within Tamworth. Such uses, along with other community infrastructure such as places of worship and community centres, are particularly suitable for location within the existing network of centres as a result of their proximity to 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.
- 7.52 Improved access to education, training and support facilities is seen as a key objective for the borough, particularly 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 to work with partner agencies to improve access to training and skills development whilst identifying potential location for future provision.
- 7.53 Where appropriate, education facilities will be expected to include provision for community use, including multi-use facilities open to the wider community.
- 7.54 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 healthcare facilities.
- 7.55 Ensuring adequate facilities for 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

In accordance with policy SP6 and the infrastructure delivery plan, a network of high quality, well designed and accessible facilities will be provided across the borough to serve local identified needs.

Proposals will be encouraged that include dual uses on a single site, in locations accessible by walking, cycling and public transport. Funding to enable the timely provision of necessary community facilities will be sought from developments that generate that particular need.

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.

Question Thirty

Do you agree with policy CP16?

Do you think anything should be added, removed or changed?

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, developers, Registered Social Landlords, 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 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 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 implementation of policies was measured using indicators contained within the council's published Annual Monitoring Report (AMR). The government's Localism Act removed 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.
- 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 and others added. Any change to the indicators will be shown within regular monitoring.
- 8.8 The monitoring table (set out in Appendix F) 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 the 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 and 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 IDP set out Appendix D will be an important element of ensuring the delivery of sustainable development, supported by the necessary services and facilities required. The IDP outlines future infrastructure requirements to support population changes, housing and employment growth as detailed in this document.
- 8.14 The IDP provides 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 Further work will be required to identify appropriate infrastructure to 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, 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 infrastructure delivery plan specifies the infrastructure required, when and where it will be needed in the plan and how it could be funded.

Key strategic infrastructure required to support development:

- a) improving quality, access and links to; the town centre and local and neighbourhood centres; green and blue infrastructure and the open space network; and public realm in accordance with policies SP2, SP3, SP6, SP7, SP8 CP3, CP9 and CP11
- b) provision of appropriate sport and recreation facilities and new and improved open space in accordance with policy CP8
- c) improving accessibility and links by means of public transport, cycleway and pedestrian access to, community facilities and open space to deliver strategic urban extensions and housing allocations in accordance with policies SP5, SP6, CP2 and CP3
- d) cross-boundary infrastructure to help deliver and mitigate the effects of Tamworth related future development.
- e) improvements to transport infrastructure, in accordance with policies SP4, SP5, SP6, SP9 and CP13
- f) climate change mitigation measures in accordance with policy CP14
- g) water management measures where required, in accordance with policy CP15

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

- h) Affordable housing, as set out in policy CP4
- i) new and expanded health facilities, in accordance with policies SP6 and CP16
- j) new and expanded school facilities, in accordance with policies SP6 and CP16
- k) emergency services related infrastructure, including police services, in accordance with CP16
- l) water supply and waste water drainage
- m) supporting service infrastructure.

Question Thirty One

Do you agree with policy CP17?

Do you think anything should be added, removed or changed?

Question Thirty Two

Do you have any comments on the draft Local Plan appendices?

**APPENDIX A
Housing
Trajectory**

ID	Site Name	Developable Site Area (Gross)	Total Capacity	Brownfield / Greenfield	FIRST 5 YEARS					SECOND 5 YEARS					THIRD FIVE YEARS					Total			
					2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		2028	2029	2030
URBAN AREA SITES																							
341	Land south of St. Peter's Close Phase 2	0.47	17	Brownfield	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
343 (with 344)	Land off Cottage Farm Road	1.5	48	Brownfield	0	0	16	16	16	0	0	0	0	0	0	0	0	0	0	0	0	48	
344 (with 343)	Derelict buildings south of B5404	0.17	6	Brownfield	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
347	Phoenix Special Purpose Machines, Hospital Street	0.31	18	Brownfield	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
348	Norris Bros, Lichfield Street	0.2	20	Brownfield	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
349	Arriva Bus Depot, Aldergate	0.39	40	Brownfield	0	0	0	0	0	0	0	0	0	0	13	13	14	0	0	0	0	40	
357	Northern Part of Beauchamp Employment Area	1.04	34	Brownfield	0	0	11	11	12	0	0	0	0	0	0	0	0	0	0	0	0	34	
376 (with 377)	Hyundai Garage, Lichfield Street	0.24	12	Brownfield	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
377 (with 376)	Land/building off Wardle Street	0.11	4	Brownfield	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
399	Coton's van Hire / Millfields House, Lichfield Road	0.34	12	Brownfield	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
405 - has permission	Land off Overwood Road/Freasley Lane	1.19	29	Greenfield	0	9	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
467	Fazeley Autocentre and Units behind	0.52	14	Brownfield	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
488	Staffs County Council Care Home, New Road	0.5	16	Brownfield	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	16	
496	Seaton Hire Ltd and land to south, Wilnecote Lane	0.36	14	Brownfield	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	14	
507 (with 508 and 509)	Club, Spinning School Lane	0.15	12	Brownfield	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	12	
508 (with 507 and 509)	Magistrates Courts and Police Station	0.72	46	Brownfield	0	0	0	0	0	0	0	0	0	0	15	15	16	0	0	0	0	46	
509 (with 507 and 508)	Youth Centre, Albert Road	0.21	16	Brownfield	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	16	
521	Former railway goods yard, Wilnecote	0.86	30	Brownfield	0	0	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	30	
541	Adjacent to Tame Valley Alloys	0.73	26	Brownfield	0	0	0	0	0	0	0	0	0	0	8	9	9	0	0	0	0	26	
558	Factory, Basin Lane	0.3	14	Brownfield	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
Total					0	9	110	101	38	0	0	0	0	0	65	66	39	0	0	0	0	428	
STRATEGIC SITES																							
406	Land north of Coton Lane		196	Greenfield	0	0	0	50	50	50	46	0	0	0	0	0	0	0	0	0	0	196	
602 / 679 / 680	Golf Course		1100	Greenfield	0	0	0	0	0	110	110	110	110	110	110	110	110	110	110	0	0	1100	
651	Anker Valley		500	Greenfield	0	0	0	0	75	75	75	75	75	75	50	0	0	0	0	0	0	500	
528 / 529	Dunstall Lane		723	Greenfield	0	0	0	0	0	70	70	70	70	70	70	70	70	70	93	0	0	723	
Total					0	0	0	50	125	305	301	255	255	255	230	180	180	180	203	0	0	0	2519

Year	Past Delivery																									Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030/31	
Completions (Gross)	0	0	0	0	0	0	0	62	62	62	62	62	61	0	0	0	0	0	0	0	0	0	0	0	0	371
Under Construction								0	9	110	101	38	0	0	0	0	0	0	65	66	39	0	0	0	0	428
Commitments								0	0	0	50	125	305	301	255	255	255	230	180	180	180	203	0	0	0	2519
Urban Area Sites	458	211	211	161	138	70	135	91	71	172	213	225	366	301	255	255	255	230	245	246	219	203	0	0	0	4731
Strategic Sites	6	13	6	7	3	1	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	127
Gross Supply	452	198	205	154	135	69	134	86	66	167	208	220	361	296	250	250	250	225	240	241	214	198	-5	-5	-5	4604
Demolitions and losses																										
Net Supply	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	170	4250
	282	28	35	-16	-35	-101	-36	-84	-104	-3	38	50	191	126	80	80	80	55	70	71	44	28	-175	-175	-175	354
Net Requirement 4,250	282	310	345	329	294	193	157	73	-31	-34	4	54	245	371	451	531	611	666	736	807	851	879	704	529	354	354
Annual Surplus / Deficit	-112	-140	-175	-159	-124	-23	13	97	201	204	166	116	-75	-201	-281	-361	-441	-496	-566	-637	-681	-709	-534	-359	-184	-5461
Cumulative Surplus/ Deficit	-112	-252	-427	-586	-710	-733	-720	-623	-422	-218	-52	64	-11	-212	-493	-854	-1295	-1791	-2357	-2994	-3675	-4384	-4918	-5277	-5461	-5461

APPENDIX B – Proposed Housing Allocations

This policy aims to address strategic spatial priority SO5

341: Land South of St Peters Close Phase 2

The site is on brownfield land allocated for housing in the 2001-2011 Local Plan and contains business premises. The area is characterised by low density 1930-1970 private housing, with pre 1960 public housing nearby and. Outline planning consent has been granted for new housing immediately to the north. The design and layout of any development should respond to the local area.

Ideally the site should come forward as a comprehensive development with the site to the north so that the access can be designed for residential use and servicing.

A noise assessment should be carried out to assess the impact of noise from the nearby railway track and brickworks with mitigation measures provided if required.

The previous land use for industrial purposes has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

This policy aims to address strategic spatial priority SO5

343/344: Land off Cottage Farm Road and Derelict buildings south of B5404

The site is on brownfield land, partially allocated for housing in the 2001-2011 Local Plan and contains vacant land, residential properties and business premises. The area is characterised by low density 1930-1970 and post 1970 private housing. The site is also located within a run-down corridor along a prominent and well-connected stretch of Watling Street with the potential for mixed use residential and retail or employment redevelopment.

The design and layout of any development should respond to the local area.

If access is provided via Cottage Farm Road, adequate visibility, geometry and control of land will need to be demonstrated. If access is provided via Dosthill Road opposite Appian Close, this may only be achievable for part of the development and is unlikely to be suitable to serve the whole site. If access is provided via Watling Street, the form of junction will need to be agreed, the position must not prevent access to site 521 and be located as far back from the signalised junction as possible. The site and access should be brought forward as one comprehensive development in the interest of

urban design.

A noise assessment will need to be carried out to assess the impact of noise from the nearby railway track with mitigation measures provided if required.

The ecology of the vacant part of the site will need to be assessed as it may contain species or green links of biodiversity value, which should be protected.

The site falls within 250m of a landfill site that is potentially producing landfill gas. A risk assessment should be carried out and any threats from landfill gas must be adequately addressed.

The previous land use of part of the site as a garage has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site is greater than 1ha and located in Flood Zone 1 (Low Probability of Flooding). A site specific FRA would need to be prepared for the development focussing on the sustainable management of surface water.

This policy aims to address strategic spatial priority SO5

347: Phoenix Special Purpose Machines, Hospital Street

This is an infill site in an edge of centre location within Tamworth occupied by a cluster of vacant single storey brick built employment units, situated within a residential area and surrounded by residential properties.

The site is partially within two Conservation Areas (Tamworth Town Centre CA and Hospital Street CA)

This part of the Hospital Street Conservation Area has the character of a small industrial village with its combination of modest terraces, shop and school. The neighbouring property, no.29, is recognised as being visually important in the streetscene due to its height. The scale of development should not compromise the character of the Conservation Area in this location and should respect and preserve the importance of no.29 within the streetscene.

Within the town centre conservation area, the site is situated within character zone 5 which includes Aldergate. Aldergate is a long curving street which forms the western side of the 'A' of the medieval street pattern. Views northwest through the mature trees across the Garden of Rest towards the listed buildings on Aldergate (adjacent to the site) are attractive, giving the impression of an enclosed square, which should be continued and preserved when developing the site.

The site is particularly visible from Aldergate and the siting, orientation, scale and design of new development will need to respect and enhance the character and setting of the adjacent listed buildings.

The surrounding area is residential with high usage of on road parking facilities; the access should be designed to deal with reduced achievable visibility from junctions. Internal layouts will also require consideration for servicing.

There is considerable potential for development within this area to impact upon significant archaeological remains relating to the entire developmental history of Tamworth. As such early consultation with the Historic Environment Record (HER) is advised. A Historic Environment Desk-Based Assessment will be required in order to understand the significance of heritage assets on the site, the potential for further archaeological remains to survive and to inform discussions regarding the scope of and scale of any further evaluation/mitigation and at what stage any archaeological evaluation should occur.

This policy aims to address strategic spatial priority SO5

348: Norris Bros, Lichfield Street

This is an infill site close to the town centre with a historic use as garage and car sales showroom.

There are a number of Listed Buildings in the surrounding street scene and the majority of the site is within Tamworth Town Centre Conservation Area.

The site is within Character Zone 7 (Lichfield Street/Silver Street) of the Conservation Area which has a mixed character, generally retaining historic frontages, which include smaller two storey buildings towards the east and larger buildings to the west, primarily dating from the 18th and 19th centuries. The site boundary intersects a Grade II Listed Building and is also immediately adjacent to another Grade II Listed Building.

Development should be informed by the unique historic character of the area and should look to enhance the overall sense of place of this area of Tamworth. In particular, the development should look to keep a built up frontage, maintaining the scale of development either side and reducing the scale of new development to the rear of the site. Access arrangements should not compromise the position and overall character of new development.

If access to the site is provided off Lichfield Street then possible restrictions may be necessary to provide a suitable access due to on street parking to the west. Due to the high density anticipated a centralised access utilising a new/amended drop kerb should be considered.

The area has high archaeological potential and it should be noted that a Quaker burial ground is recorded to the west which may lie within the site. A Historic Environment Desk-Based Assessment will be required in order to understand the significance of heritage assets on the site, the potential for further archaeological remains to survive and to inform discussions regarding the scope of and scale of any further evaluation/mitigation and at what stage any archaeological evaluation should occur.

The previous land use has the potential to have caused contamination. A Preliminary Risk Assessment will be required and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

This policy aims to address strategic spatial priority SO5

349: Arriva Bus Depot

The site operates as the bus depot for Arriva bus services and is occupied by a large single storey brick built building of a functional character and appearance.

The access to the site is within close proximity to the signal junction with Hospital Street and Albert Street. Depending on the traffic flows it may be possible to design a ghost right turn. Access from Church Lane is not suitable to support new development and an improved access should be provided.

There are Listed Buildings in the surrounding street scene and the site lies within the Tamworth Town Centre Conservation Area, within character zone 5 which includes Aldergate. Aldergate is a long curving street which forms the western side of the 'A' of the medieval street pattern. Views northwest through the mature trees across the Garden of Rest towards the listed buildings on Aldergate and the Philip Dix Centre on Corporation Street are attractive, giving the impression of an enclosed square, which should be continued and preserved when developing the site.

Any development should take account of the implications for the significance of these heritage assets, including their setting and positive opportunities for enhancing their significance and the character and appearance of the conservation area should also be considered.

In particular, the site is bound on one side by an attractive public garden, and the listed buildings are directly opposite on the Aldergate side. The creation of a continuous street frontage along Aldergate will be important. Development of this site should not exceed two storeys in height to respect the neighbouring scale and character.

The wall to the west of the site serving the public garden is at risk of instability when development takes place. This is an important feature of the public garden within the conservation area and appropriate measures will be

needed to ensure no harm is caused by the redevelopment of the site.

From Church Lane there are opportunities to improve the street scene with a sensitively designed development, in keeping with the design and materials of the conservation area.

The site is open to public vantage points from multiple locations and the treatment of side elevations and frontages to the exposed areas will be key.

The historic land use as a bus depot has the potential to have caused contamination and a Preliminary Risk Assessment will be required and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

This policy aims to address strategic spatial priority SO5

357: Northern Part of Beauchamp Employment Area

The site is located on brownfield land and contains commercial premises. The site is located within a run-down corridor along a prominent and well-connected stretch of Watling Street with the potential for mixed use residential and retail or employment redevelopment. A recent high density housing development has recently been completed to the north.

The design and layout of any development should respond to the local area.

Hillmore Way and Leven Road to the north are not yet adopted, but may provide suitable access once they are adopted or with the landowners permission.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority as the site is located approximately 24 metres from identified coalfield and probable past shallow mining activity.

The previous land use of the site for industrial purposes has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site falls within 250m of a landfill site that is potentially producing landfill gas. A risk assessment should be carried out and any threats from landfill gas must be adequately addressed.

The site is greater than 1ha and located in Flood Zone 1 (Low Probability of Flooding). A site specific FRA would need to be prepared for the development focussing on the sustainable management of surface water.

The site is significantly at risk of surface water flooding during 1 in 30 year

and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

The site is located nearby to Beauchamp Industrial Estate Local Wildlife Site, on which any proposed development should not have an adverse impact. Appropriate mitigation measures including a buffer zone and additional planting of native species will be required.

This policy aims to address strategic spatial priority SO5

376/377: Hyundai Garage, Lichfield Street and Land/building off Wardle Street

This is an infill site with previous use as a car sales showroom and garage within close proximity to the town centre.

The site is adjacent to the Tamworth Town Centre conservation area and Grade II listed buildings. The site is adjacent to Character Zone 7 (Lichfield Street/Silver Street) of the conservation area. Lichfield Street is of mixed character, generally retaining historic frontages, which include smaller two-storey buildings towards the east end and larger buildings to the west, primarily dating from the 18th and 19th Centuries.

Potential implications for significance of these heritage assets, including their setting, should be taken into account. Positive opportunities for enhancing significance and the character and appearance of the conservation area should also be considered.

The site lies within the Tamworth Extensive Urban Survey (EUS) Historic Urban Character Area (HUCA) 13: Lichfield Road and The Leys, which is identified as having moderate archaeological potential principally associated with medieval and early post-medieval suburban development principally along Lichfield Street and away from the town's historic core. A Historic Environment Desk-Based Assessment will be required in order to understand the significance of heritage assets on the site, the potential for further archaeological remains to survive and to inform discussions regarding the scope of and scale of any further evaluation/mitigation and at what stage any archaeological evaluation should occur.

There are two access points to this site. The access onto Lichfield Street should be closed and access should be taken from Wardle Street.

The previous land use as a car garage has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site

investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

This policy aims to address strategic spatial priority SO5

399: Coton's Van Hire/Millfields House, Lichfield Road

This site is in two parts with the west being an area of greenfield land and an industrial unit with associated parking and yard in the eastern section. It is immediately adjacent to the Anker River to the south and fronts onto Lichfield Road (A51) to the north. To the west of the site are residential properties and opposite, to the north, are industrial units.

Use of the existing access to the site to serve new residential development would be in conflict with the nearby Cagarin industrial road. The provision of a suitable access in the form of a ghost right turn which also incorporates Cagarin should be considered. Improvements on the Lichfield Road may be required.

The site is greater than 1ha and largely situated within Flood Zone 3 and therefore the layout of development should be such that it avoids the parts of the site within this flood zone. A site specific FRA would need to be prepared for the development.

Part of this site is in Flood Zone 3b (the functional floodplain). Development in Flood Zone 3b is not permitted and the opportunity should be taken to restore the floodplain and improve the wildlife habitat at this site which has suffered from past habitat loss and loss of watercourse habitat buffer.

This site is in close proximity to Broad Meadow Local Nature Reserve and Site of Biological Importance. The impact on these sites should be fully considered and any development should incorporate appropriate mitigation measures including buffer zones and additional planting of native species.

The previous land use for industrial purposes has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

This policy aims to address strategic spatial priority SO5

467: Fazeley Autocentre and Units Behind

This site is a small industrial area occupied by small brick built workshops and large areas of hardstanding.

A new access should be created and centralised on the frontage of the site

with the existing access arrangements formalised.

This site is located in Flood Zone 3 (High Probability of Flooding) in an area benefitting from existing flood defences. Part of the development is in Flood Zone 3b (the functional floodplain). Development in Flood Zone 3b should not be permitted. A site specific FRA would need to be prepared for the development addressing flood risk to the site.

The site is in close proximity to Tameside Local Nature Reserve and proposals should give full consideration to the impact on this and make mitigation measures as appropriate including buffer zones and additional planting of native species.

The previous land use for industrial purposes has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority

This policy aims to address strategic spatial priority SO5

488: Staffs County Council Care Home, New Road

The site is located on brownfield land and contains a youth centre and public sector offices. The local area contains a mix of housing styles at low to medium density. The design of the development must take into account the setting and significance of the nearby grade II listed buildings and Wilnecote conservation area to the north. The frontage to Hockley Road will need to protect or enhance the setting of the listed manor house. Consideration should be given to the building line on the street and retaining the hedge and brick wall with coping at the street boundary.

The access point off Hockley Road would need to be improved to an adoptable standard if it is to be used to serve the development. A Transport Assessment should be undertaken for any proposed development, taking into consideration the A5 junction at Glascote Heath.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority as the site is located 25 metres from identified coalfield.

The site is significantly at risk of surface water flooding during 1 in 30 year and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield

runoff rates.

This policy aims to address strategic spatial priority SO5

496: Seaton Hire Ltd and land to south, Wilnecote Lane

The site is located on brownfield and greenfield land and contains private open space and commercial premises. The area is characterised by medium to high density post 1970 private housing. The design and layout of any development should respond to the local area.

Access off Marlborough Way may not be acceptable. A speed survey would need to demonstrate that suitable visibility splays would be provided.

Fenn Street has known parking issues and the Fenn Street/Belgrave Road junction has visibility issues. The unadopted road access to Wilnecote Lane may have third party land issues and the width would need to be surveyed to ensure it is of an adoptable standard. Development could add to congestion at the A5 junction at Glascote Heath. All of these considerations must be addressed in the design of the access to the development.

The site is significantly at risk of surface water flooding during 1 in 30 year and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority as the site is adjacent to identified coalfield and past shallow mine working.

This policy aims to address strategic spatial priority SO5

507/508/509: Club, Spinning School Lane; Magistrates Courts and Police Station; Youth Centre, Albert Road

This site is occupied by a number of buildings within Tamworth town centre, including the old Magistrates Court and Police Station (now vacant), a youth centre and a club.

The point of vehicular access into the site should ensure adequate visibility for egressing vehicles and avoid conflict with the access to the land use opposite (namely that of the parking area and proposed Shopping Centre). Adequate parking and servicing as well as pedestrian links into the site should be provided.

The loss of the youth centre and associated MUGA (509) will lead to the loss of sports facilities. These should be replaced in accordance with NPPF Par

74.

This site is located on/in close proximity to a scheduled monument (Saxon Defences, 1006088). The site is immediately adjacent to Tamworth Town Centre Conservation Area and adjacent to a number of Locally Listed Buildings. There is considerable potential for development within this area to impact upon significant archaeological remains relating to the entire developmental history of Tamworth. A Historic Environment Desk-Based Assessment required – also consult HER.

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

This policy aims to address strategic spatial priority SO5

521: Former railway goods yard, Wilnecote

The site is located on vacant brownfield land with vegetation including mature trees. The area is characterised by low density 1930-1970 private housing. The site is also located within a run-down corridor along a prominent and well-connected stretch of Watling Street with the potential for mixed use residential and retail or employment redevelopment. The design and layout of any development should respond to the local area.

A transport assessment will be required and improvements to the access to achieve visibility splays and taking into consideration site 343_344 opposite.

As the site is vacant, potential features of biodiversity value should be assessed at an early stage and taken into account in the design of any development.

A noise assessment will need to be carried out to assess the impact of noise from the nearby railway track with mitigation measures provided if required.

The previous use of the land as a railway goods yard has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site falls within 250m of a landfill site that is potentially producing landfill gas. A risk assessment should be carried out and any threats from landfill gas must be adequately addressed.

The site is significantly at risk of surface water flooding during 1 in 30 year and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface

water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

The site is located nearby to Beauchamp Industrial Estate Local Wildlife Site, on which any proposed development should not have an adverse impact. Appropriate mitigation measures including a buffer zone and additional planting of native species will be required.

This policy aims to address strategic spatial priority SO5

541: Adjacent to Tame Valley Alloys

The site is located on brownfield land and contains commercial premises. The area is characterised by low density post 1970 private sector housing. The design and layout of any development should respond to the local area.

The layout of any development must retain the right of way that borders the site.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority as the site is located adjacent to identified coalfield.

The previous land use as a landfill site has the potential to have caused contamination and a Preliminary Risk Assessment will be required, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site is significantly at risk of surface water flooding during 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

This policy aims to address strategic spatial priority SO5

558: Factory Basin Lane

This site is occupied by a single storey brick built industrial building. Basin Lane has residential properties on the west side and small-scale industrial buildings on the east side, with the exception of the modern flatted development to the south of the site.

The former site of the Glascote basin (part line of the Coventry Canal network) lies to the south of the site. The line of the Glascote Works Railway also runs to the south of the site. There is the potential for further industrial

remains to be present across this site. A Grade II Listed Building is situated approximately 55ms SE of the site and a Locally Listed Building 110ms S/SE.

The land has previously been used for industrial purposes. Such land use has the potential to have caused contamination and any Planning Application should be supported by a Preliminary Risk Assessment, and site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority

Appendix C – Proposed Employment allocations

This policy aims to address strategic spatial priority SO2 and SO3

EMP1: Land south of A5, Bitterscote South

The site is situated immediately south of the A5 and the A51, with the Birmingham and Fazeley Canal running alongside the western boundary.

The site is in close proximity to the Fazeley and Bonehill Conservation Area. Development should preserve or enhance the setting of the Conservation Area. The site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

The site is located opposite the Broad Meadow Local Wildlife Site and the River Tame. Any proposed development should not have an adverse impact on these features. Development should incorporate areas of open space and landscaping which could link to the area of floodplain and the river corridor to add to the wider Green Infrastructure network. Any landscaping areas should be planted with appropriate native species of local provenance and developed areas should incorporate sustainable drainage measures to control run off (these could include ponds and swales etc which may provide opportunities to incorporate biodiversity enhancement).

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site is partially located in Flood Zone 3 (High Probability of Flooding). Development in Flood Zone 3b (the functional floodplain) will not be permitted. A site specific FRA will be required.

The site is significantly at risk of surface water flooding during 1 in 30 year and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

There is an ordinary watercourse crossing the site and its treatment will require Land Drainage Consent from the County Council. The risk of flooding to the site from the watercourse should be assessed where adequate hydraulic modelling is not available, to ensure the protection of the site, future occupants and off-site areas from flooding.

Any activities at the site that may have an impact on the operations and activities associated with the canal (e.g. surface water drainage arrangements, construction activities near embanked sections) should be discussed and agreed with the Canal and River Trust. Furthermore, investigation into the potential for flooding of the site from the canal (e.g. overtopping or breaching) will be required.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority

There is a public right of way running through the site. The layout of any development must either retain this right of way or provide a suitable alternative as agreed with the County Council through the site.

A noise assessment will be required to demonstrate that the proposed employment use would not have a detrimental impact on the amenities of nearby residential properties.

This policy aims to address strategic spatial priority SO2 and SO3

EMP2: Cardinal Point

The site is situated immediately north of the A5 and west of the A51 and the within an area of existing industrial development.

The site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

The site is located opposite the Broad Meadow Local Wildlife Site and the River Tame. Any proposed development should not have an adverse impact on these features. Areas of open space and landscaping which could link to the area of floodplain and the river corridor to add to the wider Green Infrastructure network should be incorporated. Any landscaping areas should be planted with appropriate native species of local provenance and the developed areas should incorporate sustainable drainage measures to control run off (these could include ponds and swales etc which may provide opportunities to incorporate biodiversity enhancement).

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site partially located in Flood Zone 3 (High Probability of Flooding). Development in Flood Zone 3b (the functional floodplain) will not be permitted. A site specific FRA will be required.

The site is significantly at risk of surface water flooding during 1 in 30 year and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

This policy aims to address strategic spatial priority SO2 and SO3

EMP7: North of Bonehill Road, Part of Bonehill Road Employment Area.

The site is a small section of green space at the roundabout where Ventura Park Road meets Meadow Road. The site is within an existing business park with large purpose built industrial units surrounding it.

The site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

The site is located opposite the Broad Meadow Local Wildlife Site and the River Tame. Any proposed development should not have an adverse impact on these features. Areas of open space and landscaping which could link to the area of floodplain and the river corridor to add to the wider Green Infrastructure network should be incorporated. Any landscaping areas should be planted with appropriate native species of local provenance and the developed areas should incorporate sustainable drainage measures to control run off (these could include ponds and swales etc which may provide opportunities to incorporate biodiversity enhancement).

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

The site is located within 50 metres of a tributary of the River Tame. Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site is partially located in Flood Zone 3 (High Probability of Flooding). Development in Flood Zone 3b (the functional floodplain) will not be permitted. A site specific FRA will be required.

The site is significantly at risk of surface water flooding during 1 in 30 year and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

This policy aims to address strategic spatial priority SO2 and SO3

EMP8: Land adjacent to Relay Park

The site is an area of green space off an existing established industrial estate situated close to the junction of the A5 with the M42.

The site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

Green Infrastructure should be incorporated and should link to a wider GI network.

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

The site is greater than 1ha and located in Flood Zone 1 (Low Probability of Flooding). A site specific FRA would need to be prepared for the development focussing on the sustainable management of surface water.

The site is significantly at risk of surface water flooding during 1 in 30 year and 1 in 200 year rainfall events. Site drainage and historical incidences of flooding should be investigated. Any development should ensure that surface water flow routes are managed within the site and also restrict the discharge of surface water to allowable discharge rates (if connecting to the public surface water sewer) or seek to reduce discharge rates towards Greenfield runoff rates.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority.

This policy aims to address strategic spatial priority SO2 and SO3

EMP9: Land adjacent to Centurion Park

The site is an area of green space off an existing established industrial estate situated close to the junction of the A5 with the M42.

The site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

Green Infrastructure should be incorporated and should link to a wider GI network.

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

There is an ordinary watercourse crossing the site and its treatment will require Land Drainage Consent from the County Council. The risk of flooding to the site from the watercourse should be assessed where adequate hydraulic modelling is not available, to ensure the protection of the site, future occupants and off-site areas from flooding.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority.

This policy aims to address strategic spatial priority SO2 and SO3

EMP10/EMP30/EMP43: Sandy Way 1 and Vacant Land off Sandy Way and Car Park off Sandy Way, Amington Employment Area

The site is an area of green space off an existing established industrial estate situated on Sandy Way.

The site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

Green Infrastructure should be incorporated and should link to a wider GI network.

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority

There is a public right of way running along the western boundary of the site. This should be retained and maintained.

This policy aims to address strategic spatial priority SO2 and SO3

EMP26: Land Adjacent to Sandy Hill Business Park

The site is an area of green space off an existing established Amington Industrial

Estate. The site is adjacent to the public golf course.

There is an indoor bowling and outdoor bowling green/facility immediately to the north of the site that should be protected from any direct or indirect negative impacts.

The site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

Green Infrastructure should be incorporated and should link to a wider GI network.

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present. Site investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

A Coal Mining Risk Assessment should be carried out in accordance with the requirements of the Coal Authority

There is a public right of way running through the site. The layout of any development must either retain this right of way or provide a suitable alternative as agreed with the County Council through the site.

This policy aims to address strategic spatial priority SO2 and SO3

EMP33: Site off Bonehill Road

The site is an area of green space off an existing established industrial estate situated off Bonehill Road.

The proposed site falls within an 'area of built character' and any development of this site should respond to local character and history and reflect the identity of local surroundings and materials.

The site is located opposite the Broad Meadow Local Wildlife Site and the River Tame. Development should not have an adverse impact on these features. Areas of open space and landscaping which could link to the area of floodplain and the river corridor to add to the wider Green Infrastructure network should be incorporated. Any landscaping areas should be planted with appropriate native species of local provenance and the developed areas should incorporate sustainable drainage measures to control run off (these could include ponds and swales etc which may provide opportunities to incorporate biodiversity enhancement).

Before any development commences the site should be assessed under the Habitats Regulations Assessment. The Cannock Chase SAC and the River Mease SAC may be affected by the development of these potential sites.

Any Planning Application should be supported by a Preliminary Risk Assessment to determine the previous site uses and identify the potential for any contamination to be present which could pose a risk to 'Controlled Waters' receptors. Site

investigation, risk assessment and remediation may subsequently be required depending upon the findings of the Preliminary Risk Assessment.

Proposals for the drainage of surface or roof water into the ground will need to take into account the findings of the Preliminary Risk Assessment and any subsequent site investigation. If contamination is present and surface water is to be drained to ground then the contamination risk assessment will need to consider the additional infiltration from the surface and roof water system(s).

The site is greater than 1ha and partially located in Flood Zone 3 (High Probability of Flooding) and the Sequential Test will need to be applied. Development in Flood Zone 3b (the functional floodplain) will not be permitted. A site specific FRA will be required.

Appendix D – Infrastructure Delivery Plan

Physical Infrastructure Required	Strategic Spatial Priorities	Scheme	Outcome	Delivery Agencies	Priority for Planned Development	Cost	Existing Funding	Phasing	Funding Provision	Notes
Transport										
Cycle and Pedestrian Links	SO2 SO4 SO5 SO6 SO7 SO12	Ventura Park to Town Centre Local Transport Package: Cycling and Pedestrians	Improved surface treatment, lighting and signage to town centre leading to an increase in the number of trips made by foot or cycle	Staffordshire County Council, Tamworth Borough Council	Other	£2,500,000	£530,000 s106 £100,000 SCC	2006-2014 2015-2019	Developer Contributions Further bids for funding through Local Transport Plan (LTP), Local Enterprise Partnership (LEP) and Single Local Growth Fund (SLGF)	Toucan crossing installed across River Drive
		Anker Valley Local Transport Package: Cycling and Pedestrian Links	Links to railway station, town centre and education	Staffordshire County Council	Essential	£500,000 Footbridge over Derby line £100,000 (Footpath improvement through station fields)		2015-2019	Developer Contributions	
		Additional Cycling and Pedestrian Links to Anker Valley	Links to railway station, town centre and education	Staffordshire County Council	Other	£600,000 (Cycle link to Amington) £150,000 (Station access)		2020-2031	Developer Contributions	Essential if new development served by Gungate corridor exceeds 500 dwellings
		Railway Station to Town Centre Improvements	Links to railway station and town centre	Staffordshire County Council, Tamworth Borough Council	Other	£1,000,000		2015-2019 2020-2031	Developer Contributions Further bids for funding through LTP, LEP and SLGF	Detailed design undertaken
		Measures Relating to Post 16 Academy	Improved street lighting, cycle facilities, travel plan enhancement	Staffordshire County Council	Other	£150,000 for travel plan enhancement	£150,000 for travel plan enhancement	Complete	Developer Contributions	
		Borough Wide Links	More comprehensive cycle network linking residential areas to the town centre and employment areas	Staffordshire County Council	Other	Unknown		2006-2014 2015-2019 2020-2031	LTP and Developer Contributions Developer Contributions	
Rail	SO2 SO12	Water Orton Rail Corridor Enhancement	Turnback siding and crossover at Tamworth Enabling dedicated local service to Birmingham, increasing the percentage of commuters travelling by public transport Diversion of private car users commuting to Birmingham to Rail use	Network Rail, London Midland, Centro	Other	£30m	£3m CW LTB, £12m rail industry, £0.5m CENTRO.	2015-2019 2020-2031	Local Transport Board	Being promoted by Centro across the Region
		Tamworth Station Car Parking Capacity Increases	Car Park and public transport connection in Anker valley Diversion of private car users commuting to Birmingham to Rail use	Network Rail, London Midland	Other	£500,000 for Anker Valley Car Park		2020-2031	Developer Contributions	First phase of works to existing car park complete, Essential if new development served by Gungate Corridor exceeds 500 dwellings
		Platform Lengthening and Station Improvements at Wilnecote	Improve access and increase use of public transport	Network Rail	Other	Unknown		2015-2019 2020-2031	Rail Companies	
		Tamworth Station Improvements	Improve access and increase use of public transport	Network Rail, London Midland	Other	Unknown		Complete	Identified in the National Stations Improvement Programme	

Physical Infrastructure Required	Strategic Spatial Priorities	Scheme	Outcome	Delivery Agencies	Priority for Planned Development	Cost	Existing Funding	Phasing	Funding Provision	Notes
		Camp Hill Chord Line	Increase in capacity to central Birmingham stations. Improved connectivity and new journey opportunities.	Network Rail, Centro	Other	Unknown		2015-2019 2020-2031	Camp Hill lines chords in Network Rail SBP Route Plan April 2008 proposed strategy	
Bus	SO2 SO4 SO5 SO6 SO12	Ventura Park to Town Centre Local Transport Package: Bus	New bus stops, enhanced service, enhanced bus passenger information and infrastructure	Staffordshire County Council	Other	£200,000	£200,000	2006-2014 2015-2019	Developer Contributions	Necessary for the delivery of town centre regeneration.
		Real-Time Passenger Information for Bus Stops		Staffordshire County Council	Other	Unknown		2015-2019 2020-2031		Bus Service Review: There is scope for infrastructure improvements in Tamworth, with Real-Time Passenger Information being more of a priority, Ventura Park being the first place where such systems would be installed, looking to roll this out across more of Tamworth in future.
		Anker Valley Local Transport Package: Bus	Extended Route Service to new development	Staffordshire County Council	Other	£360,000		2015-2019	Developer Contributions	
		Dunstall Lane Bus Service	Extended Route Service to new development	Staffordshire County Council	Other	£360,000		2015-2019	Developer Contributions	
		Golf Course Bus Service	Extended Route Service to new development	Staffordshire County Council	Other	£360,000		2015-2019	Developer Contributions	
Canal	SO8	Enhanced Management, Access and Interpretation	Increased use of blue corridors Greater connectivity Improved awareness and understanding of biodiversity	British Waterways	Other	Unknown		2015-2019 2020-2031	British Waterways Developer Contributions where related to access or green infrastructure	
Road	SO2 SO3 SO5 SO6	Ventura Park to Town Centre Local Transport Package: Road	Roundabout junction signalisation, highway improvements, linked signals, urban traffic control Reduce impact of new development on local and strategic highway network Reduce congestion, improving bus journey times and reliability	Staffordshire County Council	Other	£60,000 amendments to islands £160,000 second exit from homebase Additional interventions being costed	£60,000 £160,000	2006-2014 2015-2019	LTP, Private Sector Developer Contributions	Roundabout signalisation complete. Second exit from Sainsburys complete Design for second exit from Homebase complete Necessary for the delivery of town centre regeneration.
		A5(T) Junction Improvements at Stoneydelph and Mile Oak	Less congestion and queuing	Highways Agency	Other	Mile Oak: £1,349,230 Stoneydelph: £973,326		2006-2014 2015-2019	Developer Contributions and bids for additional funding via LEP	Development in adjoining authorities may also be required to contribute
		Anker Valley Local Transport Package: Road	Modifications to A513 and B5493 junction, Urban Traffic Control on Upper Gungate and Aldergate corridor	Staffordshire County Council	Essential	£2,000,000	£1,376,000	2015-2019	£1.376M of local pinch point funding secured Developer Contributions	Pinch Point funding?
		Improved Signage to Town Centre Car Parks	Reduce congestion Town centre regeneration	Tamworth Borough Council, Staffordshire County Council	Other	Unknown		2015-2019		
		Electric Charging Points	Facilitate and increase usage of electric cars	Private Sector, Tamworth Borough Council	Other	Unknown		2020-2031	Tamworth Borough Council, Private Sector	
Public Realm										
Town Centre Public Realm	SO2 SO7 SO9 SO10 SO12	Public Realm Enhancements Focusing on Key Gateways and Corridors Gateways: College Campus Train Station South East Ladybridge Lichfield Street	Improved legibility to and within town centre alongside redevelopment of public and private development sites Downgraded highways infrastructure, minimised street clutter, maximised pedestrian movement and increases visibility of key strategic movement corridors	Tamworth Borough Council, Staffordshire County Council	Other	To be determined as part of early design Detailed design and costing for cultural qtr public realm £500k		2015-2019 2020-2031	LTP and Developer Contributions	

Physical Infrastructure Required	Strategic Spatial Priorities	Scheme	Outcome	Delivery Agencies	Priority for Planned Development	Cost	Existing Funding	Phasing	Funding Provision	Notes
		Corridors: Upper Gungate Victoria Road Bolebridge Street Ladybridge Lichfield Street	Flooring materials, pedestrian and vehicle signage, street furniture (bins, benches, planters, lighting etc.) coordinated, rationalised where appropriate and new signage installed, including Library, Civic Space & St Editha Square							
		Enhance Market	Provision of new stalls More regular markets	Tamworth Borough Council	Other	Nil		2006-2014 2015-2019	Tamworth Borough Council	New stalls have been introduced by the market operator and a programme of additional markets is being considered
Employment Area Renewal	SO3	Business Led Improvements to Key Traditional Employment Sites Across the Town	Enhancements to make them more attractive, accessible, visible and durable. Improvements such as New signage Soft and hard landscaping Additional parking Security lighting and fencing Building cladding	Southern Staffordshire Partnership	Other	£200,000		2015-2019 2020-2031	Private sector, developer contributions where appropriate, LEP	Bid for funding made by SSP
Water and Drainage										
Water Resources and Supply	SO6	Some Off-Site Water Mains Infrastructure	Development with required infrastructure	Severn Trent Water Ltd, South Staffs Water	Essential	Unknown		Unknown	Severn Trent Water South Staffs Water	Dependant on level of growth
		New Booster Pump at Glascode Booster Station		South Staffs Water	Essential	Unknown		Unknown	South Staffs Water	Dependant on level of growth
		Use of Warton Groundwater Unit for Further Water Extraction		South Staffs Water	Essential	Unknown		Unknown	South Staffs Water	
Waste Water Collection and Treatment	SO6	Improvements May be Required to Increase Capacity Within the Mains and Pumping Stations	Development with required infrastructure	Severn Trent Water Ltd	Essential	Unknown		Unknown	Severn Trent Water	
Surface Water Drainage	SO11	Implementation of Sustainable Drainage Systems Techniques in New Development	Reduced risk of flooding	Staffordshire County Council, Tamworth Borough Council, Developers	Essential	Unknown		2006-2014 2015-2019 2020-2031	Developers SCC SUDS Approving body maintenance funding arrangements to be confirmed by Government	Potential nil additional construction cost but unknown maintenance costs and arrangements
Flood Defences	SO11	New Flood Defences at Fazeley (Mayfair Drive and Brook End), New Embankment at Lichfield Road	New flood defences leading to reduced risk of flooding	Environment Agency	Other	Unknown £2.5m Lichfield Road	£2.5m	2006-2014 2015-2019	Environment Agency	The River Tame Flood Risk management Strategy contained several projects to reduce the risk of flooding and was subject to public consultation in 2009. An action plan with priorities is expected. Lichfield Road Works complete
		Investigation of Flooding and Flood Protection Works to Birmingham Fazeley Canal	Reduced flooding from River Tame	British Waterways, Environment Agency	Other	Unknown		2015-2019 2020-2031	Environment Agency	The River Tame Flood Risk management Strategy contained several projects to reduce the risk of flooding and was subject to public consultation in 2009. An action plan with priorities is expected.
Waste										
Waste Recycling	SO11	Household Waste Recycling Station	Sustainable reuse of resources	Warwickshire County Council	Other	£3.5m	£3.5m	Complete	Warwickshire and Staffordshire County Councils	
Energy										
Renewable Energy Generation	SO11	Possible Opportunities for Renewable Energy Generation Identified in the	Secure decentralised energy generation and reduced carbon emissions	Private Sector, Commercial Energy	Other	Nil		2015-2019 2020-2031	Private sector and commercial energy companies	Nil cost as funded by generation revenue

Physical Infrastructure Required	Strategic Spatial Priorities	Scheme	Outcome	Delivery Agencies	Priority for Planned Development	Cost	Existing Funding	Phasing	Funding Provision	Notes
		Staffordshire Renewable and Low Carbon Energy Study		Companies						

Appendix E – Car 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 into account 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.

Sufficient manoeuvring and standing space 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. 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.

The recommended standards are contained in the following schedule.

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	Where all parking is provided within the

C3. Traditional housing (local authority/private / Housing association)	<p>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</p>
C3. Sheltered housing/communal housing of elderly	<p>Other Residents/Visitors: 1 car space per 3 dwellings/units of accommodation/bedroom Staff: 1 space per 3 staff present at busiest time</p>
C3. Self-contained flats /apartments *	<p>Residents: 1 space per flat Visitors: 1 space per 4 flats</p>
OTHER D1. Places of worship	1 space per 5 seats
D1. Museums/public halls/libraries/ art galleries/exhibition halls	<p>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</p>
D1. Clinics/GP Practices/Health Centres *	<p>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</p>
D1. Day nurseries	<p>1 space per member of teaching staff 1 drop-off space per 10 children</p>
D1. Primary/Secondary Schools *	<p>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</p>
D1. Colleges/adult training centres *	<p>1 space per member of teaching staff 1 space per 10 full-time equivalent students</p>

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

APPENDIX F: MONITORING AND IMPLEMENTATION FRAMEWORK TABLE

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

Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
SP4: Sustainable Economic Growth	<ul style="list-style-type: none"> TBC SCC TSP Developers BEP Highways Agency Enterprise Partnerships Local Employers and Businesses Land owners Education and Training providers 	<ul style="list-style-type: none"> SP1, CP2 Economic Strategy LEP Spatial/Economic Strategy Place Plan 	Total amount of additional floorspace and land by use class	Increasing trend	Work with enterprise partnerships, landowners and adjoining authorities to ensure delivery of suitable sites to meet needs of Tamworth.	In employment land monitoring
			Total number of employee jobs in the Borough	Increasing trend over 5 year period	Liaise with local business support groups through enterprise partnerships	Staffordshire County Council data In house monitoring
			Loss of employment land	No loss of strategic employment areas to alternative uses	Work with partners to develop a greater understanding of the market for employment land	Staffordshire County Council data In house monitoring Employment land monitoring Pre-application discussions Tamworth & Lichfield Economic Strategy & reviews
SP5: Housing	<ul style="list-style-type: none"> TBC SCC TSP Developers RSL's Highways Agency Land Owners HCA 	<ul style="list-style-type: none"> CP4, CP5, CP6, CP7 Housing Strategy Local Investment Plan Strategic Housing Land Availability Assessment Planning applications 	Housing supply to be monitored in relation to the five year tranches in order to ensure there remains a flexible supply of developable and deliverable land for homes.	To demonstrate an annual 5 year supply of deliverable sites A 10 year supply of developable sites	Work with landowners and developers, through agents forum, and identify blockages to deliverability. GBSLEP funding opportunities Continue to work with neighbouring authorities duty to co-operate agreements may need revisiting	In house monitoring & updated housing trajectory
			Total no of net additional dwellings in Tamworth	Meeting annual requirement of 170 dwellings	Work with landowners and developers, through agents forum, and identify blockages to deliverability. GBSLEP funding opportunities Continue to work with neighbouring authorities duty to co-operate agreements may need revisiting	In house monitoring & updated housing trajectory
SP6: Sustainable Urban Extension	<ul style="list-style-type: none"> TBC SCC Landowners Developers Local transport operators English Heritage English Nature Environment Agency Wildlife Trust Network Rail Duty to Co-op 	<ul style="list-style-type: none"> CP4,5,6,8,9,10,11,12 Master plan Planning applications 	No.of housing completions		Work with landowners and developers, through agents forum, and identify blockages to deliverability. GBSLEP funding opportunities Continue to work with neighbouring authorities duty to co-operate agreements may need revisiting	In house monitoring

Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
SP7: Regeneration Priority Areas	<ul style="list-style-type: none"> TBC SCC TSP Developers Land Owners HCA RSL's 	<ul style="list-style-type: none"> CP2,4,5,6,9,10,13 & 15 Locality Working Plans Economic Strategy Local Investment Plan 	The Local Plan has included a set out a more detailed monitoring framework and specific targets	Increasing number of homes	Work with Council's Housing department and TSP to address blockages to delivery.	In house monitoring
			% of properties achieving Decent Homes standard in Regeneration Priority Areas			
			Extent of deprivation in Tamworth relative to all areas nationally	Reduce No of Super output areas that fall within the most deprived 10-20% in England	Work with partners to target holistic initiatives to address socio-economic deprivation.	In house monitoring & government produced statistics
			% of Open Space classed as high quality	Increase in the amount of 'good' quality Open Space	Work with Council's Street scene department to address maintenance issues. Work with landowners to address issues in relation to private space.	In house monitoring
			Amount of previously developed land developed for uses set out in policy	Increasing trend	Work with landowners and developers, through agents forum, and identify blockages to deliverability	In house monitoring
Amount of vacant floorspace	Decreasing trend	Work with landowners and developers, through agents forum, and identify blockages to deliverability	In house monitoring			
SP8: Environmental Assets	<ul style="list-style-type: none"> Natural England Tamworth Borough Council Staffordshire County Council Environmental Agency British Waters English Heritage Landowners 	<ul style="list-style-type: none"> Green Infrastructure Study (GIS) CIL 	Net Count of good quality open spaces lost to development	No loss	Review GIS and Pre-Submission Discussions	In house monitoring

Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
SP9: Sustainable Infrastructure	<ul style="list-style-type: none"> • Bus operators • Network Rail • Developers • Tourism Attractions • Staffordshire County Council 	<ul style="list-style-type: none"> • Development Management Policies • Developer Contributions • Local Transport Plan Funding 	Delivery of Local Transport Plan Priorities	N/A	<p>Effective Partnership Working with SCC to deliver priorities</p> <p>If improvements not delivered then facilitate more effective liaison with delivery partners and reassess funding</p>	Staffordshire County Council monitoring
CP1: Hierarchy of Centres	<ul style="list-style-type: none"> • TBC • SCC • Developers/Land Owners • Enterprise Partnerships 	<ul style="list-style-type: none"> • Development Management Process • LEP spatial/economic strategy • Design SPD 	Amount of new comparison retail development located within the Town Centre, Local and Neighbourhood Centres Boundaries	<ul style="list-style-type: none"> • 20,000sq.m Gungate Redevelopment • 7,800 m2 comparison and 2,900 m2 convenience after 2021 	Due to the unpredictability of the retail market it is difficult to forecast completions.	In house monitoring and health checks
			Amount of vacant floorspace in the town centre, local centres and neighbourhood centres	Reduction in the amount of vacant floorspace in the town centre, local centres and neighbourhood centres.	improve partnership working and delivery with centre partners to ensure that centres continue to remain viable	In house monitoring and health checks
CP2: Economic Growth and Enterprise	<ul style="list-style-type: none"> • TBC • SCC • TSP • Developers • BEP • Highways Agency • Enterprise Partnerships • Local Employers and Businesses • Land owners • Education and Training providers 	<ul style="list-style-type: none"> • SP1, CP2 • Economic Strategy • LEP Spatial/Economic Strategy • Place Plan 	Total amount of additional floorspace/land by use class	Increasing trend	Work with enterprise partnerships, landowners and adjoining authorities to ensure delivery of suitable sites to meet needs of Tamworth.	In house monitoring
			Total number of employee jobs in the Borough	Increasing trend over 5 year period	Liaise with local business support groups through enterprise partnerships	Staffordshire County Council data In house monitoring
			Loss of employment land	No loss of strategic employment areas to alternative uses	Work with partners to develop a greater understanding of the market for employment land	Staffordshire County Council data In house monitoring Pre-application discussions Tamworth & Lichfield Economic Strategy & reviews

Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
CP3: Culture and Tourism	<ul style="list-style-type: none"> TBC Destination Staffordshire SCC BEP Enterprise Partnerships Local Transport Operators British Waterways Staffordshire Wildlife Trust RSPB Adjoining Authorities 	<ul style="list-style-type: none"> Development Management Process Design SPD LEP spatial/economic strategy Staffordshire LTP 	Number of tourism related jobs	Increase in number of tourism related jobs	If a decreasing trend occurs in any 5 year period then publish further guidance on promoting opportunities for tourism	In house monitoring Staffordshire County Council data
			Number of visitors recorded to tourism facilities	Annual increase in visitors recorded		In house monitoring Staffordshire County Council data
CP4: Affordable Housing	<ul style="list-style-type: none"> TBC RSL's HCA Developer 	<ul style="list-style-type: none"> Development Management Process 	Number of affordable housing completions	40 completions p.a	Less than an average of 40 units per annum over a 5 year period then review the threshold. Discuss with landowners and developers regarding viability	Residential Land monitoring reports
CP5: Housing Needs	<ul style="list-style-type: none"> TBC SCC RSL's Developers 	<ul style="list-style-type: none"> Development Management Process Housing Market Needs Assessment Update Design SPD 	% of completions by size and type	4% 1 bedroom 42% 2 bedroom 39% 3 bedroom 15% 4 bedroom	Adopt more proactive pre-application discussions with developers and then regularly assess the need for potential housing types, through housing market area assessment process and amend policy as appropriate to reflect any emerging increasing need for a particular type.	In house monitoring
CP6: Housing Density	<ul style="list-style-type: none"> TBC Developers 	<ul style="list-style-type: none"> Development Management Process Design SPD Design and Access Statement 	% residential completions at specified dph	40dph in town centre and sustainable locations or 30 dph in urban area, as set out in policy.	If lower in any 5 year period review.	In house monitoring
CP7: Gypsies and Travellers and Travelling Showpeople	<ul style="list-style-type: none"> TBC SCC Neighbouring Authorities Land Owners 	<ul style="list-style-type: none"> Development Management Process 	Number of additional pitches granted permission	1 additional pitch by 2028	If no sites are delivered, improve partnership working with authorities	In-house monitoring

CP8: Sport and Recreation	<ul style="list-style-type: none"> TBC SCC National and Regional Bodies Developers 	<ul style="list-style-type: none"> Development Management Process Indoor and Outdoor Sports Strategy 	% increase in participation	1% increase in participation per annum	Review quality, quantity, accessibility and level of use of Sport and Recreation facilities as part of review of Indoor and Outdoor Sports Strategy.	Indoor and Outdoor Sports Strategy
			Loss of playing pitches	No loss		
Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
CP9: Open Space	<ul style="list-style-type: none"> TBC SCC Developers/ Land Owners 	<ul style="list-style-type: none"> Development Management Process Open Space Strategy 	The standard ha per 1000 population of publicly accessible open space	Maintaining the standard set out in the	Review quality, quantity, accessibility and level of use of open spaces as part of review of Open Space strategy .	In house monitoring
			Number of Parks achieving Green Flag status	All parks achieving Green Flag status	Work with partners to identify issues and opportunities to ensure parks qualify for Green Flag status	In house monitoring
CP10: Design of new development	<ul style="list-style-type: none"> TBC SCC Developers/Land Owners Design Bodies 	<ul style="list-style-type: none"> Development Management Process Design SPD Development Briefs Design and Access Statements 	Number of applications refused on design grounds	Decreasing trend	Increasing pre-application discussions and raising awareness of design issues	In house monitoring
CP11: Protecting the Historic Environment	<ul style="list-style-type: none"> TBC SCC Developers/ Land Owners English Heritage Civic Society Amenity Bodies 	<ul style="list-style-type: none"> Design SPD Development Management Process Conservation Management Plans 	Number of heritage assets at risk	Decrease in heritage assets at risk or no net increase in heritage assets.	If an increasing trend is shown over a 5 year period look at policy implementation relating to enabling development, CIL provisions and planning enforcement.	In house monitoring
			Number of planning applications resulting in a positive enhancement of a locally designated heritage asset	Relative increase in % year on year	If a decreasing trend is shown in a 5 year period then re-examine policy implementation including the possible use of article 4 directions.	Local list and in house monitoring
			.Number of listed buildings re-used/brought back into use	Increasing trend	If no increase occurs work with landowners and look to promote Conservation Grant as an incentive.	In house monitoring review of Local List

CP12: Protecting and Enhancing Biodiversity	<ul style="list-style-type: none"> TBC SCC Staffordshire Wildlife Trust Natural England Environment Agency 	<ul style="list-style-type: none"> Green Infrastructure Strategy Development Management Process 	Change in areas of Biodiversity importance	No net reduction in areas designated for their intrinsic environmental value	If reduction demonstrated by 2017 Improve partnership working with delivery bodies.	In house monitoring
Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
CP13: Delivering Sustainable Transport	<ul style="list-style-type: none"> TBC SCC Highways Agency Transport Providers SCC 	<ul style="list-style-type: none"> Staffordshire LTP Development Management Process S106/CIL Design SPD 	Travel Plans secured for major development	Increase in number of Travel Plans	Increasing pre-application discussions raising awareness of sustainable transport issues	In house monitoring Staffordshire County Council sourced data
CP14: Community facilities	<ul style="list-style-type: none"> TBC SCC Emergency Services Third Sector Developers/Land Owners 	<ul style="list-style-type: none"> Development Management Process S106/CIL County funding streams 	Provision and improvements of local facilities	Increase in the provision of local facilities	Improve partnership working with delivery bodies	In house monitoring
CP15 Sustainable Development and Climate Change Mitigation	<ul style="list-style-type: none"> TBC Developers/Land Owners 	<ul style="list-style-type: none"> Development Management Process 	development incorporating renewable energy generation		re examine policy implementation	
			% of residential development being conditioned to provide 10% onsite renewable energy generation	Increasing trend	If trend does not increase re examine policy implementation	In house monitoring
			Amount of off-site contribution secured	Increasing trend	Reduce threshold for off-site contribution	In house monitoring
			% of new development assessed as carbon zero	Increasing trend	If trend does not increase re examine policy implementation	In house monitoring
CP16: Water Management	<ul style="list-style-type: none"> TBC EA SCC Seven Trent South Staffordshire Water Developers 	<ul style="list-style-type: none"> SFRA Development Management Process Design SPD 	% of new developments incorporating SUDs	Increasing trend	If trend does not increase consider reviewing Design SPD to incorporate further guidance.	In house monitoring
			No of Planning Applications granted permission contrary to EA's Advice on flood defence grounds.	zero	If more than 3 PA re-assess EA's Role in Pre application stage.	In house monitoring

			Ecological status of River Tame, Anker & Bournebrook	Increase the rivers' ecological status to 'good' by 2015	Work with Environment Agency and Severn Trent Water to identify appropriate mitigation and promote the use of SuDS within development.	Environment Agency data
Policy	Delivery Agency	Implementation	Indicator	Target	Contingency Planning	Data Source
CP17: Infrastructure and Developer Contributions	<ul style="list-style-type: none"> • SCC • Developers/Land Owners • Highways Agency • Transport Operators • RSL's • Enterprise Partnerships 	<ul style="list-style-type: none"> • S106/CIL • Town Centre SPD • Development Management Process 	Timely delivery of infrastructure required to support the delivery of development	Development completed in a timely manner	If contributions are not being achieved review S106 / CIL	In house monitoring Staffordshire County Council data

APPENDIX G – 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:

- a) Manage the demand for travel to a site
- b) Improve the availability and choice of travel mode to a site
- c) Reduce the need to travel (to and from the site)
- d) Reduce the number of vehicles attending the site, particularly single occupancy vehicles
- e) Reduce the costs associated with on-site parking provision and congestion
- f) Provide the absolute minimum possible car parking spaces on site
- g) Improve the safety and security of people who travel to the site
- h) Promote the increased use of cycling, walking and public transport and therefore healthier living
- i) Promote integration between different transport modes
- j) Promote co-ordination between developments on larger sites
- k) Make positive changes to attitudes in relation to the use of alternative transport modes
- l) Provide clear information to employees, customers and visitors on the alternative modes of transport to and from the site
- m) Improve accessibility for non-car users and the disabled
- n) 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. (See table overleaf).

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 used 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 and 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 can include; car parking management; the phasing of works or; 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

These 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 H: Schedule of Designations

Schedule of Designations as identified in Tamworth Local Plan Policies Map and Town Centre Insert.

Designation Type and Number	Designation Name
Site of Special Scientific Interest (SSSI)	Alvecote Pools
Site of County Biological Importance (SBI)	Tamworth Golf Course (portion of)
SBI 2	Brindley Drive
SBI 3	Dosthill Quarries
SBI 4	Broad Meadow
SBI 5	Warwickshire Moor
SBI 6	Bolebridge (South of)
SBI 7	Fazeley
SBI 8	Tameside Nature Reserve
SBI 9	Beauchamp Industrial Park ¹
SBI 10	Dosthill Park
SBI 11	Amington Hall Fishponds
SBI 12	The Decoy
SBI 13	Hockley Clay Pit (West of)
SBI 14	Hodge Lane
SBI 15	Stonydelph Wet Woodland
SBI 16	Hockley (West of)
Local Nature Reserve (LNR)	Hodge Lane
LNR 2	Kettlebrook Park and Lakes
LNR 3	Tameside Nature Reserve
LNR 4	Dosthill Park
LNR 5	Warwickshire Moor
Biodiversity Alert Site (BAS)	Stotfold Barn Road
BAS 2	River Anker (Part of)
BAS 3	Kettlebrook
BAS 4	Hodge Lane LNR (East)
BAS 5	Dosthill Quarry Grassland
BAS 6	Coton House Farm (South of)
BAS 7	Dosthill Church Quarry
Scheduled Ancient Monument (SAM)	Saxon Defences
SAM 2	Medieval Deanery (Lower Gungate)
SAM 3	Saxon Defences
SAM 4	Tamworth Castle
Conservation Area (CA)	Town Centre Conservation Area
CA 2	Hospital Street Conservation Area
CA 3	Victoria Road/Albert Road Conservation Area
CA 4	Dosthill Conservation Area
CA 5	Amington Hall Conservation Area
CA 6	Wilnecote Conservation Area
CA 7	Amington Green Conservation Area

APPENDIX I – Glossary

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

Accessibility	The ability of everyone to conveniently go where they want.
Affordable housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.</p>
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) Clusters	Money available within the catchment area with which to support existing and additional floor space. Networks of specialised, creative, industrial or hi-tech businesses concentrated within a particular location whose co-location may enhance their competitive advantage.

The Community Infrastructure Levy (CIL)	This is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.
Comparison Goods	The provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods
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.
Convenience Goods	The provision of everyday essential items, including food, drinks, newspapers/ magazines and confectionary.
Local Plan	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 Local Plan, 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.
Dwelling	A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or residentially converted farm building.
Employment uses	Includes any uses or development that creates jobs
Environment Agency	This is a Public Body that is responsible for protecting and improving the environment of England and Wales, and for protecting communities from the risk of flooding and managing water resources. They are consulted throughout the plan making and decision making process in order to promote sustainable development.
Existing Employment Areas	These are the EMP areas shown in the proposal map for the Council's Local Plan.
Evidence Base	The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area. It consists of consultation responses and the finding of technical studies.
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	A designation for land around certain cities and large built up

be confused with the term greenfield)	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.
Green Infrastructure	A strategically planned and delivered network of high quality green spaces and other environmental features. It is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.
Gypsy and Traveller Accommodation Assessment(GTAA)	The Housing Act 2004 requires local authorities to undertake an assessment of the accommodation needs of gypsies and travellers. This assessment is used to inform the amount of land that should be identified by the planning system to meet the needs of gypsies and travellers.
Indices of Multiple Deprivation	This measures the level of deprivation within a specific geographic area (i.e. council wards). It assesses the level of deprivation from a whole range of sources such as income employment; health and disability; education; skills and training; housing and services; living environment and crime. It can useful for identifying areas in need of regeneration.
Infill development	Building on a relatively small site between existing buildings.
Infrastructure Delivery Plan (IDP)	The IDP identifies the necessary social, physical and green infrastructure required to support the new development proposed in the Local Plan for Tamworth up to 2028.
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 Plan	<p>The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004.</p> <p>Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.</p>
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.
Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
Mixed use	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
Modal Split	The number of journeys being made by each different transport type.
National Planning Policy Framework (NPPF)	<p>The NPPF sets out the Government's planning policies for achieving sustainable development, in terms of encouraging economic prosperity, social progress (i.e. increasing the delivery of homes and its supporting infrastructure such as schools, hospitals, roads, etc) and protecting the historic/natural environment (i.e. sites of biodiversity importance and conservation areas).</p> <p>The NPPF will guide the formulation of the Local Plan, which will contain policies that are generally consistent with the guidelines in the NPPF. In addition to this, the NPPF will also be a material consideration in planning decisions.</p>
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 planning for an overall annual rate and distribution of housing, monitoring provision against targets and indicators and managing the process.
Planning application	A form plus plans submitted to the Council when development is proposed.
Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
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. This excludes: land that has been or is occupied for forestry/agricultural buildings; private residential gardens; allotments; parks and recreational grounds.
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	<p>The Regional Spatial Strategy (RSS) sets out how a region should look in 15-20 years time and possibly longer. It identifies the scale and location of new housing in the region, shows areas for regeneration, growth and identifies smaller sub regions, specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.</p> <p>The Government is intending to abolish the RSS through the Localism Act . They are currently assessing the environmental impacts of this and are in the final stages of revoking it.</p>
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Retail Floorspace	Total area of the property associated with all retail uses, usually measured 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 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 connected to the centre 3. out-of-centre sites, with preference given to sites which are or will be well served 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):-	<p>In areas at risk of flooding, applicants are required to undertake a sequential test (as part of their Flood Risk Assessment), to demonstrate that a potential proposal is being situated on a site that has a low risk of flooding. Applications in areas at risk of flooding are assessed in accordance with the following preferences:</p> <p>Flood Zone 1: An area with low risk of flooding. This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding.</p> <p>Flood Zone 2: An area with a low to medium risk of flooding. This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding or between a 1 in 200 and 1 in 1000 annual probability of sea flooding.</p> <p>Flood Zone 3a: An area with a high probability of flooding. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of flooding from the sea.</p> <p>Flood Zone 3b: This is an area within a functional floodplain. This zone comprises land where water has to flow or be stored in times of flood.</p>
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 Earth's structure).
Spatial Vision	A brief description of how the area will be changed at the end of the plan period (10-15 years)
Special Areas of Conservation	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
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 the National Planning Policy Framework.
Strategic Flood Risk Assessment (SFRA):	Assessment of all forms of flood risk from groundwater, surface water, impounded water bodies, sewer, river and tidal sources, taking into account future climate change predictions. This allows Councils to use this information to locate future development primarily in low flood risk areas (Level 1 SFRA).
Strategic Housing Market Assessment (SHMA)	A technical study which assesses housing need and demand across a defined market area and which is used to inform housing and planning policies.
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. They are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	This examines the impacts of the Local Plan strategies/policies against a large number of economic, social and environmental sustainability objectives. It also provides an indication of what measures may need to be taken to minimise/eliminate any adverse impacts and promote sustainable development. The Planning Compulsory Purchase Act requires an SA to be undertaken for all Development Plan Documents throughout the plan making process.
Sustainable Communities	Places where people want to live and work, now and in the future.
Sustainable Community Strategy	This sets the overall strategic direction and long-term vision for the economic, social and environmental wellbeing of a local area – typically 10 to 20 years – in a way that contributes to sustainable development in the UK. It is prepared by a Local Strategic Partnerships which is made up of public, private and voluntary sector organisations. It identifies the key long term priorities for the area (i.e. Affordable housing, creating employment, tackling causes of social deprivations, etc) and how the LSP could work together to address these.
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.
Transport Assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
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	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. The following list gives an indication of some of the types of uses which may fall within each use class.
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.
B1 Employment Use	Offices, research and development, light industry (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).
B2 Employment Use	General Industrial (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).
B8 Employment Use	Storage and distribution (in the Town and Country Planning Use Classes Order 1987 and its subsequent amendments).
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.
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 a plan. Most 'windfalls' are referred to in a housing context.