



**Tamworth Borough Council
Local Plan 2006-2031
Adopted February 2016**

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CHAPTER 1 - INTRODUCTION

Context to the Tamworth Local Plan

- 1.1 The Planning and Compulsory Purchase Act 2004 (as amended) requires the preparation of a development plan for each Local Planning Authority area in England. The Tamworth Local Plan will be the main document of Tamworth's development plan and it will set out the policies and guidance for new development in Tamworth up to 2031. It sets out the vision and spatial planning strategy for Tamworth, it states the ambitions and principles to guide the future of the area and allocates parts of the town for new homes and employment land to 2031 required to meet local community and business needs. It also includes policies to ensure that appropriate supporting infrastructure is delivered and the area's built and natural environment protected and enhanced. The Local Plan aims to be sufficiently flexible to adapt to the changing circumstances during its life.
- 1.2 The Council has worked with a wide range of stakeholders, local communities, the Local Strategic Partnership and developers since 2007 to produce the Local Plan. The Local Plan has been produced during a time which has seen significant reforms by Government to the planning system.
- 1.3 The National Planning Policy Framework (March 2012) sets out guidance 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 to be consistent with the National Planning Policy Framework (NPPF).
- 1.4 The Tamworth Local Plan (2006- 2031) was adopted in 2016 and replaces the previous Local Plan (adopted in 2006). Further detailed guidance will be included in a Design SPD, Development Briefs and Masterplanning, which will support the implementation of the Plan. Planning applications will be determined in accordance with this Local Plan unless other material considerations (including the NPPF) indicate otherwise.

How to read this Document

- 1.5 The Local Plan is divided into a number of chapters, including a spatial portrait and vision for Tamworth. It sets out the key characteristics of the area and identifies the strategic issues and challenges 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 spatial priorities which are set out in relation to the key themes to which they relate.
- 1.6 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. These chapters include policies to guide how the spatial vision and spatial priorities will be achieved in practical terms.

Table 1.1: Summary of Policy Chapters and the Policies

Chapter	Chapter Summary	Chapter Policies
Chapter 3 – Spatial Strategy	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.	This chapter includes policy SS1 (The Spatial Strategy for Tamworth) and policy SS2 (Presumption in Favour of Sustainable Development).
Chapter 4 – A Prosperous Town	This chapter looks towards delivering a prosperous Tamworth and involves planning positively for sustainable economic growth and focussing investment in the town centre and the network of defined local and neighbourhood centres. New employment land allocated in accessible locations and the protection of existing employment areas will ensure the retention of jobs and attract new jobs to Tamworth which will support the reduction of high levels of outcommuting currently experienced in Tamworth. 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.	This chapter includes policies EC1 (Hierarchy of centres for town centre uses), EC2 (Supporting investment in Tamworth town centre), EC3 (Primary and Secondary Frontages), EC4 (Supporting investment in local and neighbourhood centres), EC5 (Culture and Tourism), EC6 (Sustainable economic growth) and EC7 (Employment areas).
Chapter 5 – Strong and Vibrant Neighbourhoods	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.	This chapter includes policies HG1 (Housing), HG2 (Sustainable urban extensions), HG3 (Regeneration priority areas), HG4 (Affordable housing), HG5 (Housing mix), HG6 (Housing density) and HG7 (Gypsies, Travellers and Travelling Showpeople)

<p>Chapter 6 – A High Quality Environment</p>	<p>Delivering a high quality environment will involve protecting and enhancing Tamworth’s network of green and blue infrastructure to provide sufficient opportunities for recreation and biodiversity. Through positive planning and understanding of the significance of Tamworth’s heritage assets, development will achieve high quality design that protects and enhances Tamworth’s historic character.</p>	<p>This chapter includes policies EN1 (Landscape character), EN2 (Green belt), EN3 (Open space and green and blue links), EN4 (Protecting and enhancing biodiversity), EN5 (Design of new development), and EN6 (Protecting the historic environment).</p>
<p>Chapter 7 – A Sustainable Town</p>	<p>Ensuring a combination of strong retail centres, accessible housing and employment sites and the regeneration of existing developed sites lay 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 energy performance, renewable energy generation, reducing flood risk, preventing harm from pollution and providing accessible community facilities will help to deliver sustainable development.</p>	<p>This chapter includes policies SU1 (Sustainable transport network), SU2 (Delivering sustainable transport), SU3 (Climate change mitigation), SU4 (Flood risk and water management), SU5 (Pollution, ground controls and minerals and soils), SU6 (Community facilities) and SU7 (Sport and recreation).</p>

1.7 The Implementation and Monitoring Chapter along with the monitoring framework in Appendix D set out a series of monitoring indicators and targets against each policy to measure their delivery. The indicators will be monitored regularly and if it is shown that targets are not being achieved then contingency measures, also set out in the framework, will be implemented. The chapter also includes policy IM1 (Infrastructure and developer contributions) which brings together infrastructure requirements for new development set out through the Local Plan.

1.8 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 and when, how it is going to be delivered and by whom. Each chapter is also accompanied by a table setting out what actions are needed to implement the policies and who is responsible for delivering them, as well as a timescale.

Local Plan Evidence Base and Sustainability Appraisal

- 1.9 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 spatial priorities 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.
- 1.10 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”; and
- Creating the physical and technological infrastructure necessary to support the achievement of this primary outcome.

Strategic Priority 2: To be healthier and safer in Tamworth

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

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

1.11 Tamworth Strategic Partnership has identified a number of 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.

1.12 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.

1.13 In order to make sure that the right issues are addressed and that the effects of the strategy will have on Tamworth are understood, an evidence base to support the Local Plan has been prepared. This is made up of research and analysis, understanding the views of the local community and obtaining expert and technical information from statutory bodies and agencies.

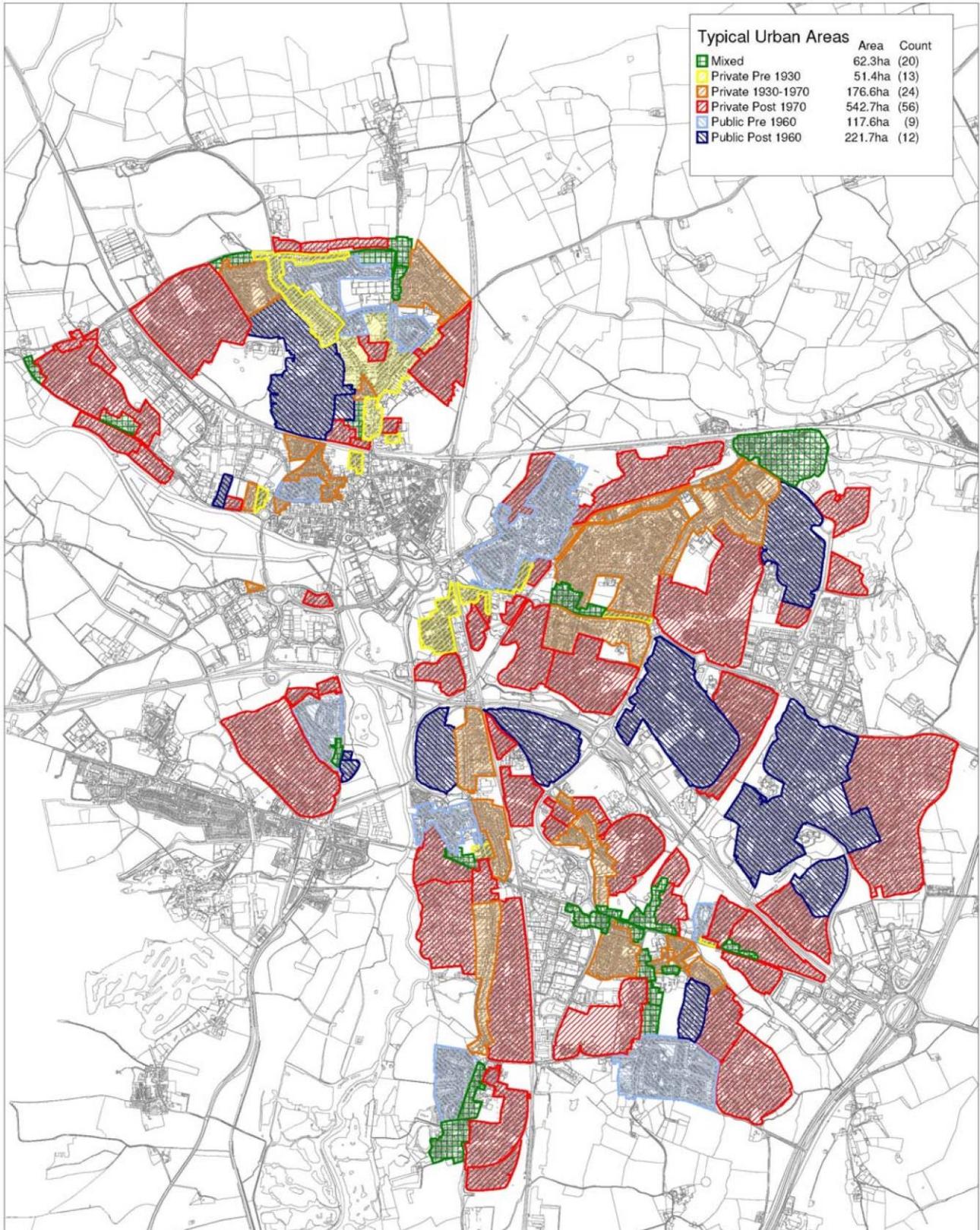
CHAPTER 2 - BACKGROUND: SPATIAL PORTRAIT, VISION & OBJECTIVES

Spatial Portrait

Location, Physical Character and History

- 2.1 Tamworth has ancient origins, first documented in the late 7th century and by the late 8th century was one of the principal seats of the Mercian kingdom, and 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 size 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. Figure 2.1 illustrates this pattern of development in Tamworth.
- 2.2 Consequently, Tamworth is a borough of contrasts, being a modest market town until the 1960's when it became an overspill town for Birmingham and former farmland was transformed into a series of planned neighbourhoods and resulted in substantial urban growth. The separate villages of Amington, Wilnecote and Dosthill were incorporated into the expanding urban area and significant clearance and redevelopment of the town centre saw the historic core fragmented and reshaped although the medieval street pattern is still more or less intact.
- 2.3 The surviving medieval street pattern in the town centre dates from the Mercian period and was established by the Norman period. It is well preserved within the historic core and despite experiencing substantial redevelopment and change in the 1960's/1970's many historic buildings have survived. Beyond the town centre, several small settlements are also of known medieval origin, namely Amington, Amington Green, Bolehall, Dosthill, Glascote and Wilnecote. These settlements all expanded from the late 18th century onwards in response to the growth of industry, which was mainly coal and clay and coincided with the construction of the canal networks.
- 2.4 The earliest suburbs started developing to the north, west and east of the town centre in the 19th century, as evidenced by a number of large detached and semidetached houses on Upper Gungate, Comberford Road, Lichfield Road, Glascote Road and Amington Road.
- 2.5 Tamworth Borough is almost exclusively urban with limited areas of countryside within the Borough boundary. The post war development of the Borough, combined with natural features (including rivers, flood plains, biodiversity sites) has resulted in a unique legacy in the form of an extensive network of accessible green infrastructure which extends beyond the urban area and is complemented by blue infrastructure in the form of the canal and river corridors. The close proximity of Tamworth to the countryside and the green and blue infrastructure throughout Tamworth provides opportunities for biodiversity as well as delivering benefits around increased community cohesion, education, regeneration and improved health and wellbeing.

Figure 2.1: Tamworth Typical Urban Areas



- 2.6 There are two main river catchments in Tamworth, the River Tame and the River Anker (a tributary of the river Tame), with a third smaller catchment of the Kettle Brook. The majority of Tamworth Borough lies in the valley of the River Tame. The bedrock geology is dominated by Triassic mudstones and sandstones, which, being relatively soft have eroded over thousands of years to form the wide flat valley of the River Tame and its tributaries. Recent glaciation also influences the landscape seen today with deposits of glacial sands and gravels covering most of the river valley and unique to Tamworth are a series of coal measures. Much of the town's essential infrastructure lies within the Flood Zones and large areas of both residential and industrial properties are at risk.
- 2.7 There are two canals located in Tamworth: the Coventry Canal, which runs through the area, and the Birmingham and Fazeley Canal, which has its junction with the Coventry Canal on the southern border of the Borough. Liaison with the Canal and River Trust indicated that there are no recorded incidents of breaches or any other flood risk instances associated with these canals.
- 2.8 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.
- 2.9 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 centre. 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. 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.
- 2.10 The town centre contains three conservation areas and a large number of listed and local listed buildings, many of which are key local landmarks. Tamworth Castle and the Assembly Rooms are recognised attractions and it is important that all aspects of the town centre are enhanced to provide a welcoming and attractive visit or destination. Archaeological remains are also present, the most obvious being Tamworth Castle which is a scheduled monument as well as being a grade I listed building, but there are other less obvious remains including parts of Offa's Dyke and a medieval Deanery Wall which survives in the rear yards of properties on Church Street and Lower Gungate. There is also potential for below ground archaeology and any development that involves excavation in the vicinity of known remains will be required to undertake appropriate investigation.

- 2.11 Smaller conservation areas centred on the core of the former villages of Dosthill, Wilnecote and Amington Green are now also part of the urban area due to the town's expansion. 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 and farmland.

Population and Housing

- 2.12 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.
- 2.13 The population of Tamworth in 2012 was approximately 77,118 and projected figures based upon this Plan suggest Tamworth will experience a population growth of approximately 7,717 people. 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.
- 2.14 Tamworth's housing market is relatively self-contained, but shares strong ties with settlements surrounding Tamworth within other local authority areas. Tamworth has links to Lichfield District and North Warwickshire and to a lesser extent Birmingham, demonstrating the historical links with the city.

Economic Activity and Vitality

- 2.15 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 Tamworth 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.

- 2.16 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.
- 2.17 Tourism is one of the largest and fastest growing industries in the country. It is the largest growth industry in Staffordshire, generating £98.7 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 (Tamworth Tourism Economic Impact Assessment, 2011).
- 2.18 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 Tamworth, 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 Tamworth.
- 2.19 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 centre 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 centre retail areas to attract more people to visit the town centre.
- 2.20 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.
- 2.21 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, 2014). 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. However the rise of internet shopping and its potential impact on out of

centre retail is not yet fully understood and may have implications beyond the short term.

Community, Health and Education

- 2.22 Healthy living indicators for Tamworth residents show low participation levels in physical activity, higher than average levels of obesity, lower life expectancy, a less healthy diet and specific wards with high levels of multiple deprivation.
- 2.23 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.
- 2.24 Within the town there are significant pockets of both affluence and deprivation; the latter especially in Glascoate, 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 (2010), 18.1% of the population live in areas that are amongst the most deprived in England. The Glascoate 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.

Transport

- 2.25 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.
- 2.26 Tamworth has good connections to the national transport network. The A5(T) provides links to Cannock, Nuneaton, the M42 and the M6 Toll. The A51, A513 and A4091 local routes also run north-south through the Borough. Tamworth's close proximity to the national motorway network and to Birmingham makes it an accessible place to live and work. It is estimated that 50% of the working population out-commute each day to work and 69% of employed residents drive 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.
- 2.27 Tamworth rail station is located in close proximity to the town centre, whilst Wilnecote station is to the south of the town centre near Two Gates and within the proposed Wilnecote Regeneration Corridor. Both rail stations are located on the Cross Country line between Birmingham / Tamworth / Burton upon Trent / Derby / Nottingham, and Tamworth station is also located on the West Coast Mainline. There is significant passenger and freight demand along both corridors, although there is no dedicated local service on the Cross Country line so demand is catered for by stops on the Nottingham to Birmingham service and by less frequent stops of longer distance services. Passenger numbers at Tamworth station increased by nearly 25.5 % between 2006/07 and 2012/13. This increase is likely to be attributable to the more frequent local services on the West Coast Main Line.

- 2.28 Staffordshire County Council (SCC) currently has limited direct input into the rail industry. Train Operating Companies (TOC's) are private companies, paid to run an area's services by central government. The Government also pays Network Rail to manage and maintain the rail network, and the ORR (Office for Rail regulation) to regulate Network Rail and TOC's. SCC therefore works with TOC's, Network Rail and other local authorities to invest in the rail network and improve connectivity. Both Tamworth and Wilnecote stations are currently managed by London Midland.
- 2.29 Tamworth is served by a core bus network of local and inter-urban routes to Lichfield, North Warwickshire and the West Midlands conurbation, supported by community transport services. According to 2011 census data 4% of residents in Tamworth travel to work by bus and 2% by train.
- 2.30 Tamworth has an extensive cycle network covering 30 miles within a 12 square mile area, including a network of off-road links. According to the 2011 census data, only 2% of residents in Tamworth cycle to work and 9% walk.
- 2.31 Despite the high levels of commuting and low use of public transport, 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.

Issues & Challenges

- 2.32 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 Green Belt 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.
- 2.33 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

- 2.34 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.
- 2.35 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.
- 2.36 The Local Plan sets out an objectively assessed 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.

2.37 Key evidence:

- Southern Staffordshire Districts Housing Needs Study and SHMA Update (2012, 2014, 2015)
- Strategic Housing Land Availability Assessment (2011, 2012)
- Availability of Residential Land (2015)
- Site Selection Technical Paper (2014)
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment: Lichfield and Tamworth (2012)
- Staffordshire FlexiCare Housing Strategy 2010-2015 (2010)

Economic

2.38 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.

2.39 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 Tamworth, mostly within the post war planned estates, some of which are among the most deprived in England.

2.40 To address these issues, the Local Plan sets out that there is a need for a minimum 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.

2.41 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 in the town centre. 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.

2.42 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.

2.43 Key evidence:

- Tamworth Town Centre and Retail Study (2011) and update (2014)
- Threshold policy for main town centre uses impact assessment: Evidence Report (2013)
- Exley Centre Report: Addendum to Tamworth Town Centre and Retail Study (2014)
- Tamworth Town Centre and Retail Study: Addendum on NPPF policy on retail development (2012)

- Tamworth Town Centre and Out of Town Linkage Proposals (2011)
- Employment Land Review (2009 and 2012) and update (2013)
- Tamworth Employment Land Study: Future land study estimation (2009)
- Tamworth Tourism Impact Assessment (2011)

Environmental

- 2.44 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 to the south, areas of biodiversity importance and the historic nature of most of the town centre.
- 2.45 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.
- 2.46 Key evidence:
- Open Space Review (2011)
 - Planning for Landscape Change (2000)
 - Mease/Sense Lowlands National Character Area Profile 72 (2013)
 - Trent Valley Washlands National Character Area Profile 69 (2013)
 - Tamworth Phase 1 Habitat Survey (2008)
 - Biodiversity Opportunity Mapping (2010)
 - Green Belt Review (2014)
 - Conservation Area Appraisals (2007 and 2008)
 - Extensive Urban Survey (2011)
 - Heritage at Risk (2013)
 - Heritage Impact Assessments (2014)
 - Southern Staffordshire Surface Water Management Plan (2011)
 - Southern Staffordshire Outline Water Cycle Strategy (2010)
 - Tamworth Strategic Flood Risk Assessment Level 1 (2009)
 - Tamworth Strategic Flood Risk Assessment Level 2 (2014)

Infrastructure

- 2.47 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 Tamworth. 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 Tamworth, particularly along the Gungate corridor; within the town centre; the out of centre shopping parks; and some junctions along the A5.
- 2.48 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.

2.49 This will be achieved through the measures in the 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 outside of Tamworth; 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.

2.50 Key evidence:

- Infrastructure Delivery Plan (2014)
- Whole Plan Viability, Affordable Housing and CIL Study and update (2014, 2015)
- Draft Tamworth Borough Integrated Transport Strategy 2014-2031 (2014)
- Joint Indoor and Outdoor Sports Strategy (2009) and Update (2014)
- Tamworth Borough Council Anker Valley Sustainable Urban Extension Transport Package Appraisal (2013)
- Tamworth Linkages (2012)
- Staffordshire Local Transport Plan (2011)
- Staffordshire County-wide Renewable / Low Carbon Energy Study (2010)
- Tamworth Future Development and Infrastructure Study (2009)
- Waste and Recycling Strategy for Tamworth 2007 – 2012 (2007)

Vision

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

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'

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

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

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.

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.

Sustainable urban extensions to the town will be created. These will have a mix of housing and community facilities where required, with excellent connectivity to the town centre and beyond.

A balance between growth and 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.

To promote sustainable modes of transport appropriate infrastructure must be put in place. Where appropriate, new pedestrian and cycleways 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.

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

2.51 The vision will be delivered by the following spatial priorities:

Reference	Spatial Priorities	Local Plan Policy
SP1	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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC6 (Sustainable Economic Growth) HG1 (Housing) HG2 (Sustainable Urban Extensions) HG6 (Housing Density) SU5 (Pollution, Ground Conditions and Minerals and Soils)
SP2	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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC1 (Hierarchy of Centres for Town Centre Uses) EC2 (Supporting Investment in Tamworth Town Centre) EC3 (Primary and Secondary Frontages) EC5 (Culture and Tourism) EC6 (Sustainable Economic Growth) HG1 (Housing) EN5 (Design of New Development) EN6 (Protecting the Historic Environment)
SP3	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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC1 (Hierarchy of Centres for Town Centre Uses) EC2 (Supporting Investment in Tamworth Town Centre) EC6 (Sustainable Economic Growth) EC7 (Strategic Employment Areas) HG3 (Regeneration Priority Areas) SU6 (Community Facilities)
SP4	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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC2 (Supporting Investment in Tamworth Town Centre) EC3 (Primary and Secondary Frontages) EC4 (Supporting Investment in Local and Neighbourhood Centres) HG2 (Sustainable Urban Extensions) HG3 (Regeneration Priority Areas) SU6 (Community Facilities)

		SU7 (Sport and Recreation)
SP5	To provide a range of affordable, adaptable and high quality housing that meets the needs of Tamworth residents.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) HG1 (Housing) HG2 (Sustainable Urban Extensions) HG3 (Regeneration Priority Areas) HG4 (Affordable Housing) HG5 (Housing Mix) HG6 (Housing Density) HG7 (Gypsies, Travellers and Travelling Showpeople)
SP6	To ensure that appropriate infrastructure is in place to support the delivery of development across the Borough.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) IM1 (Infrastructure and Developer Contributions) Infrastructure Delivery Plan (Appendix B)
SP7	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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC2 (Supporting Investment in Tamworth Town Centre) EC4 (Supporting Investment in Local and Neighbourhood Centres) HG1 (Housing) HG2 (Sustainable Urban Extensions) HG3 (Regeneration Priority Areas) EN2 (Green Belt) EN3 (Open Space and Green and Blue Links) EN4 (Protecting and Enhancing Biodiversity) EN5 (Design of New Development) SU1 (Sustainable Transport Network) SU4 (Flood Risk and Water Management) SU7 (Sport and Recreation)
SP8	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. This extends to the rivers and their important functioning floodplains.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EN1 (Landscape Character) EN2 (Green Belt) EN4 (Protecting and Enhancing Biodiversity) EN6 (Protecting the Historic Environment) SU4 (Flood Risk and Water Management)

SP9	To protect and enhance heritage 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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC2 (Supporting Investment in Tamworth Town Centre) EC3 (Primary and Secondary Frontages) EC5 (Culture and Tourism) HG1 (Housing) HG2 (Sustainable Urban Extensions) EN5 (Design of New Development) EN6 (Protecting the Historic Environment)
SP10	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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC2 (Supporting Investment in Tamworth Town Centre) EC4 (Supporting Investment in Local and Neighbourhood Centres) HG1 (Housing) HG2 (Sustainable Urban Extensions) HG3 (Regeneration Priority Areas) EN5 (Design of New Development)
SP11	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 as well as on site green infrastructure.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EN5 (Design of New Development) SU1 (Sustainable Transport Networks) SU2 (Delivering Sustainable Transport) SU3 (Climate Change Mitigation) SU4 (Flood Risk and Water Management)
SP12	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.	SS1 (The Spatial Strategy for Tamworth) SS2 (Presumption in Favour of Sustainable Development) EC2 (Supporting Investment in Tamworth Town Centre) EC4 (Supporting Investment in Local and Neighbourhood Centres) EC6 (Sustainable Economic Growth) EC7 (Strategic Employment Areas) HG1 (Housing) HG2 (Sustainable Urban Extensions) HG3 (Regeneration Priority Areas) HG7 (Gypsies, Travellers and Travelling Show People) EN3 (Open Space and Green and Blue Links) EN5 (Design of New Development) SU1 (Sustainable Transport Network) SU2 (Delivering Sustainable Transport) SU3 (Climate Change Mitigation) SU4 (Flood Risk and Water Management) SU6 (Community Facilities) SU7 (Sport and Recreation)

CHAPTER 3 - A SPATIAL STRATEGY FOR TAMWORTH

Introduction

- 3.1 The spatial strategy is central to the Local Plan. It sets the context for shaping the future of Tamworth and how the spatial vision and priorities will be achieved. It quantifies the amount of necessary development and explains how this will be achieved, including the broad directions of growth and provides a framework for the Local Plan policies.

Overall Approach

- 3.2 Tamworth is a very small compact borough with tightly drawn boundaries and only limited areas of undeveloped urban fringe and countryside. The overall approach of the strategy is to protect the Green Belt and concentrate development on land within the existing urban area and a number of sustainable urban extensions to meet needs as far as possible within Tamworth. The Council will work with neighbouring authorities to provide the remainder of Tamworth's housing and employment needs. Town centre uses will be accommodated within the town centre, followed by the local and neighbourhood centres, according to the hierarchy of centres. The natural and historic environment will be protected and enhanced and health and wellbeing promoted through the provision of accessible formal and informal open spaces and facilities.
- 3.3 The strategy is set out in SS1 below and represented in Figures 3.1 and 3.2. The background to and justification for each element of the strategy is set out in paragraphs 3.4 to 3.36. The rest of the chapter deals with duty to co-operate, the evolution of the Local Plan and how the Sustainability Appraisal has interacted to guide the evolution and national planning policy on sustainable development.

This policy aims to address all spatial priorities

SS1 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 Tamworth'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 Tamworth will not experience significant change during the lifetime of the plan. The focus for these areas will be on protecting and enhancing environmental and heritage assets whilst ensuring that development has a positive impact on local amenity and character.

Between 2006 and 2031 a minimum of 4,425 dwellings will be built in Tamworth, this sets the annual housing requirement to a minimum of 177 dwellings each year. Sustainable urban extensions and smaller sites within the urban area have been allocated to meet this requirement. Following strategic planning discussion under the Duty to Co-operate, the Council recognises that Tamworth's objectively assessed housing need cannot be fully met, therefore a minimum of 1,825 new homes will be delivered outside of the Borough within locations which assist the delivery of Tamworth's strategy and those of its neighbours.

Lichfield District Council has committed to deliver at least 500 dwellings in their Local Plan, and North Warwickshire Borough Council has committed to deliver at least 500 dwellings in their Core Strategy both to meet Tamworth's needs

The three local authorities have committed to continue this co-operation on strategic planning issues to deliver the remaining unmet need of 825 dwellings and a minimum of 14 hectares of employment land

However if it has not been possible to propose sites for allocation through a statutory development plan for Lichfield District or North Warwickshire Borough or through the granting of planning permissions in either district by the end of the year 2017/18 an early re view of the Tamworth Plan will seek to address any outstanding issues. This will ensure that the appropriate housing and employment land provision is allocated within the relevant Local Plans; in sustainable locations in relation to Tamworth's needs; and that the appropriate infrastructure is identified within agreed programmes.

The three local authorities have committed to continue this co-operation on strategic planning issues to deliver the remaining unmet need of 825 dwellings and a minimum of 14 hectares of employment land. However, if it has not been possible to propose sites for allocation through a statutory development plan for Lichfield District or North Warwickshire Borough or through the granting of planning permissions in either district by the end of the year 2017/18 an early re view of the Tamworth Plan will seek to address any outstanding issues. This will ensure that the appropriate housing and employment land provision is allocated within the relevant Local Plans; in sustainable locations in relation to Tamworth's needs; and that the appropriate infrastructure is identified within agreed programmes.

Tamworth Town Centre will be 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 sq metres of new comparison retail floor space and 2,900 sq metres 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 the availability of community facilities and services

The existing Green Belt will be strengthened and retained. High quality open spaces will be retained and where possible enhanced, new open spaces will be provided through appropriate new development and an urban park created in the east of Tamworth. Sport and leisure facilities will be retained and provision enhanced through the provision of a new multi-purpose community sports centre. This will help to project a positive image of Tamworth 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 of the Borough will be developed and promoted High quality development will be encouraged in all new development and the historic environment will be protected and enhanced with consideration of designated and non-designated assets

Protecting the Green Belt

- 3.4 The West Midlands Green Belt covers part of Tamworth and is located to the south of the Borough, 7% of Tamworth lies within the Green Belt. National planning policy on Green Belts is to prevent urban sprawl by keeping land permanently open and once established, Green Belts should only be altered in exceptional circumstances through the preparation or review of a Local Plan. The Green Belt Review (2014) establishes that there are no exceptional circumstances to release land within the Green Belt for development, in particular new housing. Potential development sites located in Tamworth's Green Belt have been assessed as part of the Local Plan process, through the Sustainability Appraisal, Site Selection Technical Papers and Green Belt Review. In addition to there being no exceptional circumstance for Green Belt release the se site s have a combination of issues including significant biodiversity constraints, location in relation to the town centre and employment areas, expensive infrastructure needs and potential loss of setting, therefore these sites will not be brought forward for development.
- 3.5 The Green Belt Review split the Green Belt into two parcels of land. Through this assessment it is demonstrated that both parcels have and will continue to perform their Green Belt purpose as set out in the NPPF. There are a small number of changes to clarify and strengthen the Green Bel t boundary within each land parcel, which are detailed in the Green Belt Review. The strategy is therefore to maintain the boundary.

Strategy for Meeting Housing Needs

- 3.6 The National Planning Policy Framework (NPPF) states that Local Plans should meet the full objectively assessed needs for market and affordable housing, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. When this cannot be met within the boundaries of a local authority, the NPPF sets out a framework and through the mechanisms of the duty to co-operate as to how this unmet need can be delivered elsewhere within the housing market area. Tamworth is one such local authority and the full objectively assessed needs for housing cannot be met within its boundaries.
- 3.7 The objectively assessed housing need for Tamworth was assessed in the Southern Staffordshire Districts Housing Needs Study (May 2012) and updated most recently in August 2014. A range of between 240 and 260 dwellings per annum is recommended as Tamworth's objectively assessed need. A figure of 250 dwellings per annum has been chosen as this will help to ensure; that there is no decline in the working age population, it anticipates an accelerated level of household formation after 2021 in response to an improved economic climate and it seeks to provide a supply-site response to redress a very high affordability ratio in Tamworth. Over the plan period 2006 – 2031 this equates to 6,250 dwellings.
- 3.8 Although the most recent (May 2015) demographic input, based on the 2012 DCLG household projections, showed a lower range of objectively assessed housing need of between 230-250 dwellings per annum, the figure of 250 dwellings per annum has been retained; primarily in the interests of supporting economic growth and addressing the potentially worsening housing market signals, whilst meeting the full objectively assessed need for housing in the Borough.

3.9 A key element of the strategy is to determine where new development will be located. Seven spatial options were considered, which involved a combination of sites within the urban area, sustainable urban extensions and the Green Belt. All options would result in permanent loss of greenfield agricultural land and some would involve loss of Green Belt. The two options involving sites in the Green Belt were discounted for the reasons set out in paragraph 3.4 above. The selected option focuses housing within the urban area, Coton Lane and sustainable urban extensions at the Golf Course, Anker Valley and Dunstall Lane and was selected because it maximises development within Tamworth. The sites are close to existing employment areas, the town centre and sustainable transport links, whilst protecting the Green Belt.

3.10 The Strategic Housing Land Availability Assessments for Tamworth set out potential sites for housing development in Tamworth. The Site Selection Paper (2014) brings together the Sustainability Appraisal, technical consultation, developer submissions and other detailed assessments such as the Strategic Flood Risk Assessment Level 2 (SFRA Level 2) to assess these sites in greater detail to establish the suitability, availability, achievability and deliverability of each site. This process has rejected sites that have insurmountable constraints or have no prospect of delivery within the Plan period. Through this assessment it can be demonstrated that Tamworth is unable to meet its objectively assessed housing need of 250 dwellings per annum across the plan period. The Site Selection Paper shows that there is capacity for a further 2,948 dwellings in Tamworth in the strategic urban extensions at Anker Valley, Dunstall Lane and the Golf Course and other housing smaller allocations. These are set out in greater detail in Chapter 5. Sites which have been assessed through the SFRA Level 2 have also been allocated for housing and have a total capacity of 140 dwellings. These sites have been allocated to promote housing development in these locations, and following constructive pre-allocation discussions it is considered feasible to take these sites into account when establishing the housing requirement of the Borough.

3.11 Furthermore, the planning permission (April 2015) at Anker Valley for 535 dwellings, i.e. an additional 35 dwellings above the SUE allocation indicative capacity can be taken into consideration when establishing the housing requirement of the Local Plan. These additions to the supply show that the housing requirement figure in the submitted Local Plan of 4,250 dwellings can be increased to 4,425, with a corresponding reduction in the amount of housing to be provided outside the Borough to 1,825 dwellings.

3.12 Using the objectively assessed need of 250 dwellings per annum as a starting point, the spatial strategy, considering the constraints to development set out in the Site Selection Paper and ensuring a degree of flexibility can be built into the plan, a housing requirement of 177 dwellings per annum has been set. This equates to 4,425 dwellings over the Plan period. By allowing for an additional 10% for flexibility this gives a total of 4,867 dwellings to aim towards

	Annual (dwellings)	Plan (dwellings)	Period
Objectively Assessed Housing Need	250	6,250	
Future Supply in Tamworth	N/A	2,948	
Delivered Outside of Tamworth	1,825		
Housing Requirement (net)	177	4,425	

3.13 As of 1 April 2015 a total of 1,494 dwellings have been completed in Tamworth since 2006 and a further 465 have planning permission or are currently under construction, which gives a total figure of 1,959.

Housing Delivery	Total 2006 - 2031
Past Completions	1,494
Planning Permissions	407
Under Construction	58
Housing Allocations	3,080
Gross Total	5,039
Losses	123
Net Total	4,916
Housing Requirement	4,425
Housing Requirement + 10% flexibility	4,867

3.14 A detailed annual housing trajectory covering the Local Plan period can be found in Appendix A.

3.15 There is insufficient land within Tamworth to accommodate the whole of the objectively assessed need. Using the housing requirement for the plan period of 4,425, it can be established that 1,825 dwellings still need to be planned for and delivered within the housing market area, but outside Tamworth’s administrative boundaries. Both Lichfield and North Warwickshire local authorities share close links, housing market areas and administrative boundaries with Tamworth. The Southern Staffordshire Districts Housing Needs Study clearly sets out that Lichfield and Tamworth share a housing market area and that there are very strong links to North Warwickshire. Further to this the Stage 2 GBSLEP and Black Country Joint Planning Committee Housing Needs Study (2014) shows that North Warwickshire shares a housing market area with Tamworth, and the Coventry and Warwickshire Joint Strategic Housing Market Assessment (2013) shows that there are strong links between North Warwickshire and Tamworth.

3.16 Lichfield and North Warwickshire have committed through their respective development plans to deliver a total of at least 1,000 dwellings (500 each) to help meet Tamworth’s needs. This still leaves a shortfall of 825 dwellings to meet the objectively assessed need. All three local authorities are continuing to work together to set out how this remaining unmet need will be planned for outside of Tamworth. It is important that housing need coming forward in adjoining local authorities helps to meet the strategic spatial priorities of this Local Plan.

3.17 The Tamworth Joint Infrastructure Study (2009) showed that there is capacity in several locations on the border of Tamworth but within Lichfield and North Warwickshire. This study showed that there if these sites were brought forward then the unmet needs arising in Tamworth could be met.

3.18 The Council has identified regeneration priority areas at six of the post war social housing neighbourhoods. These areas will be a priority for improving housing standards, community facilities, the environment and access to jobs.

Planning for Town Centre Uses

- 3.19 Prioritising Tamworth town centre for future town centre uses will support economic activity there and enhance vitality. It will provide the greatest access to services and facilities for the greatest number of residents, particularly for those without access to a car. Focus on the town centre will reduce the need to travel by supporting multipurpose trips to town centre facilities, and will maximise the use of sustainable modes of transport into the town centre.
- 3.20 The Tamworth Town Centre & Retail Study Update (2013) assessed the need for additional retail uses in Tamworth. The Gungate redevelopment scheme, which already has planning permission, will meet Tamworth's retail needs in the short to medium term. After 2021 there is currently a need for 7,800 sq metres gross floorspace of comparison goods and 2,900 sq metres of convenience goods. This need will be monitored and potentially re-assessed.
- 3.21 Potential town centre use sites within the town centre and edge of centre were assessed as part of the Tamworth Town Centre and Retail Study update, however only the Gungate redevelopment which has extant planning permission, was shown to be currently deliverable. Notwithstanding this, the study identified that there is land within the town centre with the potential for redevelopment in the medium to long term. Therefore the Local Plan will follow the town centre first approach of the NPPF; the Gungate redevelopment scheme will deliver the short term retail needs for Tamworth within the town centre and the overall retail need will be monitored and reassessed closer to 2021. Sites that are currently not deliverable will also be reassessed to determine their contribution to the medium and longer term retail needs of Tamworth.
- 3.22 The strategy for main town centre uses (A1 retail, B1(a) offices and leisure), will be to focus development in existing centres that are accessible by pedestrians, cyclists and public transport, in order to achieve a sustainable pattern of development. The application of a retail hierarchy and town centre first approach will ensure that the town centre is the focus for large scale development and the preferred location for uses that attract a large number of people. This will support the accessibility of community facilities and services and the creation of a vibrant and attractive town centre. At the same time, growth of the out of centre retail areas will be restricted in the short to medium term to safeguard the Gungate scheme. Despite assessing a further nine potential town centre sites, capacity for additional retail development within and outside the town centre boundary is limited and no further sites have been allocated.
- 3.23 Primary and secondary frontages have been defined for the town centre in order to protect the character of the main shopping streets by retaining the majority of units in primary frontages within A1 retail use. A more relaxed approach will apply in the secondary frontages.
- 3.24 Local and neighbourhood centres have a complementary role as part of the retail hierarchy. They are the preferred locations for main town centre uses after the town centre, providing the local community with everyday facilities close to home. The emphasis is on protecting community facilities and shops in the defined centres, particularly A1 retail uses, in order to retain accessible local shops and lively and viable centres. This will be complemented by making improvements to the public realm and shopping environment and increasing their accessibility by public transport, walking and cycling. Uses and facilities that would remedy deficiencies and help to address social exclusion, particularly in the regeneration priority areas will be supported.

- 3.25 The sustainable urban extensions will be required to provide new neighbourhood centres alongside other community facilities in order to create sustainable places that reduce the need to travel whilst helping to create a sustainable community.
- 3.26 In order to protect the vitality and viability of centres, where main town centre uses are proposed outside the defined centres, a floorspace threshold has been set to trigger the need for an impact assessment.

Strategy for meeting employment needs

- 3.27 The Employment Land Review Update (2013) identified six future employment land scenarios for Tamworth. The two most appropriate scenarios considered the level of employment land required with a 'regeneration and growth' plan strategy and the expected population and demographic changes. A point between the two sets a minimum requirement of 32 ha of new employment land. The Review also looked at the need for new office space in Tamworth arising from B1(a) office and A2 professional needs, the assessment showed there was no specific need for either.
- 3.28 The employment land requirement set out in the Local Plan aims to be in line with the objectively assessed housing need. This will ensure that as the population grows it will have access to new jobs, whilst ensuring that a much higher level of employment growth does not drive high levels of in-ward migration which would in turn require further housing growth.
- 3.29 The Plan encourages economic growth by restricting uses within the strategic employment areas to B1(b and c), B2 and B8 uses and allocating new sites for economic development that are accessible by sustainable modes of transport. Safeguarding the strategic employment areas for B class uses will not only protect the function of the employment areas, but also that of the town centre and any changes will need to demonstrate need, compliance with the sequential test and accessibility by a range of sustainable transport modes. A more flexible approach to changes of use will apply outside the strategic employment areas.
- 3.30 Ten sites have been allocated on a mixture of greenfield and brownfield land. With the exception of Bitterscote South, all the sites are within or on the edge of existing strategic employment areas, although Bitterscote South will ultimately form an extension to the Bitterscote Strategic Employment Area. A total of approximately 18ha of land has been identified for employment uses within Tamworth. This shows a significant shortfall of 14ha from the identified need of a minimum of 32ha over the Plan period. Whilst the National Planning Policy Framework 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 the shortfall will be found within Tamworth. This will need to be met outside Tamworth in neighbouring districts. Tamworth, Lichfield and North Warwickshire all continue to work together to set out how this remaining unmet need will be planned for. It is important that the employment need coming forward in adjoining local authorities helps to meet the strategic spatial priorities of this Local Plan and is aligned with areas of housing growth.
- 3.31 B1(a) office uses should be located within the town centre and if no suitable sites are available, then strategic employment areas could be considered providing it helps to deliver the overall strategy and is not detrimental to the vitality and viability of the town centre.

Environmental Protection and Enhancement

- 3.32 Tamworth's history as an expanded town has resulted in a planned layout that contains an extensive network of green and blue infrastructure comprising green spaces, rivers and canals. The strategic network has been identified on the key diagram and is shown in more detail on the Policies Map. The network is multifunctional, providing for a range of needs and activities including formal and informal recreation and sport, ecology and biodiversity, sustainable transport and climate change mitigation.
- 3.33 The network will be protected and enhanced and new open space provided where appropriate, to ensure that everyone has convenient access to high quality green spaces. Links between spaces will be improved to create recreational walking and cycling routes and to fill gaps between spaces and habitats. A particular need has been identified for an urban park in the eastern side of the town and this will be supported in an appropriate location. Loss of open spaces that form part of the strategic network will be resisted.
- 3.34 Sites of biodiversity or geological/geomorphological importance will be protected according to their status and opportunities taken to improve the quality of habitats and create new natural habitats using local wildlife partnerships where appropriate.
- 3.35 Tamworth contains a wealth of heritage assets, most of which are found in the town centre. Designated and non-designated assets will be a priority for safeguarding and enhancing. A heritage statement and statement of significance will be required to identify significance and impact of development on an asset and its setting.

Community Facilities

- 3.36 The Plan will protect existing community facilities and by working with the Tamworth Strategic Partnership will support the provision of new facilities where they are required. At the sustainable urban extensions the co-location of facilities will be encouraged to reduce the need to travel and provide linked benefits. In this regard, there may be scope for educational establishments to make provision for community use of leisure and sport facilities and this will be an important consideration when planning for new primary schools because the requirements for design, access and size of dual use school sites are different to sites without community access.
- 3.37 The National Planning Policy Framework requires local authorities to plan positive for the provision of sports venues. The updated Joint Sports Strategy has identified specific needs, such as a new multi-purpose community sports centre incorporating a swimming pool, sports halls, squash courts and health and fitness. The provision of these facilities will be supported in an accessible location to serve the whole of Tamworth through planning policy and in the Infrastructure Delivery Plan. A location in the town centre would be most accessible to the greatest number of residents and will increase activity in the town centre and contribute to its vitality. It is also likely to maximise the use of sustainable modes of travel into the town centre and make the best use of existing transport infrastructure.

Whole Plan Viability

- 3.38 The National Planning Policy Framework states that plans should be deliverable and that the sites and level of development identified in the plan should not be subject to such a scale of obligations or policy burdens that their ability to be developed viably is threatened. The Whole Plan Viability, Affordable Housing and Community

Infrastructure Levy Study (2014) appraises a range of typical residential and non-residential developments consistent with the plan strategy for growth as well as specific sites including sustainable urban extensions. The appraisal results and recommendations have informed Local Plan policies, with implications for affordable housing and infrastructure, to ensure that they do not threaten whole plan viability. Policies have been designed so as not to set specific costs up to the margins of viability and with flexibility to negotiate developer obligations where there are site specific abnormal costs.

Figure 3.1: Key Diagram of Tamworth Borough

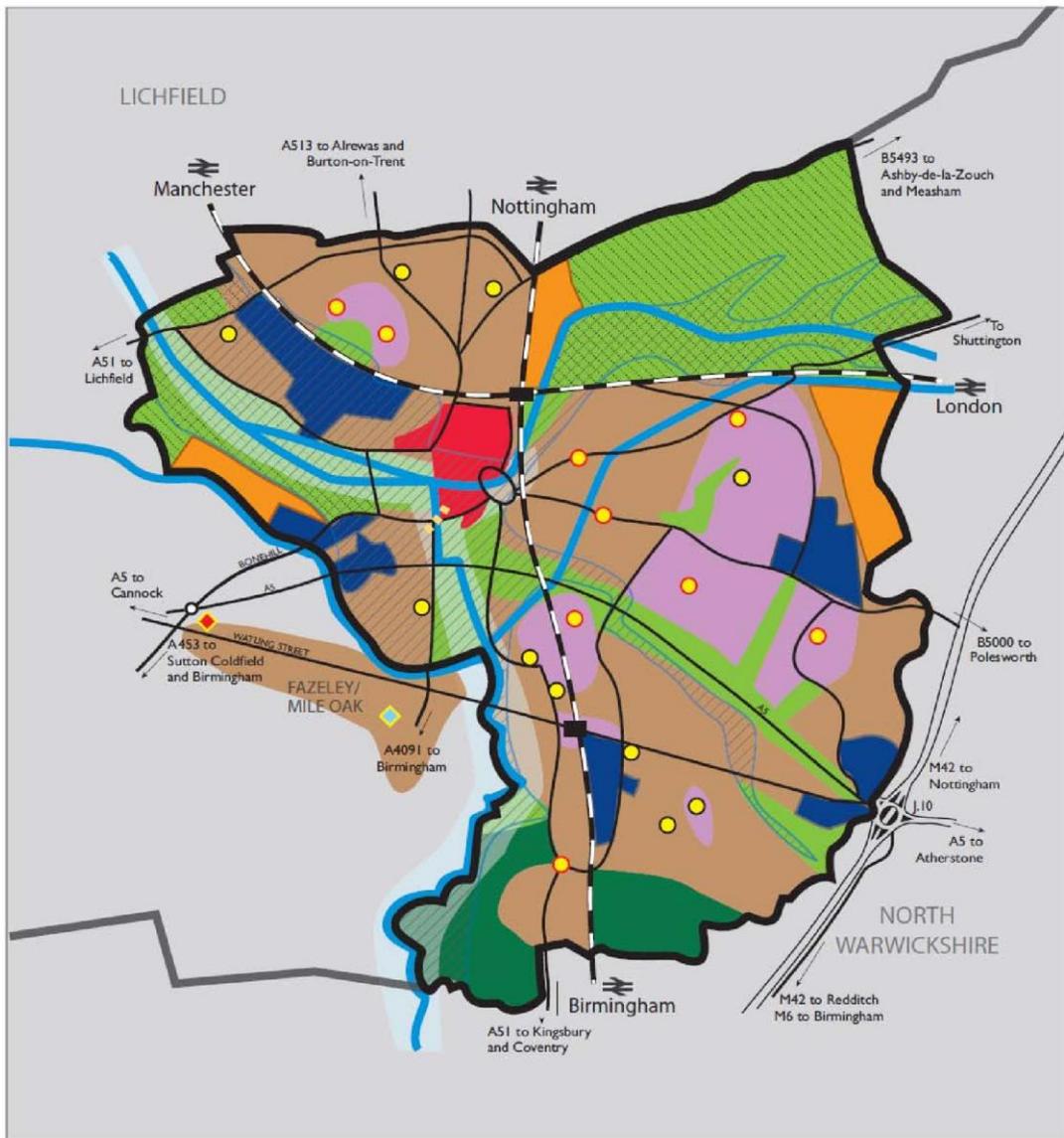
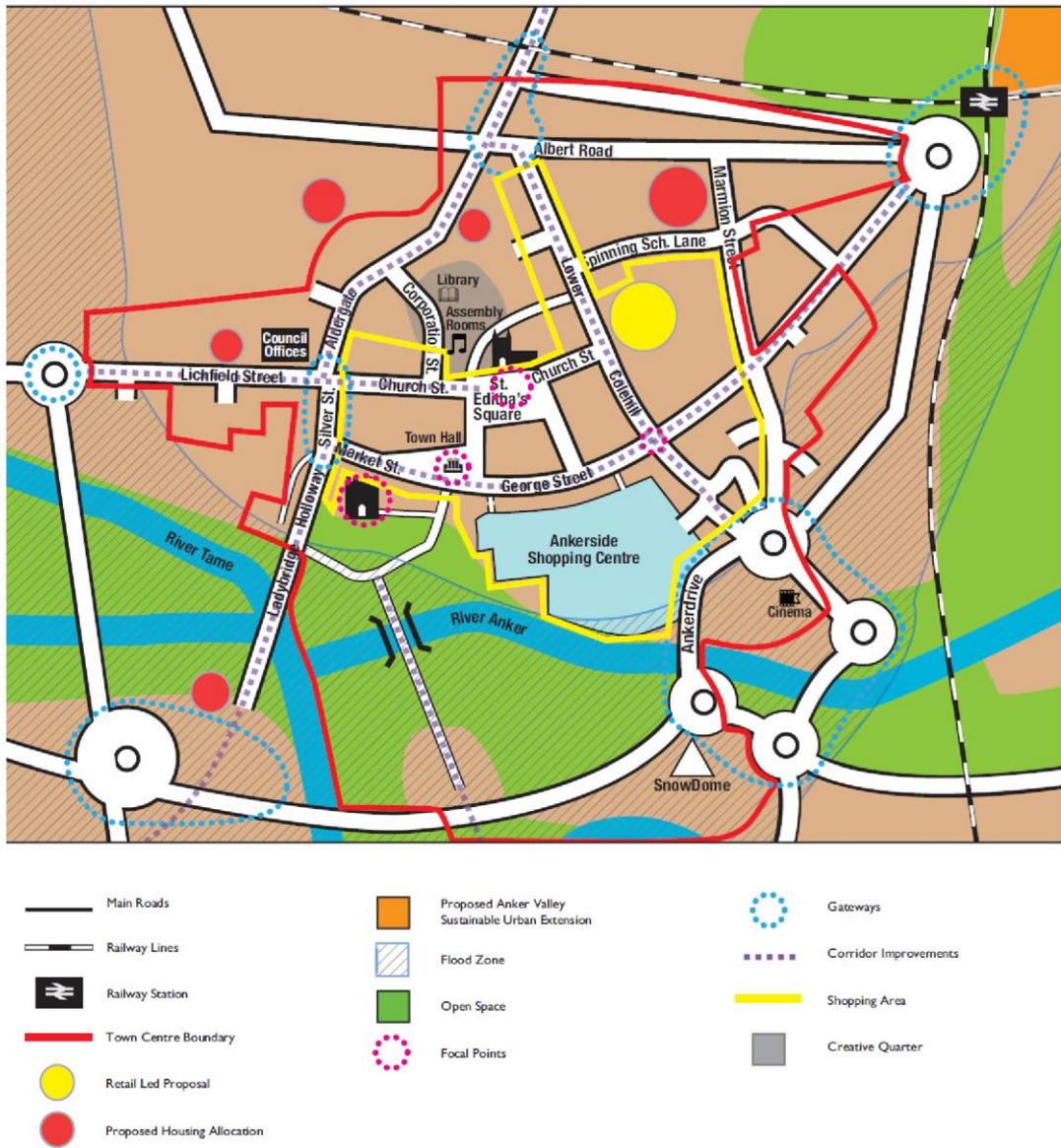


Figure 3.2: Tamworth Town Centre Key Diagram



Duty to Co-operate and Strategic Planning

3.39 Tamworth has proactively engaged and worked with neighbouring local authorities and other statutory duty to co-operate bodies in addressing strategic planning issues. This will enable the strategy for Tamworth and other local authorities to be delivered for mutual benefit. Further detail on duty to co-operate is within the Duty to Cooperate Statement (2014).

3.40 Agreements have been reached with Lichfield and North Warwickshire for the delivery of housing. In addition to this Tamworth Borough Council is actively involved with the Greater Birmingham and Solihull Local Economic Partnership. The GBSLEP Spatial Framework looks to present options for delivering strategic planning across the LEP, one of which is the delivery of housing. Tamworth recognises that there is a current under provision of housing to meet objectively assessed needs across the LEP and that part of this arises from within Tamworth, but to a much greater extent from Birmingham. It has been established that Tamworth cannot fully meet its own housing or employment needs, any future development which goes beyond the levels of development set out in

this Local Plan will be to meet needs arising from Tamworth. Through the preparation of Birmingham City Council's Local Plan and Tamworth's it has been agreed between the two authorities that Tamworth is unable to assist in meeting Birmingham's unmet needs.

Plan Strategy and Evolution

- 3.41 Through previous adopted development plans for Tamworth, the growth strategy was to maximise housing development on brownfield sites with an urban extension at Anker Valley, for new employment land to come forward at strategic and accessible locations and for Tamworth town centre to be the focus of main town centre uses. In the main this strategy has been achieved, particularly with regard to housing. Since 2006 92.8% of new housing has been built on brownfield sites.
- 3.42 In accordance with the legislative requirements the Local Plan and the Sustainability Appraisal have been prepared together, with the intention of testing emerging options on their sustainability performance and therefore taking this into account in subsequent versions of the Local Plan.
- 3.43 Over the lifetime and evolution of the Local Plan there have been several Sustainability Appraisals of the growth strategy and in later iterations of specific sites for different land uses. Each Sustainability Appraisal and the different strategy options are summarised in the following sections, a detailed history and evolution of options can be found in the Sustainability Appraisal.
- 3.44 The Local Plan has been in preparation since 2008 and has been subject to contextual changes in particular to housing projections and changes to national policy. Because of this, there have been two periods in the formation of the Local Plan and SA. The preparation of each Local Plan has been influenced by its accompanying SA, which in turn has influenced the next version of the SA.
- 3.45 The first period can be defined as from 2008 to 2011, which centred on the delivery of 2,900 homes. The versions of the Local Plan and accompanying SA of this period are:
- Issues and Options – 2008
 - Proposed Spatial Strategy – 2009
 - Further Housing Options - 2011
- 3.46 The second period can be defined as from 2012 to 2014, which centred on the delivery of 250dpa (5,500-6,250 new homes). The versions of the Local Plan and accompanying SA of this period are:
- Pre-submission Local Plan (withdrawn from examination) – 2012
 - Draft Local Plan – 2014
 - Pre-submission Local plan – 2014

Issues and Options 2008

- 3.47 In March 2008, an Issues and Options Report was produced which set out four spatial options for delivering future development (table 3.1). The housing requirement at this time was 2,900 to 2026.

Table 3.1: Issues and Options

Option	Description	Reason for Selection
<p>Option 1: Urban Containment & Regeneration</p>	<p>Within the urban area there are a range of sites that are considered to be potentially suitable for housing and employment development. Selective redevelopment and office provision would be the focus of town centre renewal. This option assumed that Anker Valley can deliver 800 units.</p>	<p>This option had the most potential for the urban area to remain compact. It could deliver growth in areas that need regeneration, and housing and employment would be provided in accessible locations. The town centre would be improved through selective redevelopment and increased business confidence. However this option may lead to a loss of green spaces, reducing biodiversity and limiting opportunities for healthy living. Residential amenity could be reduced and congestion could get worse, particularly around Ventura as people try to access retail facilities.</p>
<p>Option 2: Urban Containment and Anker Valley Intensification</p>	<p>The Housing Land Availability Assessment identified that by taking the existing Anker Valley Local Plan allocation, densities could be increased to fully accommodate the remaining requirement. Employment requirements would be met on a mixture of sites within the urban area following the outcome of further work. Selective redevelopment and office provision would be the focus of town centre renewal.</p>	<p>This option has the potential for the town to remain compact. Whilst this option would involve the loss of greenfield land, it would prevent further greenfield release and sought to efficiently develop an existing site. It can deliver growth in areas that need regeneration. Housing, employment and town centre facilities would be provided in accessible locations. The scale of the development would ensure the incorporation of appropriate facilities and a mix of housing. The proximity of the development to the open countryside would provide opportunities for communities to be fit and</p>

		healthy. There is potential to improve public transport to reduce car commuting to and from Tamworth
Option 3: Greenfield Urban Extensions	This option sought to locate housing on a greenfield site to the north of the town by extending the existing Anker Valley Local Plan allocation. Employment would be located on greenfield sites in and adjacent to existing employment areas close to the A5. Selective redevelopment and office provision will be the focus of town centre renewal.	This option is not about containment because it would lead to Tamworth spreading up to its boundary on greenfield sites. It would, however, deliver well-designed new communities with good access to facilities, the town centre and the countryside. It would do little to regenerate deprived parts of Tamworth and there would be issues surrounding infrastructure, particularly highways into and out of Tamworth from the north. There is potential to improve public transport to reduce car commuting to and from Tamworth.
Option 4: Greenfield and Green Belt Urban Extensions	This option sought to locate housing on green belt sites to the south of the town in the Dosthill and Hockley areas. This option assumed that the existing 800 units allocated at Anker Valley could be delivered. Employment would be located on greenfield sites in and adjacent to existing employment areas close to the A5. Selective redevelopment and office provision would be the focus of town centre renewal. The option assumed that green belt release may be appropriate in exceptional circumstances.	This option is not about containment because it would lead to Tamworth spreading into adjoining districts. It would, however, deliver well designed new communities with good access to facilities and the countryside. It would do little to regenerate deprived parts of Tamworth and there would be issues surrounding infrastructure, particularly highways in the Dosthill area and routes to and from the trunk roads and the town centre. There is potential to improve public transport to reduce car commuting to and from Tamworth.

- 3.48 Following consultation on the Issues and Options Report, an Options Report was produced in February 2009 which identified the preferred spatial option for locating future development. The Options Report stated that, from a pragmatic point of view and having regard to the fact that it is generally accepted that Tamworth has limited opportunities to meet all new development requirements, considerations relating to development opportunities should be based on a sequential approach, having regard to viability and delivery issues.
- 3.49 The reasons for this preferred spatial option were: it was still government and regional policy that wherever possible previously used land should be brought into active use. Therefore consideration should first be given to urban containment. If this cannot be shown to deliver the growth requirements, then greenfield urban extensions should be considered. If there still remains a shortfall then the only other option within Tamworth would be Green Belt. However, having regard to the status of the Green Belt at national and regional level, this could not be sustained and if there was still a shortfall then the only option would be that the required development would have to be provided outside of the Borough.
- 3.50 The advantages of this approach were identified in the Options Report as:
- It focuses development in the established urban fabric of Tamworth;
 - It maximises the use of existing infrastructure;
 - It supports regeneration opportunities; and
 - It accords with national and regional guidance in containing development in the urban area.

Proposed Spatial Strategy 2009

- 3.51 In October 2009, the proposed spatial strategy was published with a housing requirement of 2,900 dwellings based on the regional strategy. This stated that requirements for housing, employment and office development would be accommodated within Tamworth's boundaries, through a combination of sensitive urban containment and greenfield extension, which would take account of the best aspects of Tamworth's heritage and biodiversity assets. The town centre would be the focus of mixed use regeneration and economic development. New retail growth would be accommodated through two strategic allocations. Office growth would also be accommodated and improvements made to the public realm in order to improve the quality of the visitor experience. There would be improved linkages to the out of town retail parks so that the two shopping areas are complementary to each other. Improvements would also be made to key gateways into the town centre. New housing to meet the needs of Tamworth residents in the short and medium term would be provided within the existing urban area, primarily on previously developed land and in the form of a sustainable urban extension in the Anker Valley as a strategic site. This development would deliver access improvements to the train station, town centre and the new Academy on the QEMS site and rest of the Learning Zone via the Anker Valley Link Road. In the longer term, sustainable sites outside of Tamworth would be considered to meet housing needs.

Options for Housing Delivery

- 3.52 The Strategic Housing Land Availability Assessment identified a significant amount of land suitable for housing development. However, further work on availability and achievability was undertaken in the Tamworth Future Development and Infrastructure Study that identified capacity within the urban area. This left a residual requirement of a minimum of 918 units to be found from outside the urban area, and the proposed spatial strategy was to seek between 900 and 1150 dwellings in the Anker Valley.

Options for Employment Land Delivery

- 3.53 The Proposed Spatial Strategy also identified a preferred option for the location of employment sites. The Council would provide 42 ha of new employment land through new sites and redevelopment of existing employment areas to meet its requirement.
- 3.54 The Proposed Spatial Strategy also identified a number of options for approaches to the policies within the Plan.

Further Housing Options 2011

- 3.55 In February 2011, a consultation paper on housing policy was produced with a housing requirement of 2,900 dwellings based on the regional strategy. This set out a policy for housing delivery which stated that a minimum of 900 dwellings will be provided for at the Anker Valley SUE. The remainder will be provided within the existing urban area. In addition, the policy proposed that the Council would work closely with neighbouring authorities to ensure that if further housing is required to meet Tamworth's needs that this is planned in the most sustainable location. Development to meet Tamworth's needs in neighbouring authorities could be met in identified broad locations to the east of the town or to the north of the town as part of the sustainable urban neighbourhood in the Anker Valley.
- 3.56 The Tamworth Future Development and Infrastructure Study, carried out jointly with Lichfield District and North Warwickshire Borough Councils, examined seven options for delivering a further 900 dwellings outside the urban area. In identifying options, the Study also took into account the need to provide for a further 600 dwellings for flexibility in the Local Plan. The preferred option was to prioritise development within Tamworth urban area and the on the Anker Valley allocation, and to pursue discussions with neighbouring authorities subsequently to deliver housing to meet Tamworth's needs in Lichfield and North Warwickshire.

Pre-Submission Local Plan 2012

- 3.57 In June 2012, the Pre-Submission version of the Local Plan 2006-2028 was published with an objectively assessed housing need of 5,500, seeking to deliver 4,500 in Tamworth at Anker Valley and within the urban area, with the remaining 1,000 to be delivered in North Warwickshire and Lichfield. This strategy built upon previous versions of the Local Plan in maximising growth within Tamworth's boundaries, through a combination of urban containment and greenfield extension, which would take account of the best aspects of Tamworth's heritage and biodiversity assets. Ultimately this version of the Local Plan was withdrawn from examination. The appointed Inspector had significant concerns over the plan's reliance on Anker Valley and the

urban area in delivering the required housing needs, and ability of these areas to deliver this quantity of housing.

Draft Local Plan and Pre-submission Local Plan 2014

- 3.58 In March 2014, the draft Local Plan 2006 – 2031 was published for consultation, with an objectively assessed housing need of 6,250, seeking to deliver 4,250 in Tamworth at Anker Valley, Tamworth Golf Course, Dunstall Lane and within the urban area, with the remaining 2,000 to be delivered in North Warwickshire and Lichfield. Again this strategy built upon the previous version of the Local Plan, albeit with a higher objectively assessed housing need because the plan period had been extended by 3 years. A transport assessment at Anker Valley demonstrated that a lower number of homes could be delivered and that further detailed assessments of sites within the urban area showed that overall there was a reduction in deliverable and developable sites. To maximise growth within Tamworth, two further sustainable urban extensions were allocated at Tamworth Golf Course and at Dunstall Lane.
- 3.59 The Sustainability Appraisal examined seven spatial options for Tamworth taking into account the need to maximise delivery of housing but ensuring development occurs in a sustainable manner in line with the NPPF and objectives of the SA. These options were built around maximising development in the urban area and at Anker Valley and then by further expanding development to the urban extension options and the Green Belt. Spatial option 7 was taken forward into the Local Plan, the SA supported this option above the six other options as it strived to maximise the amount of housing development coming forward in Tamworth. Option 6 which included the same land as option 7 plus the Green Belt had a higher amount potential housing than option 6 but the SA raised several issues with this option which were not applicable or as severe in the other six options. These included; negative impacts to landscape and biodiversity, the further deterioration of air quality in Dosthill, risks to the capacity and pumping of the sewerage network which would require major investment and traffic implications to the A51 which may require a new road. The decision to not take option 6 forward is supported by the Green Belt Review (2014) and the Site Selection Paper (2014). It should be noted here that none of the seven options assessed through the SA would be able to deliver all of Tamworth’s objectively assessed needs.
- 3.60 The sustainability appraisal of plan options has been an integral part of the planmaking process throughout the evolution of the Local Plan. The significant increase in the objectively assessed need for housing has required further greenfield urban extensions to be appraised and for the Green Belt to be re-appraised in an attempt to maximise the amount of housing development coming forward in Tamworth. As the Local Plan can not meet the objectively assessed need for housing arising from Tamworth, discussions have been on-going with other local authorities throughout its preparation. These strategic issues framed by the duty to co-operate are detailed within this Local Plan and supporting evidence base.

Delivering Sustainable Development

- 3.61 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.
- 3.62 The policies and proposals contained in the Local Plan will impact on the three facets of sustainable development: 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 Tamworth.

- 3.63 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.

This policy aims to address all spatial priorities

SS2 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.

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.**
- 4.2 **New employment land allocated in accessible locations and the protection of existing employment areas will ensure the retention of existing jobs and attract new jobs to Tam worth which will support t he reduction of high levels of out-commuting currently experienced.**
- 4.3 **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.**
- 4.4 The policies in this chapter seek to address the challenges set out in Chapters 2 and 3. Future economic growth is needed to provide jobs for the next generation of Tamworth, as well as culture, tourism and commercial development in the town centre, which has been negatively affected in the past by out of centre retail development. Local and neighbourhood centres need to be protected as they are important in creating sustainable communities.
- 4.5 This chapter has been divided into three distinct sections: ‘Centres and Retail Capacity’, ‘Culture and Tourism’ and ‘Employment Land and Economic Growth’.

Centres and Retail Capacity

- 4.6 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.
- 4.7 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.
- 4.8 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. The policies map defines the boundary of the out of centre retail areas, which include Ventura, Jolly Sailor and Cardinal Point Retail Parks, as well as, Tame Valley Retail Park to the south of the town which has large superstores and a smaller number of bulky goods retailers.
- 4.9 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 la ck 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.

- 4.10 Whilst the out of centre retail parks have enabled Tamworth to develop a strong retail offer for its size, as well as a generally better quality of shopping provision than the town centre, it is clear that the retail parks have become too dominant compared to the town centre and the balance needs to be redressed.
- 4.11 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.
- 4.12 There is a significant amount of commercial leisure provision, mostly located within the town centre including a multiplex cinema, the Snowdome, bowling alley and a range of other facilities. Whilst the Tamworth Town Centre & Retail 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.
- 4.13 There is no specific requirement for new office floorspace, but any future development should be delivered within the town centre. 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.
- 4.14 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 all heritage assets, it is considered that any future office space will be delivered in the form of mixed-use development. As part of this approach, it will be important to maximise the role of the railway station in particular, with its excellent links to London, Birmingham, Manchester and Nottingham.

Hierarchy of Centres for Town Centre Uses

- 4.15 Policy EC1 defines a hierarchy for where development involving main town centre uses (for example A1 (retail), B1(a) (office) and leisure) should be located. It presents a town centre first approach, followed by local and then neighbourhood centres. As such, all of the available capacity for retail floorspace should be met as far as possible within Tamworth town centre in order to deliver the key spatial objective of regenerating and focussing investment within the town centre.
- 4.16 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.

- 4.17 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.
- 4.18 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.
- 4.19 As well as defining a hierarchy for a sequential approach, Policy EC1 sets a floorspace threshold to trigger the requirement for an impact assessment on the relevant centre where a main town centre use is proposed outside of a defined centre. This threshold figure was determined through consideration of the scale of retail and units with the town, local and neighbourhood centres, existing vitality and viability of the defined centres, the scale of proposals relative to town centres, and the cumulative effects of recent developments. This has set a locally proportionate standard as evidenced within the Tamworth Town Centre and Retail Study 2011 and the Threshold Policy for Main Town Centre Uses Impact Assessment: Evidence Report (November 2013). The impact assessment requirement will ensure that development outside of centres is only allowed where it would not harm their vitality and viability.
- 4.20 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.

This policy aims to address Strategic Spatial Priorities SP2, SP3

EC1 Hierarchy of Centres for Town Centre Uses

Tamworth's 'main town centre uses' hierarchy is defined as follows and shown on the Policies Map:

- First** - Tamworth Town Centre
- Second** – Network of local centres
- Third** – Network of neighbourhood centres

Other uses which attract visiting members of the public should also follow this hierarchy.

Planning permission will be granted for 'main town centre uses' that are appropriate in relation to the role and function of each centre. If development involving a main town centre use or other use which attracts visiting members of the public 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 main 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.

Area for Application of Floorspace Thresholds	Assessment Required
Within the out of centre retail parks or Strategic Employment Sites and Employment Allocations – as identified on the Policies Map	Over 250 sq. metres gross
Within 400 metres of the boundary of a local centre	Over 250 sq. metres gross
Within 400 metres of the boundary of a neighbourhood centre	Over 100 sq. metres gross
Any other area outside of the town centre	Over 500 sq. metres gross

Where a proposal falls within more than one of the ranges specified above the lowest threshold will be applied in determining whether or not an impact assessment is required.

The impact assessment should consider the cumulative effects of the proposal on the town centre, local centres and neighbourhood centres and, where appropriate, other centres outside of the Borough. Where appropriate the impact assessment should consider the impact on any recently completed retail developments and any outstanding planning permissions for retail development, including, and in particular, the Gungate redevelopment.

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.

4.21 The scope of sequential tests will vary from application to application and will therefore be subject to the approval of the Council. The scope of the sequential test should be agreed

with the planning officer before it is carried out. As a minimum a sequential test should identify the available sites within the defined centres of the hierarchy and provide an evidenced explanation as to why these are not suitable alternatives.

- 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 sq. metres gross floorspace of comparison goods and 2,900 sq. metres of convenience goods. The town centre is considered to be the most appropriate location to meet these retail needs. The Gungate redevelopment in particular will attract retailers who are seeking accommodation in Tamworth but are unable to find suitable premises elsewhere within the town centre.
- 4.23 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.
- 4.24 The amount of vacant floorspace within the town centre, local centres and neighbourhood centres will be monitored, to inform the application of the sequential test for main town centre uses in implementing policy EC1.

Supporting Investment in Tamworth Town Centre

- 4.25 The town centre boundary is shown on the Policies Map and is where main town centre uses, including those which contribute directly to the town centre, will be located.
- 4.26 Policy EC2 sets out how the town centre will be supported and regenerated over the plan period, including appropriate types of development and through specific projects and stakeholders. 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, residential development and improving the quality of its environment to increase its overall attractiveness and image.
- 4.27 Protecting and enhancing the heritage assets of the town will assist in defining Tamworth's unique streetscape, fostering local distinctiveness and preserving local character.
- 4.28 Improved linkages from the town centre to other areas on the edge of the town centre, such as between the railway station and the primary shopping area or leisure facilities, 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.
- 4.29 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 Tamworth'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. Chapter 5 identifies which sites are allocated within the town centre.

This policy aims to address Strategic Spatial Priorities SP2, SP3, SP4, SP7, SP9, SP10, SP12

EC2 Supporting investment in Tamworth Town Centre

The Council will work in partnership with businesses and landowners to revitalise Tamworth Town Centre and attract visitors. In accordance with the Council and its partners' key objectives, the town centre will be promoted as Tamworth's preferred location for the development of town centre uses along with higher density, high quality residential developments. In particular, the Gungate Redevelopment Scheme for 20,660 sq m of comparison retail goods floorspace is proposed for completion prior to 20 21. Other town centre uses will be permitted within this scheme in accordance with the criteria set out in policy EC3, and residential uses will be permitted on the upper floors.

If substantial progress has not been made towards securing the Gungate Scheme by 2020/21, the Council will review its retail requirement and will consider the potential for retail developments on other sites in accordance with the 'town centre first' hierarchy set out in policy EC1.

After 2021, in addition to the Gungate scheme, planning permission will be granted for development such as retail (7,800 sq. metres comparison and 2,9 00 sq. metres 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.

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 facilities. 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 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.

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

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

4.30 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 excessive signage, guard rails and poor quality street

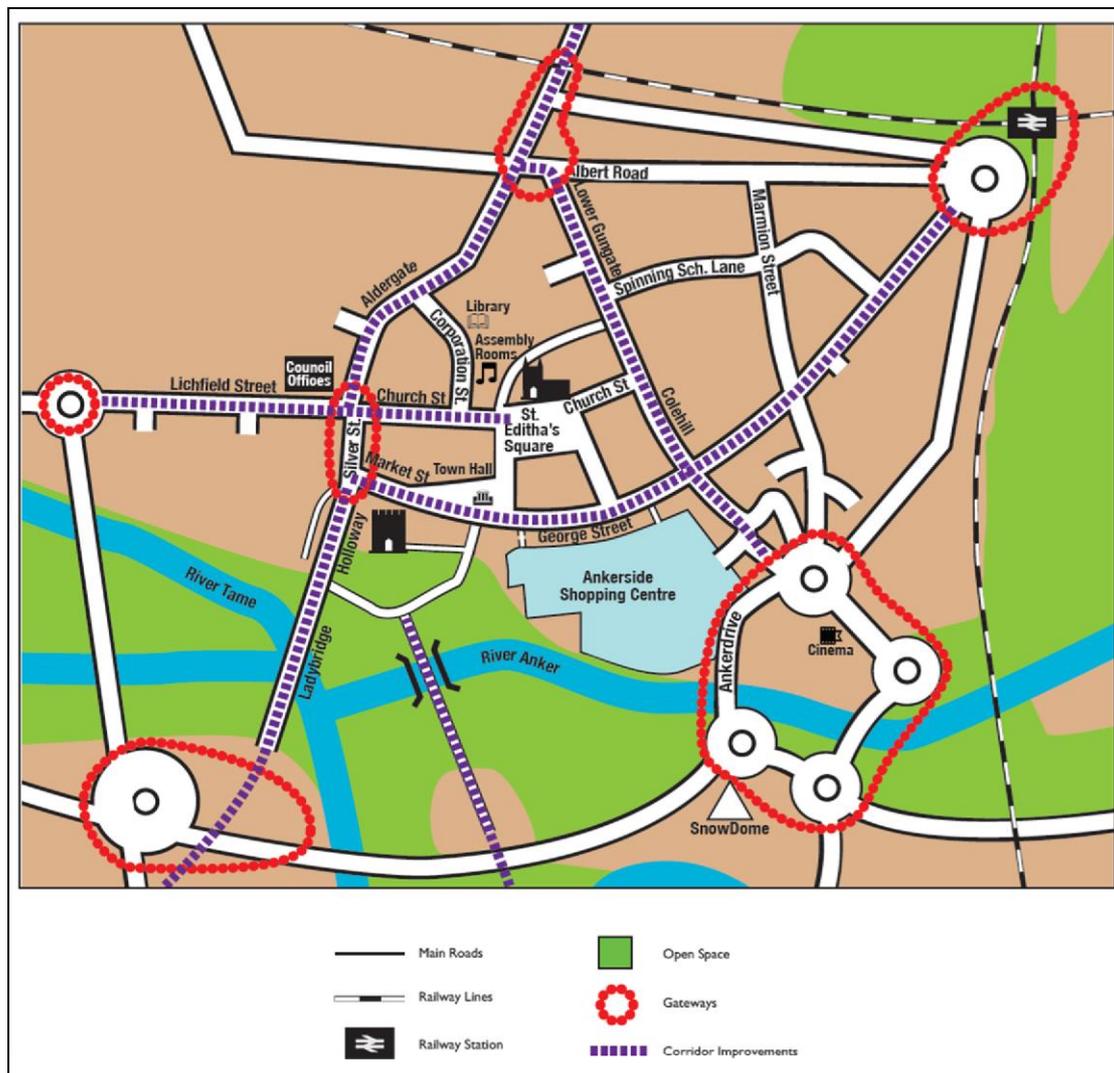
furniture. Proposals to address these issues will be supported by future Supplementary Planning Documents where appropriate.

- 4.31 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.
- 4.32 The Town Team, Destination Tamworth, will play a key role in the future of the town centre. 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.
- 4.33 A Creative Quarter is proposed which aspires to provide a busy and attractive square in the heart of the town centre, focusing on the area around Tamworth Library, Tamworth Assembly Rooms, the Carnegie Centre and Philip Dix Centre. The quarter will focus on Tamworth's cultural and heritage sites. It includes plans to sensitively and appropriately restore the 125-year-old Assembly Rooms; plans for a restaurant based in the Carnegie Centre; 15 business incubation units to help establish small and new enterprises; improvements to the town centre library; and, a new Town Square drawing the Creative Quarter together and linking the area with the town's other major regeneration site: The Gungate.
- 4.34 The Gungate 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. The 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.
- 4.35 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 frequent bus service 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.

- 4.36 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. The linkages and gateway development sites are shown in Figure 4.1.

Figure 4.1: Tamworth Gateways and Linkages Diagram



- 4.37 Elements of Policy EC2 will be delivered in conjunction with other Policies within the Local Plan, such as protecting and enhancing the historic environment which will also be delivered through Policy EN6.

- 4.38 A number of sites have been allocated for residential development within the town centre under Policy HG1, helping to achieve the need for high quality, high density residential development which will support the future role and viability of the town centre.

Town Centre Primary and Secondary Frontages

- 4.39 Policy EC3 restricts uses within the primary and secondary shopping streets within the town centre. In particular, ensuring that the majority of units within the primary frontages are in retail use will ensure active frontages and support the vitality and viability of the town centre.
- 4.40 In these areas it is important to retain accessible local shops, particularly where they occupy large units or frontages, to retain and support a lively and viable centre.
- 4.41 The primary frontages are split into sections for the purpose of calculating the percentage of retail units within them. This approach will prevent all of the non-retail uses allowed being concentrated in one area.

This policy aims to address Strategic Spatial Priorities SP2, SP4, SP9

EC3 Primary and Secondary Frontages

The shopping area, defined on the Policies Map town centre inset, identifies the primary and secondary frontages areas.

The primary frontages have been subdivided into 5 evaluation areas:

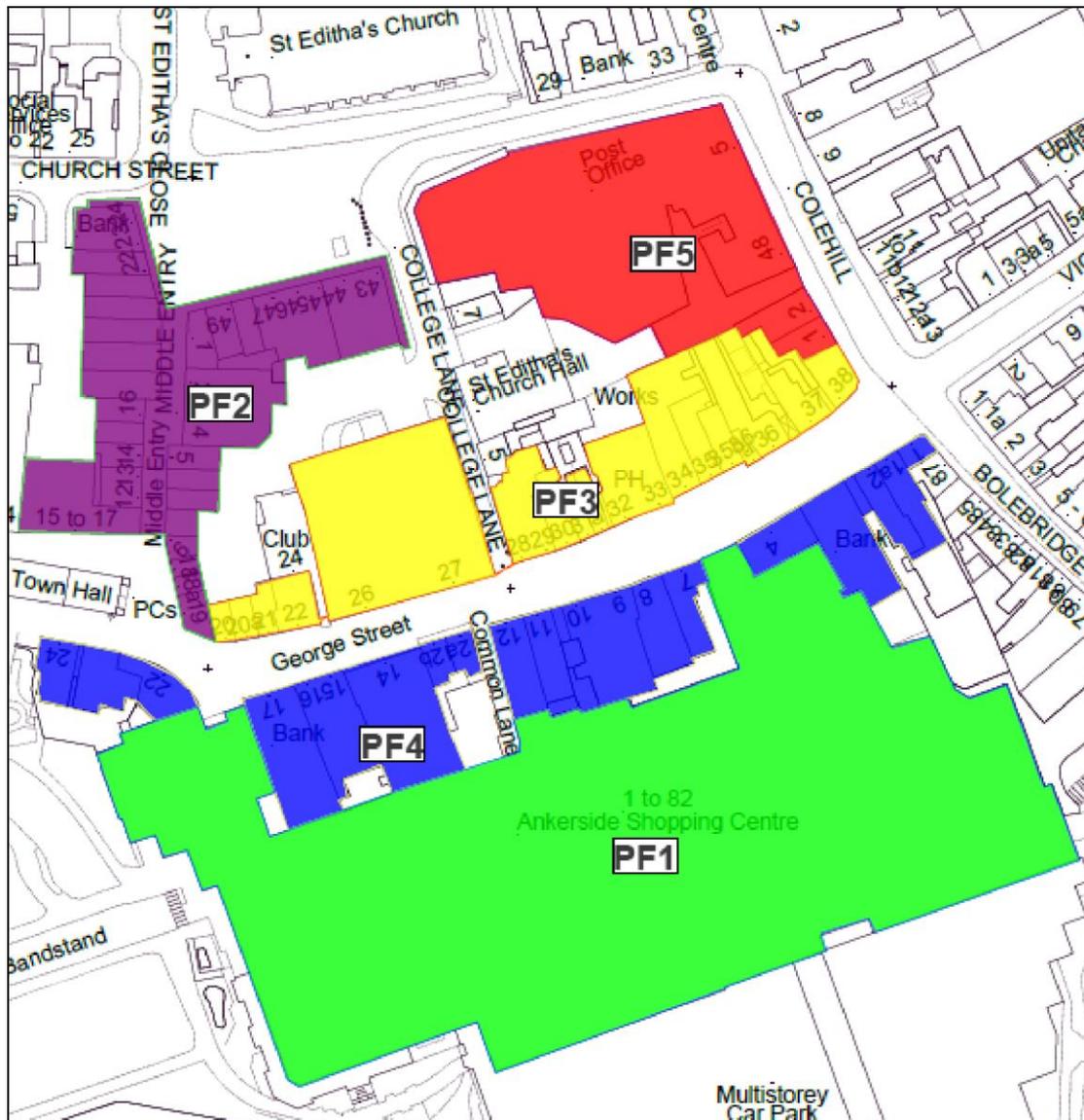
- PF1: Ankerside
- PF2: Middle Entry – Includes 1-24 Middle Entry, 18, 18a and 19 George Street, 15-17 Market Street, 43-49 Church Street
- PF3: George Street (north side) - Includes 20-38 George Street
- PF4: George Street (south side) – Includes 1-17 George Street and 22, 23, 24 Market Street
- PF5: Colehill – 1-5 Colehill (includes Co-op Department Store)

Within the primary frontages area, it is expected that 75 % of the number of units should fall within the A1 (retail) use class. Planning applications which would result in more than 25% non-retail uses within the relevant evaluation area of the primary frontage, shown in Figure 4.2, will not be supported. Applications within primary frontages which involve the loss of a use which would have an active frontage on the ground floor will be refused.

Within secondary frontages, uses that result in active ground floors or promote the evening economy will be supported. Applications within secondary frontages which involve the loss of a use which would have an active frontage on the ground floor will be refused.

- 4.42 Figure 4.2 illustrates the defined sections of the primary frontages as set out in Policy EC3:

Figure 4.2: Defined Sections of the Primary Frontages



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- 4.43 The town centre health checks, for which data is collected quarterly, will enable the monitoring of the frontages and provide officers with the information required to determine planning applications in line with Policy EC3.

Supporting Investment in Local and Neighbourhood Centres

- 4.44 Through Policy EC4, the mix of uses within local and neighbourhood centres 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.

- 4.45 Appropriate uses within local centres also include small scale offices and those offering professional advice such as solicitors or financial services. This type of use 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.

4.46 Tamworth has a widespread network of shops and facilities outside the town centre, which are well distributed through out 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 bet ween local and neighbourhood centres, depending on the range of services and catchment area served and these form part of the hierarchy of centres defined within Policy EC1.

4.47 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.

This policy aims to address Strategic Spatial Priorities SP4, SP7, SP10, SP12

EC4 Supporting Investment in Local and Neighbourhood Centres

The local and neighbourhood centres in Tamworth are defined on the Policies Map.

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 HG3.

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 and the provision of bike storage, will be encouraged to enhance the accessibility of centres.

Local centres and neighbourhood centres are suitable for retail, leisure, employment uses, services and community facilities serving local needs. Within local and neighbourhood centres the loss of A1 (retail) uses will only be supported where:

- a) at least one of the units remaining in the centre acts as a general convenience store
- b) the new use is compatible with the retail character of the centre or directly serves the needs of the local community
- c) the new use would not undermine the function and vitality of the centre

New development or proposed changes of use should maintain or enhance the range of uses available.

Local and neighbourhood centres are suitable locations for medium-higher density development, including residential where it is above ground floor, to support local services.

4.48 For the purpose of policy EC4, a convenience store is defined as a supermarket, grocer, newsagent, confectioner, tobacconist, off-licence or other shop selling goods including fish, fruit and vegetables, which tend to be purchased regularly.

4.49 The Local Plan defines nine local centres within Tamworth (Tamworth Town Centre and Retail Study 2012, 2014 update). Local centres 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. This list of local centres (and their description at the time of July 2014 monitoring) is as follows:

Table 4.1: Description of Local Centres

Local Centres		
LC1	<u>Fontenaye Road, Coton Green</u>	The local centre at Coton Green has a good level of vitality and viability. There is a row of six ground floor shops accommodated within a two-storey terraced building, below a canopy and first floor flats. The centre is anchored by a small supermarket, occupying two units. Other units provide health & beauty services, a hairdresser, hot food takeaway, dry cleaners and a betting shop. The centre is served by a dedicated, off-street forecourt car parking area. The centre has a good level of vitality and viability.
LC2	<u>Masefield Drive, Leyfields</u>	The centre on Masefield Drive contains a nursery, community centre, a vicarage and adjoining hall on one side of the road and five small shops situated at the ground floor level of a three-storey maisonettes building on the other. The centre is anchored by a convenience store accommodated across three units and also provides a butchers shop, a pharmacy, a betting shop and two hot food takeaways. The centre has a good level of vitality and viability.
LC3	<u>Amington Road, Bolehall</u>	The centre comprises eight interspersed shop units located on the north side of Amington Road and anchored by a public house at the junction of Amington Road/Thomas Street on the south side. The centre has a small supermarket and a convenience store, accompanied by a florist, Post Office, betting shop, hairdresser, barbers and hot food take-a way. The centre has a good level of vitality and viability.
LC4	<u>Caledonian Centre, Glascote</u>	The Caledonian centre forms a shopping precinct on the ground floor of a 1960s / 1970s residential development with deck access. The centre comprises two supermarkets – a small supermarket and a convenience store – a pharmacy, a hairdresser, a public house, Barnados Smart Project centre and three hot food take-aways. The centre has good pedestrian links and off-street parking. The centre has a good level of vitality and viability.

LC5	<u>High Street, Dosthill</u>	The centre on High Street, Dosthill has dispersed shops and services and accommodates a newsagent, a pharmacy, a saddlery shop, two take aways, a restaurant/take away, a hairdressers, a betting shop, a supermarket and a doctor's surgery. There is an other small supermarket located on the northern edge of the centre within a petrol service station. The centre has a good level of vitality and viability.
LC6	<u>Ellerbeck, Stoneydelph</u>	Situated within the former village settlement of Stonydelph, the centre is situated on the ground floor of a 1970s/1980s housing development and is served by a car park. The centre is anchored by a small supermarket and also comprises a post office, pharmacy, betting shop, hairdresser, a public house and a hot food take-away. The centre is also served by a health centre, a church and childcare facilities which serve the community in the local catchment area. The centre has a fair level of vitality and viability.
LC7	<u>Glascote Road</u>	The centre is located on Glascote Road, on the main east to west route to and from Tamworth town centre. It has a small supermarket at present, however planning permission has been granted for an A5 and an A2 unit in its place. Also serving this centre are an off licence/convenience store, a bridal shop, flooring shop, a hairdressers, nail bar, tattooist, pet shop and a betting shop. The centre also accommodates a public house and several hot food take-aways. There is a nursery and a place of worship within the centre. Although there is an under-provision of car parking, the centre has a good level of vitality and viability.
LC8	<u>Tamworth Road, Amington</u>	Situated on Tamworth Road, south of the Coventry Canal, the local centre includes a number of dispersed shops and services. There is a small supermarket with parking forecourt at the eastern most end of the centre. The centre also includes a convenience store with a Post Office, a pharmacy, a hairdresser, home improvements shop, an electrical shop, a public house and two hot food take-aways. The centre has a community hall and has off-street parking provision. The centre has a good level of vitality and viability.
LC9	<u>Exley, Field Farm Road</u>	The Exley Centre has a group of shops including a small supermarket, a pharmacy, a hairdresser and a hot food take away. Two of the units are vacant. The centre is also served by a public house and a community centre. The centre has a good level of vitality and viability.

4.50 The Council will help to strengthen local centres by supporting proposals for use s 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 leading 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.

4.51 With regard to neighbourhood centres, the Local Plan defines sixteen within Tamworth, as supported by the evidence base. Neighbourhood centres 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. The list of neighbourhood centres and their description s at the time of July 2014 monitoring are as follows:

Table 4.2: Description of Neighbourhood Centres

Neighbourhood Centres		
NC1	<u>Chartwell</u>	The centre at Chartwell contains t wo double shop units and is therefore limited in its number and range of units. One of the double shop units is occupied by a convenience store. There is also a hairdresser and a school uniform shop. Chartwell has a fair level of vitality and viability.
NC2	<u>Cedar Drive</u>	The centre at Cedar Drive contains a convenience store and a public house, as well as an electrical store, hairdresser, sandwich shop, a tanning salon, tv repair and sales shop and a take-away. There are eight car parking spaces, cycle racks, re cycling facilities, a post box and a phone box. The centre has a fair overall level of vitality and viability.
NC3	<u>Lakenheath</u>	The centre at Lakenheath provides two units – a hairdressers and a convenience store – and, as such, serves a neighbourhood catchment. The centre is situated below residential flats and is served by a forecourt parking area. It has a fair level vitality and viability.
NC4	<u>Kerria</u>	The centre is set within a residential development comprising three storey flats and accommodates two hot food takeaways, a convenience store and an advice and resource community centre. There is also a community hall and the centre is served by car parking and has public artwork on the side of the community centre. There are some vacant units and the previously existing doctors surgery has permission for redevelopment to residential units. The centre has a fair level of vitality and viability.

NC5	<u>Fazeley Road</u>	Located on the junction of Fazeley Road and Sutton Avenue, the centre comprises a convenience store which is accommodated across two units, a hot food take-away, a hairdresser and a car sales office and yard. The centre has a good level of vitality and viability.
NC6	<u>Tamworth Road, Two Gates</u>	The centre includes a newsagent, a wine merchant, a hot food take-away, a window and door sales office and a church. The centre has a fair level of vitality and viability.
NC7	<u>Farm Park Road</u>	The centre comprises a convenience store, a hairdresser and a hot food take-away which are located below a block of maisonettes off Park Farm Road. There is an elderly care home adjacent to the centre. The centre serves a neighbourhood catchment. It appears slightly run down in appearance and it has a poor level of vitality and viability.
NC8	<u>Pennymoor Road</u>	The centre at Pennymoor contains only two properties – a newsagents and a community centre (which has multi-use as a pre-school/nursery and a youth club) – and therefore has a very limited neighbourhood role. The centre has a fair level of vitality and viability.
NC9	<u>Scott Road</u>	The Scott Road centre overlooks an attractive public square and includes a newsagent, a veterinary surgery, a hot food take-away, two hairdressers and a dental surgery. The centre is well maintained and has a good level of vitality and viability.
NC10	<u>Glascote Road</u>	Glascote Road centre comprises of an off licence, a petrol service station (incorporating a convenience store) and several small units including two hot food takeaways, a hairdresser, a bathroom sales and showroom and an upholstery shop. The centre has a fair level of vitality and viability.
NC11	<u>Tinkers Green</u>	Located on the ground floor level of a three storey maisonette block, the Tinkers Green centre has four units – newsagent, a hairdresser, an off licence and a hydroponics shop. There is off-street parking to the rear. The centre appears run down in appearance and has a poor level of vitality and viability.
NC12a	<u>Hockley Road</u>	This centre is in two parts and contains a convenience store, a wine merchant, two takeaways and a funeral parlour. The shops are within a residential area and have a good appearance. The centre has a fairly good level of vitality and viability.

NC12b	<u>Beauchamp Road</u>	This centre provides three units situated below residential flats, and includes a newsagent, a hairdressers and beauty salon. The centre has a fair level of vitality and viability.
NC13	<u>Wilnecote Lane</u>	This centre contains a convenience store, a furniture shop, two hairdressers and a hot food takeaway. It is located within a residential area and serves a localised neighbourhood shopping role. There are no parking spaces for visitors. It has a good level of vitality and viability.
NC14	<u>Watling Street, Wilnecote</u>	The centre comprises two parades of shops located around the junction of Watling Street and Nine Foot Lane in Wilnecote. In addition to a newsagent, three hairdressers, a betting shop, and a bar/restaurant, the centre provides comparison goods retailing in the form of a bridal shop, kitchen & bathroom shop, an electrical shop, a double glazing outlet and an internet sales shop. The centre has two parking areas and one vacant unit. The centre has fair level of vitality and viability.
NC15	<u>Bowling Green Avenue</u>	This centre has three units, comprising a convenience store, a hairdresser and a dry cleaners. It is located within a residential area and serves a localised neighbourhood shopping role. It has a fair level of vitality and viability.

4.52 Where necessary the sustainable urban extension allocations should include new neighbourhood centres alongside other community facilities in order to create sustainable places that reduce the need to travel whilst helping to create a sustainable community and this is supported by policy HG2.

Culture and Tourism

4.53 Policy EC5 looks to build upon the strength and potential of Tamworth’s tourism sector, which owes much to its history and setting and is focussed on the town centre. 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 where 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.

- 4.54 Tamworth 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 popular. 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.
- 4.55 In addition to the town centre, a unique cluster of sport and leisure facilities are 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.
- 4.56 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 can not 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.
- 4.57 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. 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.
- 4.58 The improvements to the physical linkages and signage between the town centre and the out of centre retail parks, leisure zone and railway station will make them more convenient and attractive to use.

This policy aims to address Strategic Spatial Priorities SP2 and SP9
EC5 Culture and Tourism
Planning applications which deliver a vibrant cultural and tourism economy which will help improve the quality of life of residents and visitors will be supported.
The Council will work with partner agencies and organisations that: a) Safeguard existing cultural facilities that are serviceable or which continue to provide a service to the community, and support the expansion of the Assembly Rooms as the centrepiece of the emerging Creative Quarter b) Promote, protect and enhance Tamworth’s landscape character and heritage c) Support proposals for the 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 Tamworth'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 Tamworth as an important tourism resource
 - k) Improve the transport connections and physical routes through promoting what already exists to visitor attractions outside of Tamworth; particularly to Drayton Manor, Kingsbury Waterpark, Middleton Lakes and the National Memorial Arboretum
- Planning applications that achieve these aims will be supported

- 4.59 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.
- 4.60 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.
- 4.61 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 re-develop the top floor of the Castle to house such an exhibition that will attract visitors to the town.
- 4.62 Partnerships such as: Wild About Tamworth, Central Rivers Initiative and Tame Valley Wetlands Partnership are invaluable and successful in bringing together biodiversity and people and present the 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. The restoration and re generation of the rivers and the Coventry Canal 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 Tamworth 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.

Employment Land and Economic Growth

- 4.63 A significant contribution of the Local Plan to create a diverse local economy and achieve economic prosperity in Tamworth 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.
- 4.64 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. Tamworth also benefits from excellent railway links to London, Birmingham, Manchester and Nottingham, with Tamworth Rail Station being on both the Cross Country Line and the West Coast Mainline.
- 4.65 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.
- 4.66 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 in the West Midlands, mainly Birmingham, Lichfield, Solihull and North Warwickshire in particular Birch Coppice, 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.

Sustainable Economic Growth

- 4.67 Policy EC6 allocates 18ha of new employment land to provide for the assessed level of economic growth anticipated over the local plan period. These sites extend and enhance the existing network of strategic employment areas within Tamworth.

This policy aims to address Strategic Spatial Priorities SP1, SP2, SP3, SP12

EC6 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 at least 18 hectares of new employment land to meet some of Tamworth's additional employment land needs up to 2031. The allocation of new employment sites to deliver B1 (b,c), B2 and B8 uses will support the existing network.

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

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 30, EMP 34	Sandy Way, part of Amington employment area
EMP 26	Land adjacent to Sandy Hill Business Park
EMP 33	Site off Bonehill Road
<p>Specific details for each of these sites can be found in the supporting text. Development proposals for the employment allocation sites should comply with the other policies in the Local Plan.</p> <p>The location for new office development (B1a) will be in line with policy EC1.</p> <p>Proposals for new employment development outside of an allocated employment site or strategic employment area will be supported, provided that the proposed employment development:</p> <ul style="list-style-type: none"> • Is accessible to public transport • Would be compatible with its surrounding uses and would not have an adverse impact on the amenities and character of the surrounding area. • Is supported by necessary infrastructure • Meets the requirements of other policies in the Local Plan where applicable 	

4.68 Policy EC6 sets expectations for employment land that will be delivered by policies throughout the local plan, including in particular Policy S U1 which relates to a sustainable transport network for Tamworth. The provision of new employment land will be monitored and the Council will continue to encourage landowners and developers to enter pre-application discussions to help them meet the requirements of the local plan in a deliverable way.

4.69 Tamworth is part of the Greater Birmingham and Solihull Local Enterprise Partnership (LEP). 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. In particular, the focus of the emerging Economic Strategy for the Greater Birmingham and Solihull LEP area is on job creation, and will be supported through ensuring sufficient land is identified for delivery.

4.70 The following table includes basic site information and known specific requirements of the employment land allocations as a starting point for proposals to mitigate the impacts identified by the Sustainability Appraisal and evidence base. General requirements such as access, design, landscaping and sustainable drainage set by other policies in the Local Plan also apply.

Table 4.3: Employment Land Allocations Guidance

Site Reference Number	Site Name
EMP1	<p data-bbox="435 387 1042 421">Land south of the A5, Bitterscote South</p>  <p data-bbox="435 1043 1342 1070">© Crown copyright and database rights 2014 Ordnance Survey LA100018267</p>
<p data-bbox="236 1115 1465 1357">The site area is 9.8 hectares. The site is on greenfield land and, although separated from it by the A5, would form an extension to the Bitterscote Strategic Employment Area. The site is adjacent to the Fazeley and Bonehill Conservation Area and the Birmingham and Fazeley Canal forms the western boundary. Highway access can be made from the A5 slip road/A51, subject to consultation and approval by the relevant highway bodies. Consideration should be given to the potential for or improved pedestrian, cycle and bus links, including pedestrian and cycle links to the canal towpath. Any development proposed should include:</p> <ul data-bbox="236 1395 1465 1641" style="list-style-type: none"> • Landscaping adjacent to the canal and prevention or mitigation of light, noise or odour to canal users • Retain Public Right of Way or provide alternative/re-route • Flood Risk Assessment and any mitigation measures required (majority of site within FZ3 behind flood defences) • Contribution to Flood Bank Defence Maintenance • Noise Report (in relation to nearest residential properties) 	

EMP2

Cardinal Point



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The site area is 1.45 hectares. The site is on brownfield land and forms part of the Bitterscote Strategic Employment Area. Development proposals should consider taking access from Bonehill Road and should also consider improvements to pedestrian and cycle links between the site and the town centre. Any development proposal should include:

- Flood risk assessment and any mitigation measures required (majority of site within FZ 3 behind flood defences)
- Contribution to Flood Bank Defence Maintenance

EMP 7

North of Bonehill Road, Part of Bonehill Road Employment Area



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The site area is 0.7 hectares. The site is on greenfield land and forms part of the Bitterscote Strategic Employment Area. Access to the site could be taken off Meadow Road (with consideration to traffic impact on Meadow Road/Bonehill Road junction and Ventura Park Road/Bonehill Road junction). Consideration should be given to the potential for improving bus, pedestrian and cycle links. Any development proposed should include:

- Flood Risk Assessment and any mitigation measures required (site in FZ2 and part in FZ3 behind defences)
 - Contribution to Flood Bank Defence Maintenance
- Open space and landscaping to include native species (proximity to SBI)

EMP8

Land adjacent to Relay Park



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The site area is 2.84 hectares. The site is on greenfield land and would form an extension to the Relay Park Strategic Employment Area. Access could be taken from Pennine Way/A5 (T) or motorway services road and consideration should be given to the potential for improvements to pedestrian, cycle and bus links. Any development proposal should include:

- Flood Risk Assessment (focussing on the sustainable management of surface water)

EMP9

Land adjacent to Centurion Park



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The site area is 0.74 hectares. This site is part greenfield and part brownfield land and would form an extension to Centurion Park Strategic Employment Area. Access could be taken from Centurion Way and the traffic impact on the M42 junction 10 and A5 (T) Stoneydelph junction should be considered, as well as the impact on Watling Street and the surrounding network. Consideration should be given to potential for improvements to pedestrian, cycle and bus links. Pedestrian linkages across Watling Street and the A5 (T) should be assessed and improved where necessary. There is an ordinary watercourse crossing the site. Any development proposal should include:

- (Where adequate hydraulic modelling is not available) Flood Risk Assessment (risk of flooding to the site from the watercourse)

EMP10/
EMP30/
EMP34

Vacant land and car park off Sandy Way, Amington Employment Area

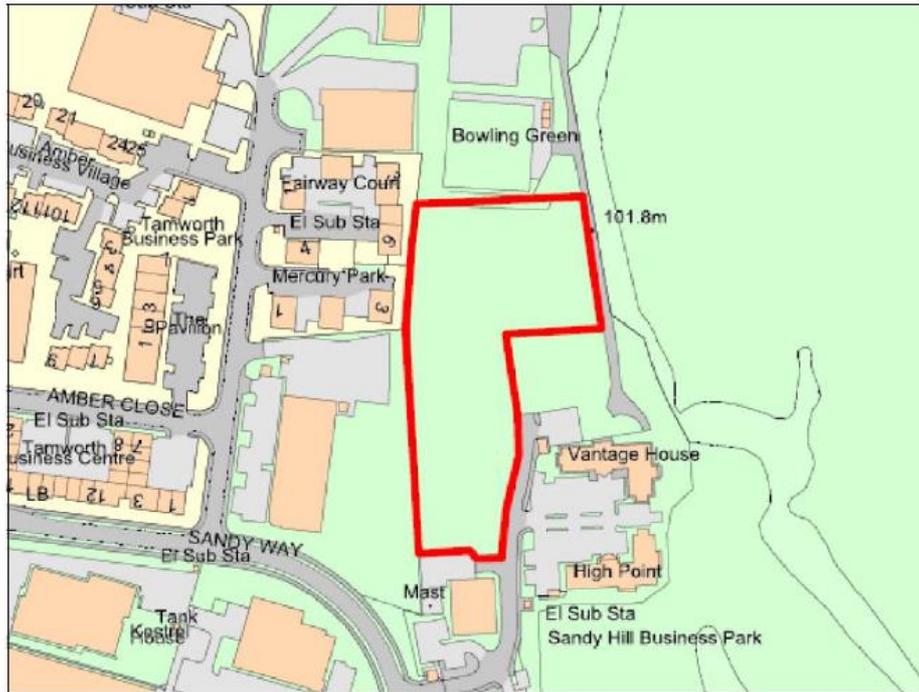


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The site area is 1.64 hectares. This site is on brownfield land and forms part of Amington Strategic Employment Area. Access could be taken from Sandy Way and consideration should be given to the potential for improving pedestrian, cycle and bus links. There is a school and its playing fields immediately to the north of the site and consideration should be given to the potential future expansion of the school and ensuring there is no direct impact on the playing fields. A public right of way runs along the edge of the site and this should be retained or an alternative provided.

EMP26

Land adjacent to Sandy Hill Business Park



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The site area is 0.95 hectares. This site is on greenfield land and would form an extension to Amington Strategic Employment Area. Access could be taken from Sandy Way and consideration should be given to the potential for improving pedestrian, cycle and bus links. There is a public right of way which crosses the site and this should be retained or an alternative provided. There is an indoor/outdoor bowling facility to the north of the site and this should be protected.

EMP33

Site off Bonehill Road



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The site area is 0.57 hectares. This site is a greenfield site which forms part of Bitterscote Strategic Employment Area. Access could be taken from Meadow Road/Bonehill Road roundabout and consideration should be given to the potential for improving pedestrian, cycle and bus links. Any development proposal should include:

- Flood Risk Assessment and any mitigation measures required (majority of site within FZ3 behind flood defences)
- Contribution to Flood Bank Defence Maintenance

Strategic Employment Areas

- 4.71 Policy EC7 supports the protection of existing and proposed employment land in Tamworth for employment uses and sets out the criteria for assessing applications for non B1(b and c), B2 and B8 uses in strategic employment areas.
- 4.72 The Employment Land Review 2012 looked at the existing portfolio of employment land and 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.
- 4.73 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.
- 4.74 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 strategic 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 strategic employment areas could increase the possibility of using combined heat and power.
- 4.75 There has been increasing pressure for alternative town centre uses on existing strategic employment areas. However there is a risk that this could be to the detriment of the function of the strategic employment areas and also that of the town centre. It is therefore important that the B class uses remain at the strategic employment areas. Any change of use to alternative uses would have to demonstrate that the unit was not attractive to the market, the alternative use could not be more sustainably accommodated elsewhere, the accessibility of the proposal by a variety of sustainable transport modes and that the change would not be detrimental to the role of the strategic employment area.
- 4.76 New offices B1(a) should be located within the town centre. If no sites are available then strategic employment areas 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.

This is policy aims to address Strategic Spatial Priorities SP3, SP12

EC7 Strategic Employment Areas

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.

Planning permission should be granted for B1 (b,c), B2 and B8 uses on the network of strategic employment areas identified on the Policies Map. 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.

Where planning permission is proposed for non B1(b, c), B2 and B8 uses within strategic employment areas, the development will be required to demonstrate:

- a) through an independent assessment, that the site is no longer attractive to the market for its existing permitted use, which will include evidence that it has been marketed for a period of at least 12 months, a market view of the site and details of the marketing.
- b) evidence to demonstrate that there are no other more suitable locations outside of strategic employment areas that are available
- c) good accessibility by walking, cycling and public transport, and
- d) there will be no direct or cumulative negative impact on the vitality, viability or function of strategic employment areas and other centres.

To ensure the sustainability and viability of the strategic employment areas, new development should provide appropriate soft and hard landscaping, permeable surfaces and appropriately designed signage and lighting.

4.77

Policy EC7 will ensure that sufficient land suitable for employment use will be retained for that purpose, whilst also being sufficiently flexible to allow for alternative provision where appropriate and necessary, and where there is no other option. The protection of the strategic employment areas will be monitored using indicators such as the total amount of additional employment floorspace and land by use class and the total loss of employment land.

Delivering a Prosperous Town

4.78 Table 4.4 outlines how the policies in this chapter will be implemented to create a prosperous town in Tamworth by identifying the action required, responsible parties and when delivery should happen. Development management includes pro-active regulation that goes beyond the granting of planning permission including pre-application discussions, compliance with conditions and planning enforcement.

Table 4.4: Delivering a Prosperous Town

Policy	Action	Responsibility	Timescale
EC1 – Hierarchy of Centres for Town Centre Uses	Development Management	Tamworth Borough Council (TBC) Landowners Developers	Ongoing
	Monitoring	TBC	Quarterly/Half Yearly/Annually
EC2 – Supporting Investment in Tamworth Town Centre	Improve linkages between the town centre and out of town retail/leisure areas	TBC Staffordshire County Council (SCC) Landowners Developers	Ongoing
	Creative Quarter public realm enhancements and improvements to key buildings	TBC SCC	Ongoing
	Design (Public Realm) Supplementary Planning Document	TBC	12 months
	Promote a new strategic view of the distinctiveness of Tamworth	Town Team - Destination Tamworth Findabiz	Ongoing
EC3 – Primary and Secondary Frontages	Development management	TBC Landowners	Ongoing
	Monitoring	TBC	Quarterly/Half Yearly/Annually
EC4 – Supporting Investment in Local & Neighbourhood Centres	Development management	TBC Landowners Developers	Ongoing
EC5 – Culture and Tourism	Development management	TBC Landowners Developers	Ongoing
	Restoration and regeneration of the rivers and the Coventry Canal	Central Rivers Initiative	Ongoing
EC6 – Sustainable Economic Growth	Delivery of 18 ha of new employment land	TBC Landowners Developers	Ongoing
	Monitoring	TBC	Quarterly/Half Yearly/Annually
EC7 – Employment Areas	Development Management	TBC Landowners Developers	Ongoing
	Monitoring	TBC	Quarterly/Half Yearly/Annually

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 policies in this chapter address the challenges of population growth, housing affordability and facilitating sustainable communities as described in Tamworth’s spatial portrait in Chapter 2. The strategy for housing set out in Chapter 3 requires the maximum delivery of housing on suitable sites within Tamworth while cooperating with other authorities and the Greater Birmingham and Solihull Local Enterprise Partnership to meet the remaining need in Lichfield and North Warwickshire.

Housing

- 5.3 Policy HG1 will support the provision of new homes in Tamworth to meet the housing requirement for the Plan period. A rigorous assessment of potential development land was carried out as described in the Tamworth Pre-submission Local Plan Site Selection Paper (2014) and informed by the Tamworth Pre-submission Local Plan Sustainability Appraisal (2014), other evidence and consultations. Deliverable or developable sites were selected for allocation. These include sustainable urban extensions to the north of Tamworth’s existing urban area at Anker Valley, in the east at the former Golf Course and towards the west at Dunstall Lane. These sites will bring forward a total of 2,358 dwellings. Aside from these sustainable urban extensions there is a limited supply of suitable land for housing development within Tamworth. By allocating these other sites a further 625 dwellings will be brought forward on deliverable or developable sites entirely outside Flood Zone 3. A further 140 dwellings have been allocated on sites covered by the Level 2 Strategic Flood Risk Assessment (2014), these sites will be subject to site specific flood risk assessments. These sites have been allocated to allow and encourage further housing development within Tamworth. Therefore 765 dwellings allocated by HG1 could come forward. Broad expectations for all housing developments are set out in the policy and specific requirements for allocated sites are described in the following supporting text. These will allow planning decisions to improve the sustainability of housing development.

This policy aims to address Strategic Spatial Priorities SP1, SP5, SP7, SP9, SP10, SP12

HG1 Housing

Within Tamworth a net increase at least 4,425 dwellings will be delivered within the plan period at an average of 177 units per annum. At least 2,358 dwellings will be provided for within sustainable urban extensions (policy HG2). The remainder will be provided within or adjacent to 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. The Council will secure high quality housing development that contributes to creating inclusive and safe mixed communities and reducing

health inequalities, well served by public transport, pedestrian and cycle links. This will be achieved by requiring a mix of well designed dwellings of the right size and affordability and will be supported by services, facilities and infrastructure to meet community needs. Contributions to off-site infrastructure will be required in accordance with policy IM1 Infrastructure and Developer Contributions.

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
358	Whitley Avenue
387	Coton House Farm, Coton Lane
390	Coton Hall Farm, Coton Lane
399	Coton's Van Hire and Millfield House, Lichfield Road
406	Land North of Coton Lane
462	Car Park off Park Farm Road
488	Former Staffordshire County Council Care Home, New Road
496	Seaton Hire Ltd and land to the south of Wilnecote Road
504	Treetops Garage Dosthill
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
550	Solway Close
591 and 593	Co-op Filling Station and Land to the West

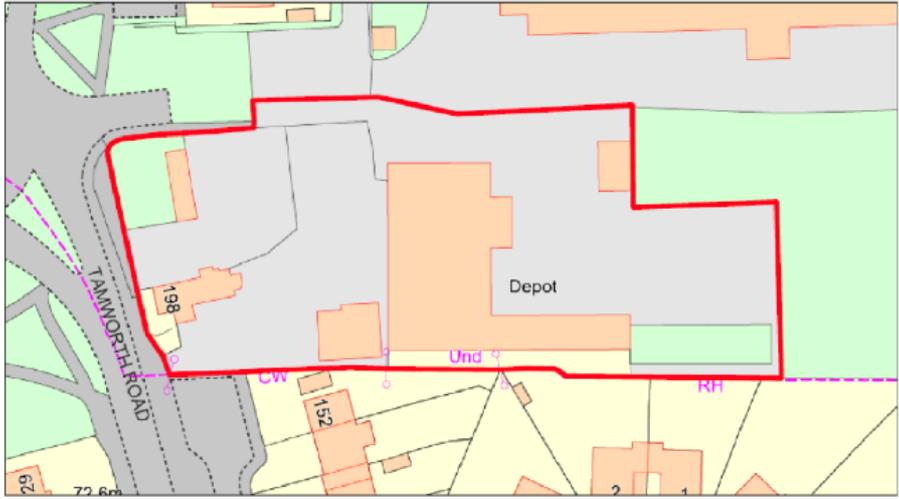
Specific details for each of these sites can be found in the supporting text and information relating to capacity, site area and delivery can be found within the housing trajectory in appendix A. Development proposals for the housing allocation sites should comply with the other policies in the Local Plan.

5.4 Policy HG1 sets expectations for housing development that will be secured by policies throughout the Local Plan. The provision of necessary infrastructure will be coordinated through the Infrastructure Delivery Plan and with the Tamworth Strategic Partnership. The Council will continue to encourage landowners and developers to enter pre-application discussions to help them meet the requirements of the Local Plan in a deliverable way. When necessary the Council will also issue further guidance for development.

5.5 Table 5.1 includes basic site information and known specific requirements as a starting point for proposals to mitigate the impacts identified by the Sustainability Appraisal and other evidence. General requirements such as transport assessments and highway improvements, design, community facilities, green infrastructure, preliminary risk assessments for contaminated land and sustainable drainage set by other policies in the Local Plan also apply. All applications must include a heritage statement and archaeological desk based assessment. Where sites are located in a conservation area or an area of high archaeological potential, particularly the historic town centre core, the

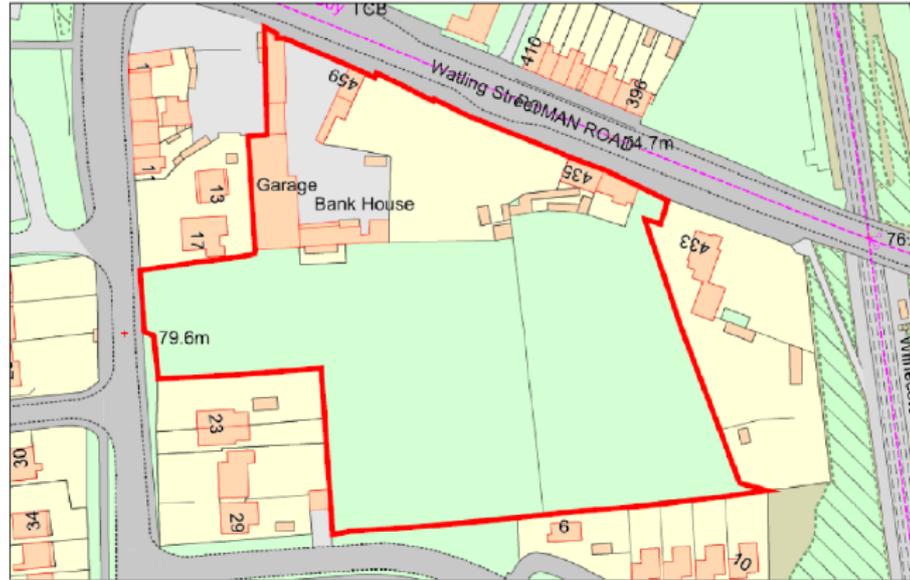
Council’s Conservation Officer and Staffordshire County Council Environment Team (Historic Environment) should be consulted at an early stage. The Local Plan Heritage Impact Assessment (2014) provides further information and should be consulted. Where development may result in loss of archaeological assets, evaluation and mitigation will be required to record and understand their significance.

Table 5.1: Housing Allocations Guidance

Site Reference Number	Site Name
341	<p>Land south of St Peter’s Close – Phase 2</p>  <p>© Crown copyright and database rights 2014 Ordnance Survey LA100018267</p>
yh	<p>The site is on brownfield land and contains business premises and a house. The area is characterised by low density 1930-1970 private housing, with pre 1960 public housing nearby and the site to the north has been granted planning permission for housing. Highway access could be made from the housing site to the north. Any development proposal should include:</p> <ul style="list-style-type: none"> • Noise Assessment (located near railway track) • Possible contaminated land remediation (potentially contaminated land) • Coal Mining Risk Assessment (located in Development High Risk Area)

343 and
344

**Land off Cottage Farm Road and derelict buildings south of
B5404**



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The site is on brownfield land 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 the Wilnecote Regeneration Corridor with the potential for mixed use housing and retail or employment redevelopment accessible by the rail station. The site is adjacent to the projected line of the Roman Road with potential for below ground archaeological deposits to survive. Highway access could be taken from Cottage Farm Road, Dosthill Road (for part of site) or Watling Street (with consideration of Two Gates junction and access to site 521). Any development proposal should include:

- Noise Assessment (located near railway track)
- Ecology Assessment (vegetated vacant part of site)
- Landfill Gas Risk Assessment (within 250m of landfill)
- Possible contaminated land remediation (part potentially contaminated land)
- Coal Mining Risk Assessment (located in Development High Risk Area)
- Flood Risk Assessment (greater than 1ha in Flood Zone 1)

347

Phoenix Special Purpose Machines, Hospital Street



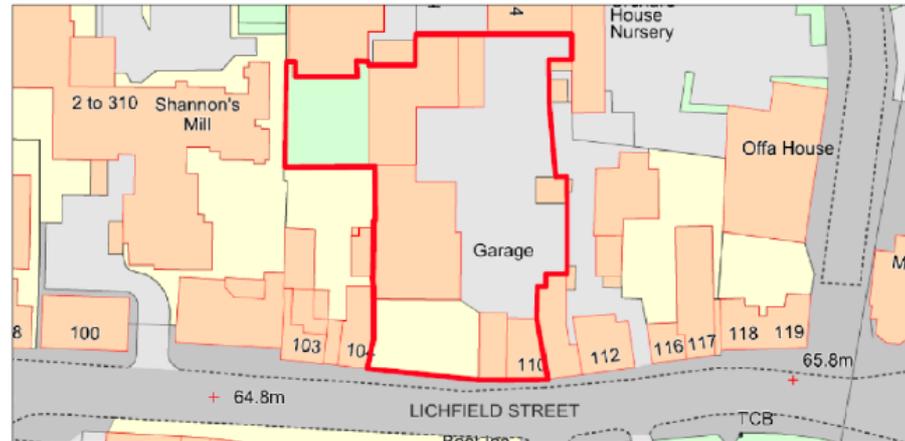
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The site is located on the edge of Tamworth Town Centre on brownfield land and contains a cluster of vacant employment units. The site is partially within two conservation areas (Tamworth Town Centre and Hospital Street), in proximity to grade II listed buildings and lies in an area of high archaeological potential. Highway access could be made from Hospital Street or Offa Street (with consideration of existing on street parking). Any development proposal should include:

- Possible contaminated land remediation (potentially contaminated land)
- Site Drainage Investigation (1 in 200 year surface water flood risk)

348

Norris Bros, Lichfield Street



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The site is located in Tamworth Town Centre on brownfield land and contains a garage and car sales showroom. There is one listed building within the site boundary and a number of listed buildings in the surrounding street scene; the majority of the site is within Tamworth Town Centre Conservation Area. A Quaker burial ground is recorded to the west and may lie within this site. There is also potential for historic buildings to retain earlier fabric within their cores. Highway access could be made from Lichfield Street (with consideration of existing on street parking). Any development proposal should include:

- Possible contaminated land remediation (potentially contaminated land)

349

Arriva Bus Depot, Aldergate



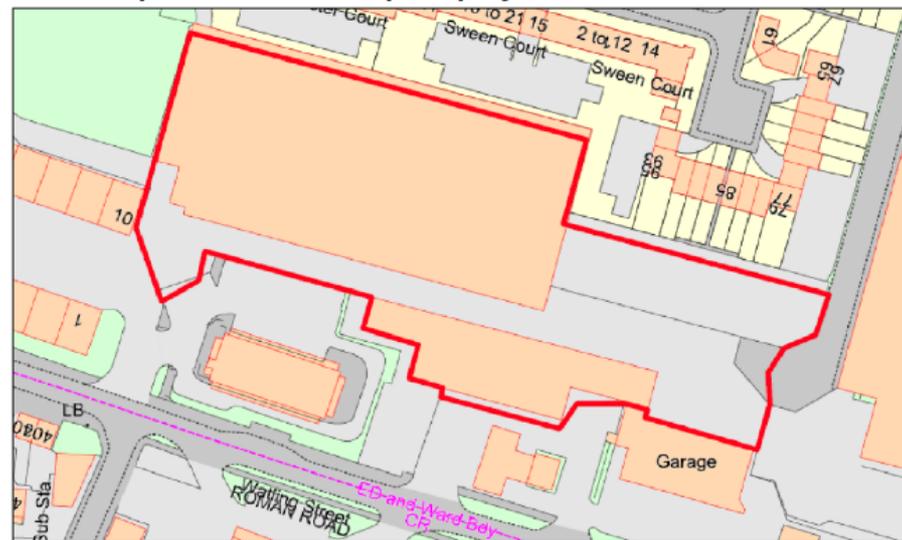
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The site is located in Tamworth Town Centre on brownfield land and contains a bus depot. The allocation is located next to the Creative Quarter. There are listed buildings in the surrounding street scene and the site lies within the Tamworth Town Centre Conservation Area, in an area of high archaeological potential. Highway access could be made from Aldergate (with consideration of the junction to Hospital/Albert Street). Any development proposal should include:

- Possible contaminated land remediation (potentially contaminated land)
- Site Drainage Investigation (1 in 30 year surface water flood risk)

357

Northern part of Beauchamp Employment Area



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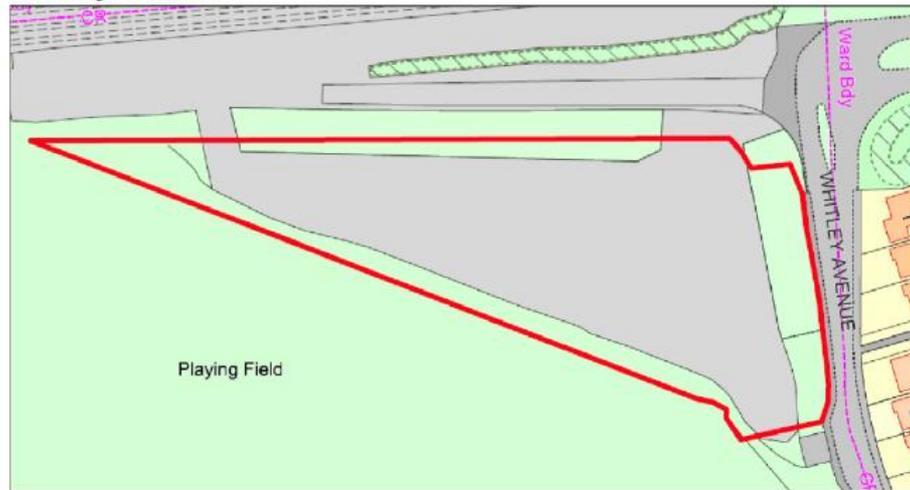
The site is located on brownfield land and contains commercial premises. The site forms part of the former 19th century Wilnecote brick and pipe works within an area that is predominantly 20th century industrial development. There is a potential for national, regional or locally important archaeology. The site is located within the Wilnecote Regeneration Corridor with the potential for mixed use housing and retail or employment redevelopment accessible by the rail station. A high density housing development has recently been completed to the north. Highway access could be

made from Hilmore Way or Leven Road (once adopted) or as part of redevelopment including one of the adjacent sites fronting Watling Street. Any development proposal should include:

- Landfill Gas Risk Assessment (within 250m of landfill)
- Possible contaminated land remediation (potentially contaminated land)
- Coal Mining Risk Assessment (located in Development High Risk Area)
- Flood Risk Assessment (greater than 1ha in Flood Zone 1)
- Buffer to Beauchamp Industrial Park Site of County Biological Importance and planting of native species
- Site Drainage Investigation (1 in 30 year surface water flood risk)

358

Whitley Avenue



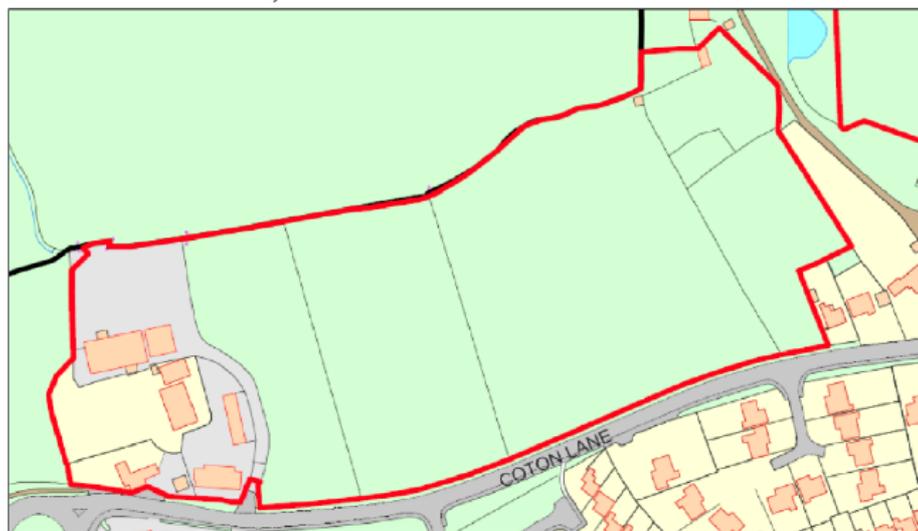
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The site is located on vacant greenfield land. The area is characterised by low density post 1970 private housing. The site is adjacent to a playing field which should be protected. Highway access could be made from Whitley Avenue. Any development proposal should include:

- Flood Risk Assessment (part of site in Flood Zone 2)
- Noise Assessment (site adjacent railway)

387

Coton House Farm, Coton Lane



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The site is located on greenfield and brownfield land and contains agricultural land and several buildings in residential and commercial use on a former farm. The site is located in the medium quality Riparian Alluvial Lowlands in the Trent Valley Washlands landscape character type. The site has high heritage value. Despite the removal of a small number of field boundaries, the wider landscape retains its overall historic planned character. Small scale conservation development is encouraged and Biodiversity Action Plan priority landscape features should be maintained or created. The site is located nearby to a Grade II listed bridge and Hopwas Conservation Area. Previous evaluation of the area by the Environment Agency has recovered evidence close to the site for late prehistoric activity and also for a series of large undated ditches, one pre historic ditch, a large burnt mound thought to date to the Bronze Age and Iron Age/Roman crop marks north of the site. Highway access could be made from Coton Lane (with consideration for improved pedestrian, cycle and bus links). Any development proposal should include:

- Flood Risk Assessment and contribution to flood defences (site in Flood Zones 2 and 3, partially defended)
- Odour Assessment (near sewage works)
- Protected Species Survey (potential Water Voles and Otters)
- Retention of public right of way at edge of site.

390

Coton Hall Farm, Coton Lane



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The site is located on greenfield agricultural land. The site is located in the medium quality Riparian Alluvial Lowlands in the Trent Valley Washlands landscape character type. The site has high heritage value. Despite the removal of a number of field boundaries, the wider landscape retains its overall historic planned character. There are two unlisted historic farmsteads within the site boundary: Coton Hall and Coton Dairy. There is potential for these buildings to retain older historic fabric. Previous evaluation of the area by the Environment Agency has recovered evidence close to the site for late prehistoric activity and also for a series of large undated ditches, one prehistoric ditch and a large burnt mound thought to date to the Bronze Age. Iron Age/Roman cropmarks to north of site.

Small scale conservation development is encouraged and Biodiversity Action Plan priority landscape features should be maintained or created. Highway access could be made from Coton Lane (with consideration for improved cycle, pedestrian and bus links). Any development proposal should include:

- Site Drainage Investigation (1 in 30 year surface water flood risk)
- Flood Risk Assessment and contribution to flood defences (site in Flood Zones 2 and 3, partially defended)
- Odour Assessment (near sewage works)
- Protected Species Survey (potential Water Voles, Otters and Great Crested Newts at adjacent pond)
- Retention of public right of way adjacent site

399

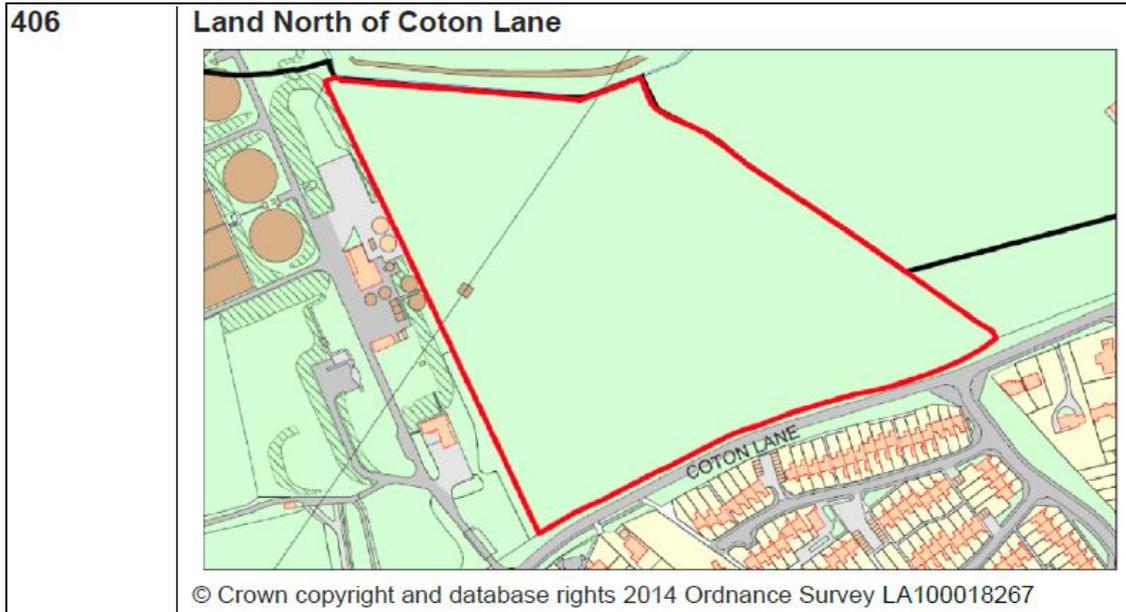
Coton's Van Hire and Millfield House, Lichfield Road



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This site is located on greenfield and brownfield land and contains an industrial unit with associated parking and yard. The site is located between residential and industrial areas and the River Tame. Highway access could be made from Lichfield Road (with consideration of industrial traffic). Any development proposal should include:

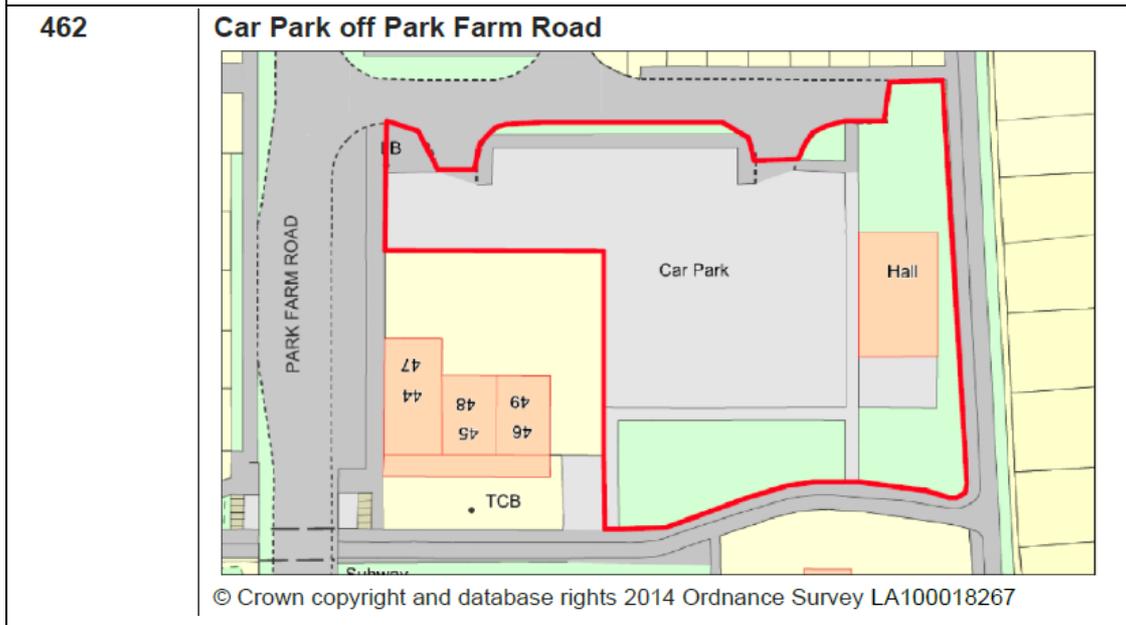
- Possible contaminated land remediation (potentially contaminated land)
- Flood Risk Assessment (Flood Zone 2 and adjacent Flood Zone 3)
- Odour and Noise Assessments (nearby industrial facility)
- Buffer to Broad Meadow Local Nature Reserve/Site of County Biological Importance and planting of native species



The site is located on greenfield agricultural land. The site is located in the medium quality Lowland Village Farmlands in the Mease Lowlands landscape character type. Large open post-war field systems have resulted in a loss of historic landscape character. There is a former windmill mound 300m to the east of the site and areas of ridge and furrow. To the west are complexes of cropmarks (potentially dating from the late prehistoric period).

Small scale conservation development is encouraged and Biodiversity Action Plan priority landscape features should be maintained or created. Highway access could be made from Coton Lane (with consideration for improved cycle, pedestrian and bus links). Any development proposal should include:

- Flood Risk Assessment (greater than 1 ha in Flood Zone 1)
- Drainage Investigation (1 in 30 year surface water flood risk)
- Odour Assessment (adjacent sewage works)



The site is located on brownfield land in a neighbourhood centre and contains a car park and community hall. The area is characterised by medium density post 1960 public housing. Highway access could be made from Park Farm Road (with access for shops maintained). Any development proposal should include:

- Coal Mining Risk Assessment (Development High Risk Area)

488

Staffs County Council Care Home, New Road



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The site is located on brownfield land and contains a youth centre and public sector offices. These are housed in unlisted former school buildings, which are included in the Historic Environment Record. The local area contains a mix of housing styles at low to medium density. The site is near to Grade II listed buildings and Wilnecote Conservation Area. There is potential for below ground archaeological deposits relating to the Watling Street Roman road and medieval and later settlement of Wilnecote. The site is adjacent to a school playing field which should be protected. Highway access could be taken from New Road or Hockley Road. Any development proposal should include:

- Drainage investigation (1 in 30 year surface water flood risk)

496

Seaton Hire Ltd and land to the south of Wilnecote Lane



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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. Highway access could be made from Marlborough Way (with consideration of road speed and visibility) or Fenn Street (with consideration of existing on-street parking and visibility). Any development proposal should include:

- Coal Mining Risk Assessment (located in Development High Risk Area)
- Site Drainage Investigation (1 in 30 year surface water flood risk)

504

Treetops Garage Dosthill



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The site is located on brownfield land and contains a garage. The site is on the edge of a local centre and the wider area is characterised by mixed tenure low density housing. Highway access could be taken from High Street. Grade II listed Dosthill Hall and Dosthill Conservation Area are within 500m of the site and their

settings should be preserved or enhanced. Any development proposal should include:

- Flood Risk Assessment (part of site in Flood Zone 3)
- Possible contaminated land remediation (potentially contaminated land)
- Drainage Investigation (1 in 30 year surface water flood risk)
- Coal Mining Risk Assessment (Development High Risk Area)
- Tree Report (protected tree)

**507, 508
 and 509**

**Club, Spinning School Lane, Former Magistrates Court and
 Police Station and Youth Centre, Albert Road**



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This site is located on brownfield land in Tamworth Town Centre and contains a vacant Magistrates Court and Police Station, a youth centre and a club. This site contains an archaeological scheduled ancient monument (Saxon Defences) which should be protected and conserved, in line with the NPPF. The site is immediately adjacent to Tamworth Town Centre Conservation Area and a number of locally listed buildings. Highway access could be made from Albert Road (with consideration of visibility) or Spinning School Lane (with consideration of visibility and access to the Gungate site). Any development proposal should include:

- Flood Risk Assessment (greater than 1 ha in Flood Zone 1)
- Replacement or retention of the youth centre and multi use games area
- Early discussions with Conservation Officer, Staffordshire County Council Environmental Services and Historic England (Scheduled monument; Extensive Urban Survey Historic Urban Character Area 4: Lower Gungate and Spinning School Lane)
- A desk based archaeological assessment undertaken by an appropriately qualified professional and if required, a field based archaeological assessment, also undertaken by an appropriate qualified professional. If loss, wholly or in part, of archaeological remains is unavoidable, appropriate recording should take place and all records should be added to the Historic Environment Record, in a timely manner.

521

Former railway goods yard, Wilnecote



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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 the Wilnecote Regeneration Corridor, accessible by the railway station. Highway access could be made from Watling Street (with consideration of site 343, 344). Any development proposal should include:

- Ecology Assessment (vacant vegetated site)
- Noise Assessment (nearby railway line)
- Possible contaminated land remediation (potentially contaminated land)
- Coal Mining Risk Assessment (located in Development High Risk Area)
- Landfill Gas Risk Assessment (within 250m of landfill site)
- Site Drainage Investigation (1 in 30 year surface water flood risk)
- Buffer to Beauchamp Industrial Estate Site of County Biological Importance and planting of native species

541 **Land adjacent to Tame Valley Alloys**



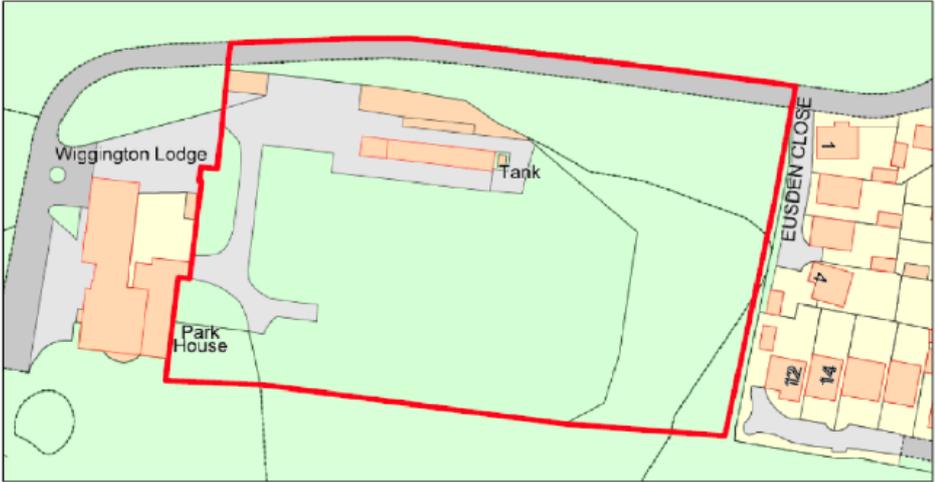
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The map shows a site outlined in red, labeled 'El Sub Sta', situated between residential areas and a 'Drain'. The street 'HEDGING LANE' is visible at the bottom of the site. Surrounding residential plots are numbered, including 24, 22, 109, 105, 108, and 22.

The site is located on brownfield land and contains industrial premises. The area is characterised by low density post 1970 private sector housing. High way access could be taken from Hedging Lane. Any development proposal should include:

- Retention of the public right of way that borders the site
- Possible contaminated land remediation (potentially contaminated land)
- Landfill Gas Risk Assessment (within 250m of landfill)
- Site Drainage Investigation (1 in 200 year surface water flood risk)

550 **Solway Close**



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The map shows a site outlined in red, labeled 'Park House', situated between 'Wigginton Lodge' and 'EUSDEN CLOSE'. A 'Tank' is also visible on the site. Residential plots on Eusden Close are numbered 1, 7, 12, and 14.

The site is located on brownfield land and contains vacant former gardens and outbuildings. The site is located within the unregistered historic Wigginton Landscape Park which includes a number of mature trees and is well used by the local community. The site is adjacent to a Grade II listed building. The EUS identifies a number of undesignated heritage assets including areas of ridge and furrow, planting elements associated with the landscape park, possible man-made mounds and potential for below ground archaeology. Highway access could be taken from Solway Close.

591 and 593	<p>Co-op Filling Station and Land to the West</p>  <p>The map shows a site outlined in red, bounded by Bonehill Road to the south and east, and a greenfield area to the north. A garage is shown within the site. A bridge is visible to the west, and a river is to the east. Distances of 59.1m and 60.1m are marked. A 'Posts' label is near the river. A '4 to 24 place' label is at the bottom right. A copyright notice at the bottom reads: © Crown copyright and database rights 2014 Ordnance Survey LA100018267</p>
<p>The site is located on brownfield and greenfield land and contains a petrol filling station. The site is adjacent to the Castle Pleasure Grounds and Tamworth Town Centre Conservation Area and nearby to a Grade II listed building and two scheduled monuments. The site is located in the medium quality Riparian Alluvial Lowlands in the Trent Valley Washlands landscape character type. Small scale conservation development is encouraged and Biodiversity Action Plan priority landscape features should be maintained or created. Highway access could be taken from Bonehill Road or Fazeley Road (with consideration of street trees). Any development proposal should include:</p> <ul style="list-style-type: none">• Possible contaminated land remediation (potentially contaminated land)• Flood Risk Assessment and contribution to flood defences (part Flood Zone 2 and part Flood Zone 3 behind flood defence bank)• Retention of public right of way	

Sustainable Urban Extensions

- 5.6 Policy HG2 establishes that sustainable urban extensions are more than just housing. The policy will ensure that each extension, where necessary, will deliver supporting infrastructure to create a sustainable, inclusive community. This may include a neighbourhood centre, community facilities, the provision of a primary school (in addition to the enlargement of existing primary and secondary schools in Tamworth) and a well-designed environment. All of the sustainable urban extensions will be expected to provide on-site open space and both public access and wildlife links to the surrounding neighbourhoods and rural areas. To reduce the risk of flooding and to contribute towards water management objectives, opportunities for the inclusion of sustainable drainage systems will be sought and may be combined with open space or wildlife corridors as multi-functional green infrastructure.
- 5.7 Good accessibility by public transport to the town centre and employment areas will be a critical requirement for each proposal. All housing must be within 350m of a bus stop with a half hourly or greater frequency bus service. 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.
- 5.8 Each location will require measures to be put into place including appropriate enhancement or creation of landscape features on the edge of the open countryside. This is of particular importance with 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 areas through careful design, layout and landscaping. The Local Plan Heritage Impact Assessment (2014) provides further information about heritage assets affected by the Sustainable Urban Extensions and should be consulted.

This policy aims to address Strategic Spatial Priorities SP1, SP4, SP5, SP7, SP9, SP10, SP12

HG2 Sustainable Urban Extensions

Anker Valley, Tamworth Golf Course and Dun stall Lane, as shown on the Policies Map will be allocated for housing with accompanying services and infrastructure.

Where appropriate all sustainable urban extensions should:

- a) Encourage the co-location of any required community infrastructure, retail or services to form a new local or neighbourhood centre. All new infrastructure should be easily accessible by foot, cycle and other sustainable modes of transport.
- b) Be well connected internally and to the adjacent urban areas, the town centre, employment areas and green infrastructure by means of walking, cycling and public transport. This will help to maximise internal trips and sustainable travel whilst mitigating the traffic impacts of the proposal on the strategic and local road network. Opportunities for active travel and outdoor recreation will support healthy lifestyles.
- c) Ensure that the development is of a high quality, sustainable and inclusive design and that the layout reflects the requirements of Policy EN5 **Design of New Development**. This will be tested through an appropriate design review process informed by local and nationally recognised design standards.
- d) 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. Where appropriate new habitats should be created and links made to existing sites of high biodiversity value. All developments should positively contribute towards meeting the objectives of the Water Framework Directive.
- e) Create integrated, distinctive neighbourhoods to meet the needs of the community including young and older persons and families to ensure social cohesion. The provision of community growing spaces or community orchards should be considered as part of the development, and be accessible to those with restricted mobility. The inclusion of Flexicare schemes for older people should be considered as part of the development where feasible.
- f) Development must ensure that surface water runoff is managed using sustainable drainage measures to limit discharge rates from the site to the pre-development (i.e. greenfield) condition, to ensure no increase in flood risk to off-site areas or loss of water quality.
- g) Incorporate elements of significant historic landscape character into their overall design as identified in the Extensive Urban Survey and the Borough Heritage Impact Assessment.

Any proposal for all or part of a sustainable urban extension must be supported by an up to date masterplan to ensure that the infrastructure requirements for the whole allocation will be delivered. Masterplanning should be informed by vision

statements or development briefs prepared by the Council for each site. The infrastructure elements to be delivered by each phase should be identified.

Anker Valley

Anker Valley is located on agricultural land and will form an urban extension in the north of Tamworth. Although physically separated by the rail network from the town it should be well connected to Tamworth Town Centre and Tamworth Rail Station. It will provide at least 535 new dwellings and associated infrastructure as detailed below. The development should:

- Minimise visual impact and protect long distance views to and from the nearby Amington Hall Estate Conservation Area and listed buildings.
- The eastern boundary should be landscaped to provide a transition to the countryside and the southern boundary should include landscaping and low intensity recreational uses.
- Conserve fabric and legibility of historic landscape character. Development should be of a design and scale which enhances the local distinctiveness and respects local vernacular.
- Create pedestrian and cycle access to the existing urban area west of the site.
- Make green links for wildlife to the Warwickshire Moor Local Nature Reserve and the wider green infrastructure network.
- Where feasible direct development to land that is not best and most versatile agricultural land.
- Take into consideration the potential for archaeology through an archaeological desk based assessment and/or archaeological field evaluation.

Required Infrastructure:

- A new primary school and contributions to secondary school
- Local convenience store
- New public open space, play facilities and sports provision in line with other policies of the Local Plan and the Infrastructure Delivery Plan
- North Tamworth Local Transport Package

Golf Course

- The site is located on Tamworth Golf Course and will form an urban extension in the east of Tamworth up to the administrative boundary with North Warwickshire. It will provide at least 1,100 new dwellings and associated infrastructure as detailed below. The development:
- Must take into consideration the existing oil pipeline and electricity pylons and adhere to guidelines for development.
- Must establish two points of vehicular access onto Mercian Way. The existing access to the golf course 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.
- Must avoid any impact on the nearby Alvecote Pools Site of Special Scientific Interest and mitigation should ensure there is no impact due to waste, surface water run-off, predation or increased recreational use of Alvecote Pools.
- 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. Wildlife corridors should be created between Hodge Lane Local Nature Reserve, Tamworth Golf Course (portion of) Site of County Biological Importance, Coventry Canal and the wider green infrastructure network.
- Reduce the urban edge effect on the canal, with particular attention to the treatment of the northern site boundary.

- Should be sensitively designed in terms of layout, scale, materials and landscaping to ensure no adverse impact on the character and setting of the canal and listed bridges.
- Take into consideration the potential for archaeology through an archaeological desk based assessment and/or archaeological field evaluation.
- May provide the opportunity to relocate an existing doctor's GP surgery and extend the range of services offered.
- Required Infrastructure:
 - A new primary school and contributions to secondary school
 - Local convenience store
 - New public open space, play facilities and sports provision in line with other policies of the Local Plan and the Infrastructure Delivery Plan
 - Modifications to the Glascoate Road/Marlborough Way roundabout junction.
- 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 in the west of Tamworth. It will provide at least 723 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.
 - Should include the retention and sympathetic restoration of Dunstall Farm and historic brick barns as part of development for residential or commercial use.
 - Should reduce the urban edge effect on the canal, with particular attention to the treatment of the site boundary with the canal, through sensitive layout, design, scale, materials and landscaping. Where possible the hedgerow between the site and canal towpath should be retained and only opened up in part to enable views out of the site and make the most of the setting.
 - Take into consideration the potential for archaeology through an archaeological desk based assessment and/or archaeological field evaluation.
 - Should ensure there is no adverse impact on the River Tame and Broad Meadow LNR. 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.
 - Should adequately mitigate or compensate for the loss of floodplain grazing marsh UK Biodiversity Action Plan priority habitat, which covers a large portion of the site. This should reduce the net loss or impact to the ecological networks and priority species populations.
 - Should provide appropriate landscaping and on-site open space to link with the river and canal corridors, 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.
 - Must establish two points of vehicular access.
 - Should ensure that the public right of way through the site remains or mitigation to provide an appropriate alternative route.

Required Infrastructure:

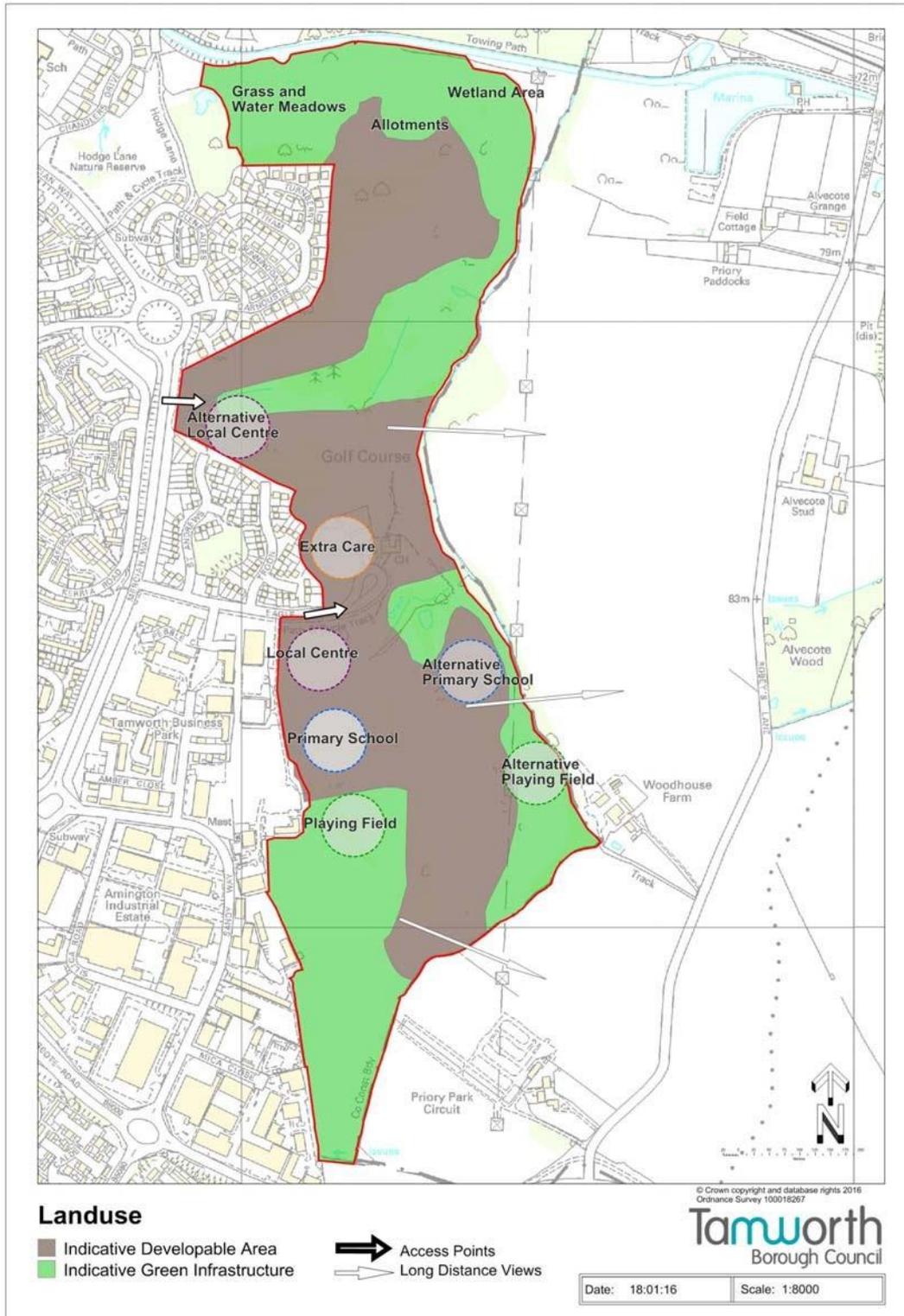
- A new primary school and contributions to secondary school
- Local convenience store
- New public open space, play facilities and sports provision in line with other policies of the Local Plan and the Infrastructure Delivery Plan
- Flood risk mitigation measures as required by a site specific flood risk assessment
- Provision of improved pedestrian and cycle connections to the A51 Lichfield Road from north of the development site.

In addition to the above, Staffordshire County Council and Tamworth Borough Council acknowledge that an additional pedestrian bridge over the river and flood relief channel (linking the Dunstall Lane SUE with the A51 to the north) would increase accessibility to the proposed primary school on the site and to retail and other services at the Ventura and Jolly Sailor retail parks for residents who live to the north of the A51.

Future residents of the Dunstall Lane SUE would also be able to achieve some journey time savings for pupils travelling to secondary school and for employees accessing the Lichfield Road Industrial Estate. The two Councils will work towards delivery of the bridge, including securing planning permission for it and securing funding for its construction. The Council will seek financial contributions towards the construction of the bridge from development schemes in the surrounding area. The contributions paid by adjacent developers will be commensurate with the improvements to the accessibility of their development sites that would be delivered by the bridge.

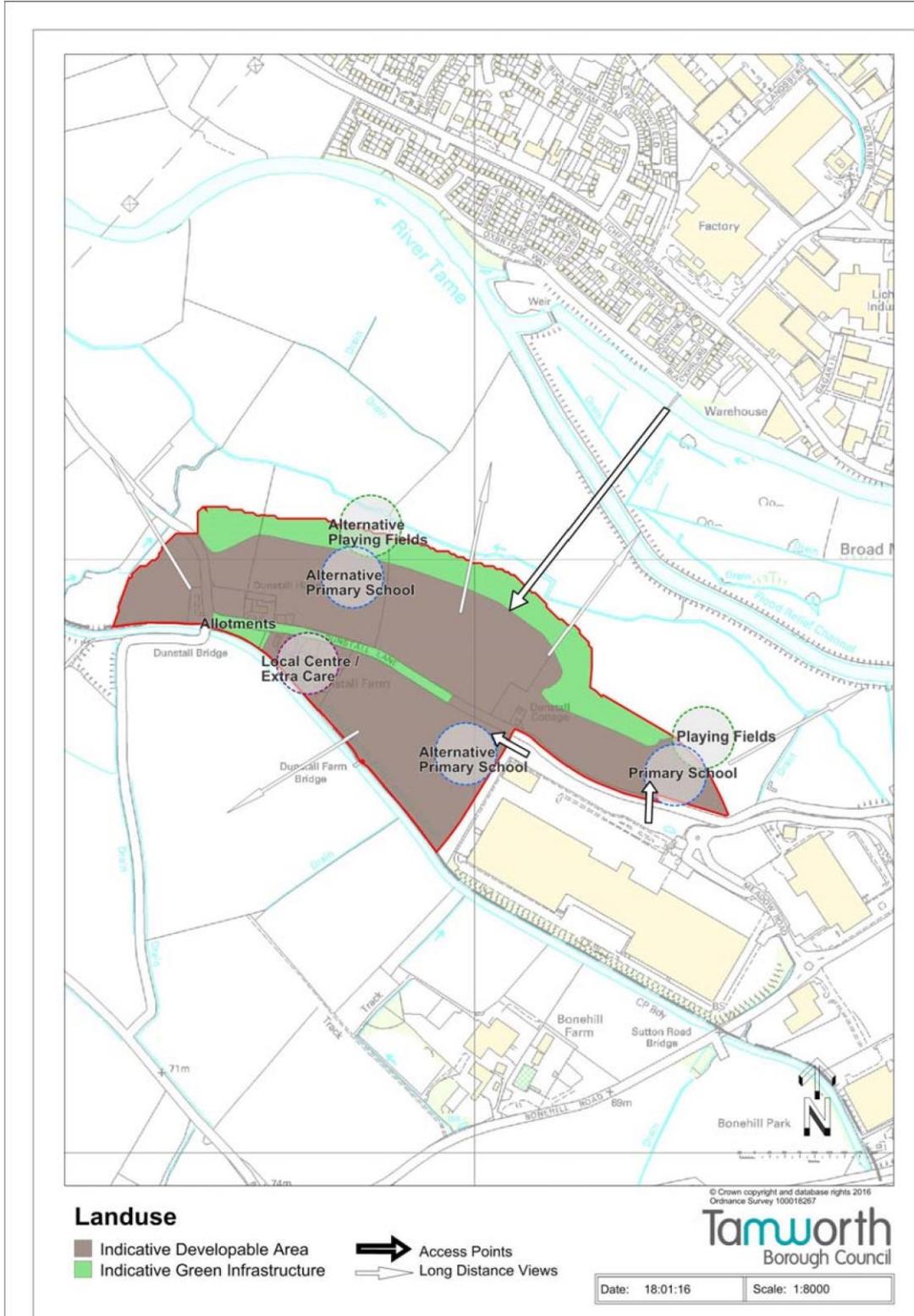
- 5.9 The infrastructure requirements for the sustainable urban extensions are further detailed in the Infrastructure Delivery Plan in Appendix B within the relevant infrastructure categories. Plan compliant notional schemes for each site have been tested as part of the Whole Plan Viability, Affordable Housing and Community Infrastructure Levy Study (2014) making allowance for costs including the essential infrastructure items to make each site deliverable.
- 5.10 HG2 will be supported by vision statements or development briefs setting high level proposals designed in collaboration with statutory consultees and other stakeholders. 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 will facilitate detailed discussions to translate the strategic vision for each sustainable urban extension into deliverable design requirements and infrastructure.

Figure 5.2: Golf Course SUE Inset Diagram



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Figure 5.3: Dunstall Lane SUE Inset Diagram



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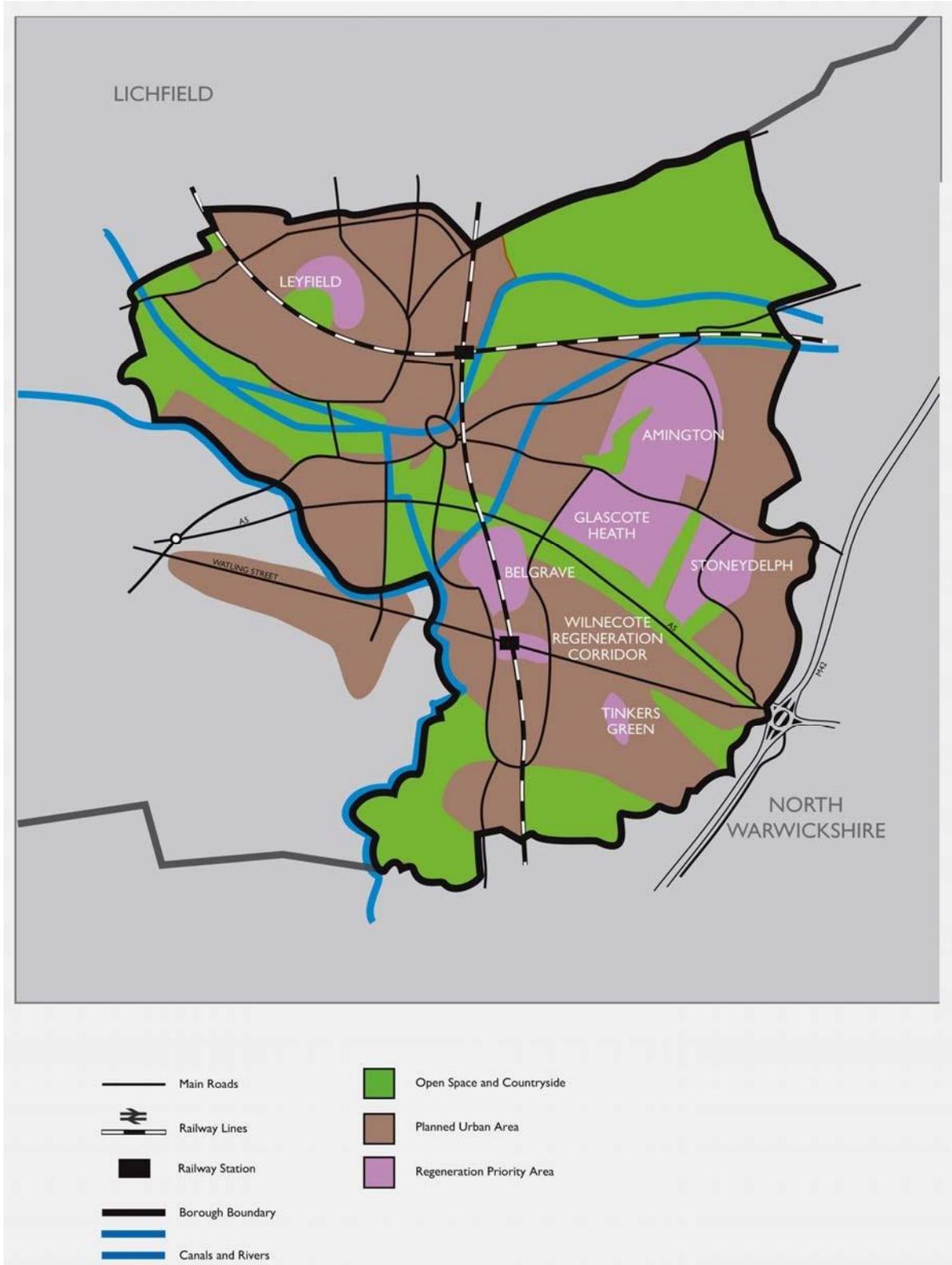
Regeneration Priority Areas

- 5.11 Policy HG3 will ensure that the potential benefits of regeneration are realised in areas of Tamworth where redevelopment is sought and anticipated. The Council's priorities for regeneration focus on neighbourhoods with high levels of deprivation, and where there may be a need to redevelop some public housing stock that is coming to the 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 vacant or underused private property and improving the immediate environment to enhance this important transport corridor.

The post war social housing areas

- 5.12 HG3 will build on Tamworth's good record of neighbourhood regeneration through focusing interventions in the 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. In addition there are two other 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.
- 5.13 On this basis, the neighbourhoods listed below have been identified as regeneration priority areas, as a result of demonstrating high levels of deprivation or a poor quality environment. The regeneration priority areas are identified in figure 5.4
- Amington
 - Glascote Heath
 - Stonydelph
 - Belgrave
 - Tinkers Green
 - Leyfield
- 5.14 HG3 will ensure that development in these areas will not only improve housing standards but contribute to decreasing levels of deprivation and improving environmental quality. Requirements will seek to improve access to jobs and services, protect local character and sense of community whilst improving and enhancing the natural environment and mitigating the impacts of climate change.

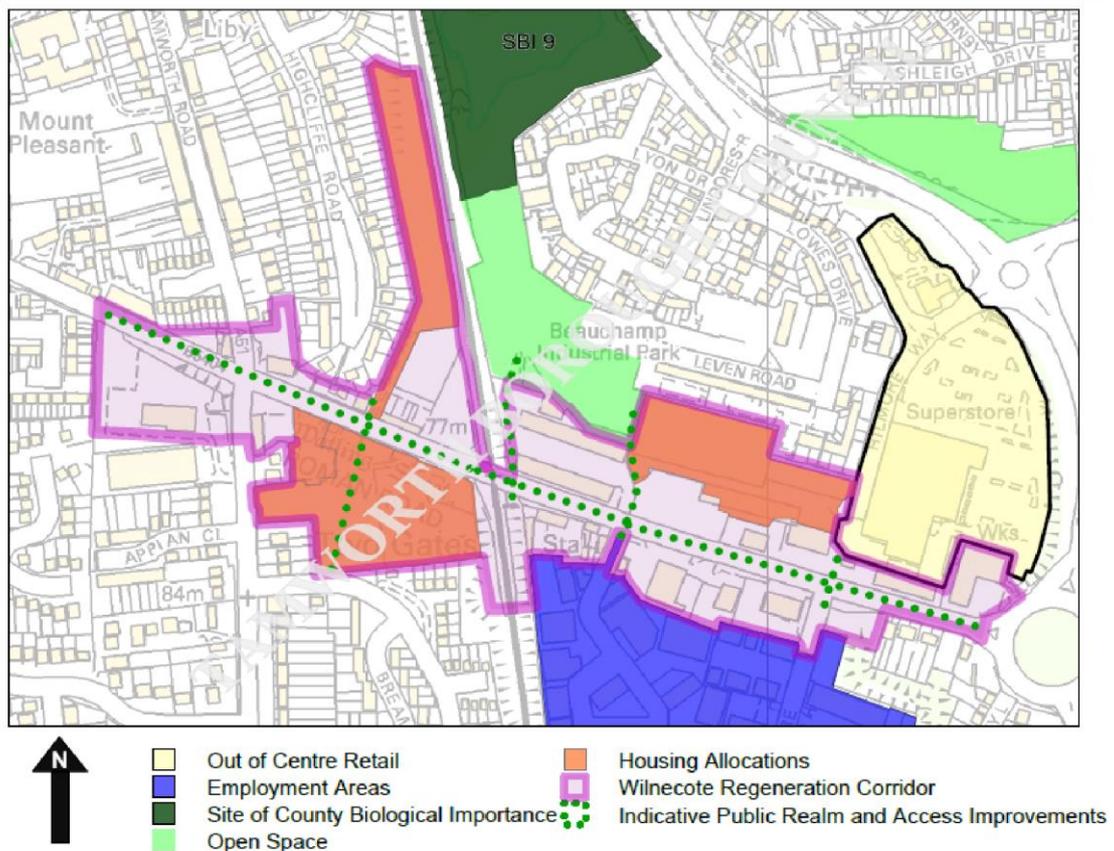
Figure 5.4: Regeneration Priority Areas



The Wilnecote Regeneration Corridor

- 5.15 HG3 will facilitate the improvement of the area surrounding Wilnecote Rail Station. The Wilnecote Regeneration Corridor (shown on figure 5.5) runs along Watling Street for almost half a mile. In addition to having rail access to Birmingham it is a well used stretch of road linking residential areas together and providing access to a significant employment area in Tamworth, Tame Valley industrial estate and out of town retail areas and access to Drayton Manor theme park.
- 5.16 Regeneration in the area will address a number of issues, including derelict and empty plots of land that have not been developed, poor pedestrian and cycle links to surrounding areas and an unattractive public realm created by dated buildings, neglected landscaping and vehicle access points on to Watling Street. Additionally the rail station and its surroundings could be improved by overcoming its current poor visibility and adding to the limited facilities. Due to varied land ownership, the constraint of the intersecting railway line and existing development the area has lacked a strategic direction to improvement and has become run down. Within and adjacent to the area are residential, employment, takeaway, automotive and retail properties, a working men’s club, a community hall and new public open space. These facilities and the rail station will be better exploited with improved appearance and accessibility.

Figure 5.5: Wilnecote Regeneration Corridor



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- 5.17 HG3 will exploit recent trends in the area which have seen a diversification of land uses and where housing development to the north has allowed the redevelopment of redundant industrial land. Three sites within the regeneration area have been allocated for housing development and may be suitable to include additional uses as

part of the same developments. Refurbishment or redevelopment of other properties by landowners will be made deliverable by allowing a range of uses and mixed use developments.

This policy aims to address Strategic Spatial Priorities SP3, SP4, SP5, SP7, SP10, SP12

HG3 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 5.4 are identified for regeneration with the purpose of revitalising the housing areas and building cohesive and sustainable communities.

Where feasible and appropriate, development in these areas should:

- a) improve the quality of the existing housing stock, providing new and existing properties with renewable and low carbon technologies or energy efficiency measures.
- b) enhance the mix of housing within the area that meets local needs.
- c) improve or provide local community facilities and services where opportunities are available.
- d) protect and enhance the network of high-quality open space.
- e) support the vitality and viability of existing local and neighbourhood centres.
- f) increase integration of the areas with surrounding areas and improve accessibility to employment, key services and the town centre by walking, cycling and public transport, facilitating improved public health by supporting active lifestyles.
- g) be 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 on the Policies Map. Proposals to enhance the roadside environment or improve Wilnecote Rail Station and its access by bus or active travel will be supported. The Council will actively support mixed use and high density development and adopt a flexible approach to land uses where they will contribute to regeneration. Proposals that include housing, commercial or community facilities or a mix of these uses will be supported where:

- h) Active ground floor frontages are provided.
- i) New buildings or alterations are designed to improve the visual quality of the public realm.
- j) External areas facing the street are landscaped to create a more attractive environment for pedestrians and cyclists.
- k) Any opportunities are taken to improve pedestrian and cycle access between the Regeneration Corridor and surrounding areas.
- l) Mitigation measures are provided if proportionate and necessary in accordance with the other policies in the Local Plan to prevent conflict with neighbouring uses or other uses on site.

The Council will work with landowners, businesses and developers to discuss site specific options and include guidance in the Design Supplementary Planning Document.

5.18 Within the Post War Planned Neighbourhoods, a partnership approach will deliver HG3. The Council, Registered Providers of affordable housing and other service

providers will ensure the housing stock is refreshed to meet changing needs. Key to achieving this will be promoting and protecting the role of local and neighbourhood centres which lie within and adjacent to these neighbourhoods to ensure services and facilities, including retail, remain accessible particularly to those without access to a car. The existing Locality Working initiative involves a neighbourhood level multiagency approach to focus resources upon a defined community. This has resulted in the provision of community hubs in the local or neighbourhood centre within each locality providing accommodation for local services and supporting initiatives for local people with a community space.

- 5.19 Delivery of the Wilnecote Regeneration Corridor will involve promoting a vision of an attractive and well connected mixed use area centred on Wilnecote Rail Station. The Council with landowners, businesses and developers will explore options for improvements to existing properties, new developments and the small contributions that each site can make to connectivity and the street environment. This will be delivered through the planning system and business engagement.
- 5.20 Delivering improvements within the Wilnecote Regeneration Corridor creates an opportunity to align with the Fazeley component of Lichfield District's Rural Planning Project. This approach to rural master planning 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.

Affordable Housing

- 5.21 Policy HG4 sets an overall minimum target for affordable housing provision in Tamworth for the Plan period and minimum requirements of affordable housing provision on private housing developments. The policy also supports the delivery of further affordable housing by the release of public sector and Registered Provider land. The Southern Staffordshire Districts Housing Needs Study and Strategic Housing Market Assessment Update (2012) indicates a net housing need of 183 affordable dwellings per annum. The plan sets a realistically deliverable minimum level of affordable housing from developers towards meeting this need.
- 5.22 The Whole Plan Viability, Affordable Housing and Community Infrastructure Levy Study (2014) 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 current market information to understand the value and costs of development. 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. On sites of 3 to 9 units a commuted sum for an equivalent of 20% affordable housing will be sought and for all sites of 10 units or more an on site provision of 20% affordable housing. The Coton Lane and Dunstall Lane sites can viably provide a higher level of 25% affordable housing. The Strategic Housing Market Assessment identified that the split of affordable housing tenure should be 50% Social Rented, 25% Affordable Rented and 25% Intermediate Tenure.
- 5.23 However, whilst this level of affordable housing is considered to be deliverable, HG4 recognises 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.

5.24 To establish a deliverable annual requirement the thresholds set out above have been applied to the supply of proposed housing allocations and sustainable urban extensions. When applying the thresholds the future supply is identified as 636 dwellings. The total supply also includes existing completions of affordable dwellings so far in the Plan period. In total 335 units have been completed and 56 units are committed (Residential Land Availability and Homes and Communities Agency monitoring as of 31st March 2014). A minimum total of approximately 1,000 affordable dwellings will therefore come forward between 2006 and 2031.

This policy aims to address Strategic Spatial Priority SP5
<p>HG4 Affordable Housing</p> <p>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. The release and development for affordable housing of Council, Registered Provider and other public bodies' surplus land holdings will be sought.</p> <p>Unless demonstrated to be unviable through an independent assessment by a suitably qualified person, the Council will require:</p> <ul style="list-style-type: none"> a) new residential development involving 10 or more dwellings (gross) to provide a target of 20% affordable dwellings on site. b) The Land North of Coton Lane (40 6) and Dunstall Lane sites allocated in Policies HG1 and HG2 will be expected to provide a target of 25% affordable dwellings on site. c) new residential development involving 3 to 9 dwellings (gross) to provide a financial contribution through a Section 106 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. e) a range of sizes of residential dwellings to be provided to meet local requirements. f) 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. g) affordable housing units to be well designed and blend in well with the rest of the development to promote cohesion within the community. <p>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.</p>

5.25 In order to calculate off-site contributions, the Council will monitor and update changes to the Land Registry average market values every financial quarter for a range of housing types. Contributions will be calculated using the following formula:

<p>Contribution Amount =</p> <p>Net Number of Units Proposed x Average Market Value x Affordable Requirement (20%) x Transfer Cost (35%)</p>
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The transfer cost is based on the equivalent transfer value for an intermediate or shared ownership unit built on site as assumed in the Whole Plan Viability Study. For example a scheme of 9 units with an average value of £150,000 would trigger a contribution of $9 \times £150,000 \times 20\% \times 35\% = £94,500$.

- 5.26 The supply from private developers secured by HG4 should be considered a minimum figure. As stated above, there remains a significant need beyond this figure, therefore it will be important to maximise the delivery of affordable housing. The Whole Plan Viability Study provides a base line to monitor market information alongside monitoring affordable housing delivery. It is anticipated that monitoring will lead to a policy review on a 3-5 year basis to re-assess affordable housing targets to ensure the overall requirement or the highest level of affordable housing that is viable is met during the Plan period.
- 5.27 HG4 will support the Council's continued work with Registered Providers to increase and improve the affordable and social housing stock in Tamworth to address the remaining gap in affordable need. Where off-site contributions are paid by a developer the moneys will be used by the Council or in partnership with Registered Providers for the development of land for affordable housing. In recent years this has involved the construction of affordable housing by Registered Providers on land provided by the Council. The construction of new council housing will also be explored and delivered where feasible.

Housing Mix

- 5.28 Policy HG5 secures the provision of a housing stock that meets the need of all households in the future, considering changes which are taking place in both demographic structure and household formation and preferences. The significant growth in one person households and the age of these new one person households results in an increased requirement for smaller properties, but of sufficient size to accommodate overnight guests or space to work at home; therefore at least two bedrooms are preferable.
- 5.29 The Strategic Housing Market Assessment establishes a requirement for the size and type of new homes in Tamworth. The study takes into consideration needs based on quantitative modelling of the changing population and then balances those numbers based on people's aspirations for larger houses and viability considerations for developers. The mix thereby incorporates market trends. The resulting required mix for new housing is:
- 4% 1 bedroom flats – There is a large existing stock of these units and fewer are needed in the future.
 - 42% 2 bed room flats, houses and bungalows – The trend toward smaller households in future is a key issue in Tamworth where the existing stock of two bed units is low and a substantial increase is required.
 - 39% 3 bedroom houses and bungalows – Tamworth has a large existing stock of three bed houses but this is also the size many residents aspire to.
 - 15% 4 bedroom houses - There is a very low need for this size however the required proportion has been increased to reflect household aspirations for larger homes.

5.30 Staffordshire County Council Flexicare Strategy 2010-2015 (2010) 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. Extra care housing, including Flexicare 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. By the 1st April 2014, 142 Flexicare housing units were delivered. It is expected that extra 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 is important to meet the need of Flexicare accommodation alongside other needs for specific groups in the population identified in the future.

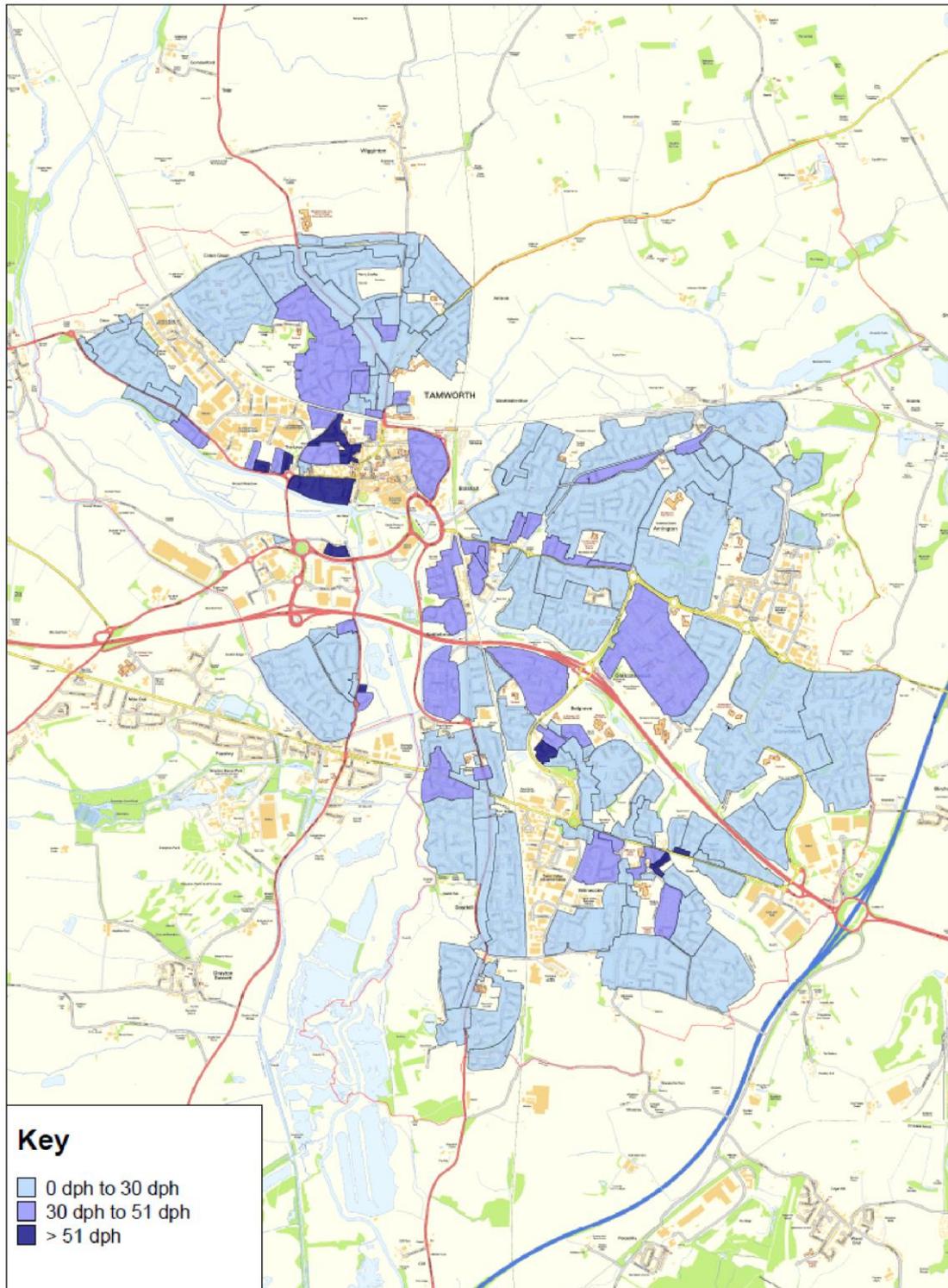
This policy aims to address Strategic Spatial Priority SP5
<p>HG5 Housing Mix</p> <p>In granting planning permission for residential development, housing sizes and types that reflect local needs will be secured.</p> <p>Proposals for housing development should achieve the following mix of units:</p> <ul style="list-style-type: none"> • 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 <p>Both the affordable housing provision and the overall housing mix of the development shall be in accordance with the specified housing mix. Flexibility in dwelling types (e.g. flats, attached or detached houses or bungalows) will be permitted to suit household needs and in order to create well designed developments that meet the housing mix. 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</p> <p>Proposals for non-standard residential development types with a different housing mix such as extra care housing will be supported. Such development should meet a local need for a population group that would not be served by normal standard housing development.</p> <p>Extra care housing should:</p> <ol style="list-style-type: none"> a) Serve people with care needs in Tamworth, as identified in the latest information provided by Staffordshire County Council. b) Be located within walking distance of a bus stop and community facilities including a GP practice, pharmacy and convenience retail, unless it can be demonstrated that alternative arrangements for access to these facilities will be put in place when needed by residents. <p>Proposals for housing on sites of greater than 0.4 hectares should demonstrate how the proposal will meet the population needs of the area, including older people, and consider provision of an extra care scheme where a need for extra care housing remains in Tamworth and it would be deliverable.</p> <p>The Council will monitor the delivery of housing, market and household trends to ensure the development of sustainable mixed communities and where appropriate lead to a review of housing mix targets.</p>

5.31 HG5 allows the Council to take a flexible approach to feasibility and viability considerations. For developments with the fewest numbers of units it is impossible to

meet the exact housing mix but 2 and 3 bedroom units are preferred. The housing mix informs the assumptions of the Whole Plan Viability Study and it is therefore assumed that most developments are viable at the housing mix in HG5 unless further evidence is provided.

- 5.32 The policy does not specify unit types (flats, bungalows, terraced / semidetached / detached houses) and is flexible towards how the design of any unit size is expressed. This leeway means design quality and the relationship of developments to the surrounding area need not be compromised by meeting the housing mix. Unit types can also therefore be chosen and specified to meet the needs of future occupiers, such as providing special access arrangements.
- 5.33 The Council will promote and discuss the potential provision of extra care housing on large schemes with developers but in general delivery models already exist for public and private provision of this housing type. The County Council have led the successful delivery of social and affordable rented extra care housing and will continue to bring forward schemes on land in public sector ownership. Private developers of leasehold and shared ownership schemes have expressed interest in bringing forward market schemes in Staffordshire. Sites of 0.4ha could accommodate the typical minimum size of 60 units set out in the Flexicare Strategy based on past developments. Policy HG5 sets out the robust criteria required by the National Planning Practice Guidance. Extra care developments may be able to incorporate facilities such as pharmacies and visiting GP services on site where they are unavailable locally or provide a transport service through travel plans. The County Council will provide annual monitoring information of need and supply for the consideration of development proposals. If specific evidence is produced for other groups within the local population not served by the mainstream housing market, the Council will be supportive and take a flexible approach to housing mix.

Figure 5.6: Density of Typical Urban Areas



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Housing Density

5.34 HG6 ensures housing development makes the most effective and efficient use of the land resource of Tamworth. There is a limited supply of unconstrained available land that is suitable for development and it is already insufficient to meet the objectively assessed housing needs of the Plan period. It is 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.

5.35 The Strategic Housing Land Availability Assessment (2011) identified 136 typical urban areas (figure 5.6) reflecting different building phases in Tamworth’s history. A net developable area approach was applied to each site to take into account open space, community facilities and associated infrastructure, these are calculated as follows:

Site Size	Net developable area
Up to 0.4 hectares	100%
0.4 to 2 hectares	80%
2 hectares and above	60%

5.36 When these net developable areas are applied to the typical urban areas then the average density in Tamworth is 39.45 dph, with the majority of homes (57%) being in an area with a density between 30 and 50 dph. 15% of all units were in areas with a density of below 30 dph, and 28% of all units were in areas with a density of over 50 dph.

5.37 The Strategic Housing Land Availability Assessment, after consultation with a panel and using the typical urban area data, applied the following densities when calculating housing site capacity with allowances for local context such as conservation areas:

- 30 dph applied in less accessible urban locations
- 35 dph applied for sites within the town centre and in close proximity to public transport nodes.

5.38 HG6 sets minimum densities based on this understanding of residential areas in Tamworth. In order to take account of local context and create a sustainable pattern of growth, higher densities within the achievable range are required in centres and near to Wilnecote Rail Station while being more flexible elsewhere.

This policy aims to address Strategic Spatial Priorities SP1, SP5
HG6 Housing Density
<p>New residential development will make efficient and effective use of land, while enhancing 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 on the sites net developable area:</p> <ul style="list-style-type: none"> • Within or in close proximity to the town centre, local and neighbourhood centres and the Wilnecote Regeneration Corridor a density of 40 dwellings per hectare or greater. • Away from these locations but within the urban area, a minimum density of between 30 and 40 dwellings per hectare. A range of housing types of high quality design will be supported where they contribute to meeting these minimum densities. <p>Lower densities will be accepted where they would prevent significant negative impacts to the historic environment.</p>

5.39 The density levels set by HG6 are based on the net developable area of sites which will vary depending on the land taken by open space, infrastructure and facilities. The ratios used by the Strategic Housing Land Availability Assessment are a useful guide. Guidance on achieving well designed residential development at higher densities is widely available and further detailed local guidance will be set out in the Design Supplementary Planning Document. The inclusion of flats or dividing houses into flats as part of a development can increase density without limiting land for gardens, open space and access. The Council can provide pre-application advice on indicative schemes or more detailed proposals to ensure the quality and character of neighbourhoods are enhanced by new development. The use of different unit types provides flexibility to provide a high standard of urban design at high densities.

Gypsies, Travellers and Travelling Showpeople

5.40 A sub-regional Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2012) has been under taken for Tamworth and Lichfield Councils. The figures are based on a ‘need where it arises’ methodology, it does not take account of opportunities or constraints with in each local authority area. The assessment 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.

5.41 Although no sites for pitches in Tamworth were promoted by landowners or the travelling community, the policy criteria in Policy HG7 provide fair and equal treatment to deal with proposals where a need arises. Sites should be located in suitable and sustainable locations that are well connected to services and facilities and minimise potential impacts.

This policy aims to address Strategic Spatial Priorities SP5, SP12	
HG7 Gypsies, Travellers and Travelling Showpeople	
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:	
<ul style="list-style-type: none"> 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, healthcare and other local facilities, preferably by foot, cycle or 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. 	
The Council will work with neighbouring 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	Number of Pitches
Residential Pitches	1

Transit Pitches	0
Travelling Show People	1

5.42 Decisions about where sub-regional need will be met should be made at a strategic level, in partnership with neighbouring local authorities and the County Council involving consultation with Gypsies and Travellers and other interested parties. This will take into account wider social and economic planning considerations such as equality, choice and sustainability.

Delivering Strong and Vibrant Neighbourhoods

5.43 Table 5.2 outlines how the policies in this chapter will be implemented to create strong and vibrant neighbourhoods in Tamworth by identifying the action required, responsible parties and when delivery should happen. Development management includes pro-active regulation that goes beyond the granting of planning permission including pre-application discussions, compliance with conditions and planning enforcement.

Table 5.2: Delivering Strong and Vibrant Neighbourhoods

Policy	Action	Responsibility	Timescale
HG1 Housing	Delivering Housing Outside Tamworth Through Other Local Plans	TBC (Tamworth Borough Council), Lichfield and North Warwickshire District Councils, Greater Birmingham and Solihull Local Enterprise Partnership, Landowners	Ongoing
	Development Management	TBC, Consultees, Developers	Ongoing
HG2 Sustainable Urban Extensions	Infrastructure Delivery	TBC, TSP (Tamworth Strategic Partnership), Infrastructure Providers, Developers	Ongoing
	Masterplanning	TBC, SCC (Staffordshire County Council), Public Agencies, Design Panel, Developers	2014-2015
	Development Management	TBC, Consultees, Developers	Ongoing
HG3 Regeneration Priority Areas	Infrastructure Delivery	TBC, TSP, Infrastructure Providers, Developers	Ongoing
	Council Housing Renewal	TBC, RPs (Registered	Ongoing

		Providers), Service Providers	
	Locality Initiative	TBC, Service Providers, Residents	Ongoing
	Regeneration Corridor Site Specific Discussions & Business Engagement	TBC, Businesses, Landowners, Developers	Ongoing
	Development Management	TBC, Consultees, Developers	Ongoing
HG4 Affordable Housing	Land Release for Affordable Housing	TBC, RPs, Public Sector Landowners	Ongoing
	Development Management	TBC, Consultees, Developers	Ongoing
	Affordable and Social Housing Construction and Management	TBC, Developers, RPs	Ongoing
	Monitoring and Policy Review	TBC	Ongoing
HG5 Housing Mix	Development Management	TBC, Consultees, Developers	Ongoing
	Flexicare Provision	SCC, Specialist Developers	Ongoing
	Monitoring and Policy Review	TBC	Ongoing
HG6 Housing Density	Design Supplementary Planning Document	TBC	2015-2016
	Development Management	TBC, Consultees, Developers	Ongoing
HG7 Gypsies, Travellers and Travelling Showpeople	Sub-regional Pitch Provision	TBC, Other Councils, Landowners, Communities	Ongoing
	Development Management	TBC, Consultees, Developers	Ongoing

CHAPTER 6 - A HIGH QUALITY ENVIRONMENT

- 6.1 **Delivering a high quality environment will involve protecting and enhancing Tamworth's network of green and blue infrastructure to provide sufficient opportunities for recreation and biodiversity . Through positive planning and understanding of the significance of Tamworth's heritage assets, development will achieve high quality design that preserves and enhances Tamworth's historic character.**
- 6.2 The policies in this chapter aim to reconcile the need for development described in chapter 2 with protecting and enhancing the most important aspects of Tamworth's natural and built environments and the need to raise standards of design throughout Tamworth. The chapter is divided into two distinct sections. The first contains policies on green and blue infrastructure including the wider landscape, Green Belt, open space and biodiversity. The second on a high quality built environment addresses design and heritage assets.
- 6.3 Tamworth is a town of contrasts, it contains a mixture of historic buildings, areas and landscapes. Today only one fifth of Tamworth is undeveloped however, the planned layout has resulted in a unique legacy in the form of an extensive network of accessible green and blue infrastructure which encompasses green spaces, canals and rivers. Rural areas form a narrow fringe around the urban area with countryside to the north and west and Green Belt to the south and south west.
- 6.4 Tamworth is not known for high quality urban design and it is important to raise standards of design in all parts of the town. This should be combined with conserving the best of Tamworth's built and natural environments and where possible, enhancing them to benefit residents and visitors. Creating an attractive and well connected green and blue infrastructure network combined with footpaths and cycleways will also have the dual benefit of wildlife corridors and encouraging regular informal exercise.

High Quality Natural Environment

Landscape Character

- 6.5 The landscapes around Tamworth have been defined as relatively low quality by the Staffordshire County Council's Supplementary Planning Guidance Planning for Landscape Change (2000). Policy EN1 aims to protect the essential characteristics of the wider landscape around Tamworth and improve areas of lower quality that have become degraded or suffered loss of landscape features through past activities. Reference is made to defined national character areas and county derived landscape policy types. In terms of the historic environment in the urban fringe areas, the Extensive Urban Survey (2011) includes a useful assessment of the legibility of the historic features of the landscape.

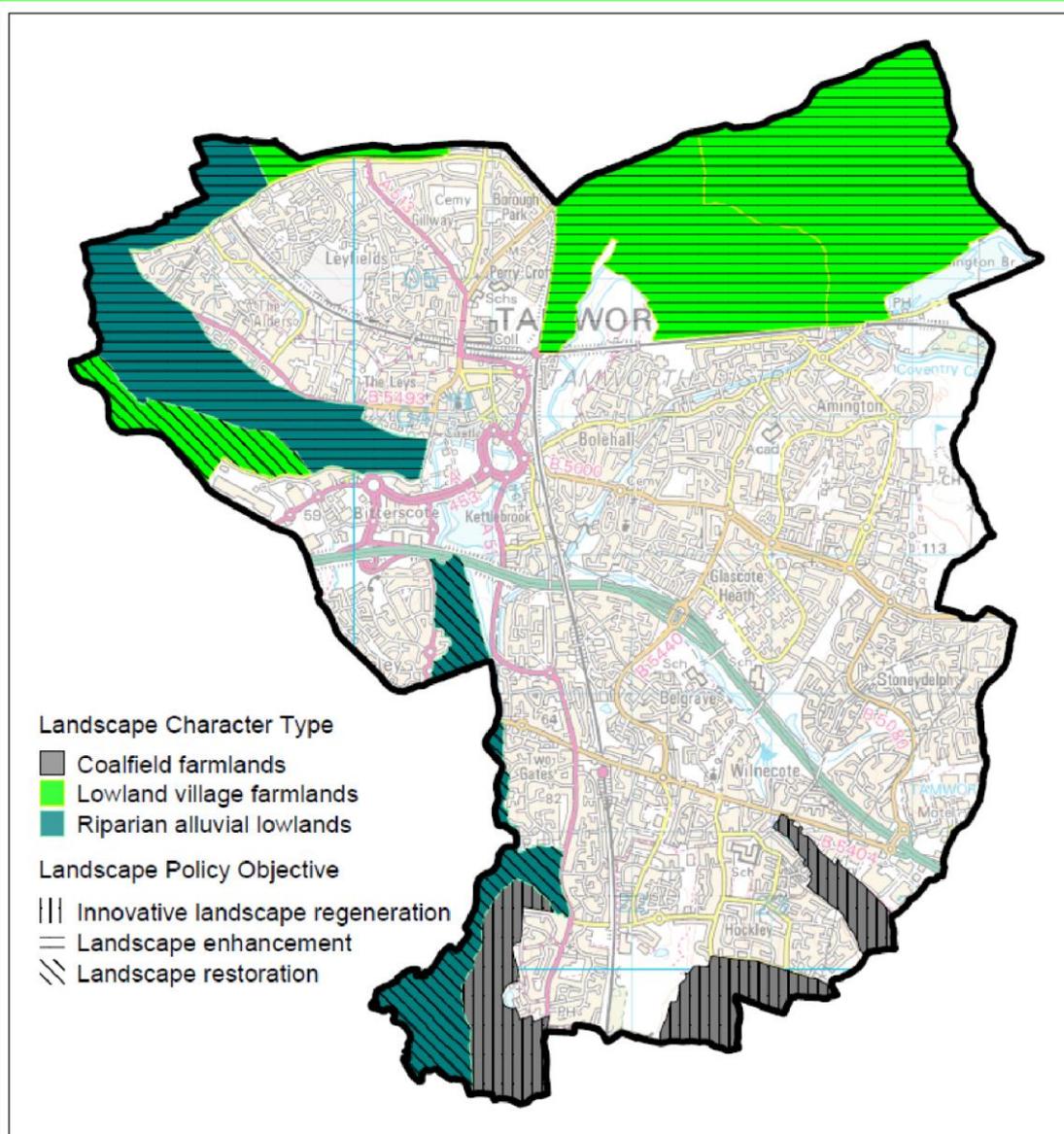
This policy aims to address Strategic Spatial Priority SP8

EN1 Landscape Character

Development and activities outside the urban area should be informed by landscape character assessments and contribute to the enhancement, restoration or regeneration of the landscape affected, as appropriate. Landscape character assessments will also act as a guide for re-introducing landscape features, habitat creation and management in areas of lower landscape quality and preserving and enhancing surviving historic features.

6.6 Tamworth contains two National Character Areas which are defined in Natural England National Character Area Profiles. The Mease/Sence Lowlands occupy the Anker Valley in the north eastern part of the town and are characterised by small farmsteads, arable farming, historic parkland, neutral grasslands, wet meadows and woodlands, rivers and streams. Areas of archaeological interest including ridge and furrow are also present. The Trent Valley Washlands occupy the River Tame corridor along the western edge of Tamworth. It is characterised by broad rivers, a riverine environment with associated vegetation and habitats, alluvial soils, semi-natural and man made landscapes created by sand and gravel extraction. Arable and pastoral farming take place according to areas of flooding

Figure 6.1: Landscape Character and Enhancement



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6.7 Planning for Landscape Change divides the county into different landscape policy and quality types. Most of Tamworth is urban and has a built character, but outside the urban area there are distinct types that require enhancement; no parts of Tamworth have been identified as being sensitive landscapes. Figure 6.1 and Table 6.1 show the areas, landscape types, quality and policy objectives.

6.8 The Extensive Urban Survey characterises the urban fringe areas into Historic Environment Character Zones (HECZ). It identifies legible historic features within the landscape including historic halls, farmsteads, parkland, the canal network, ridge and furrow and other earthworks. Agricultural intensification, gravel extraction and 20th century change have impacted on the survival of features but most of the HECZs contain some surviving features or the potential for archaeological deposits to survive, which will contribute to the understanding of the historic development of the landscape.

Table 6.1: Landscape Character and Enhancement

Location Landscape	Character type	Landscape Quality	Landscape policy objective
Anker Valley, north of Coton Lane, north of Dunstall Lane	Lowland village farmlands	Low	At risk of rapid loss of character. Landscape restoration using surviving character and landscape elements as a guide. Will include hedgerow maintenance, habitat creation and tree/woodland planting.
River Tame corridor	Riparian alluvial lowlands	Low/moderate	Landscape restoration & enhancement including hedgerow maintenance, habitat creation and tree/woodland planting.
Hockley, South Dosthill	Coalfield farmlands	Very low	Innovative landscape regeneration involving working towards a new vision because of loss of character and decline in condition.

6.9 The policy will apply to development outside the existing urban area where reference to the character areas and landscape policy objectives set out above will guide how development can contribute to improving the landscape. It will also be used to guide land management and wider biodiversity partnership projects. The addendum to the Extensive Urban Survey shows the overall significance and value of the HECZs and should be taken into account when considering development within the urban fringe areas.

Green Belt

6.10 The 211ha of Green Belt to the south of Tamworth is shown on the Policies Map and forms just under 7% of the total area. Policy EN2 sets out the Council’s policy for the Green Belt.

This policy aims to address Strategic Spatial Priorities SP7, SP8
EN2 Green Belt
<p>The Green Belt boundary, as defined on the Policies Map, subject to the possible review outlined below, will be maintained during and beyond the lifetime of the Local Plan and uses will be allowed in accordance with national planning policy. Inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances.</p> <p>In the event that land has not been brought forward to meet the balance of Tamworth’s housing and employment needs sustainably by the end of 2017/18 as set out in policy SS1, the Council will consider undertaking another review of its Green Belt boundaries to reassess whether there is potential land to meet these local needs in the second half of the plan period.</p>

Where appropriate to their interest features, informal recreation and public access to sites of biodiversity and geodiversity value in the Green Belt through partnership projects will be supported. Links should be maintained between them, including the proposed footbridge link to the Middleton Lakes RSPB reserve from Dosthill Park.

- 6.11 The Green Belt Review (2014) affirms the importance of the Green Belt in fulfilling the functions set out in national planning policy. Policy EN2, however, makes provision for a review of the Green Belt boundaries should land not have been identified to meet the balance of Tamworth's housing and employment needs in a sustainable way by the end of 2017/18; such a review of the Green Belt boundaries would determine whether there is potential land for new development in the second half of the plan period. This Green Belt review has identified a number of minor changes to the Green Belt boundary which are set out in detail within that document. In addition to the Green Belt Review the Sustainability Appraisal (2014) and technical assessments of land promoted in the Green Belt did not identify any areas suitable to be released for development. Therefore the Green Belt boundary will be maintained.
- 6.12 The Green Belt contains a cluster of designated biodiversity and geodiversity sites, most of which are located to the west of the A51. These include Dosthill Park Site of Biodiversity Importance (SBI), Dosthill Quarries SBI, Hockley Clay Pit (west of) SBI, Dosthill Church Quarry Local Geological/Geomorphological Sites (LoGS) and Dosthill Quarry Grassland Biodiversity Alert Site (BAS). In addition, the Middleton Lakes RSPB reserve is a regionally important nature reserve based on a restored former gravel pit. Although it is located outside Tamworth in Lichfield and North Warwickshire it is an important resource for Tamworth residents. It is imperative that links are maintained between the sites to the wider green and blue infrastructure network to allow movement of wildlife.

Green and Blue Infrastructure

- 6.13 A high quality network of accessible multi-functional green and blue spaces plays a key role in improving the quality of life for residents and is particularly important in an urban area like Tamworth. The benefits include healthier lifestyles, economic and social regeneration, local character, providing habitats and helping to mitigate climate change.
- 6.14 Tamworth's green and blue infrastructure network contains a significant amount of publicly accessible open space, covering a range of typologies including urban parks, amenity open space with play provision and semi-natural spaces. Some semi-natural green spaces are designated as local nature reserves with an emphasis on community engagement. There are also more sensitive sites designated for biodiversity and geodiversity to which access is more restricted. Outside the urban area the countryside plays an important role in providing alternative spaces for activities such as cycling, walking and horse riding. It is important to maintain and improve physical links with the countryside beyond Tamworth's boundary.

Open Space and Green and Blue Links

- 6.15 It is important that everyone has access to high quality open spaces within a reasonable distance of their homes. The 2012 Open Space Review assessed all publicly accessible open space in terms of quantity, quality, value and accessibility. The review found that when applying a 400m buffer which equates to a reasonable walking distance, there was no overall shortage of open space for the current population, the issue was more one of quality. The priority should therefore be to improve access to 'good quality' open space through enhancements to existing

spaces. The exception will be sites that are not within 400m of good quality open space and larger developments that would generate demand that cannot be met by the existing network. These sites should provide on-site open space. The review also highlighted the need for an urban park on the east side of Tamworth, in addition the three existing parks are not easily accessible from the east.

- 6.16 Policy EN3 ensures that new development provides an appropriate level of open space, a maximum distance for access to good quality open space and expectations for on-site provision. It sets out criteria for assessing applications that would result in the loss of open space and the need for links between spaces to maintain an interconnected network.

This policy aims to address Strategic Spatial Priorities SP7, SP12

EN3 Open Space and Green and Blue Links

Open space should be multi-functional and contribute to a range of objectives including increasing biodiversity, connecting habitats, healthy living, leisure and tourism, enhancing landscape character and helping to mitigate climate change.

All new housing development should be within 400m of accessible high quality open space as defined in the Open Space Review 2012. New on-site open space should be provided where this is not the case using a standard of 2.43 hectares per 1000 population as a guide . New on-site open space should incorporate existing landscape features of value and provide links for biodiversity, cycling and walking to the wider green and blue infrastructure network within, and where appropriate, outside of Tamworth. Private management schemes for future open space maintenance will be encouraged.

Where it is not appropriate to create new on -site open space, all new housing developments should contribute towards improving the quality and accessibility of nearby off-site open spaces. Planting for biodiversity will be encouraged where appropriate to the site using biodiversity opportunity mapping as a guide. Reference should be made to the Council’s priority list of schemes which is contained in the Infrastructure Delivery Plan.

Three circular access routes based on the existing green space network, blue corridors and rights of way will be promoted for public access. Links between green spaces and habitats will be reinforced, particularly where there are gaps and to the wider green infrastructure network beyond the Tamworth boundary.

The quality and accessibility of the canal and river corridors will be supported providing ecological value is not compromised.

Proposals for the creation of a new multifunctional urban park on the eastern side of the town will be supported.

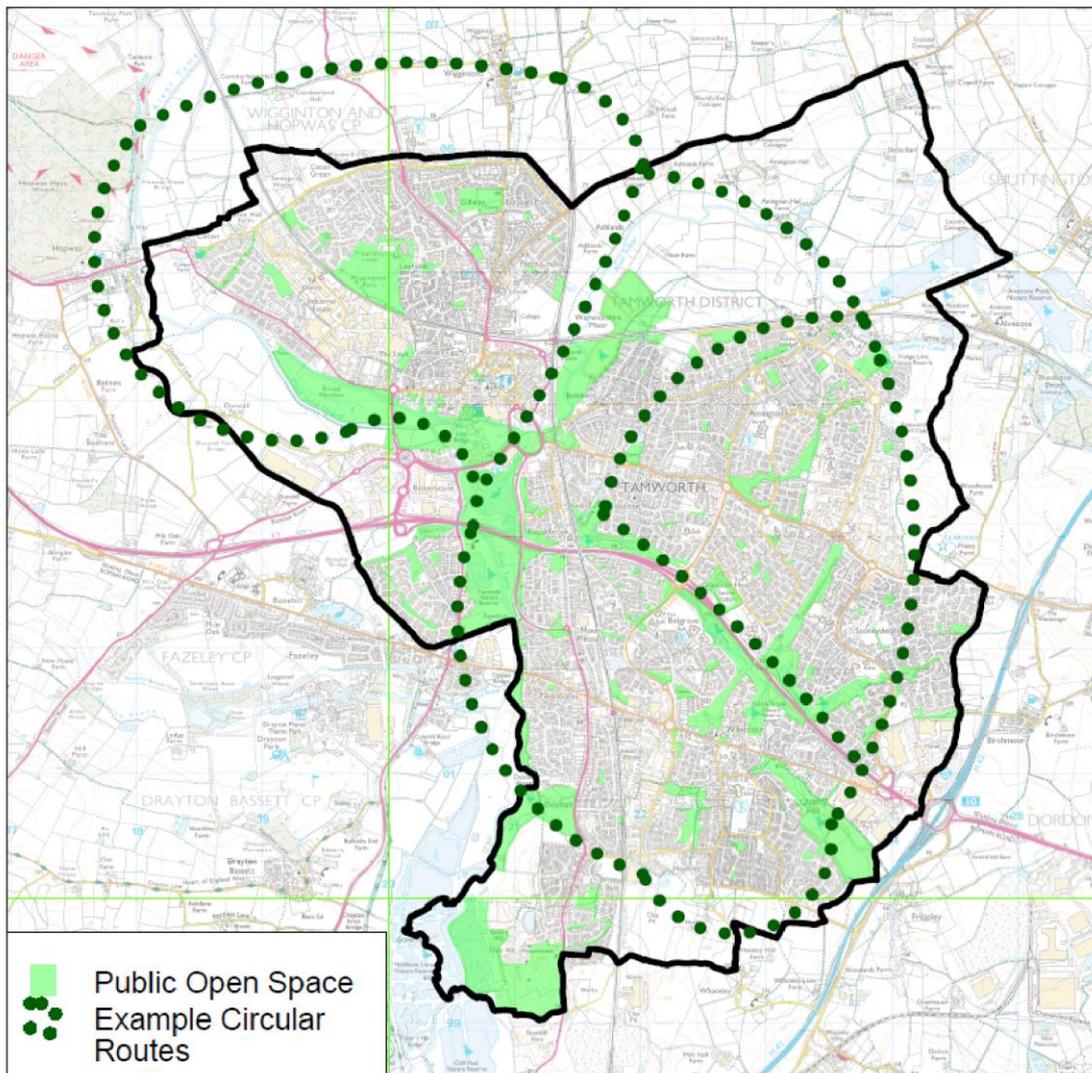
Proposals for development that would result in loss of open space or would adversely affect open space will not be permitted unless it can be demonstrated that:

- 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.

The integrity of the open space network and in particular its role in providing green links is maintained.

6.17 New development will put pressure on existing open space. The larger housing sites, particularly the sustainable urban extensions, offer the opportunity to incorporate new on-site green space into the development. There are fewer opportunities to create new usable green spaces on smaller sites and the approach will instead be to make the most efficient use of the existing network by improving the quality, address identified deficiencies, enrich habitats and provide and maintain links between sites through development and environmental projects. Biodiversity Opportunity Mapping was undertaken in 2010 and is explained in Figure 6.3 and table 6.2. This is important in the context of constrained land supply, with a limited number of larger housing sites that will be able to provide on-site open space and an increased population putting pressure on existing open spaces.

Figure 6.2: Indicative Circular Access Routes



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6.18 It is essential that the sustainable urban extensions have a well designed, useable network of green space that link to existing habitats and the wider countryside. Where on-site open space is provided, the national standard of 2.43 hectares per 1000 population (also known as the Six Acre Standard devised by the National Playing Fields Association) will be used as a guide for discussion with developers, but will be applied with a degree of flexibility.

- 6.19 The Council has traditionally adopted new open space and required developers to fund maintenance and management for a period of 15 years, after which the Council takes on the cost in full. Increasingly, the Council will expect developers to establish private management regimes for on-site open space, including sustainable drainage schemes to ensure their long term management and upkeep.
- 6.20 It is important to maintain and increase links between green spaces to connect habitats. When footpaths and cycleways are provided as part of links, they offer the opportunity for healthy living through recreation and contact with biodiversity. Three strategic circular routes of varying length will be promoted for informal recreation as indicated on Figure 6.2. Although the exact routes have not yet been defined, it is anticipated that development sites close to the indicative routes will incorporate footpaths and links to the routes. Improvements to the footpath network, including filling existing gaps, surfacing and waymarking.
- 6.21 Partnerships such as Wild About Tamworth, Central Rivers Initiative and Tame Valley Wetlands Partnership are invaluable and successful in bringing together biodiversity and people. The Central Rivers Initiative and Tame Valley Wetlands Partnership are also able to take a wider strategic approach to green infrastructure across a number of neighbouring local authority areas.

Protecting and Enhancing Biodiversity

- 6.22 The Council has a good track record of working with biodiversity and the extensive green infrastructure network is shown on the Policies Map. Viewing the network and interconnections at the wider level enables a strategic approach to planning for biodiversity.
- 6.23 The most biodiverse and geodiverse rich areas of semi-natural habitat in Tamworth are linked to the Rivers Anker and Tame and have been designated according to their particular characteristics as being of national or local value. The sites contribute significantly to Tamworth’s distinctive local identity, provide an attractive environment for residents and play a key role in the Sustainable Community Strategy (2006) for Tamworth to be renowned regionally for its exceptional natural environment.
- 6.24 Policy EN4 sets out the Local Plan’s strategy for dealing with sites of biodiversity and geodiversity importance and describes the approach to the different types of sites in relation to planning applications. It explains how the Council intends to increase the amount of biodiversity and how natural landscape features will be protected.

This policy aims to address Strategic Spatial Priorities SP7, SP8
EN4 Protecting and Enhancing Biodiversity
<p>When dealing with a planning application that impacts on a site of biodiversity or geodiversity value, a distinction will be made between statutory and non -statutory sites defined on the Policies Map as follows:</p> <ul style="list-style-type: none"> • Statutory European and national sites (Special Area of Conservation or SAC and Site of Special Scientific Interest or SSSI): will be protected from development that would have an adverse impact on their interest features. Development will be required to demonstrate appropriate mitigation to ensure no negative impact. Development will not be permitted that has a negative impact on the water quality of the Alvecote Pool SSSI. Development in the vicinity of the SSSI should be designed to incorporate appropriate mitigation including management and alternative recreational green space to minimise recreational pressure on the site.

- Statutory and non-statutory local sites (Local nature reserves or LNR, Sites of County Biological Importance or SBI, Local Geological/Geomorphological Sites or LoGS and Biodiversity Alert Sites or BAS): development should not have an adverse impact on a site that is designated as having local importance for nature conservation, geodiversity or 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 greater than equivalent compensatory habitat in an appropriate location.
- Non-designated sites, including the canal and river networks 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 or blue link, including links to the wider green infrastructure network outside Tamworth.

Development will be supported that preserves designated biodiversity and geodiversity sites, high quality agricultural land (Grades 1, 2 and 3a), termed as Best and Most Versatile (BMV) land, maintains the favourable conservation status of populations of protected species and incorporates existing landscape features. Development should not result in a net loss of biodiversity by ensuring that where harm to biodiversity is unavoidable and it has been demonstrated that no alternative sites are suitable, development is adequately mitigated or as a last resort, compensated for; otherwise planning permission should be refused.

Development should create and reinforce links between semi-natural habitats, including habitats beyond the Tamworth boundary.

Areas of Biodiversity Action Plan habitat will be protected from net loss, taking the opportunity to restore and re-create habitats, using the Tamworth Phase One Habitat Survey and biodiversity opportunity mapping as a guide. Opportunities for public access should be incorporated where compatible and appropriate. The Council will support proposals for habitat restoration and creation identified through local partnerships.

Development should incorporate planting of native tree species where appropriate to the site. Development that would involve the removal of any tree, woodland or hedgerow, which contributes significantly to its setting, local landscape character or its surroundings, will be resisted unless the wider benefits of the development are sufficient to offset the loss and cannot be avoided by appropriate siting or design. Where removal is justified and unavoidable, suitable and appropriate mitigation planting will be required to off-set the loss of these features.

In line with the requirements of the EU Water Framework Directive, Development will not be permitted that could negatively impact the River Anker, River Tame and their associated tributaries, that would degrade the classification of the waterbody (as specified in the Humber River Basin Management Plan).

Development should exploit opportunities to deliver priorities of the EU Water Framework Directive and the Humber River Basin Management Plan to ensure that the River Anker and River Tame meet Good Ecological Status by 2027. This could include opening up culverted watercourses and re-aligning and naturalising watercourses where possible when development is taking place.

6.25

The hierarchy of sites includes one Site of Special Scientific Interest (SSSI), seven Local Nature Reserves (LNR), sixteen Sites of County Biological Importance (SBI), one Local Geological/Geomorphological Site (LoGS) and six Biodiversity Alert Sites (BAS). The Alvecote Pools SSSI is of national importance and benefits from statutory protection, all the other sites are of local importance. LNRs are designated by the

Council and are also statutorily protected, all other sites in Tamworth are non-statutory with SBIs, LoGS and BASs designated at county level.

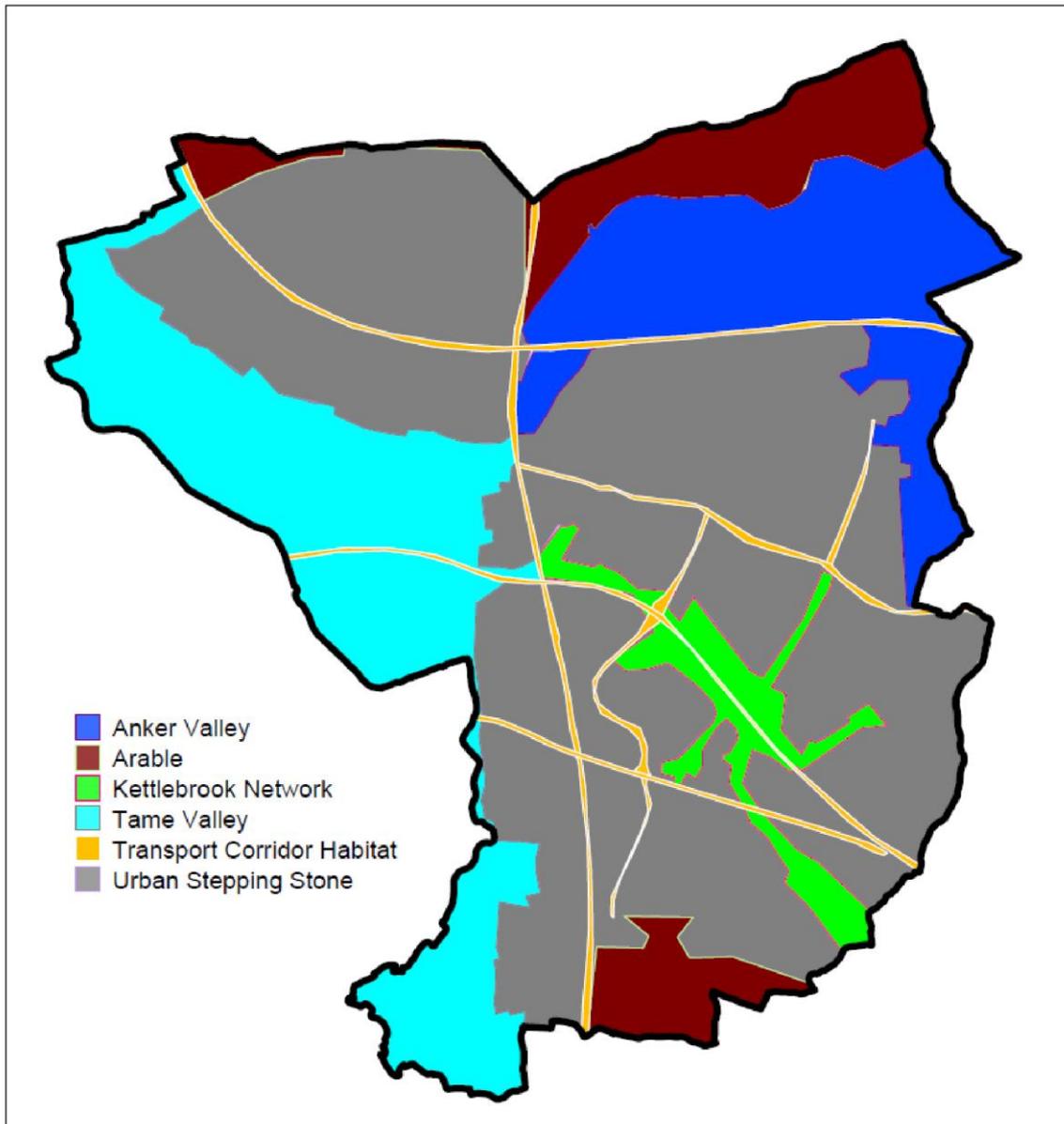
- 6.26 The UK Bio diversity Action Plan, the Staffordshire Biodiversity Action Plan and the Staffordshire Geodiversity Action Plan set out specific targets for natural habitats, biodiversity and geodiversity. The Tamworth Phase 1 Habitat Survey (2008) highlights the importance of meeting these targets by working closely with partners, including the Staffordshire Wildlife Trust, Natural England, Environment Agency, Staffordshire County Council, Wild About Tamworth and neighbouring authorities. Priority habitats are also important for protected species to enable a favourable conservation status of species to be maintained.
- 6.27 Tamworth contains a range of UK BAP Habitats namely Lowland Meadow, Wet Woodland, Coastal and Floodplain Grazing Marsh and Open Mosaic Habitats on Previously Developed Land, Rivers and Ponds. Where sites already contain BAP Habitats the Tamworth Phase One Habitat Survey (2008) recommends maintaining the current resource and where they are not present, it recommends restoration to BAP habitats with appropriate management.
- 6.28 Biodiversity opportunity mapping for Tamworth divides the town into discrete habitat areas based on local knowledge and habitat and species data. It provides guidance for the creation, restoration and management of priority habitats and links, taking into account county and local targets for habitats and species. Table 6.2 and Figure 6.3 explain the priority actions for each habitat type with the aim of softening existing open spaces by introducing natural areas, managing landscape features and creating links between Tamworth. It will be used to inform the activities of local partnerships and where off-site contributions are made for green space enhancement. Priority projects are set out in the IDP and include the restoration of Broad Meadow LNR, Tameside LNR, Kettlebrook LNR, Dosthill Park LNR, Wigginton Park and Warwickshire Moor LNR.
- 6.29 The Tamworth Phase One Habitat Survey highlights the importance of linking habitats and creating buffer zones around important biodiversity sites to prevent habitats becoming isolated or fragmented. Buffer zones can provide wildlife habitats, increase biodiversity and protect habitats by intercepting or moderating adverse pressures and minimising disturbance. Development should therefore incorporate features such as trees and hedgerows, which may be combined with pedestrian and cycleways 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. If managed in a sustainable way, high quality agricultural land is important for its contribution to the wider benefits of ecosystem services such as food production and biodiversity.
- 6.30 Increasing access to priority habitats can be a positive experience for residents in terms of contact with biodiversity, environmental education, learning practical skills and volunteering as part of organised groups. Projects such as Wild About Tamworth, Central Rivers Initiative and Tame Valley Wetlands Partnership present the 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. Not all sites are appropriate for increased visitor access, however, the SSSI is sensitive and its interest features include breeding birds which could be affected by development and recreational activity. Access to the most sensitive parts of the site should be limited and alternative green spaces nearby provided to attract visitors.

6.31 Development should incorporate existing landscape features such as trees, hedgerows and ponds which should also be protected during construction. New development which results in a loss will be expected to provide compensatory provision of greater than an equivalent habitat to reflect time lags between loss, development of mature habitats and risk of failure. Compensatory provision can be provided at both designated and non-designated sites and include measures such as green and brown roofs.

Table 6.2: Guide to Using Biodiversity Opportunity Mapping

Habitat Area	Priority habitat actions
Urban stepping stone	<ul style="list-style-type: none"> • Conserve Open Mosaic Habitats on Previously Developed Land (UK BAP habitat type) • Provide range of stages of habitat type • Soften amenity grassland by introducing nature areas/corners and wildlife friendly gardening
Arable buffer/habitat network & field margin enhancement area	<ul style="list-style-type: none"> • Increase floristically diverse grass margins into arable fields • Manage existing hedgerows, arable diversion, pollen and nectar mixes • Appropriate ditch management and pond creation
Kettle Brook	<ul style="list-style-type: none"> • Expand habitat work around the Kettle Brook LNR by creating links to local wildlife sites
Anker Valley	<ul style="list-style-type: none"> • Encourage habitats to complement SSSI including UK BAP habitats of Coastal Floodplain Grazing Marsh and Lowland Meadow • Retain marginal vegetation along Coventry Canal
Tame Valley	<ul style="list-style-type: none"> • Restore wet grassland and riparian habitats, including retention of riverside trees and river restoration/reprofiling • Maintain habitats connecting Bourne Brook and River Tame
Ecological transport corridors (road, river, canal, rail)	<ul style="list-style-type: none"> • Less intensive management regimes alongside roadside verges • Preserve hedgerows and marginal vegetation on canals

Figure 6.3: Biodiversity Opportunity Mapping



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6.32 Under the Habitats Regulations, the Council has undertaken a Habitats Regulations Assessment (HRA) (20 14) in consultation with Natural England, to ensure that the policies in the Local Plan do not harm sites designated as being of European importance for biodiversity. In the case of Tamworth these comprise the Cannock Chase Special Area of Conservation (SAC), River Mease SAC and Ensor’s Pool SAC, none of which are located within Tamworth. The HRA concluded that the Local Plan will result in no significant effects and no in-combination effects on these sites.

High Quality Built Environment

6.33 It is difficult to define a distinct ‘Tamworth character’ other than local red brick, slate or tiled roofs and domestic scale architecture. Outside the conservation areas, most development dates from the 20th century with ribbon development along the main roads and the land in between filled by the post war neighbourhoods during the town’s

expansion. 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.

- 6.34 It is important that future development takes a more positive approach, incorporating buildings and spaces of high quality design that respect historic assets where appropriate. This section deals with high quality design and development affecting historic assets.

Design of New Development

- 6.35 Development in Tamworth has not always been sympathetic to the historic setting and the town is not known for its high quality environment. It is important that standards of design are raised throughout the town to create more inclusive developments and mixed communities that will improve Tamworth’s image. Not only will it provide better living and working environments for local residents but it will also help to attract investment and increase Tamworth’s potential for tourism.

- 6.36 Policy EN5 aims to raise the standard of design across Tamworth by setting out detailed criteria on a range of issues which all new development must address. Where applications impact on heritage assets, this policy should be read in conjunction with Policy EN6 on the historic environment.

<p>This policy aims to address Strategic Spatial Priorities SP2, SP7 , SP9, SP10, SP11, SP12</p>
<p>EN5 Design of New Development</p> <p>High quality buildings and places will be achieved across Tamworth with particular attention paid to the enhancement of the town centre, conservation areas, the Sustainable Urban Extensions and Regeneration Priority Areas. Poor design or design that fails to take the opportunities available to improve the character and quality of an area and the way it functions will be refused.</p> <p>New developments will be expected to:</p> <ol style="list-style-type: none"> a) Respect and where appropriate reflect existing local architectural and historic characteristics but without ruling out innovative or contemporary design which is still sympathetic to the valued characteristics of an area. b) Take into account the impact of the proposal on the significance of heritage assets. c) Be of a scale, layout, form and massing which conserves or enhances the setting of the development. d) Utilise materials and overall detailed design which conserves or enhances the context of the development. e) Be outward facing with active frontages which incorporate landscaping and boundary treatments appropriate to the local context. f) Be legible and allow users to navigate the area with ease by providing landmark buildings at key locations and a choice of routes to walk, cycle or drive along. g) Minimise or mitigate environmental impacts for the benefit of existing and prospective occupants of neighbouring land. Such impacts may include loss of light, privacy or security or unacceptable noise, pollution, flooding or sense of enclosure. h) Pay particular regard to highway safety and servicing requirements, the capacity of the local road network and the adopted parking standards set out in Appendix C. i) Incorporate landscaping appropriate to the site, using native species wherever possible.

- j) Maximise health benefits through the incorporation of usable open space and footpaths and links to the wider green infrastructure network, in accordance with Policy EN3.

Where appropriate, proposals will be referred to local and sub-regional design review panels to provide objective design advice

Further detailed design guidance will be set out within the Design Supplementary Planning Document

- 6.37 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.
- 6.38 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.
- 6.39 It is important to consider the social and environmental aspects of development and how it integrates with its surroundings. Tamworth'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 Manual For Streets under the Building a Beautiful Staffordshire initiative will be an important tool. This will be further elaborated on in the Design SPD.
- 6.40 In the areas containing historic fabric, new development should protect and enhance the best of Tamworth's heritage assets. The use of contemporary designs and materials alongside more traditional designs will be promoted throughout Tamworth, providing the design is appropriate to its setting.
- 6.41 The Council makes use of local and sub-regional design review panels comprising built environment experts to provide objective design advice. Significant applications and those in sensitive or prominent locations will be referred for review.

Protecting the Historic Environment

- 6.42 Although Tamworth has expanded significantly during the 20th century, elements of the town's historic medieval core still survive including its medieval castle, market place and the line of the Saxon and medieval street pattern. Many of these monuments are designated as being of national importance and much of the town centre has been designated as conservation areas. The Extensive Urban Survey has considerably informed our understanding of the historic development of Tamworth. Outside the town centre there are conservation areas based on the historic village cores of Wilnecote, Dosthill and Amington and the Amington Hall Estate parkland.
- 6.43 Heritage assets are either designated or non-designated. Designated conservation areas, statutorily listed buildings and scheduled monuments are statutorily protected

as sites and areas of national importance and of significant heritage value. They are a priority for protection, conservation and where possible enhancement to better reveal their significance. Assets of local importance do not benefit from the same protection and it is the responsibility of the Local Plan to give them due acknowledgement when dealing with development that affects them.

- 6.44 A number of studies have informed the Local Plan strategy for the historic environment, namely the conservation area appraisals (2007-2008), Extensive Urban Survey (2013) which incorporates a rural historic landscape element and Heritage at Risk Survey (2013). Development, particularly in the town centre with its concentration of historic fabric, can impact on heritage assets and it is important that an asset's significance and setting are given appropriate consideration. The town centre experiences most development pressure and is a particular priority for regeneration and the focus for a number of initiatives. As recommended by Historic England, the Council has prepared a Heritage Impact Assessment (2014) which has informed the Local Plan housing and employment allocations by identifying whether designated or non-designated assets will be affected, the significance of the assets, anticipated impact on the asset and its setting and making recommendations for mitigation. The Heritage Impact Assessment should be read in conjunction with Policies HG1, HG2 and EC6.
- 6.45 Policy EN6 sets out the Council's approach to development affecting designated and non-designated heritage assets, including specific criteria for development affecting designated assets.

This policy aims to address Strategic Spatial Priorities SP2, SP9

EN6 Protecting the Historic Environment

Development that affects designated heritage assets including conservation areas, listed buildings, scheduled monuments and non-designated heritage assets including locally listed buildings and undesignated archaeology, will be required to assess the impact of the development on the asset through a heritage statement and statement of significance and clearly demonstrate how the significance, including its setting, will be protected, conserved and, where possible, enhanced. Where sites are located in a conservation area or an area of high archaeological potential, particularly the historic town centre core, the Council's Conservation Officer and Staffordshire County Council Environment Team (Historic Environment) should be consulted at an early stage. Proposals will be required to 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 appraisals including walls, railings, street furniture and paved surfaces.
- c) important views of listed buildings, scheduled monuments and historic townscape as identified in the conservation area appraisals.

Reference should be made to the Historic Environment Record for up-to-date information and the Extensive Urban Survey to identify potential for archaeology. Where potential for archaeology exists, the heritage statement should incorporate an archaeological desk-based assessment that evaluates surviving above and below ground archaeological remains and where necessary, a field based evaluation by an appropriate professional. An appropriate mitigation strategy will also be required, where necessary. Where archaeology may be lost through development, there will be a requirement for archaeological recording to be undertaken by an appropriate

Professional and entered in the Historic Environment Record.

Where practical and viable, development should address issues identified in the historic environment evidence, in particular the Extensive Urban Survey and, Conservation Area Appraisals. Development of allocated housing and employment sites should have regard to the Heritage Impact Assessment. Particular attention will be paid to enhancing key buildings in the town centre, the Creative Quarter initiative, positive redevelopment or enhancement of negative features, public realm improvements and proposals that will enhance buildings classed as 'at risk' and 'vulnerable' in the Heritage at Risk Survey

Where practical and viable, development should address issues identified in the historic environment evidence, in particular the Extensive Urban Survey and, Conservation Area Appraisals. Development of allocated housing and employment sites should have regard to the Heritage Impact Assessment. Particular attention will be paid to enhancing key buildings in the town centre, the Creative Quarter initiative Where, positive redevelopment or enhancement of negative features, public realm improvements and proposals that will enhance buildings classed as 'at risk' and 'vulnerable' in the Heritage at Risk Survey.

The Council will support proposals that promote the use of vacant, under-used historic buildings, 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 their significance and contribution to their environment. The Council will support the conservation and enhancement of locally listed buildings and will review the local list in consultation with the public.

- 6.46 The majority of Tamworth's heritage assets are concentrated within the town centre, which is the focus of the Council's regeneration programme and experiences the greatest development pressure. Policy EN 6 should be considered alongside Policies EC2 Supporting Investment in Tamworth Town Centre and EC5 Culture and Tourism. Smaller conservation areas are centred on the former villages of Dosthill, Wilnecote and Amington. Amington Hall Estate is the only semi-rural conservation area, located to the north east and separated from the urban area by open countryside and farmland.
- 6.47 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 the protection and enhancement of buildings on the local list and their presence on the list and the features that make them significant will be material considerations when considering development that affects them. The Council is committed to reviewing the local list in conjunction with interested local people.
- 6.48 The canal network in Tamworth 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 historic 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.
- 6.49 There are a number of significant long distance views, both within and beyond Tamworth. 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 and it is important to protect these views.
- 6.50 A number of studies have appraised Tamworth to define its heritage significance, including the town's growth and development, listed and key non listed buildings, above and below ground archaeology, important views, open spaces, negative features and opportunities for

improvement. At the largest scale the Extensive Urban Survey examined Tamworth by dividing it into historic urban character areas and historic environment character zones for the urban and rural fringe areas respectively. The study highlights the areas with the greatest heritage significance, namely the town centre, Wigginton Park and the village cores of Amington, Wilnecote and Dosthill. The rural fringe areas with the greatest heritage significance are associated with the landscape parks of Amington Hall estate and Dosthill Park.

- 6.51 Conservation area appraisals examined the special character of the seven conservation areas and made recommendations for boundary changes, enhancements and removal of negative features. The Council will co-ordinate enhancement through management plans, which will be based on recommendations from the character appraisals, Extensive Urban Survey and Heritage at Risk Survey. These will set out priorities for conservation and enhancement of the conservation areas including public realm and open space improvements, targeting of buildings and interpretation of the historic environment. The management plans will be subject to public consultation.
- 6.52 The Heritage at Risk Survey assessed the condition of all the statutorily listed buildings in Tamworth which has led to a number being classed as ‘at risk’ and ‘vulnerable’. Within the town centre there are additional vacant and under-used unlisted buildings in poor condition. The key to their long term survival is to bring them back into productive use. The Council operates a conservation grant scheme for historic buildings and will be proactive in engaging with owners to secure improvements.
- 6.53 Even minor changes can have a cumulative impact on a sensitive building or area so it is important that all development is carried out in a manner that is mindful of its significance. However, even in sensitive locations there is scope to use sustainable and innovative designs to create new modern landmarks. The Council will take specialist design and heritage advice when necessary from a design review panel and Conservation Area Advisory Committee.

Delivering a High Quality Environment

- 6.54 Table 6.3 outlines how the policies in this chapter will be implemented to ensure that development protects and enhances the most important elements of Tamworth’s natural and historic environments and raises standards of design by identifying the action required, responsible parties and when delivery should happen. Development management includes pro-active regulation that goes beyond the granting of planning permission including pre-application discussions, compliance with conditions and planning enforcement.

Table 6.3: Delivering a High Quality Environment

Policy	Action	Responsibility	Timescale
EN1 Landscape Character	Enhance, restore or regenerate rural landscapes	Tamworth Borough Council (TBC) Landowners/developers	Ongoing
	Re-introduce landscape features,	TBC Landowners/developers	Ongoing
	habitat creation and management in areas of lower landscape quality		
EN2 Green Belt	Maintain Green Belt boundary	TBC	Ongoing

	Protect biodiversity and geodiversity sites	TBC landowners	Ongoing
	Promote links between biodiversity and geodiversity sites	TBC Landowners Tame Valley Wetland Partnership	Ongoing
EN3 Open space and green and blue links	Improve quality of open space	TBC Developers	Ongoing
	Creating new open space	TBC Developers	Ongoing
	No net loss of open space	TBC	Ongoing
	Create circular access routes	TBC Landowners	Ongoing
	Reinforce links between open spaces	TBC Landowners	Ongoing
	Improve quality and accessibility of canal and river corridors	TBC Landowners Environment Agency Canal and River Trust	Ongoing
EN4 Protecting and enhancing biodiversity	Preserve designated biodiversity and geodiversity sites	TBC Landowners Community groups through Wild about Tamworth	Ongoing
	Enhance biodiversity	TBC Landowners Community groups through Wild about Tamworth	Ongoing
	Control loss of natural features & compensation	TBC Landowners/developers	Ongoing
EN5 Design of new development	Achieve quality of design in new development through Development Management	TBC Developers Design Review Panel	Ongoing
	Design SPD	TBC	2015-2016
EN6 Protecting the historic environment	Conserve and enhance heritage assets through Development Management	TBC Landowners Historic England Staffordshire County Council Historic Environment Team	Ongoing

CHAPTER 7 - A SUSTAINABLE TOWN

7.1 Ensuring a combination of strong retail centres, accessible housing and employment sites and the regeneration of existing developed land 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. Improving energy performance, supporting renewable energy generation, reducing flood risk, preventing harm from pollution and providing accessible community facilities will help to deliver sustainable development.

7.2 The policies in this chapter address the challenges of incorporating a high level of growth in the most sustainable way possible and ensuring that it is served by adequate infrastructure as described in Tamworth’s Spatial Portrait in Chapter 2. The spatial strategy set out in chapter 3 requires that the potential environmental impacts of new development are mitigated as far as possible.

Sustainable Transport Network

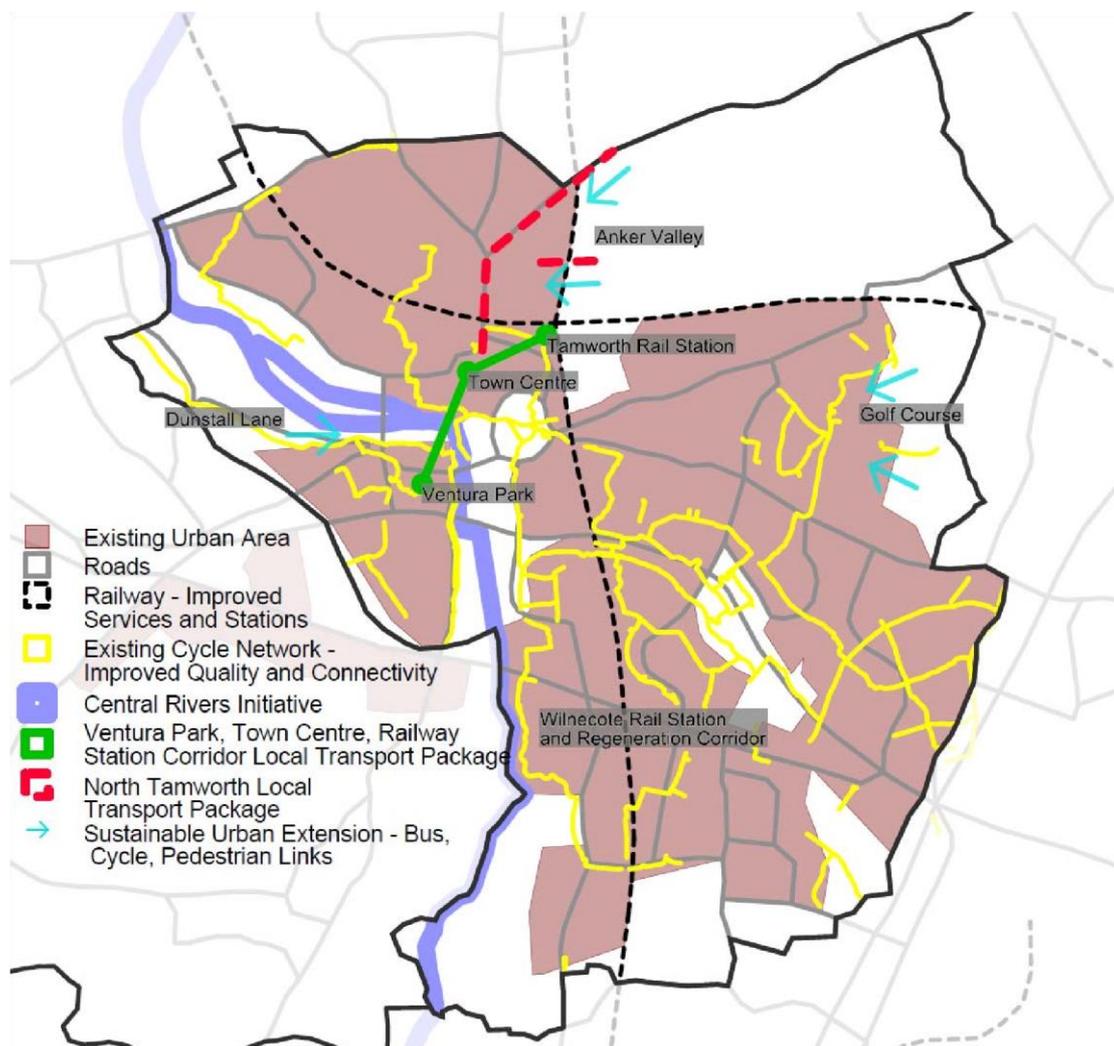
7.3 Policy SU1 supports Staffordshire County Council, Stoke-on-Trent and Staffordshire Local Enterprise Partnership and Greater Birmingham and Solihull Local Enterprise Partnership plans to improve the transport network for all users and to support the local economy. The policy will help to mitigate the impact of development proposed in the Local Plan on the transport network and prioritises travel by more sustainable transport modes.

7.4 Tamworth benefits from an extensive pedestrian and cycle network although there are a number of gaps in provision (figure 7.1) which reduce the links to the town centre and employment areas from residential areas. SU1 will exploit opportunities for new development or green infrastructure projects to increase the connectivity and quality of the network. This will support the connection of the Town Centre, leisure facilities and retail parks with green infrastructure in Tamworth and the surrounding countryside with newly defined and promoted circular walks proposed in chapter 6.

7.5 SU1 will continue the focus of recent years on making the best use of the existing highway network, concentrating on maintaining its condition and ensuring that reductions in road casualties continue. The policy will make the most efficient use of limited funding and help implement Staffordshire County Council’s Integrated Transport Strategy for Tamworth (2015) which is regularly reviewed. This will deliver the following key strategic priorities:

- Accommodating proposed brownfield development and Sustainable Urban Extensions
- Manage congestion and reduce carbon emissions on the local network and A5(T)
- Support retail and housing growth and job creation in the town centre that complements Ventura Retail Park
- Improve public transport connectivity to the West Midlands conurbation
- Provide sustainable transport connectivity to key destinations throughout the urban area
- Maintain the current condition and safety of the highway network
- Improve public transport connectivity and quality of life for local communities
- Raise awareness of environmental issues and encourage people to lead more sustainable lifestyles, helping to reduce carbon emissions

Figure 7.1: Improving Sustainable Transport Links



7.6 The following transport related programmes, shown on figure 7.1 where measures are identified, have been agreed to deliver the spatial strategy:

- The Central Rivers Initiative progressive restoration and revitalisation of the river valley between Burton-on-Trent, Lichfield and Tamworth. The delivery of this project has the potential to enhance off-road walking and cycling routes and multifunctional green spaces.
- The Ventura Park/Town Centre/Rail Station Corridor Local Transport Package will deliver an improved walking and cycling route between Ventura Retail Park and Tamworth Town Centre, and between the Town Centre and Tamworth Rail Station. It will tie in with proposals for Tamworth Rail Station and Gateway and Corridor public realm improvements for the Town Centre in Chapter 4, including enhancements to Victoria Road bus interchange and real time bus passenger information. These interventions aim to build on the improvement already recently made to help alleviate capacity and delay problems at the retail park. Bus stop improvements and real time passenger information will eventually be provided across the urban area.
- Staffordshire County Council produced a Rail Strategy in 2015 to complement the Integrated Transport Strategy. There is an aspiration to provide a new local train service for Tamworth which may be achievable with infrastructure improvements

at Water Orton. This will provide additional capacity for local commuters and will include capacity enhancements to the line between Birmingham and Tamworth and a turnback siding at Tamworth. Further improvements at Tamworth Rail Station will cover access, public realm and car parking. Pedestrian facilities to improve access to Wilnecote Rail Station will be delivered. In the longer term there are proposals to lengthen the platforms at Wilnecote to accommodate longer trains.

- The proposed sustainable urban extensions will require bus service extensions and enhancements. The Golf Course site may require a new service. Dunstall Lane could be served by an extension to an existing route. There may be an option to extend an existing route to serve other housing sites on Coton Lane.
- The Wilnecote Regeneration Corridor proposed in Chapter 5 links key residential areas and offers access to Wilnecote Rail Station and significant employment sites including Tame Valley Industrial Estate. The Integrated Transport Strategy supports improvements focusing on environmental enhancement, traffic management, safety and facilitating physical activity.
- The North Tamworth Local Transport Package will accommodate residential development to the north of Tamworth within the Borough and ease operation of the Gungate corridor, a heavily trafficked key radial route. It will deliver improved traffic control to link signal controlled junctions and pedestrian facilities, increased junction capacity and traffic management. Bus connectivity improvements and extended pedestrian and cycling connectivity are also proposed. Improved connectivity to residential development sites to the north of Tamworth could include a new pedestrian footbridge over the Cross Country railway line which would enhance links to the rail station, town centre and education facilities, including the post-16 Academy.
- Capacity and safety improvements to junctions on the A5(T) (Mile Oak, Ventura Way, Marlborough Way, Stoneydelph) and M42 (Junctions 10 and 11) will be delivered following a more detailed understanding of any particular development. The requirements for mitigation of significant highway impacts on any of the local junctions in the Strategic Road Network will be determined at the planning application stage where proportionate to the proposal, in accordance with Department for Transport Circular 02/2013 ‘The Strategic Road Network and the Delivery of Sustainable Development’.
- Drayton Manor Theme Park is an important visitor destination near Tamworth. On a small number of days per year the activities of Drayton Manor Theme Park lead to severe congestion on the surrounding highway network. Staffordshire County Council has committed to working with Highways England and Drayton Manor to formulate and deliver an access strategy to mitigate these conditions. This will include consideration of junction improvements including the main access to the park, and revisions to signage from the strategic highway network.

This policy aims to address Strategic Spatial Priorities SP7, SP11, SP12
SU1 Sustainable Transport Network
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. The following transport measures will be supported through planning decisions and the Infrastructure Delivery Plan:
a) Provision, by addressing barriers and missing links, of a joined up Tamworth wide cycle and pedestrian network - which exploits the existing green linkages

and canal towpaths between the town centre, local and neighbourhood centres, railway stations, residential areas and employment sites - and off-road pedestrian and cycle routes associated with the Central Rivers Initiative.

- b) Improved pedestrian and cycle linkages, bus stops and real time bus passenger information between Ventura Retail Park, Tamworth Town Centre and Tamworth Railway Station and an improved bus interchange in the town centre for local routes within Tamworth and inter-urban routes, including to Lichfield and the West Midlands conurbation. Bus stop improvements will subsequently be delivered across Tamworth.
- c) Proposals which improve the attractiveness, accessibility and passenger capacity of both Tamworth and Wilnecote Rail Stations or which increase the frequency of services to Birmingham, London and the North West.
- d) Proposals to support bus service extensions to the sustainable urban extensions.
- e) Improvements to the Wilnecote Regeneration Corridor to provide traffic management, environmental and highways safety measures and increase access to Wilnecote station.
- f) Improved traffic control, junction traffic management and capacity improvements and bus, cycle and pedestrian routes on the Upper Gungate / Aldergate Corridor to support development to the North of Tamworth.
- g) Following an assessment of the impacts of any proposed development on the Strategic Road Network where required by Highways England, capacity and safety measures at any of the following junctions:
 - A5 Mile Oak
 - A5 Ventura Way
 - A5 Marlborough Way
 - A5 Stoneydelph
 - M42 Junction 10
 - M42 Junction 11
- h) Signage or junction improvements to improve access to Drayton Manor Theme Park.
- i) Local highway improvements and traffic management measures as required to mitigate the impact of development traffic.

Where appropriate and proportionate contributions toward infrastructure will be required from development that has a significant impact on the transport network.

- 7.7 Policy SU1 supports programmes of transport network improvement that will be funded and delivered by various agencies according to their own strategies. The Infrastructure Delivery Plan will be periodically updated and coordinate contributions of the Council and development to transport projects.
- 7.8 Assessments of the impact on the Strategic Road Network will be requested as part of Transport Assessments at the planning application stage where required by Highways England, in accordance with Department for Transport Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'. Any assessment should take account of existing traffic flows and consider the development alongside other planned development.
- 7.9 The Integrated Transport Strategy behind the policy will also guide the Greater Birmingham and Solihull and Stoke-on-Trent and Staffordshire Local Enterprise Partnerships' Strategic Economic Plans. Work in partnership with key stakeholders will continue including the Local Enterprise Partnerships, public transport operators and Highways England, involvement with the A5 Transport Liaison Group and cross boundary working with West Midlands authorities, for example the Regional Rail

Forum. The A5 Transport Liaison Group has been established to ensure that the A5 plays its role in facilitating economic growth through maximising capacity and improving safety.

Delivering Sustainable Transport

- 7.10 Policy SU2 supports the spatial strategy in reducing the need to travel and promoting the use of sustainable modes of transport such as walking, cycling and public transport. This will be achieved through travel planning and the location and design of access arrangements. The policy will also manage the impact of the remaining residual traffic and parking on people and the environment, avoiding unnecessary physical highway improvements where possible. 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.
- 7.11 SU2 also recognises that 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. Street environments need to be managed so that excessive traffic and poor design does not suppress these other activities. The policy will require both new roads and development in general to improve or create a high quality public realm. Best practice, as reflected in the Government’s Manual for Streets (2007 and 2010), 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.
- 7.12 SU2 sets car parking standards for Tamworth to guide the amount of car parking that new development should provide. This will maximise the potential for the use of sustainable transport while ensuring that unmet parking needs do not impact on the local environment. Cycle parking is also required to support an increased level of active travel and reduce private car journeys and their impact.

This policy aims to address Strategic Spatial Priorities SP11, SP12

SU2 Delivering Sustainable Transport

Development should be accessible by walking, cycling and public transport and proposals should prioritise access by these modes of transport above the private car. Planning permission should only be granted where development would ensure adequate highway safety, suitable access for all people and where feasible reduce the impact of travel up on the environment. Planning permission will be refused where travel to and from the development would be likely to cause harmful levels of pollution, highway safety or capacity impacts.

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

New roads, both public and private, should be designed to provide a high-quality public realm for pedestrians, meeting Manual for Streets specifications and any design guidance set out in the Design Supplementary Planning Document. New developments should provide active street frontages to create attractive and safe street environments. They will be required to contribute towards public realm improvements where appropriate.

Development proposals will be required to make appropriate provision for parking on

or off the street in accordance with the parking standards set out in Appendix C.

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. In considering the level of provision regard will be had to:

- a) the anticipated demand for parking arising from the use proposed, or other uses to which the development may be put without needing planning permission
- b) the scope for encouraging alternative means of travel to the development that would reduce the need for on-site parking. This will be particularly relevant in areas well-served by public transport
- c) the impact on highway safety from potential on- street parking and the scope for measures to increase highway capacity
- d) the need to make adequate and convenient parking provision for people with disabilities

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

- 7.13 Travel Plans required by SU2 are strategies to minimise the number of single car occupancy trips to a major development. The form of the Travel Plan will largely be determined by the type of development, its location and accessibility to sustainable modes of travel. The outcome of the Transport Assessment will affect the measures and outcomes to be achieved, secured by the planning permission.
- 7.14 The Council will encourage partnership working to improve streets. Many public and private organisations have an impact on the appearance and management of the street environment. 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. Shared public spaces can be achieved by removing barriers and fences, placing the necessary amount and type of seating, bins, lighting and other street furniture in the right places, together with traffic calming measures.
- 7.15 Areas well served by public transport where the majority of trips can be made without use of the private car provide the scope to reduce parking requirements. Where parking provided under SU2 is commercially operated, the Council will seek to agree management and pricing regimes with developers. This will ensure that all parking is operated in a manner which benefits the town as a whole.

Climate Change Mitigation

- 7.16 The 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. Policy SU3 therefore requires development proposals to explore efficiency savings at a number of levels to reduce their emissions footprint:
- Land use, access and transport
 - Urban design, landscaping and construction materials
 - New and existing building performance
 - Energy generation
- 7.17 SU3 will complement the Tamworth Climate Change Strategy (2011), which provides a framework for adapting to the effects of climate change, reducing energy consumption

and managing the use of resources. Whilst the Climate Change Strategy does not specifically set a carbon target for Tamworth (as the Climate Change Act 2008 has a clear national target), the strategy sets out a number of ambitious 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.

- 7.18 SU3 will directly support the Tamworth Waste Strategy (2007) and the move towards a more sustainable approach to waste management. Relying on landfill for waste disposal is unsustainable and is a waste of resources. There is a need to give much higher priority to waste minimisation, re cycling, composting and recovery (such as energy from waste), making disposal in landfill sites the last resort. Three key objectives of the Tamworth Waste 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.

This policy aims to address Strategic Spatial Priorities SP11, SP12
SU3 Climate Change Mitigation
<p>Where appropriate proposals for new development will be expected to demonstrate how they will address the causes of climate change and limit greenhouse gas emissions with an aspiration of achieving zero carbon development through:</p> <ul style="list-style-type: none"> a) promoting efficient and effective use of land. b) ensuring development is located in accessible locations which promote the use of sustainable modes of transport. c) appropriate sustainable design, layout, orientation and use of construction materials and methods that reduce embodied energy in their production where feasible. d) promoting landscaping and tree planting to provide shade, reduce local temperatures and carbon capture. Planning permission will not be granted for development if it compromises existing green and blue corridors and linear habitats. e) maximising energy and water efficiency including energy performance improvement in the fabric of buildings. f) facilitating the retrofitting of the existing building stock for resource efficiency. g) supporting opportunities for renewable and low carbon energy generation. h) 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. Proposals for securing energy from waste should take into account the Staffordshire County Council Waste Local Plan. <p>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.</p> <p>The Council will work with neighbouring authorities to identify and promote the provision of appropriate waste management, treatment and disposal sites. Waste management facilities should be safeguarded in accordance with the Staffordshire County Council Waste Local Plan.</p>

- 7.19 The land use, urban design and landscaping elements of SU3 will in part be delivered by other policies in the Local Plan and further guidance will be provided in the Design Supplementary Planning Document. Where building design, construction methods

and materials are controlled by Building Regulations, specific standards are set by those controls and it is anticipated they will require increasingly stringent sustainability performance. These standards were taken into account in the Whole Plan Viability, Affordable Housing and Community Infrastructure Levy Study (2014).

- 7.20 SU3 promotes the use of locally produced materials in order to reduce supply chain travel distances and the re-use and recycling of materials to prevent waste, reduce the consumption of raw materials, landfill and energy usage. The choice of construction materials has potential impacts on energy efficiency during manufacture and in application.
- 7.21 Green infrastructure provides a range of climate change services that can make both a substantial contribution towards adapting to climate change and a limited yet important contribution towards mitigating climate change. Favourable climate conditions are moving location, requiring species distributions to shift typically north and uphill. It is essential to create linear habitats to support this movement and prevent fragmentation of existing habitats.
- 7.22 SU3 is flexible towards the solutions supported to deliver renewable energy generation and building energy efficiency. High levels of energy performance in the building fabric can limit the need to incorporate additional technologies. The existing built environment also 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 retro-fitting of existing development.
- 7.23 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, combined heat and power and utilising surplus heat. Proposals within the town centre, regeneration priority areas, sustainable urban extensions, employment sites and other areas with high heat density will be explored through pre-application discussions and master planning.

Flood Risk and Water Management

- 7.24 Policy SU4 seeks to reduce the risk of flooding to properties in Tamworth, ensure drainage systems are designed sustainably and improve water quality. Having developed alongside the confluence of two rivers, 25% of the Borough is within floodplain. Tamworth has been affected in the past by flooding, recently in the summer of 2007.
- 7.25 A Level 1 Strategic Flood Risk Assessment (2008/9 and 2014 addendum) 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. Development in the floodplain is discouraged by SU4. 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. A Level 2 Strategic Flood Risk Assessment (2014) has been carried out in order to apply the sequential and exception tests to the development sites selected for allocation in Chapters 4 and 5.
- 7.26 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). SU4 requires developments to

integrate Sustainable Drainage Systems (SuDS) as a way of managing surface and groundwater regimes to avoid an adverse impact on water quality and quantity within Tamworth and reduce the risk of flooding.

- 7.27 SuDS schemes are required to reduce surface water discharge and where possible cease the connection of surface water discharges into the combined sewer network. The Humber River Basin Management Plan (2009) states that The River Tame has been identified as having a ‘poor’ ecological status. In addition, it has been assigned protected status under the Freshwater Fish (2006), Nitrates (1991) and Urban Wastewater Treatment (1991) European Directives. The River Anker currently has a ‘moderate’ ecological status, but has also been assigned protected status under all the directives listed above, whereas the Bourne Brook has a ‘poor’ ecological status and protected designation under the Freshwater Fish and Nitrates Directives. As a result, improvement is necessary to meet the required ‘good’ ecological status required under the European Union Water Framework Directive (2000) by 2027 and a reduction in pollution entering the watercourse from its tributaries will be essential.
- 7.28 SU4 promotes the maintenance and restoration of the natural character of river valleys and their floodplains. Culverts and artificial channels act as a barrier to wildlife, the flow of water, reduce natural cleansing and contribute to rivers being ignored rather than seen as assets. Watercourses with more natural meandering profiles and uneven beds encourage diversity, oxygenate water and support more fish and wildlife. SU4 also requires development proposals to consider potential impacts on groundwater quality and for new development to enhance or protect groundwater resources.
- 7.29 SU4 protects easements to main rivers and flood defences for maintenance, access and biodiversity reasons and in accordance with the Water Resources Act 1991.

This policy aims to address Strategic Spatial Priorities SP7, SP8, SP11, SP12

SU4 Flood Risk and Water Management

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.

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 or 3, or greater than 1 hectare in Flood Zone 1 or where otherwise required by national planning guidance must be accompanied by a Flood Risk Assessment that sets out the mitigation measures for the site and agreed with the relevant authority. Where necessary, proposals will be expected to contribute towards building and maintaining any necessary defences and maintaining existing defences that are necessary for new development. Developers should consult the Environment Agency’s flood maps to ascertain the effects of surface water flooding on potential development sites.

A minimum 8 metre riparian easement for biodiversity and access purposes must be maintained adjacent to the rivers Anker and Tame. Furthermore, an 8m easement must be maintained between any built development and the toe of Environment Agency maintained flood defences. Planning permission will not be granted for development that compromises the integrity and quality of the strategic network of environmental infrastructure. Development should exploit opportunities to deliver priorities of the EU Water Framework Directive and the Humber River Basin Management Plan to ensure that the River Anker and River Tame meet Good Ecological Status by 2027.

All developments will be expected to incorporate appropriate Sustainable Drainage techniques that will manage flow routes on site, limit surface water run off discharge rates to the pre-development condition and limit or avoid the connection of surface water discharge into the combined sewer network. 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, replicating natural systems and improving biodiversity with SuDS.

New development will be required to open up culverted watercourses wherever it is technically feasible, re-aligning and naturalising watercourses where possible, and to ensure that development does not occur above or adjacent to existing culverts.

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.) Any major development should demonstrate that there is adequate wastewater infrastructure in place to serve the development.

Proposals for recreational and tourist development on Tamworth's river, canal or lake areas for better public access and for suitable water sports, including fishing, swimming, rowing and canoeing, will be encouraged. Such development should not adversely affect water quality or quantity, amenity, visual quality, navigation or ecological value of a watercourse, associated wetlands and surrounding environment. Developments should be integrated into the existing footpath, cycleway and public transport network and highway access and parking issues should be satisfactorily resolved.

- 7.30 Guidance and initial flood risk information for site specific flood risk assessments is detailed in the Level 1 Strategic Flood Risk Assessment. Further information related to surface water flooding, site drainage investigations and sustainable drainage systems is available in the Southern Staffordshire Surface Water Management Plan (Phase 1 & 2 2010/11). Recommendations for specific housing allocation sites are set out in the Level 2 Strategic Flood Risk Assessment (2014).
- 7.31 Where new development benefits from the recently constructed Environment Agency Tame Flood Alleviation Scheme, developers may be required to contribute towards the continued maintenance of defences.
- 7.32 SuDS use a wide range of drainage techniques such as grassed swales, retention ponds, soakaways and permeable pavements. Where appropriate their design should be informed by a hydrological assessment. 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. Appropriately designed SuDS can support the implementation of Policies EN3 and EN4 and the aims of the Water Framework Directive.
- 7.33 The Council will support improved access to the riverside to promote healthy and active lifestyles and improved awareness and education of the river environment. A balance will 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, Tame Valley Wetlands Partnership and the Humber River Basin Management Plan have the potential to support this objective.

- 7.34 Developers should refer to the Environment Agency’s Groundwater Protection: Principles and Practice (GP3) (2013) and any position statements on groundwater protection in connection with development proposals.

Pollution, Ground Conditions and Minerals and Soils

- 7.35 Policy SU5 is necessary to manage the risk of existing sources of pollution and land instability in Tamworth, ensure that development does not result in adverse impacts and that where appropriate and practical, mineral resources are not sterilised by development.
- 7.36 The Detailed Assessment of Air Quality at t he Two Gates Crossroads, Tamworth (2013) recommends the creation of an Air Quality Management Area at Two Gates. Policy SU5 will support the measures set out in the Action Plan to be prepared by the Council to address poor air quality in the area.
- 7.37 SU5 addresses the risk of potentially contaminated land associated with industry in Tamworth and other past land uses, including the risk to the quality of water sources. The Bromsgrove Sandstone Formation is classified as a Principal Aquifer. All the other solid geology in the area is either classified as Secondary A or B Aquifers. The superficial deposits associated with the River Anker are classified as Secondary Aquifers. Principal aquifers are strategic groundwater resources and capable of supporting large scale groundwater abstractions for public waters supply. Secondary aquifers also support local groundwater abstractions and provide base flow to rivers.
- 7.38 Tamworth includes areas that are affected by the legacy of past coal mining and SU5 requires land stability to be taken account of. Tamworth also contains remaining coal reserves and sand and gravel resources associated with the river valleys, much of which is under the urban area. Mineral resource extraction will be considered prior to development.
- 7.39 The countryside outside Tamworth’s urban area is predominantly in agricultural use, most of this is lower grade but there are pockets of higher grade land (best and most versatile agricultural land). The safeguarding of valuable agricultural land as a resource for the future will be a consideration when considering applications for development.

This policy aims to address Strategic Spatial Priority SP1
SU5 Pollution, Ground Conditions and Minerals and Soils
<p>Development should manage the risk of air, light, noise, ground or water pollution and land instability. Relevant reports proportionate to the scale of the development will be required to assess pollution levels and mitigation measures where a risk is identified. Planning permission will be refused for any proposal where pollution would pose an unacceptable risk to public health, quality of life or the environment which is not mitigated. Proposed land uses should be appropriate to the level of ground contamination risk.</p> <p>Where an Air Quality Management Area is declared, development should incorporate any measures identified in the associated Action Plan.</p> <p>All new development must consider site characteristics such as land stability and ground contamination, and be supported with an appropriate risk assessment:</p>

- a) All proposals should include a preliminary risk assessment to identify previous site uses and potential for contamination. Development must conserve the water quality of aquifers in the district.
- b) Sites which fall within the Development High Risk Area shown on the Coal Authority's maps must be supported by a Coal Mining Risk Assessment.

The Council will consult with Staffordshire County Council in their role as the Minerals Planning Authority and the Coal Authority on the existence and extent of mineral and coal reserves and importance of relevant infrastructure when dealing with applications within or in proximity to strategic mineral allocations, mineral infrastructure sites, mineral safeguarding areas and mineral consultation areas. Where it is necessary for non-mineral development to take place in such areas, consideration should be given to extracting the mineral resource in advance of development. This should be done where practicable and environmentally acceptable and where the benefits of mineral extraction would outweigh the benefits of the development. This will avoid sterilisation of these resources. Consideration will be given to mineral and coal reserves with cross boundary implications.

When considering proposals for new development on greenfield land, areas of poorer quality land within the site should be developed in preference to higher quality land (Grades 1, 2 and 3a agricultural land) where possible.

- 7.40 Preliminary risk assessments should be in accordance with the Environment Agency's Model Procedures for the Management of Land Contamination (2014). This should identify the potential for contamination and possible risks to controlled waters. Reference should also be made to Environment Agency Guidance on Requirements for Land Contamination Reports (2005), which explains the type of information that the Environment Agency requires in order to assess site investigation and remediation reports. The Environment Agency actively encourages the use of sustainable drainage systems at new developments; however 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 or roof water systems.
- 7.41 The Council will maintain an up-to-date understanding of pollution and land instability risk in Tamworth, working with relevant statutory organisations. This will be used in pre-application discussions, master planning and to set proportionate requirements for individual planning applications.
- 7.42 High quality agricultural land is a finite resource which will be lost if it is developed. Retaining land of grades 1, 2 and 3a in the Agricultural Land Classification either in food production or as other green space will safeguard its contribution towards sustainable food production and biodiversity.

Community Facilities

- 7.43 Policy SU6 protects and will expand the network of community facilities in Tamworth. Community infrastructure includes but is not limited to educational and healthcare facilities, places of worship, sports venues, cultural buildings, public houses, local shops and community centres. 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. Locations for new facilities should be selected on the basis of addressing accessibility gaps, in accordance with supporting evidence.
- 7.44 Where appropriate education facilities will be expected to include provision for community uses, including multi-use facilities open to the wider community. Where education facilities are required to make such provision this will need to be factored into the overall size of the site and the design of buildings, which will be of particular relevance to the required new primary schools to serve the planned level of housing development.
- 7.45 It is important that residents of new housing developments have good access to facilities and that existing facilities do not become oversubscribed. SU6 therefore requires new development to contribute towards the cost of the provision of community facilities where warranted by the need arising from the development.

This policy aims to address Spatial Priorities SP3, SP4, SP12
SU6 Community Facilities
<p>A network of high quality, well designed and accessible facilities will be provided across Tamworth to serve local needs where they arise and as identified in the Infrastructure Delivery Plan and policies HG1 Housing and HG2 Sustainable Urban Extensions. Where increased need is attributed to new development, contributions will be required in accordance with policy IM1 Infrastructure and Developer Contributions.</p> <p>Proposals will be encouraged that include mixed community uses on a single site. Proposals should be in locations accessible by walking, cycling and public transport.</p> <p>Proposals involving the loss of community facilities will be required to demonstrate:</p> <ul style="list-style-type: none"> a) That there is insufficient use or demand for use to maintain the existing facility; or b) Adequate alternative provision is in place in a nearby accessible location; or c) Where the use is commercial in nature that there is a significant lack of market interest in maintaining the facility. <p>The existing network of Tamworth wide education facilities will be protected and enhanced to meet local needs. The physical enhancement and expansion of higher and further educational facilities will be supported subject to having an acceptable impact on other community and sports facilities, the immediate environment and amenity.</p>

- 7.46 SU6 allows flexibility for community facilities to modernise or relocate to more suitable premises where it is still accessible by the existing users. Where there is a lack of market interest in a commercial facility of importance to a local neighbourhood the Council will support community bids to purchase or lease and run the service.

7.47 Improved access to education, training and support facilities is seen as a key objective for Tamworth, particularly within the most deprived neighbourhoods. The Council's Locality Working initiative has encouraged the use of neighbourhood based multi-use 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.

Sport and Recreation

7.48 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.

7.49 With the objectives of improving health, increasing participation and improving the quality of life of Tamworth residents, the Council produced a Joint Indoor and Outdoor Sports Strategy in 2009 and updated it in 2014 to take account of changes in available facilities and the principles of recent Sport England guidance for both built facility and pitch elements. The Strategy and Update are supported by Sport England and audit existing local provision of swimming pools, sports halls, health and fitness suites, playing pitches and a range of specific indoor and outdoor facilities including bowls, tennis, BMX tracks and multi-use games areas (MUGAs). Quality and access to facilities were assessed and consultation undertaken with national governing bodies and local user groups to understand the adequacy of existing provision.

7.50 The Strategy Update recommends that all existing facilities are protected, maintained and enhanced and that new facilities are provided where deficiencies are identified. These are set out in the Infrastructure Delivery Plan. Crucially, new facilities should be available for community use through official dual use agreements, which is of particular relevance to new school sites.

7.51 The Strategy identifies a need to increase access to a range of "core" facilities including swimming pools, sports halls and playing pitches, 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 include:

- A 25m x 12 metre swimming pool with a teaching pool
- A minimum of a 4 court sports hall
- Squash courts
- A health and fitness studio

7.52 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 achievedccccccccccv

This policy aims to address Strategic Spatial Priorities SP4, SP7, SP12

SU7 Sport and Recreation

The Council will support a network of good quality sport and recreation facilities that meet the needs of Tamworth’s current and future population, with particular emphasis on the needs of the Regeneration Priority Areas (Policy HG3). This will be achieved by:

- a) Ensuring all new facilities are in locations accessible by a range of transport modes including walking, cycling and public transport and are designed according to Sport England and national governing body guidelines.
- b) Delivering through contributions and public funding new and enhanced facilities identified in the Sports Strategy Update, in particular a new multi-purpose community sports centre in an accessible location, with appropriate facilities and 3G pitches, to meet identified need. Facilities should be designed to enable convenient public access and extended hours of use.
- c) Protecting and enhancing existing sport and recreational facilities. Sport and recreation facilities should not be built on unless any loss is compensated by the provision of an equal or higher quantity and standard of facility and in an accessible location or the development is for alternative sports and recreation provision, the needs for which are clearly set out in the Sports Strategy Update.
- d) Supporting the dual use of new and existing school sites in accordance with the following criteria:
 - Where it would not be detrimental to existing and proposed facilities on the school site.
 - Provides separate reception and changing facilities from the school or a design and layout that allows separation through site management.

The sustainable urban extensions will provide provision or a contribution towards new provision in line with the Sports Strategy Update.

7.53 Delivery of enhanced and new smaller sports facilities will be funded through planning obligations, directly by sports clubs and associations and in conjunction with new school sites. The multi-purpose community use leisure centre, will rely on suitable funding arrangements being identified through the Community Infrastructure Levy. The Council will explore different models for the finance, site acquisition, construction and operation of the facility.

Delivering a Sustainable Town

7.54 Table 7.1 outlines how the policies in this chapter will be implemented to ensure that development in Tamworth contributes to the overall sustainability of the town by identifying the action required, responsible parties and when delivery should happen. Development management includes pro-active regulation that goes beyond the granting of planning permission including pre-application discussions, compliance with conditions and planning enforcement.

Table 7.1: Delivering a Sustainable Town

Policy	Action	Responsibility	Timescale
SU1 Sustainable Transport Network	Pedestrian and Cycle Improvements	Staffordshire County Council (SCC),	Ongoing

		Tamworth Borough Council (TBC), Developers	
	Public Transport Improvements	Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), Stoke-on-Trent and Staffordshire Local Enterprise Partnership (SSLEP), Bus and Rail Companies, Network Rail, SCC, TBC	Ongoing
	Road Network Improvements	GBSLEP, SSLEP, SCC, Highways England, TBC, Developers	Transport Packages 2015-2019 then ongoing improvements where required
	Promoting Partnership Approach to Street Design	TBC, SCC, Developers, Landowners	Ongoing
SU2 Delivering Sustainable Transport	Travel Planning	Developers, Occupants	Ongoing
	Design Supplementary Planning Document	TBC	2015-2016
	Development Management	TBC, Consultees, Developers	Ongoing
	Infrastructure Delivery	TBC, Tamworth Strategic Partnership (TSP), Infrastructure Providers, Developers	Ongoing
	Building Regulations	Building Control Services, Developers	Ongoing
SU3 Climate Change Mitigation	Waste Strategy	TBC, Neighbouring Authorities	Up to 2020 and when reviewed

	Development Management	TBC, Consultees, Developers	Ongoing
	Design Supplementary Planning Document	TBC	2015-2016
	SUE Master Planning	TBC, SCC, Public Agencies, Design Panel, Developers	2014-2015
	Waste Planning and Development Management	SCC, Consultees, Developers	Ongoing
	Development Management	TBC, Consultees, Developers	Ongoing
SU4 Flood Risk and Water Management	Flood Defence Construction and Maintenance	Environment Agency, Developers	Ongoing
	SuDS Approval	SCC	After SCC Approval Body Established
	SuDS Maintenance	Developers, SCC, Maintenance Companies	Ongoing
	Wastewater Infrastructure Delivery	Developers, Severn Trent Water,	Ongoing
	Riverside Access	Central Rivers Initiative, Tame Valley Wetlands Partnership, Environment Agency	Ongoing
	Development Management	TBC, Consultees, Developers	Ongoing
SU5 Pollution, Ground Conditions and Minerals and Soils	Air Quality Management Action Plan	TBC, Developers	To be defined by Action Plan
	Minerals Planning and Development Management	SCC, Consultees, Developers	Ongoing
	Development Management	TBC, Consultees,	Ongoing

SU6 Community Facilities	New Facility Delivery	Developers TBC, TSP, SCC Education, Clinical Commissioning Group, Other Service Providers	When funded, to be completed within plan period
	Locality Initiative	TBC, Service Providers, Residents	Ongoing
SU7 Sport and Recreation	Network of accessible facilities	TBC, Sports clubs	Ongoing
	Site selection and delivery of new leisure centre	TBC, Sport England	Ongoing
	Dual use of school facilities	TBC, SCC, Academies	Ongoing

CHAPTER 8 – IMPLEMENTATION AND MONITORING

- 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 Providers (of affordable housing), 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.
- Implementation**
- 8.3 Developer contributions will be used to ensure that the necessary physical, social, economic and 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 and in accordance with planning regulations, pooled contributions will be used to facilitate the necessary infrastructure in line with development.
- 8.4 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.
- 8.5 In some cases, effective demand management and making better use of existing infrastructure will play an important role in supporting new development.
- 8.6 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.
- 8.7 The Tamworth Strategic Partnership brings together key local organisations from the public, private, voluntary and community sectors. All the organisations are working together to address often complicated challenges required to improve the quality of life for Tamworth's communities. The TSP provides a platform to discuss debate and progress issues. One work stream within the TSP is the Infrastructure Delivery Board, which has the key objectives of identifying infrastructure needed to support Tamworth and identifying available funding. The work of the TSP is used to inform the IDP.

Infrastructure Delivery Board Membership

- Tamworth Borough Council – Planning and Regeneration
- Tamworth Borough Council – Community Leisure
- Tamworth Borough Council – Environmental Management
- Tamworth Borough Council – Housing and Health
- Tamworth Strategic Partnership
- Staffordshire County Council – Economic Development and Planning Policy
- Staffordshire County Council – Education
- Staffordshire County Council – Connectivity Strategy
- Staffordshire County Council – District Commissioning
- Staffordshire County Council – Flood Risk Management
- Staffordshire County Council – Health
- Environment Agency
- Highways England
- Lichfield District Council – Planning Policy
- North Warwickshire Borough Council – Planning Policy
- Warwickshire County Council – Transport and Highways
- Warwickshire County Council – Education
- Severn Trent Water

- 8.8 The IDP set out Appendix B 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.
- 8.9 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.
- 8.10 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.
- 8.11 Further work may 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 SP6

IM1 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 EC2, EC4, EC5, HG2, HG3, EN2, EN3, EN4 and EN6
- b) 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 EC2, EC4, EC5, HG2, HG3, EN2, EN3, EN4 and EN6
- c) provision of appropriate sport and recreation facilities and new and improved open space in accordance with policy SU7
- d) 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 HG1, HG2, EC5 and EC6
- e) cross-boundary infrastructure to help deliver and mitigate the effects of Tamworth related future development.
- f) improvements to transport infrastructure, in accordance with policies EC6, HG1, HG2, SU1 and SU2.
- g) Climate change mitigation measures in accordance with policy SU3
- h) Water management measures including flood alleviation where required, in accordance with policy SU4.

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

- i) affordable housing, as set out in policy HG4.
- j) New and expanded community facilities, in accordance with policy SU6
- k) new and expanded community facilities, in accordance with policy SU6
- l) new and expanded school facilities, in accordance with policies HG2 and SU6
- m) emergency services related infrastructure, including police services, in accordance with SU6
- n) water supply and waste water drainage
- o) supporting service infrastructure

Monitoring

- 8.12 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.
- 8.13 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.
- 8.14 Previously, the implementation of policies was measured using indicators contained within the Council's published Annual Monitoring Report (AMR). The 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.

Adopted

23rd February 2016

- 8.15 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 specific policies or of the Local Plan.
- 8.16 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.
- 8.17 The monitoring table (set out in Appendix D) shows the Local Plan's policies and respective indicators and targets for each of the sections of the document.

APPENDIX A – Housing Trajectory

The Housing Trajectory is updated regularly. Please see separate document available online at <http://www.tamworth.gov.uk/local-plan> for the latest update.

APPENDIX B – Infrastructure Delivery Plan

The Infrastructure Delivery Plan is updated regularly. Please see separate document available online at <http://www.tamworth.gov.uk/local-plan> for the latest update.

APPENDIX C – Car Parking Standards

Introduction

This Appendix sets out the recommended car parking standards for new developments within Tamworth. Parking standards are an important element of policy SU2 Delivering Sustainable Transport.

Objective

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 parked vehicles do not become either a safety hazard or environmental nuisance. In order to achieve this objective, it is essential that a car parking policy exists in order for negotiations to be carried out with developers 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 centre 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 further provision could be achieved or to reach a suitable compromise 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, greenfield site)
3. Development type (new development, redevelopment, refurbishment, conversion)
4. Proximity 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.

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 floor space shall mean the total floor space 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 demand occurs at different times such as both 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 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.

The recommended standards are contained in the following schedule. The minimum size for a standard car parking space is 2.4m by 4.8m. Spaces within garages can be included when calculating the number of car parking spaces provided.

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	Staff: 1 space per 3 employees employed at busiest time Guests: 1 space per bedroom
C1. Hostels	Staff: 1 space Residents and Visitors: 1 space for 2 residents
C2. Convalescent/nursing homes/ elderly persons homes	Staff and out-patients: 1 space per 3 beds Visitors: 1 space per 2 beds

RESIDENTIAL C3. Traditional housing (local authority/private / Housing association)	Where all parking is provided within the curtilage: 2 and 3 bed dwellings: 2 spaces per dwelling
	4 and more bedrooms: 3 spaces per dwelling Communal parking: 1 and 2 bed dwellings: 1.5 spaces per dwelling 3 and more bedrooms: 2 spaces per dwelling
C3. Sheltered housing/communal housing of elderly	Other Residents/Visitors: 1 car space per 3 dwellings/units of accommodation/ bedroom Staff: 1 space per 3 staff present at busiest time
C3. Self-contained flats /apartments	Residents: 1 space per flat Visitors: 1 space per 4 flats
OTHER D1. Places of worship	1 space per 5 seats
D1. Museums / public halls / libraries / art galleries / exhibition halls	Staff: 2 spaces up to 300 sq.m. gross floor area 6 spaces above 300 sq.m. gross floor area Visitors: 1 space per 30 sq.m. gross floor area
D1. Clinics / GP practices / health centres	Staff: 1 space per GP, 1 space for each other medical member of staff employed at busiest time, 1 space for each 3 non-medical member of staff employed at busiest time Visitors: 3 spaces per consulting room
D1. Day nurseries	1 space per member of teaching staff, 1 drop-off space per 10 children
D1. Primary/secondary schools	1 space per member of teaching staff, 1 space per 3 member of non-teaching staff A suitable part of the hard play area to be allocated and suitably constructed so it can be used by cars on school open days, etc
D1. Colleges/adult training centres	1 space per member of teaching staff, 1 space per 10 full-time equivalent students
D2. Cinemas (and theatres - Sui Generis)	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 1 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 people with physical impairments	In particular centres for people with physical impairments 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 D – Monitoring Framework

The Monitoring Framework is updated periodically. Please see separate document available online at <http://www.tamworth.gov.uk/local-plan> for the latest update.

APPENDIX E – 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 aim 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 modes 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 residents, employees, customers and visitors on the alternative modes of transport to and from the site
- m) Improve accessibility for non-car users and people with disabilities
- 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 Department for Transport and the Department for Communities and Local Government will largely be used to determine whether and what type of Travel Plan will be required (see table below).

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

Those developments falling in the 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 Transport Assessment 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 assurance 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 Transport Assessment.

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 Travel Plans 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; includes sandwich bars- sandwiches or other cold food purchased and consumed off the premises, internet cafes	>1000 sq.m.	>500 < 1000 sq.m.

Land use	Use/description	Travel Plan Threshold	Minimalist Travel Plan Threshold
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

Land use	Use/description	Travel Plan Threshold	Minimalist Travel Plan Threshold
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, crèches, 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 F - Schedule of Designations

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

Designation Type and Number	Designation Name
Site of Special Scientific Interest (SSSI)	
SSSI 1	Alvecote Pools
Site of County Biological Importance (SBI)	
SBI 1	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
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)	
LNR 1	Hodge Lane
LNR 2	Kettlebrook Park and Lakes
LNR 3	Tameside Nature Reserve
LNR 4	Dosthill Park
LNR 5	Warwickshire Moor
LNR 6	Broad Meadow
LNR 7	Town Wall
Biodiversity Alert Site (BAS)	
BAS 1	Statfold 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)
Local Geological / Geomorphological Site (LoGS)	
LoGS 1	Dosthill Church Quarry (Dosthill Granite Quarry)
Scheduled Monument (SAM)	
SAM 1	Saxon Defences
SAM 2	Medieval Deanery (Lower Gungate)
SAM 3	Saxon Defences
SAM 4	Tamworth Castle

Designation Type and Number	Designation Name
Conservation Area (CA)	
CA 1	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 G - Glossary

Disclaimer: The Glossary is neither a statement of law n or 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 20 08), 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.
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 lo cation whose co-location may enhance their competitive advantage.

The Community Infrastructure Lev y (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 n umber 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, area action 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 local.
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.
Ecosystem Services	Ecosystem services are the functions of eco systems which benefit people. These include provisioning services such as food and water; regulating services such as flood and disease control; cultural services such as spiritual, recreational, and cultural benefits; and supporting services, such as nutrient cycling, that maintain the conditions for life on Earth.
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.

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.
Green Belt (Not to be confused with the term greenfield)	A designation for land around certain cities and large built up areas, which aims to keep this land permanently open or largely undeveloped.
Greenfield Land	Land which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.
Green Corridor/Wildlife Corridor	Green corridors can link housing areas with the national cycle network, town and city centres, places of employment and community facilities. They can help promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and countryside.
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.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance. Heritage assets can be designated and non-designated.
Indices of Multiple Deprivation	This measures the level of deprivation within a specific geographic area (e.g. council wards). It assesses the level of deprivation from a whole range of sources such as income; employment; health and disability; education; skills and training; housing and services; living environment and crime.

	It can be useful for identifying areas in need of regeneration.
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 2031.
Listed Building	A building of special architectural or historic interest of national importance, 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. Local centres in Tamworth 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.
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 Geological/ Geomorphological Sites (LoGS)	(Previously known as Regionally Important Geological/ Geomorphological Sites or RIGS). Areas of significant Earth Science importance that are considered worthy of protection, selected according to their value for educational use, scientific importance, historical significance and / or aesthetic qualities. They are non-statutory and of local importance.
Locally Listed Building	Non-designated heritage assets that are identified by local planning authorities as being important at a local level.
Local Nature Reserve (LNR)	Site of local biodiversity importance that are also important for local communities. Local Nature Reserves are designated by and in the ownership of the Borough Council and have the aim of being managed in partnership with local residents.
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</p>

	development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
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 nonmineral 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>
Neighbourhood Centre	Neighbourhood centres comprise of small clusters of shops, one of which is a convenience food store, with a limited range of associated shops or services. They serve a smaller catchment area than local centres.
Open Space	All space of public value, including not just land, but also areas of water, such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a haven for wildlife and are usually attractive.
Plan, Monitor and Manage	Approach to housing provision involving: Plan for an overall annual rate and distribution of housing, monitor provision against targets and indicators and manage the process.
Planning Application	A form plus plans submitted to the Council when development is proposed.

Planning 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).
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)	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: <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 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.

<p>Sequential Test (Flood Risk)</p>	<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>
<p>Site of Biological Importance (SBI)</p>	<p>Sites of local biodiversity importance that contain the best remaining areas of semi-natural habitat in Staffordshire.</p>
<p>Site of Special Scientific Interest</p>	<p>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).</p>
<p>Spatial Vision</p>	<p>A brief description of how the area will be changed at the end of the plan period.</p>
<p>Special Areas of Conservation (SACs)</p>	<p>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.</p>
<p>Staffordshire Local Transport Plan</p>	<p>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.</p>
<p>Strategic Employment Areas</p>	<p>These are the strategically important existing employment areas shown on the policies map for the Council's Local Plan which should be retained for employment use.</p>

<p>Strategic Housing Land Availability Assessment (SHLAA)</p>	<p>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.</p>
<p>Strategic Flood Risk Assessment (SFRA)</p>	<p>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) and where allocating certain development in areas of higher flood risk, to ensure the development is safe for its lifetime (Level 2 SFRA).</p>
<p>Strategic Housing Market Assessment (SHMA)</p>	<p>A technical study which assesses housing need and demand across a de fined market area and which is used to inform housing and planning policies.</p>
<p>Strategic Planning</p>	<p>Wider ranging and longer term planning which establishes broad goals, strategies, principles and objectives for the wider region.</p>
<p>Supplementary Planning Document (SPD)</p>	<p>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.</p>
<p>Sustainability Appraisal (SA)</p>	<p>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 and Compulsory Purchase Act 2004 requires an SA to be undertaken for all Development Plan Documents throughout the plan making process.</p>
<p>Sustainable Communities</p>	<p>Places where people want to live and work, now and in the future.</p>
<p>Sustainable Community Strategy</p>	<p>This sets the overall strategic direct ion 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 (LSP) which is made up of public, private and voluntary sector organisations. It identifies the key long terms priorities for the area (e.g. affordable housing, creating employment, tackling causes of social deprivations, etc) and how the LSP could work together to address these.</p>

Sustainable development	A widely 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 national planning guidelines, the main town centre uses are: <ol style="list-style-type: none"> 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 plan. Most 'windfalls' are referred to in a housing context.

APPENDIX H – Local Plan (2001-2011) Policies Replaced by Local Plan (2006-2031)

Local Plan (2001-2011)		Replacement Policy in the Local Plan (2006-2031)	
ENV1	Accessible Green Space	EN3	Open Space and Green and Blue Links
ENV2	Green Belt	EN2	Green Belt
ENV3	Flood Risk	SU4	Flood Risk and Water Management
ENV4	Development Affecting Sites of National Nature Conservation Importance	EN4	Protecting and Enhancing Biodiversity
ENV5	Development Affecting Sites of Local Nature Conservation Importance	EN4	Protecting and Enhancing Biodiversity
ENV6	Creation of Habitats & Enhancement of Biodiversity	EN4	Protecting and Enhancing Biodiversity
ENV7	Habitats and Biodiversity outside Designated Nature Conservation Areas	EN4	Protecting and Enhancing Biodiversity
ENV8	Habitats of Legally Protected Species	EN4	Protecting and Enhancing Biodiversity
ENV9	Protection of Trees, Woodlands and Hedgerows	EN4	Protecting and Enhancing Biodiversity
ENV10	Protection, Enhancement & Restoration of River & Canal Corridors	EN3	Open Space and Green and Blue Links
		EN4	Protecting and Enhancing Biodiversity
		EC5	Culture and Tourism
ENV11	Impact of Development on Water Resources	EN3	Open Space and Green and Blue Links
		SU5	Pollution, Ground Conditions and Minerals and Soils

ENV12	Sustainable Drainage Systems	HG2	Sustainable Urban Extensions
		SU4	Flood Risk and Water Management

Local Plan (2001-2011)		Replacement Policy in the Local Plan (2006-2031)	
ENV13	Protection of Open Spaces	EN3	Open Space and Green and Blue Links
ENV14	Open Space for New Developments	EN3	Open Space and Green and Blue Links
ENV15	Loss of Playing Fields and Sports Pitches	EN3	Open Space and Green and Blue Links
ENV16	New Football Stadium and Related Facilities	Deleted	
ENV17	Increasing Public Access Land	Deleted	
ENV18	Anker Valley Public Access Area	HG2	Sustainable Urban Extensions
		EN4	Protecting and Enhancing Biodiversity
ENV19	High Quality Design	EN5	Design of New Development
ENV20	Contaminated Sites and Landfill Gas	SU5	Pollution, Ground Conditions and Minerals and Soils
ENV21	Protection of the Built Environment	EN5	Design of New Development
		EN6	Protecting the Historic Environment
ENV22	Development within or affecting Conservation Areas	EN6	Protecting the Historic Environment
ENV23	Demolition of Unlisted Buildings within Conservation Areas	EN6	Protecting the Historic Environment

ENV24	Preservation of Listed Buildings	EN6	Protecting the Historic Environment
ENV25	Alteration, Extension or Change of Use of Listed Buildings	EN6	Protecting the Historic Environment
ENV26	Demolition of Listed Buildings	EN6	Protecting the Historic Environment
ENV27	Development Affecting Locally Listed Buildings	EN6	Protecting the Historic Environment
ENV28	Archaeology	EN6	Protecting the Historic Environment

Local Plan (2001-2011)		Replacement Policy in the Local Plan (2006-2031)	
ENV29	Percent for Art	Deleted	
ENV30	Utility Services	Deleted	
TRA1	Pedestrians & Cyclists	SU2	Delivering Sustainable Transport
		EN5	Design of New Development
		HG1	Housing
		HG2	Sustainable Urban Extensions
		HG3	Regeneration Priority Areas
TRA2	Public Transport	HG1	Housing
		HG2	Sustainable Urban Extensions
		HG3	Regeneration Priority Areas
		SU1	Sustainable Transport Network
		SU2	Delivering Sustainable Transport
		IM1	Infrastructure and developer contributions
TRA3	Traffic	SU2	Delivering Sustainable Transport
TRA4	Transport Assessments	SU2	Delivering Sustainable Transport

TRA5	Green Travel Plans	SU2	Delivering Sustainable Transport
TRA6	Traffic Management	SU1	Sustainable Transport Network
		SU2	Delivering Sustainable Transport
		IM1	Infrastructure and Developer Contributions
TRA7	Car Parking Standards	SU2	Delivering Sustainable Transport
TRA8	Transport Proposals	SU1	Sustainable Transport Network
TRA9	Road Hierarchy	Deleted	
EMP1	Provision of Employment Land E	EC6	Sustainable Economic Growth
EMP2	Provision of Employment Land-Allocated Sites	EC6	Sustainable Economic Growth
		EC7	Strategic Employment Areas
EMP3	Uses within Established	EC7	Strategic Employment Areas

Local Plan (2001-2011)		Replacement Policy in the Local Plan (2006-2031)	
	Employment Areas	EC6	Sustainable Economic Growth
EMP4	Expansion within Established Employment Areas	EC7	Strategic Employment Areas
		EN5	Design of New Development
EMP5	Change of Use of Employment Areas	EC7	Strategic Employment Areas
EMP6	Controlling the Risk of Pollution	SU5	Pollution, Ground Conditions and Minerals and Soil
EMP7	Working from Home	Saved	
EMP8	Telecommunications Masts	Deleted	
HSG1	Provision of Housing	SS1	The Spatial Strategy for Tamworth
		HG1	Housing

HSG2	Housing Proposal Sites	HG1	Housing
HSG3	Housing Site Criteria	HG1	Housing
		HG2	Sustainable Urban Extensions
HSG4	Anker Valley- Strategic Housing Proposal	HG2	Sustainable Urban Extensions
HSG5	Residential Development within the Urban Area	SS1	The Spatial Strategy for Tamworth
		EN5	Design of New Development
HSG6	Phasing of Housing Proposal Sites	Deleted	
HSG7	Amending the Order of Release	Deleted	
HSG8	Recycling Target	Deleted	
HSG9	Dwelling Type and Size	HG5	Housing Mix
HSG10	Dwelling Density	HG6	Housing Density
HSG11	Planning Obligations	IM1	Infrastructure and Developer Contributions
HSG12	Affordable Housing	HG4	Affordable Housing
HSG13	Specialist Housing	HG4	Affordable Housing

Local Plan (2001-2011)		Replacement Policy in the Local Plan (2006-2031)	
HSG14	Extensions to Existing Properties	EN5	Design of New Development
HSG15	Houses in Multiple Occupation	Deleted	
HSG16	Provision of Accommodation for Gypsies/Travellers	HG7	Gypsies, Travellers and Travelling Showpeople
TCR1	Shopping Policy Area	EC1	Hierarchy of Centres for Town Centre Uses