# **SUSTAINABILITY APPRAISAL** AND **STRATEGIC ENVIRONMENTAL ASSESSMENT** OF THE **LONGBRIDGE AREA ACTION PLAN SUBMISSION DOCUMENT**

## Non Technical Summary

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Birmingham City Council

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## Introduction

This document is a summary of the Sustainability Report which has been produced as part of a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Longbridge Area Action Plan (AAP) Submission Document. A full version of the Sustainability Report is available to download from the Birmingham City's and Bromsgrove District's websites:

www.birmingham.gov.uk/longbridgeaap

http://bromsgrove.gov.uk

## What is a Sustainability Appraisal?

Sustainability Appraisal (SA) is a process that looks at the extent to which plans contribute to the achievement of a set of objectives that cover environmental, social and economic considerations.

## What is a Strategic Environmental Assessment?

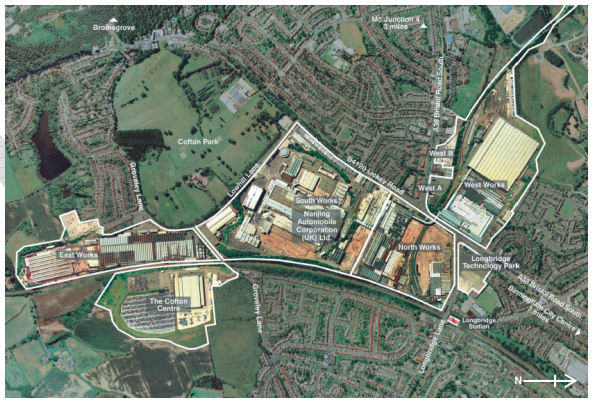
The SEA process aims to ensure that likely significant environmental effects arising from plans and programmes are identified, assessed, mitigated, communicated and monitored, and that opportunities for public involvement are provided. It enables plan-making authorities to incorporate environmental considerations into decision-making at an early stage and in an integrated way.

The Longbridge AAP falls within the scope of the SEA Directive (2001/42/EC) on 'the assessment of the effects of certain plans and programmes on the environment', and the UK SEA Regulations 2004. The SEA Directive is an important advance in planning and environmental law. The objective of the Directive is to: *"Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development"*.

## What is the Longbridge AAP?

The Longbridge AAP sets out the detailed planning framework for regeneration of the former MG Rover works in Longbridge. The AAP aims to guide the future development of the area, using the available land in the most effective way. This involves considering the proposed land uses in the previous Longbridge Development Framework (LDF) and other policy documents, consulting with the local community on current needs and priorities and taking advice from technical development specialists about what is possible. Some proposals in the LDF are already being developed, such as the Longbridge Technology Park.

A plan of the AAP area is shown in Figure 1.




## The SA Process

The SA process involves five stages, described below: *Table 1: The five stages of SA*

| SA stages | |
|---|---|
| A | Setting the context and objectives, establishing the baseline and deciding on the scope. |
| B | Developing and refining options and assessing effects. |
| C | Preparing the Sustainability Appraisal Report. |
| D | Consulting on the preferred options of the AAP and Sustainability Report. |
| E | Monitoring the significant effects of implementing the AAP. |

A more detailed methodology is presented in the full version of the Sustainability Report.

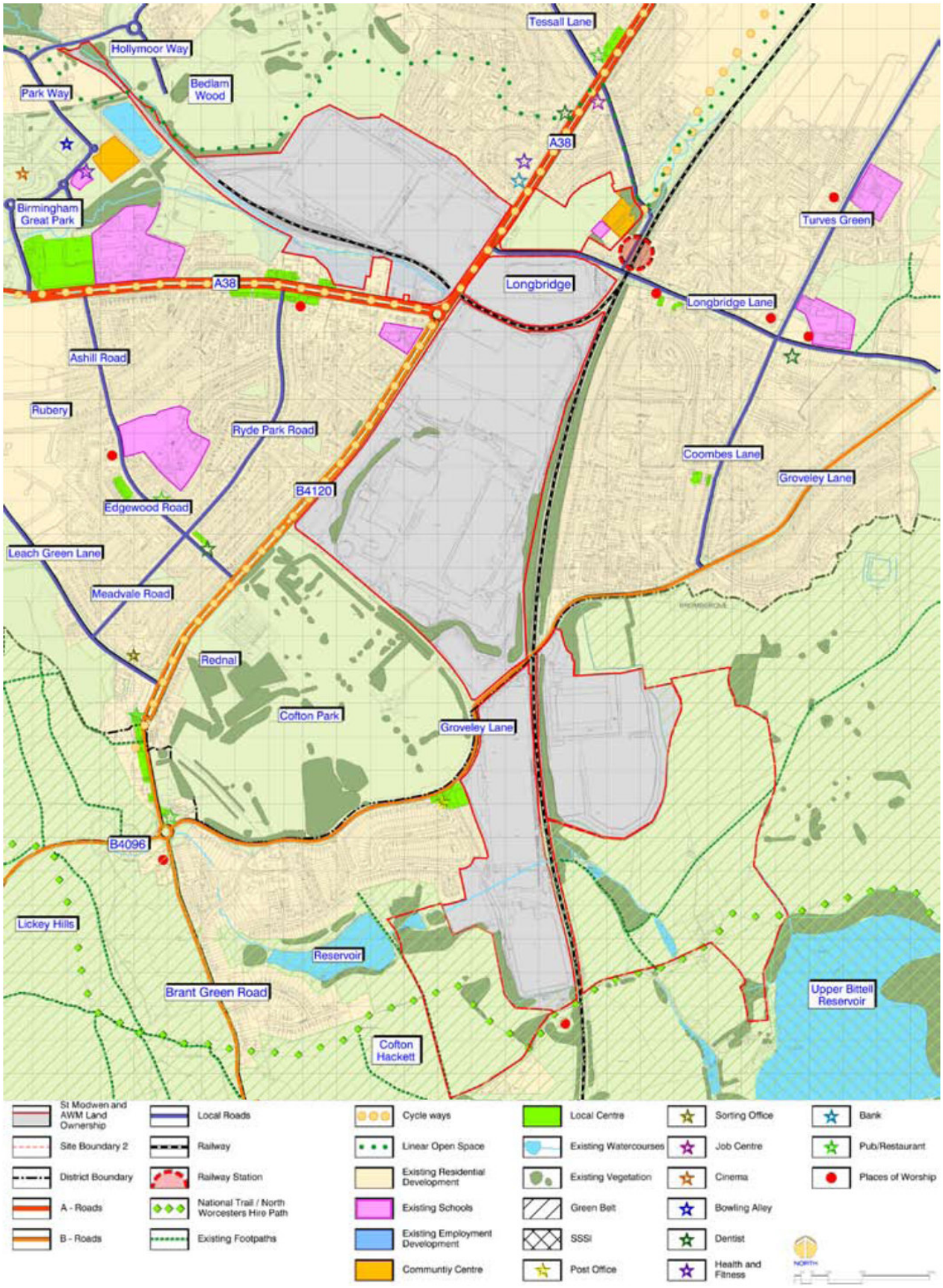



*Figure 1: Existing AAP area layout*

## SA and the Longbridge AAP

The SA was carried out alongside, and has interacted with, the development of the Longbridge AAP. This approach helps ensure that any potential adverse social, economic and environmental effects that the plan may have are identified and mitigated against, or removed. In some instances it also highlights opportunities for the Longbridge AAP to improve the social, environmental or economic conditions.

## SA Consultation

Public involvement through consultation is a key element of SA and SEA. The SEA Regulations set specific requirements for consultation with the Statutory Consultation Bodies, as well as the public and 'other interested parties'.

In England, the Statutory Consultation Bodies are:

- English Heritage;
- Environment Agency; and
- Natural England (formerly English Nature and the Countryside Agency).

The consultation period for the Sustainability Report will span a six week period from XXX to XXX.

## What does the Sustainability Report Contain?

A key product of the SA process is the Sustainability Report, which contains:

- An outline of the main objectives of the programme and its relationship with other relevant plans and programmes that may influence or be influence by the Longbridge AAP;
- Baseline information about the environmental, social and economic characteristics of the Longbridge area;
- An appraisal of strategic alternatives (options);
- Any relevant existing social, environmental and economic problems affecting Longbridge;
- The SA objectives and the way the objectives and any social, environmental and economic considerations have been taken into account;
- The likely significant effects on the environment (biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape and the inter-relationship between the above factors);
- The measures envisaged to prevent, reduce and as fully as possible offset any significant social, environmental or economic adverse effects as a result of the strategy; and
- A description of the measures envisaged concerning monitoring.

## What does this Non-Technical Summary Contain?

This Non-Technical Summary contains:

- Information about plans and policies relevant to the Longbridge AAP;
- A summary of the key environmental and sustainability issues in the area;
- The main objectives of the AAP;
- The SA objectives used to assess the selected options of the AAP;

- A summary of the likely significant social, environmental and economic effects of the AAP;
- Mitigation measures for aspects of the AAP identified as having significant adverse environmental effects, together with general best practice recommendations;
- Monitoring proposals; and
- Details of the consultation on this Sustainability Report and how to respond with comments and/or questions.

## Plans and Policies Relevant to the AAP

The Longbridge AAP is influenced by a range of other policies, plans and programmes and sustainability objectives. It also needs to be consistent with national guidance, regional policy, strategic and local planning policies. The Sustainability Report contains a review of the relevant policies, plans and programmes.

## Key Sustainability Issues within Longbridge

Key environmental and sustainability issues in the Longbridge area have been identified and are shown below. The full baseline study is detailed in the Sustainability Report.

- Public transport and the traffic generated by construction and operation of the development;
- Climate change and energy consumption, and the need to significantly reduce carbon emissions consequent of all new development;
- Air quality and local environmental quality, and how they are impacted by construction and operation of the development;
- Incorporating biodiversity within the new development and enhancing the ecological value of the area;
- Water and resource efficiency during construction and operation of the new development;
- Reducing the risk flooding from water courses, as well as surface water flooding, and improving water quality; and
- Reducing waste generated during construction and operation of the development, and increasing the re-use and recycling of waste.

## AAP Objectives

The objectives identified for the AAP are as follows:

- To establish sustainable communities, which embody the principles of sustainable development and meet social, economic and environmental needs in a balanced and integrated way and meet the needs of existing and future generations.
- To be at the forefront of sustainable development with commercial buildings, community facilities and housing which showcase excellence in all aspects of environmental sustainability. A key aim is to achieve carbon neutral standards within the lifespan of the scheme.

- To establish a rich tapestry of quality connected open spaces, and river corridors across the Longbridge development, which provide for visual amenity, recreational use, nature conservation value and address flood risk requirements across the plan area, and to protect the historic environment.
- To implement an integrated and sustainable transport infrastructure strategy for Longbridge, which secures appropriate investment in key public transport improvements and road infrastructure and supports the effective management of sustainable travel patterns across the site.
- To implement a comprehensive programme of management for the development, including a local centre management plan, management of open spaces and the public realm.
- To achieve excellence in design through the creation of high quality developments and design that helps create a real sense of place with buildings, streets, spaces, features and facilities of which people are justifiably proud.
- To support the continued development of Longbridge as a regional investment location for industry and employment, securing economic diversification and business growth, providing 10,000 jobs, protecting existing employment and providing a long-term sustainable job environment.
- To support the protection of land for general industrial uses including the Nanjing Automotive Corporation (NAC) site and Cofton Centre.
- The development of a 25ha Regional Investment Site (RIS) which is attractive to high profile regional, national and international investors as well as a major location for high technology businesses.
- To ensure that employment opportunities are accessible to all and assist in securing the provision of employment and training opportunities for local residents, with no investment being lost for the lack of suitably qualified and skilled people.
- To support a local culture of enterprise, entrepreneurial activity, innovation and sustainable business growth and development.
- To create a sustainable mixed-use centre for Longbridge, which meets local needs by providing a range of quality retail, commercial, leisure, education and residential uses and establishes a distinctive sense of place and heart for the community.
- To deliver a minimum of 1,400 new dwellings to help meet existing and future housing needs and to create a sustainable mixed-use community.
- New homes will provide a mix of type, size and tenure including affordable housing, high density layout appropriate to the location of the site and be designed to highest standards that aim is to achieve carbon-neutral standards within the lifespan of the scheme and, where appropriate, to achieve lifetime homes standards.

## SA Objectives

SA objectives have been formulated and used as a recognised way of considering the sustainability effects of a plan and comparing alternatives to it.

The SA objectives have been developed taking account of environmental protection and sustainability objectives identified in other plans, programmes and legislation. The results of baseline data collection and identification of opportunities and constraints also feed into the development of objectives.

Eighteen SA objectives (see in Table 2) were developed in consultation with the Statutory Consultees and relevant stakeholders.

*Table 2: SA Objectives used to assess the preferred options in the AAP*

| | SA Objective |
|---|---|
| 1 | Reduce poverty and social exclusion, promote a strong community where people feel they have a say in the future, and encourage equitable accessibility to services. |
| 2 | Improve health and reduce health inequalities by encouraging and enabling healthy lifestyles and protecting health, as well as providing equitable access to health services and high quality open spaces, sports and recreational facilities. |
| 3 | Improve community safety, and reduce crime, antisocial behaviour and the fear of crime. |
| 4 | Support the local community by maximising use of local labour and support adaptation to changing employment circumstances. Encourage investment and engagement to support learning and raise levels and diversity of skills. |
| 5 | Encourage regeneration and economic growth in and around Longbridge that does not compromise the ability of future generations to meet their needs, and improve equitable access to job opportunities. |
| 6 | Promote and support the development of new technologies, particularly those with high value and low impact, to encourage enterprise and innovation with a sense of environmental and social responsibility. |
| 7 | Make efficient use of the existing road network and reduce dependence on private vehicular travel. Prioritise modal shift to equitable, accessible, sustainable, and integrated forms of public transport, cycling and walking, and increase the provision of public transport networks and passenger facilities. Avoid adverse impacts on the motorway network by providing access appropriate to the required levels of growth. |
| 8 | Optimise the use of previously developed land and buildings where possible and practical, remediate contaminated land and create high quality built environments that incorporate a network of accessible interconnected sites and green spaces, enhance biodiversity and maximise opportunities for achieving BAP targets, and promote local distinctiveness and sense of place. |
| 9 | Provide high quality affordable housing, ensuring that all new buildings are environmentally sound and meet BREEAM standards. |
| 10 | Use renewable sources of energy and encourage energy efficiency, use resources prudently, making the most of local availability, and reduce contributions to climate change. |
| 11 | Conserve and, where appropriate, enhance the historic, industrial and cultural heritage of Longbridge and the surrounding area. |
| 12 | Maintain and enhance the quality and character of landscape and townscape. |
| 13 | Reduce air pollution and improve air quality. |
| 14 | Protect, enhance and increase the biodiversity of Longbridge and the surrounding area. |
| 15 | Protect water resources and improve water quality. |
| 16 | Avoid increasing, and take opportunities to reduce flood risk, and prepare for other impacts of climate change. |
| 17 | Minimise waste creation and optimise the re-use and recycling of waste. |
| 18 | Use local supply sources and support the sustainable extraction, re-use and recycling of minerals and aggregates resources. |

## Alternatives

Alternatives are a useful tool when considering different ways of achieving a plan in order that adverse effects are avoided. Alternatives are a statutory part of the SEA process. The SEA Directive requires that *'…reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated'* and *'an outline of the reasons for selecting the alternatives dealt with'* is provided (Article 5.1 and Annex I (h)).

The AAP for Longbridge has been developed with the aid of a wide-ranging public consultation process and has been supported and informed by a series of technical studies (listed at Section 2.2.2 of the Sustainability Report). The output of these activities was summarised and presented in a Issues and Options paper, which was consulted on in October / November 2006.

The Issues and Options paper explained the vision and objectives for Longbridge, and identified a series of five key themes along which action would be directed. These are:

- Employment and economy;
- Housing;
- Retailing and community services;
- Environment; and
- Transport

For each theme a number of issues and potential options for addressing them were discussed. A 'do nothing' option was also identified, whereby the site would be allowed to develop under current land uses and according to prevailing market-driven conditions.

Each option underwent a high-level preliminary assessment against the SA Objectives. The paper concluded by identifying four broad Strategic Spatial Options for Longbridge, together with a land use variation and assorted infrastructure options. These then underwent a more detailed assessment against the SA Framework and baseline (see Appendix E of the Sustainability Report).

Following the Issues and Options consultation and further technical and feasibility studies, the Preferred Options for the Longbridge AAP, together with detailed options for transport and infrastructure proposals, were chosen. These also underwent detailed assessment, revealing that the majority will lead to socioeconomic benefits but may come with environmental costs (see Appendix F). The Preferred Options document was published in February 2007 and consulted on for a period of six weeks. Comments received during this consultation period have been taken into account during the appraisal of the AAP submission document

## Significant Effects Assessment

The results of the detailed assessment of effects of the Selected Option for the AAP, shown in Table 3 below, reveal some major anticipated benefits in environmental, social and economic terms, though in some cases more detail would help to secure maximum gains; for example with regards to biodiversity, flood risk, waste, energy and materials. The detailed assessment matrices are shown in Appendix L of the Sustainability Report, and an assessment of cumulative effects is shown in Chapter 5 and Appendix M. For details regarding recommendations, see Chapter 6 of the Sustainability Report.

Table 3 should be read in conjunction with the AAP submission document which lists the full details of each proposal.

## Recommendations

In order to address the effects identified in the Sustainability Report, to remove or reduce the negative effects and maximise the positive effects, a number of recommendations can be made. Several of the recommendations made during earlier stages of the SA have already been incorporated within the AAP. Other measures that could be pursued during implementation of the Longbridge AAP are listed below.

### Biodiversity

A Nature Conservation Management Pan should be developed to ensure that locally important resources are protected during redevelopment, including the black poplar, a species of conservation concern. The NCMP should also promote the use of indigenous and fruit-bearing species for landscaping, linking up existing green areas, improving wildlife corridors, and promoting bat boxes, bird roosts and green roofs. The aim is to enable tree planting and landscaping to ensure green links such as hedgerows and scrub are incorporated into design to maximise the ecological benefits from green space, creating indigenous habitat to the benefit of BAP species, despite to lack of an unbroken wildlife corridor through the area.

### Consumption and Production

Provision should be made for weekly farmers markets and other activities that promote more sustainable patterns of consumption.

### Education and Training

Ensure that the new college provides appropriate (subsidised) re-training to allow people to adjust to new local job opportunities, run flexible courses (part-time, evenings, weekends, on-job) and offers grant schemes.

*Table 3: Summary of Effects of the AAP Preferred Options*

| Proposal | Summary of Effect (from Appendix L) |
|---|---|
| **Sustainability Strategy** | **Positive:** The sustainability strategy for the Longbridge AAP incorporates many of the recommendations made during earlier phases of sustainability appraisal and as such will provide far grater benefits, in environmental, social and economic terms, than would have otherwise been experienced. Virtually all SA objectives are promoted, with some major benefits anticipated. In some cases more detail would help to secure maximum gains; for example with regards to biodiversity, flood risk, waste, energy and materials a further 'strategy' is proposed but the details are not made clear. |
| **Design Principles** | **Positive:** The design principles for the Longbridge AAP are positive and forward thinking, incorporating some of the recommendations made in earlier phases of sustainability appraisal. Particular advantages relate to a vastly improved quality of townscape and reduced visual impact, improved security and reduced fear of crime, and a greener Longbridge. |
| **Local Centre 1** | **Mixed:** Significant benefits will be achieved through this proposal, particularly given its commitment to sustainable development. Economic growth, employment and provision of social facilities will be major wins, while sustainable design and transport measures will ensure these can be achieved at lowest expense to the environment in terms of carbon emissions, reductions in flood risk, waste and resource management, and biodiversity enhancements. Cultural heritage and landscape/townscape quality objectives will also be advanced. Conversely, some issues remain: the traffic impacts of development - particularly the Park and Ride - are unclear and the Local Centre is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. |
| **Local Centre 2** | **Mixed:** Significant direct and indirect positive effects will be experienced as a result of this proposal through raising the skills profile of the local population and helping to re-train people to access the re-structured employment environment associated with other AAP proposals. In addition, the college is an appropriate use of previously developed land that will greatly improve the visual amenity of the area, and its active frontages will help to provide natural surveillance and rectify the safety environment. Air pollution remains a concern: the traffic impacts of development are unclear and the college is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. All other environmental issues are addressed through other aspects of the AAP and as a result of recommendations made in earlier phases of sustainability appraisal. |
| **Local Centre 3** | **Mixed:** Minor benefits are associated with this proposal in relation to the provision of relatively small -scale (yet important) employment provision. Significant benefits will be experienced with regards to improving the visual amenity of the area and helping to create a locality that is attractive to new businesses, thereby helping to make the plan as a whole more viable. Air pollution remains a concern: the traffic impacts of development are unclear and the retail quarter is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. All other |

| Proposal | Summary of Effect (from Appendix L) |
|---|---|
| | environmental issues are addressed through other aspects of the AAP and as a result of recommendations made in earlier phases of sustainability appraisal. |
| **Local Centre 4** | **Mixed:** Significant benefits will be achieved through this proposal, particularly given its commitment to sustainable development. Economic growth, employment and provision of social facilities will be major wins, while sustainable design measures will ensure these can be achieved at lowest expense to the environment in terms of carbon emissions, waste and resource management. Cultural heritage and landscape/townscape quality objectives will also be advanced. Conversely, some issues remain: air pollution and the traffic impacts of development are unclear and the mixed use quarter is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. |
| **Employment Zone 1** | **Mixed:** Significant benefits can be achieved through this proposal with regards to the local employment and economic situation through the diverse range of employment uses proposed. Specifically, live/work units and micro-business facilities, combined with support for skills and training and business development programmes will help to renew and enliven the local economy and foster innovative and entrepreneurial activities; this could be further encouraged by proximity to the Technology Park and college. Proximity to public transport links makes this a sustainable location. Significant positive effects are also expected in visual impact terms, and by reducing crime and the fear of crime, as the proposal will contribute to a revived and active urban centre.<br>Important strategic environmental benefits will be gained by delivering a CHP/biomass plant and a recycling facility; CHP is strongly recommended as it can deliver significant social (in terms of affordable heat and energy) and environmental gains area-wide. Air pollution remains a concern: the traffic impacts of development are unclear and the employment zone is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. |
| **Employment Zone 2** | **Mixed:** Benefits can be achieved through this proposal with regards to local employment through continued employment of some automotive professionals. Proximity to public transport links makes this a sustainable location. Redevelopment will make appropriate use of previously developed land, while positive effects may be experienced in landscape and visual impact terms with enhanced screening. Air pollution remains a concern: the traffic impacts of development are unclear and the Nanjing site is expected to be a significant trip generator for both cars and goods vehicles, while air pollution related to operational buildings and commuters to the development cannot be ruled out. There is a risk of further land and surface and ground water contamination when car production resumes. |
| **Employment Zone 3** | **Mixed:** Significant benefits can be achieved through this proposal with regards to local employment through the employment uses proposed. Proximity to public transport links makes this a sustainable location. Redevelopment will make appropriate use of previously developed land, while positive effects are also expected in landscape and visual impact terms with enhanced screening that will also benefit biodiversity. Air pollution remains a concern: the traffic impacts of development are unclear and the Cofton Centre is expected to |

| Proposal | Summary of Effect (from Appendix L) |
|---|---|
| | be a significant trip generator for both cars and goods vehicles, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. |
| **Regional Investment Site 1** | **Mixed:** The Regional Investment Site is the major source of economic regeneration associated with the Longbridge AAP. It meets regional and local economic policy objectives, is an appropriate land use and will secure thousands of new jobs in the area. Many of the significant negative effects potentially associated with the proposal have been successfully removed by adopting recommendations made in earlier phases of sustainability appraisal. Provision of jobs will help to alleviate social deprivation and exclusion in the local community, particularly as measures will be taken to ensure opportunities will be available to all. Active lifestyles are promoted through sustainable travel measures and provision of fitness centre. Significant benefits will be experienced with regards to improving the visual amenity of the area and helping to create a locality that is attractive to new businesses, thereby helping to make the plan as a whole more viable.<br>Buildings standards and other sustainable energy and resource initiatives will help to ensure that these benefits can be delivered at the lowest cost to the environment in terms of carbon emissions, waste and resource management, and biodiversity enhancements. Re-engineering of the River Rea will also deliver significant biodiversity enhancements as well as reducing flood risk and helping to secure water quality improvements. Conversely, some issues remain: the traffic impacts of development are unclear and the RIS is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. |
| **Housing 1** | **Mixed:** The proposal delivers significant and important benefits in terms of helping to renew the local housing market and providing additional affordable homes in a sustainable location, while ensuring that this can be achieved with minimum cost to the environment by adopting challenging building standards (particularly with regards to energy, water, waste and resources) and achieving a greater provision of open space. In addition, the proposal will help to improve townscape and landscape character, utilising significant areas of previously developed land, while flood risk is effectively managed through engineering modifications to the River Rea, which will also have biodiversity benefits. Care home accommodation will help tend to the needs of an ageing population. Conversely, some issues remain: air pollution and the traffic impacts of development are unclear and the residential area is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. |
| **Housing 2** | **Mixed:** The proposal delivers significant and important benefits in terms of helping to renew the local housing market and providing additional affordable homes in a sustainable location, while ensuring that this can be achieved with minimum cost to the environment by adopting challenging building standards (particularly with regards to energy, water, waste and resources) and achieving a greater provision of open space with significant improvements for biodiversity. In addition, the proposal will help to improve townscape and landscape character, utilising significant areas of previously developed land and creating landscape buffers. Care home accommodation will help tend to the needs of an ageing population, while new local services including community/library facilities will meet local needs. |

| Proposal | Summary of Effect (from Appendix L) |
|---|---|
| | Conversely, some issues remain: air pollution and the traffic impacts of development are unclear and the residential area is expected to be a significant trip generator, while air pollution related to construction and construction traffic, as well as operational buildings and commuters to the development cannot be ruled out. |
| **Transport 1** | **Positive**: the proposal will deliver small-scale but significant benefits to accessibility, health and sustainable transport, with indirect benefits for air quality as a result. No negative effects identified. |
| **Transport 2** | **Positive**: this proposal makes best use of existing road infrastructure in relation to the strategic network. Although no further measures are given to minimise adverse effects, other proposals in the movement framework seek to address these areas. |
| **Transport 3** | **Positive**: a hierarchical network of routes within the area, including a dedicated/priority route to Frankley, will have significant benefits for accessibility and the road network, and support regeneration in general, while provision for pedestrians and cyclists will have indirect health benefits. No adverse effects are identified. |
| **Transport 4** | **Positive**: an improved network of bus routes within the area, including a high quality route to Frankley, will have significant benefits for accessibility and the road network, and support regeneration in general. No adverse effects are identified. |
| **Transport 5** | **Positive**: a new public transport interchange will have significant positive effects for the area as a whole, improving accessibility from, to and within the area, and supporting wider regeneration aims. Less significant indirect effects include minor health benefits due to the longer final walking distances associated with public transport use, and slight improvements in air quality. No adverse effects are identified. |
| **Transport 6** | **Positive**: an improved Longbridge station, will contribute to significant benefits for accessibility and sustainable transport, and support regeneration in general. No adverse effects are identified. |
| **Transport 7** | **Mixed**: in theory a Park and Ride development is a sustainable form of public transport which helps to reduce car use over wide areas of the strategic road network, while improving accessibility, supporting economic regeneration and reducing congestion. However, P&R sites on suburban rail networks can have very intense traffic peaks, which can overload local road networks, reducing the overall effectiveness of the public transport service and increasing air pollution and carbon emissions. |
| **Transport 8** | **Mixed**: local highway improvements can be seen to be benefiting the local area as well as supporting wider regeneration aims of the AAP through increased accessibility. However, highway improvements can also increase the attraction of using the private car with consequent impacts on air quality and carbon emissions. |
| **Transport 9** | **Mixed**: the multi-storey car park can be seen to form an essential part of redevelopment, providing access to the Local Centre, however the centre will be in a high accessible location with trains, buses and a new interchange plus Park and Ride adjacent. As a result the need |

| Proposal | Summary of Effect (from Appendix L) |
|---|---|
| | for parking seems low and should be restricted to further encourage the use of sustainable transport modes. In addition, a multi-storey could have significant visual impacts, depending on design and location. |
| **Transport 10** | **Mixed**: the Movement Plan was not available at the time of assessment, but it is unlikely that road access point proposals will have any significant effects. |
| **Transport 11** | **Positive**: sustainable travel measures, together with substantial improvements to public transport, will help to ensure that trips generated by redevelopment become more sustainable and encourage modal shift. The measure will support accessibility, regeneration in general, and contribute to minor improvements in air quality and carbon emissions. |
| **Transport 12** | **Positive**: improved local rail services will help to ensure that trips generated by redevelopment become more sustainable and encourage modal shift. The measure will support accessibility, regeneration in general, and contribute to minor improvements in air quality and carbon emissions. |
| **Transport 13** | **Mixed**: local highway improvements can be seen to be benefiting the local area as well as supporting wider regeneration aims of the AAP through increased accessibility. However, highway improvements can also increase the attraction of using the private car with consequent impacts on air quality and carbon emissions. |
| **Transport 14** | **Mixed**: strategic road network improvements can be seen to be benefiting the local area as well as supporting wider regeneration aims of the AAP through increased accessibility. However, highway improvements can also increase the attraction of using the private car with consequent impacts on air quality and carbon emissions. |
| **Transport 15** | **Positive**: traffic management measures can be seen to be benefiting the local area as well as supporting wider regeneration aims of the AAP through increased accessibility, as well as providing a disincentive for using the private car. |
| **Open Space 1** | **Positive**: Protection of, and improvements to, Cofton Park will lead to only positive effects. Specific benefits will be achieved in relation to human health, biodiversity, landscape, open space provision and waste. |
| **Open Space 2** | **Positive**: re-opening of the water courses and provision of green spaces with biodiversity value produces only positive effects, mainly in terms of environmental quality, but with indirect benefits for socio-economics in providing a positive and welcoming environment for new businesses and communities. There are risks associated with these proposals, including the release of contaminants into surface and ground waters, and the disruption and possible damage to archaeological remains. However, the process of considering options for the rivers has taken land contamination, water quality and cultural heritage issues into account, while other aspects of the AAP secure further protection for these receptors. |
| **Open Space 3** | **Positive**: re-opening of the water course and provision of green spaces with biodiversity value produces only positive effects, mainly in |

| Proposal | Summary of Effect (from Appendix L) |
|---|---|
| | terms of environmental quality, but with indirect benefits for socio-economics in providing a positive and welcoming environment for new businesses and communities. There are risks associated with these proposals, including the release of contaminants into surface and ground waters, and the disruption and possible damage to archaeological remains. However, the process of considering options for the river has taken land contamination, water quality and cultural heritage issues into account, while other aspects of the AAP secure further protection for these receptors. |
| **Open Space 4** | **Positive**: re-opening of the water courses and provision of green spaces with biodiversity value produces only positive effects, mainly in terms of environmental quality, but with indirect benefits for socio-economics in providing a positive and welcoming environment for new businesses and communities. There are risks associated with these proposals, including the release of contaminants into surface and ground waters, and the disruption. However, the process of considering options for the rivers has taken land contamination, water quality and cultural heritage issues into account, while other aspects of the AAP secure further protection for these receptors. |
| **Open Space 5** | **Mixed**: this proposal secures important benefits for the local population in ensuring continued provision of sports and recreational facilities, with significant indirect benefits to health. Minor negative effects are possible due to alterations to car parking when the Sports and Social Club is situated in an essentially sustainable position adjacent to public transport services. |
| **Open Space 6** | **Positive**: the proposal will lead to only positive effects being realised, particularly in relation to townscape character, biodiversity and use of previously developed land, but also indirectly to health. A Nature Conservation Management Plan (NCMP) should help to ensure benefits to biodiversity are maximised. No negative effects are identified. |
| **Open Space 7** | **Positive**: the proposal is only expected to generate positive effects, particularly with regard to the quality of townscape. No negative effects are identified. |
| **Open Space 8** | **Positive**: the proposal will lead to only positive effects being realised, particularly in relation to townscape character, biodiversity and indirectly to health. The NCMP should help to ensure benefits to biodiversity are maximised. No negative effects are identified. |
| **Open Space 9** | **Positive**: significant positive effects for landscape / townscape character and biodiversity are expected as a result of this proposal. No negative effects are identified. |
| **Open Space 10** | **Positive**: minor indirect positive effects on townscape character are expected as a result of this proposal. No negative effects are identified. |
| **Open Space 11** | **Positive**: significant positive effects for cultural heritage are expected as a result of this proposal. No negative effects are identified. |
| **Open Space 12** | **Positive**: significant positive effects on townscape character are expected as a result of this proposal. No negative effects are identified. |
| **Open Space 13** | **Mixed**: the proposal will deliver significant and necessary benefits to allow re-development to go ahead, specifically with regard to health |

| Proposal | Summary of Effect (from Appendix L) |
|---|---|
| | and the re-use of land, but also for townscape and biodiversity. Significant negative effects are possible if large amounts of material have to be transported off-site and disposed of to landfill. Risks remain regarding the possibility of contaminants entering surface and ground waters during remediation, although the strategy will be designed to minimise this risk. |
| **Open Space 14** | **Positive**: the proposal will deliver significant benefits to flood risk and health and safety. No negative effects identified. |
| **Open Space 15** | **Positive**: the proposal will deliver significant benefits to open space, landscape character and biodiversity. No negative effects identified. |
| **Open Space 16** | **Positive**: the proposal will deliver significant benefits to open space and landscape character. No negative effects identified. |
| **Open Space 17** | **Positive**: the proposal will help preserve open space and landscape character. No negative effects identified. |

Ensure there are strong links between local employers, the Technology Park and the campus.

Training in environmental managements systems should also be offered.

Ensure provision of full range of facilities identified in Community Needs Study.

### Equalities

One key issue was found to be of concern; the engagement of young people in the development process. As young people and the facilities on offer to them was found to be of major concern to everybody it could, if not suitably addressed, lead to a worsening situation in the area.

### Health

The provision of new community facilities in the new centre for Longbridge, including a new health centre, will help to improve accessibility to health services. This should be accompanied by a dentist, pharmacy and optician.

### Landscape

Landscape buffer enhancements should follow a masterplanned approach which incorporates structural landscaping of the site both at its edges and internally and that is designed having regard to the site and its context.

### Open Space

The AAP does not seek to provide the level of Local Nature Reserve provision recommended in Natural England's Accessible Natural Greenspace Standards, instead promoting an urban park, greenways, neighbourhood parks, pocket parks and informal open space; measures within the AAP could also seek accessibility and quality enhancements at nearby Rubery Cutting and Leach Green Quarries LNR, and/or accessibility, enhancement and expansion opportunities at Balaam's Wood proposed LNR.

### Remediation

The strategy should be risk-based but also incorporate measures to validate and monitor the success of remediation, while use of on-site treatment techniques wherever possible will reduce the amount being transported. Where this is not possible, controlled traffic movements will help to minimise effects on the local area.

Ongoing management of hazardous substances, surface water and effluent will be required to prevent further contamination.

### Site-wide Considerations

Site-wide strategies are promoted in the AAP's sustainability strategy. In some cases more detail would help to secure maximum gains; for example with regards to biodiversity, flood risk, waste, energy and materials.

### Transport

Parking standards are unclear at present - restrictions are required to further discourage unsustainable travel patterns, and ameliorate carbon emissions and air quality. In order to further encourage the use of sustainable transport and disincentivise the use of private cars, opportunities include tight restrictions on parking at employment locations and residences, taking advantage of the good public transport links.

Potential to support the development and uptake of clean transport technologies, for example hydrogen propelled buses. As a minimum, low emissions technology should be used in conjunction with the Park & Ride and Frankley link.

Further benefits could be gained by providing a high quality foot/cyclepath between Cofton Centre and the Local Centre between Nanjing and the rail corridor (which should also serve to enhance the green wildlife corridor).

The multi-storey car park adjacent to the local centre will be designed according to BCC's Design Guide; in addition to this, explore potential to locate some parking levels underground to limit visual impact.

Enhancements to car parking facilities at the sports and social club could focus on environmental quality and safety, or potentially converting a proportion of parking area to playing surfaces, given the levels of parking to be provided elsewhere in the area, most notably on the other side of Longbridge Lane adjacent to the local centre.

### Waste

Recycling facilities should also be provided on new transport infrastructure and in the public realm (for newspapers, magazines, drinks containers, etc.).

Site remediation has the potential to generate significant amounts of ground waste to be landfilled, but the risk-based remediation strategy should help to minimise this.

## Monitoring

The purpose of monitoring is to measure the social, environmental and economic effects of the AAP, as well as to measure success against the plan's objectives. It is therefore beneficial if the monitoring strategy builds on monitoring systems which are already in place. The proposed monitoring framework focuses on those aspects of the environment that are likely to be negatively impacted upon, or where the impact is uncertain.

The inclusion of the monitoring proposals for consultation in the SA is a useful mechanism for obtaining views and feedback from a range of quarters, including those agencies who will potentially contribute to the monitoring process. Several other indicators could be used and may be added before monitoring commences. Monitoring reports should be published periodically as new information becomes available. The full suggested monitoring framework is given in Appendix J of the Sustainability Report.

## Commenting on the Sustainability Report

The Sustainability Report has been produced alongside the AAP Submission Document so

that comments can be made on the AAP with the benefit of the information presented in the Sustainability Report. These documents will be made available for the public and other interested parties to inspect and comment as they wish at:

| | |
|---|---|
| Birmingham City Council<br>Council House<br>Victoria Square<br>Birmingham<br>B1 1BB | Bromsgrove District Council<br>The Council House<br>Burcot Lane<br>Bromsgrove<br>B60 1AA |

The Sustainability Report and the separate Non-Technical Summary will also be made available on the Councils' websites:

www.birmingham.gov.uk/longbridgeaap

http://bromsgrove.gov.uk

The consultation period of this Sustainability Report will span a period of six weeks, from XXX to XXX.

**Comments relating to the content of this Sustainability Report, and other queries regarding this consultation, should be sent to:**

South Development Planning and Regeneration Team
17th Floor Alpha Tower
Suffolk Street
Queensway
Birmingham
B1 1TR