



Greater Icknield Draft Masterplan

January 2014

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Foreword

This draft masterplan sets out clear proposals for Greater Icknield to enable the delivery of transformational change in this significant area of north-west Birmingham. It provides more detailed guidance for the area building upon the proposed strategic housing allocation within the emerging Birmingham Development Plan.

It is our aim to ensure that Greater Icknield becomes known as an exemplar sustainable neighbourhood and a destination of choice for families wishing to live within Birmingham. This will be achieved by providing the conditions for sustainable growth, where new communities are integrated with existing, ensuring high quality open spaces and public realm, and improving connectivity. Its proposals complement those of the Big City Plan.

There are over 60 hectares of new development opportunities within the Greater Icknield area, making it the largest brownfield housing led redevelopment proposal within Birmingham. With the potential to provide approximately 3000 new homes and 1000 new jobs the area will make a substantial contribution to helping the City meet the needs of its growing population.

New developments will benefit from the significant canal and waterside frontages within the area and will achieve high standards of sustainability utilising Combined Heat and Power (CHP) to offer low cost, low carbon energy to future residents and businesses.

The Council is committed to working with the local community, businesses and partners to achieve collective goals in ways which maximise the impact of this area locally and on the wider City, and invites you to comment on our proposals.

Councillor Tahir Ali

Cabinet Member for Development,
Jobs and Skills
Birmingham City Council

Context

Greater Icknield is strategically located to the immediate west of Birmingham City Centre within easy walking and cycling distance of significant employment, leisure and retail opportunities. The Dudley Road - Spring Hill Corridor (A457) runs through the Greater Icknield area and provides local services in Dudley Road Centre, as well as high quality public transport access to the City Centre.

Greater Icknield has a strong industrial history evidenced by the presence of canals and Edgbaston Reservoir alongside a number of associated heritage buildings and structures.

The area is home to a number of established neighbourhoods as well as institutional buildings such as City Hospital.

The masterplan covers the area bounded by City Road, Winson Green Road, Pitsford Street, Icknield Street, and includes part of the City Centre and Chamberlain Gardens as well as Edgbaston Reservoir. It therefore includes the Icknield Port Loop and City Hospital sites.

The transformation for Greater Icknield outlined within this masterplan is planned to both complement and build upon the significant land use proposals already in place for the surrounding areas. These include:

The Emerging Birmingham Development Plan

This sets out a clear spatial framework for the growth of Birmingham up to 2031. Within this, Greater Icknield is proposed as a strategic allocation.



Greater Icknield aerial view



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City wide context plan

The Big City Plan

This is the strategic masterplan to deliver a world-class City Centre for Birmingham. The Westside and Ladywood quarter includes the eastern-most part of the Greater Icknield area and in turn links with Bordesley Park and the Eastern Growth Area. City Centre attractions and employment areas are easily reached from Greater Icknield by foot, cycle and public transport. Big City Plan proposals will further enhance these connections.

The new Library of Birmingham currently being erected in Centenary Square and due to open in 2013 will provide a world-class public library within walking and cycling distance of Greater Icknield. The associated enhancement of Centenary Square and redevelopment of Paradise Circus will further improve accessibility to the City Core.

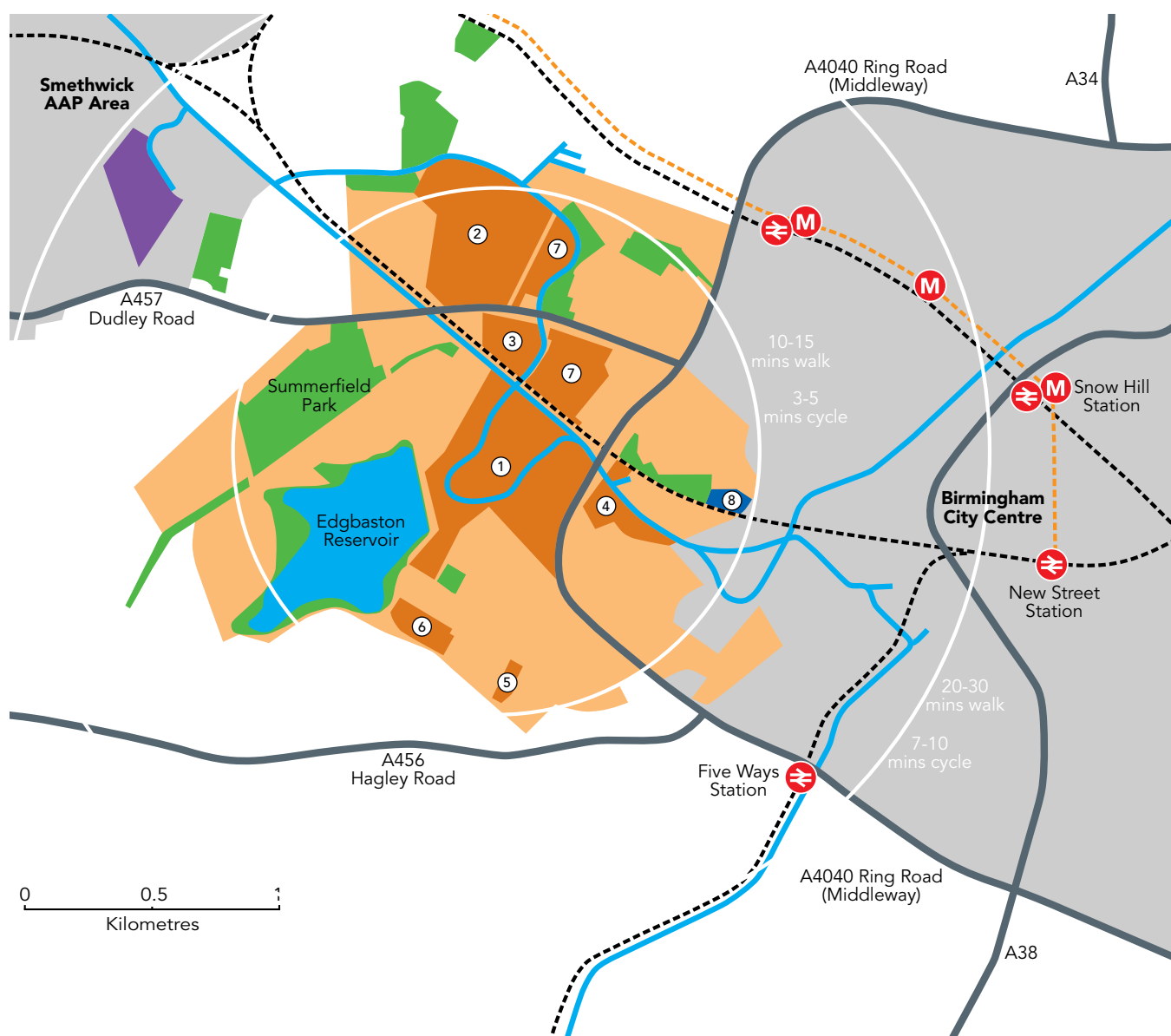
The transformation of New Street Station and in the longer term the completion of High Speed 2 will enhance the transport network and international accessibility. Other proposals include improvements to the Broad Street Corridor, local walking routes through Ladywood, and canal side walking routes within Westside and Ladywood.

Smethwick Area Action Plan

Planning policy and site specific proposals for the area immediately to the north-west of Greater Icknield are set out in Sandwell Metropolitan Borough Council's Smethwick Area Action Plan. It includes the site earmarked for the new Midland Metropolitan Hospital off Grove Lane, which will be a major provider of health resources and employment in the local area when it opens. Also in Smethwick, the Windmill Eye Neighbourhood Plan contains proposals to regenerate the residential area immediately west of the new hospital.



National Indoor Arena



KEY

| | | | |
|--|--------------------------------|--|--------------------------------------------------------------|
| | Greater Icknield area | | New Secondary School |
| | Development opportunities | | Public greenspace |
| | 1 Icknield Port Loop | | New Midland Metropolitan Hospital site |
| | 2 City Hospital | | Rail line and station |
| | 3 Spring Hill | | Metro line and station |
| | 4 Ledsam Street | | Major highway network |
| | 5 Chamberlain Gardens | | Canal |
| | 6 Waterworks Road | | Approximate walking and cycling time from Icknield Port Loop |
| | 7 Western Road and Spring Hill | | |
| | 8 New Secondary School | | |

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Development principles

Growth

The combination of Greater Icknield's location and the scale of development opportunities within the area mean that high levels of growth are attainable. Maximising the benefits of key assets such as Edgbaston Reservoir, the canal network, the areas proximity to the City Centre and the existing residential neighbourhoods within the area is vital. To ensure the delivery of this aspiration there are a number of development principles that need to be followed.

Housing

The promotion of housing growth is fundamental to the successful regeneration of the Greater Icknield area. This agenda will be delivered through the following principles:

- Achieving a high quality of life will be central to attracting people to live in the area. Greater Icknield has a unique position close to the City Centre with the canal system and Reservoir providing opportunities for waterside living. These characteristics provide the opportunity to successfully achieve higher density development.
- To complement the existing housing market within the City Centre the emphasis should be on the provision of family housing creating an offer that will enhance the quality and range of housing within the area.
- Greater Icknield will support a variety of housing types and tenures including affordable housing. The area will offer the benefits of suburban living, but with good access to the City Centre and its range of employment, shopping, leisure and entertainment facilities.

Employment

With the Big City Plan proposing the creation of over 50,000 new jobs, proposals should focus on improved infrastructure and public transport connections as well as development of skills to enable those living within Greater Icknield to access existing and new employment opportunities.

It is also envisaged that 1,000 new jobs will be created through the regeneration of existing industrial areas within the Greater Icknield area, as well as the development of associated uses, such as small scale retail, leisure and community provision.

Industrial

The continued use of Western Road Industrial Estate and the eastern section of Spring Hill Industrial Estate for industrial use will be supported. At present these industrial areas contain a range of occupiers including lower grade uses and vacancies in the Spring Hill Estate are above average. The enhancement and regeneration of these areas will be encouraged.

The future development of the new Midland Metropolitan Hospital will provide an opportunity for these areas to diversify and develop links with the supply chain for the new hospital. The improvement of these industrial areas will also ensure that they are compatible with the residential led redevelopment of the wider Greater Icknield area.



Existing housing at Summerfield Crescent

Local Centre

Dudley Road will continue to be the main local centre for the Greater Icknield area. Proposals that enhance the vibrancy and vitality of Dudley Road Local Centre will be encouraged and supported as set out in the Shopping and Local Centres Supplementary Planning Document (SPD).

There are a number of smaller retail parades in the Greater Icknield area. Further small scale retail provision to serve the new residential areas will be supported.



Dudley Road Local Centre

Improved connectivity to the City Centre and other surrounding areas is vital for the future of Greater Icknield. This will be achieved by enhancements encouraging increased use of the network of canals and open spaces across the area. Use of sustainable forms of transport should be encouraged and improvements made to the strategic highways within the area to help accommodate the significant levels of development proposed.

A connected network of routes

A network of well connected streets, canalside routes and public spaces to encourage walking and cycling will be an essential feature of the Greater Icknield area.

Residential areas should be well linked with places of employment, shopping, community facilities and transport interchanges. New bridges over canals and pedestrian crossings will be encouraged to provide convenient walking and cycling connections including improved links to the National Cycle Network 5 route running along the Birmingham Canal Navigation Main Line and the Harborne Walkway route.

Routes should be attractive, safe and legible, generally well lit and overlooked from buildings. Green open spaces and urban squares - new and existing - should be an integral feature of the movement network. Views and local landmarks will also inform the street layout.

Highway improvements will be required in order to enable development, including along the Dudley Road - Spring Hill Corridor and the Ring Road. Highway improvement lines are in place to facilitate the proposed growth.

Encouraging sustainable transport














Sustainable forms of transport and reduced car use should be encouraged. In addition to walking and cycling, this includes public transport and electric vehicles.

There should be planned provision of new bus routes to serve the major development sites offering all residents public transport within a short walking distance. Residents should have access to bus information, preferably in real-time.

Electric charging points should be installed in convenient locations on the highway and within residential developments.

Cycle storage should be integral to new homes and cycle hubs should be provided at destinations such as Edgbaston Reservoir and other suitable locations.

KEY

-  Strategic highway network
-  Railway line
-  New public greenspace
-  Existing public greenspace
-  Existing city centre paved squares
-  Existing local walking and cycling routes
-  New local walking and cycling routes
-  New pedestrian crossing
-  Canal
-  Proposed bridges over canal
-  Existing bridges over canal
-  New Secondary School
-  Landmark
- ① Site of new Midland Metropolitan Hospital
- ② Summerfield Park
- ③ Edgbaston Reservoir
- ④ Five Ways/Broadway Plaza
- ⑤ National Indoor Arena
- ⑥ New Library of Birmingham at Centenary Square
- ⑦ New Street Station



Connectivity plan



To successfully achieve the level of growth proposed for Greater Icknield it is vital that developments are sustainable. It is important to ensure that the benefits from development are extended to the wider area and that opportunities are sought to enhance assets such as existing residential properties, Edgbaston Reservoir and the canal network.

We will work with developers to realise this in a number of ways:

Sustainable living

Mixed communities should be created by developments accommodating a mix of housing tenure, types and sizes. High density development within the range of 70-120 dwellings per hectare that supports local shops and other facilities will be encouraged.

Retrofitting

The 6,000 existing homes within Greater Icknield offer significant opportunities to improve energy efficiency through retrofitting. Possible methods include improving insulation, small scale renewables and linking to district heating schemes.

Combined heat and power

The size of the development opportunities outlined within this masterplan offer the economies of scale to utilise Combined Heat and Power (CHP) generation. Developments coming forward in the early phases will be encouraged to provide CHP that has the potential to provide capacity to service future proposed developments, as well as existing households. The opportunity to connect to the existing City Centre CHP network will be encouraged.

CHP will future proof the development against rising energy prices and offer low cost energy to businesses and home owners.

Building standards

All new residential development should achieve in full level four of the Code for Sustainable Homes as a minimum and meet any subsequent increase in national standards. Other buildings should aim for BREEAM very good or above (or equivalent standards).

Sustainable waste management

Sustainable waste management should be incorporated from the beginning of development through sustainable demolition and construction techniques and the recycling of building waste. Properties should have good recycling provision and district based waste management schemes are encouraged.

Green infrastructure

The canal network across Greater Icknield provides a network of linear green spaces and the benefits from these should be maximised. Opportunities to strengthen this network through the reduction and closing of gaps should be sought. Green infrastructure should be incorporated into developments including where appropriate green roofs and street trees.

Biodiversity

Edgbaston Reservoir and the canal network make substantial contributions to biodiversity within Greater Icknield and these assets should be promoted and enhanced.

Proposals to encourage increased recreational activity should be balanced against the existing ecological value of these features.

Opportunities should be taken to enhance the ecological quality of existing greenspace, to create new greenspaces of value to wildlife, to improve habitat linkages across the Greater Icknield area and to build in biodiversity as part of good design.

Digital infrastructure

Developers will be encouraged to include the necessary physical infrastructure to accommodate open access information and digital communications (ICT) networks (i.e. available to competing service providers) as an integral part of all appropriate new developments.

Flood risk and sustainable drainage

A site specific flood risk assessment will be required when considering proposals to develop in areas susceptible to surface water flooding. This will require appropriate mitigation measures to address any issues identified and reductions in surface water discharge in line with the Strategic Flood Risk Assessment and the Emerging Birmingham Development Plan. Sustainable Urban Drainage Systems (SUDS) will be required for developments where feasible, including arrangements for the long-term maintenance of SUDS infrastructure.

Canals

The canal network running throughout the Greater Icknield area is not only a development opportunity, but also provides open space, biodiversity and recreational benefits. As such access to the canals should be considered as an integral part of developments and methods of improving access such as new/improved steps and bridges should be provided.

Community grow spaces

Where individual gardens are not possible developers should consider the inclusion of community gardens to allow residents to grow their own produce.



Birmingham Canal Navigation Main Line

To ensure that Greater Icknield achieves the aspiration of a sustainable neighbourhood, community facilities should meet the needs of both existing and future residents. Given the proposed level of growth this will require both the upgrading of retained facilities as well as the provision of new ones over time.

- Health centre provision across Greater Icknield (including sites such as Summerfield Primary Care Centre) currently meets the needs of the existing population. However, further community based health centres will be required in appropriate locations to meet the needs of the growing population.
- There are number of major leisure facilities across Greater Icknield (such as Edgbaston Reservoir and Summerfield Park) and opportunities will be sought to enhance these facilities to increase the level of participation and the contribution they will need to make to the new neighbourhoods. Where facilities are lost through redevelopment, replacement provision will be required. New facilities will also be provided to meet gaps in existing provision such as the proposed swimming pool at Icknield Port Loop.
- Projections indicate that there will be a need to increase capacity in the area, for both primary and secondary school provision. Although additional primary school provision can be met by expanding capacity at existing schools, the need for a new secondary school has been identified to meet both existing demand and future growth in population.



Summerfield Primary Care Centre



Ledsam Street play area

Greater Icknield has a varied urban form that includes many significant historical features, including listed buildings and other important buildings of heritage, architectural and/or townscape value, the canal network as well as archaeological remains.

High quality new development marrying contemporary design with the retention and appropriate reuse of heritage assets will underpin the creation of sustainable neighbourhoods in Greater Icknield. Making the most of the area's character, creating local distinctiveness and a sense of place, will deliver tangible benefits to local communities and generate significant uplifts in value.

The following design principles will guide development:

Contemporary design that responds to local context

A building's scale, massing and type should arise from the local context as much as from market conditions. The aim should be to create a coherent, legible urban form with a strong sense of place. Design factors will include existing site features and buildings, the scale of streets, topography and views.

Successful Victorian neighbourhoods such as Summerfield demonstrate that perimeter blocks are a tried and trusted urban design layout. This is the default development layout for Greater Icknield and is sufficiently flexible to accommodate a range of dwelling types.

However, other building solutions could be developed to respond to local conditions - for example, traditional building forms rising directly from canal sides - and to provide innovative family housing at higher densities. All building types must accord with the principles of good urban design as set out in 'Places for Living' and other Council policy.

Good quality architecture and landscape design is required throughout Greater Icknield to promote the neighbourhood as a desirable and unique location. High quality contemporary design should be the norm; standard house builder products that fail to respond to local context will not be acceptable.

Attractive streets and public spaces

Streets and public spaces should encourage neighbourliness and positive social interaction. Front doors should open onto pedestrian and cycle-friendly streets that are well overlooked from adjacent buildings.

Public green spaces should cater for the needs of all residents. As well as recreational use they should provide for local pedestrian and cycle movement, promote wildlife, accommodate sustainable urban drainage and contribute to a sense of place.

The street hierarchy should be easy to understand and designed to follow 'Manual for Streets' principles. Main streets should be wider and marked by significant trees; residential streets should be designed as places for people that accommodate vehicles, with potential for Home Zones and shared spaces.

Realising waterside and heritage assets

Water features represent a common thread and a unique selling point for Greater Icknield. All of the housing led development sites identified in this

masterplan (except Chamberlain Gardens) have significant canal or reservoir frontages, forming valuable waterside development opportunities. It is expected that buildings should face the waterside where feasible to encourage natural surveillance.

Development should promote waterside walking, cycling and recreational activities on canal towpaths and at Edgbaston Reservoir. New buildings, landscape, bridges and other infrastructure will need to be functional but must also be designed to enhance the local environment.

There are several buildings of heritage and architectural value in Greater Icknield and this masterplan identifies key buildings which should be retained.

16 The opportunity

The largest brownfield housing led redevelopment proposal within Birmingham, it is expected that in total approximately 3000 new homes and 1000 new jobs will be delivered across Greater Icknield. Support will be given to the retained industrial areas and Dudley Road Local Centre to enable them to make a full contribution to the local economy. Access to a full range of services for both existing and new communities will be ensured through the creation of new facilities, such as the proposed secondary school, and improvements to infrastructure across the area.

1. Icknield Port Loop

26.8ha site

One of the largest development sites in Birmingham offering major opportunities for a new community of up to 1,200 new homes, with supporting business, leisure and community uses at a waterside location.

2. City Hospital

20ha site

The relocation of the hospital will create a significant opportunity for a new residential community of up to 1,000 new homes primarily for families, including conversion of attractive existing buildings.

3. Spring Hill

3.9ha site

A strategically important site between Icknield Port Loop and the City Hospital. Potential for 200 homes and for mixed uses fronting Dudley Road.

4. Ledsam Street

3.4ha site

A gateway to Brindleyplace in the City Centre, the site has potential for providing 190 canal-side dwellings, alongside potential hotel and leisure uses, in converted and new buildings.



5. Chamberlain Gardens

1.0ha site

Part of the site has been cleared for new family accommodation, providing 45 new homes in a green environment.

6. Waterworks Road

1.9ha site

An opportunity for residential development adjacent to Edgbaston Reservoir incorporating the site's landmark listed buildings. The number of new homes will depend on the mix of dwelling types but is likely to be 75-100.

7. Western Road and Spring Hill Industrial Areas

3.4ha site and 7.0ha site

Established industrial sites where continued employment growth and diversification will be supported.

8. New Secondary School

3.3ha site

Proposed new secondary school of up to 1500 places as part of a whole site solution with the adjacent Nelson Junior and Infant School.



Development opportunities

1 Icknield Port Loop

| | |
|----------------------|-----------------------------------------------------|
| Size: | 26.8ha |
| Location: | Adjacent to the City Centre and Edgbaston Reservoir |
| Current use: | Industrial/Community/Vacant |
| Proposed use: | Residential led mixed use |

Icknield Port Loop (IPL) is a regionally significant development site, given its size, edge of City Centre location and consolidated land ownership. It is centred on a canal loop that offers waterside development opportunities adjacent to the major recreational asset of Edgbaston Reservoir, and adjoins the Ring Road. It is largely surrounded by attractive, mainly Victorian residential neighbourhoods including Summerfield - Birmingham's first eco-neighbourhood.

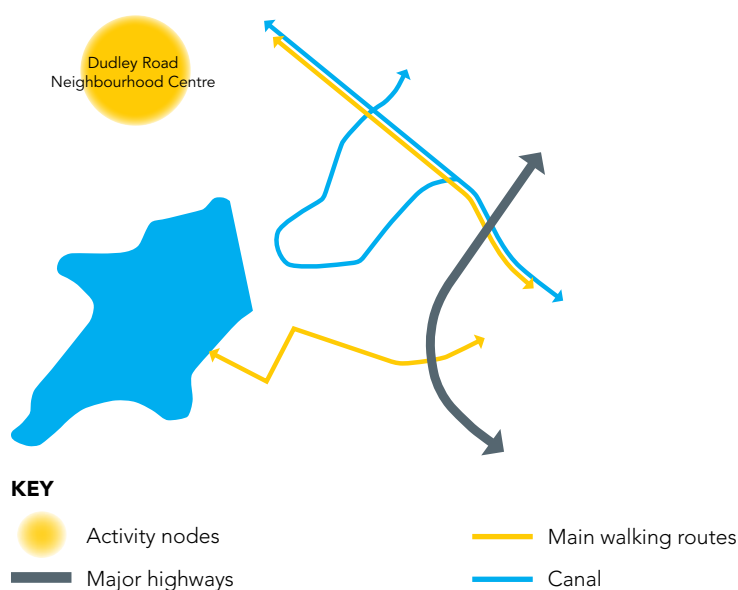
Previously a declining industrial area, much of the site has been cleared, and the existing Ladywood Arts and Leisure Centre is scheduled to be demolished in 2013. Primarily owned by Birmingham City Council, The Canal and River Trust and the

Homes and Communities Agency, the majority of the site (17.5ha) benefits from an outline planning permission approved in October 2012 subject to the completion of a Section 106 agreement.

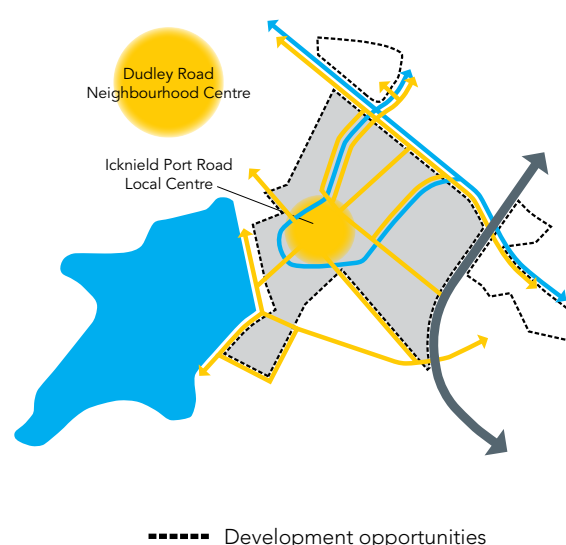
Growth

IPL is a key site for delivering growth and regeneration in the Greater Icknield area. It should deliver around 1,200 new homes, aimed predominantly at families, together with a mix of commercial and community uses.

URBAN STRUCTURE at present



URBAN STRUCTURE in 20 years





KEY

| | | | | | |
|--|---------------------------------------------------------|--|----------------------------------------------------|--|----------------------------------------------------------|
| | Residential (new build) | | Main walking and cycling routes - existing and new | | Railway line |
| | Residential/commercial/ community (new build) | | New pedestrian crossing | | Local landmark - 1 Peace Pagoda 2 St John's Church |
| | Residential/commercial/ community (building conversion) | | Edgbaston Reservoir | | |
| | New public greenspace and landscaping | | Canal | | |
| | Existing public greenspace | | New pedestrian and cycle canal bridge | | |
| | Existing trees | | Existing pedestrian and cycle canal bridge | | |
| | Main streets/vehicle connections | | | | |

Icknield Port site plan

Good quality education provision is considered crucial to attracting families to live in the area and this together with developments will be expected to contribute to this. As the number of residents grow, local community, leisure, shopping and employment facilities will need to be provided. These will be focussed at Icknield Port Road and Rotton Park Street junction. Commercial buildings should be adaptable to market conditions.

The prominent Ladywood Middleway frontage of the site would be appropriate for a mix of uses, including residential, retail, hotel and offices.

There is a recognised need for a swimming pool within the Greater Icknield area and it is proposed to provide this as part of the Icknield Port Loop developments.

There is a major opportunity to enhance recreational facilities at the 32ha Edgbaston Reservoir which is currently underused. To ensure that the nature conservation value of the reservoir is not adversely affected any proposals will need to be subject to a detailed ecological impact assessment. The canal loop offers the potential for residential and visitor moorings.

Connectivity and public space

Icknield Port Loop occupies a prime location adjacent to Edgbaston

Reservoir and close to the City Centre (New Street Station is a 30 minute walk). Development must be well connected to these facilities and surrounding neighbourhoods. Providing good walking and cycling connections will be essential, including new vehicle and pedestrian/cycle bridges over the canals, routes along the canals and across the Middleway.

New public open space including formal play facilities for children of all ages will be required within the development to meet the needs of new and existing communities. Residents' access to facilities at the Reservoir and Summerfield Park should also be improved.

The site benefits from some mature trees towards the Middleway: these should be incorporated into the development layout.

Design and heritage

Development at IPL should create its own positive identity based on the site's 2.5km of canal frontage, through a mix of high quality waterside buildings, public spaces and a legible urban layout.

Most of the attractive industrial buildings in the area have been lost over time. Surviving Victorian brick buildings on Rotton Park Street and Icknield Square therefore have added significance for sensitive conversion to new uses.

The location of the site close to the City Centre and the large area of canal and reservoir frontages provide the opportunity to support high density development and innovative housing types. Residential buildings will generally be 2 or 3 storeys, with the latter more appropriately sited alongside canals and the Middleway Ring Road. Commercial buildings may be taller by the Middleway and at the community hub.

Key outcomes

Phased development on this site will be guided by a detailed masterplan as part of the planning management process, to achieve:

- A vibrant, family-oriented residential neighbourhood with supporting infrastructure and community assets.
- Housing and public spaces that make the most of the waterside environment.
- A clear neighbourhood identity with a consistent development approach to buildings and open spaces.
- Heritage assets given positive uses and integrated into the new neighbourhood.
- Phased provision of a range of community facilities at the heart of the neighbourhood, to include new public open space and buildings that can accommodate education, leisure, community and commercial uses.
- An enhanced recreational role for the Reservoir whilst respecting its nature conservation value.
- Walking and cycling routes and public transport facilities that allow residents to easily access City Centre jobs and attractions.
- A CHP plant to service both the site and the surrounding area.
- A new swimming pool accessible to all.



Model of Icknield Port Loop site



Aerial view of Icknield Port Loop

| | |
|----------------------|-----------------------------------------------------|
| Size: | 20ha |
| Location: | A457 Corridor, adjacent to Dudley Road Local Centre |
| Current use: | Hospital |
| Proposed use: | Residential led mixed use |

The site occupies a prominent location along the A457 Corridor, close to Dudley Road Local Centre. The proposed development of the new Midland Metropolitan Hospital on a nearby site in Sandwell will release most of this site for redevelopment, although some hospital buildings are to be retained and will remain operational.

Growth

Through a combination of new development, as well as the conversion of buildings, the site is expected to accommodate up to 1,000 dwellings.

Approximately 12.5ha of land will be available for new build, predominantly for family homes.

The NHS Birmingham Treatment Centre fronting Dudley Road and the Eye Hospital towards the north of the site are to be retained in

their current use. The NHS Trust may also retain some land between these buildings for health purposes.

New development fronting Dudley Road, and to a lesser extent, Western Road, could include residential, health, community, hotel and leisure uses. Retail uses ancillary to the scale of the overall development within the whole site may also be appropriate. The remainder of the site will provide a range of residential accommodation.

Connectivity and public space

New development will be well connected to surrounding neighbourhoods and have good access to community facilities. A new pedestrian/cycle canal bridge will be required to the north of the site, linking with the canal towpath and the public open space off Central Park Drive. Developments will need to incorporate a proposed road widening and improvement scheme.

Access from Dudley Road to the canal should be improved.

URBAN STRUCTURE at present

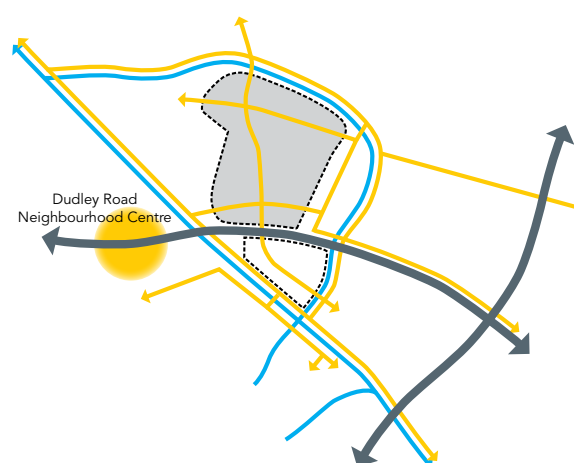


KEY

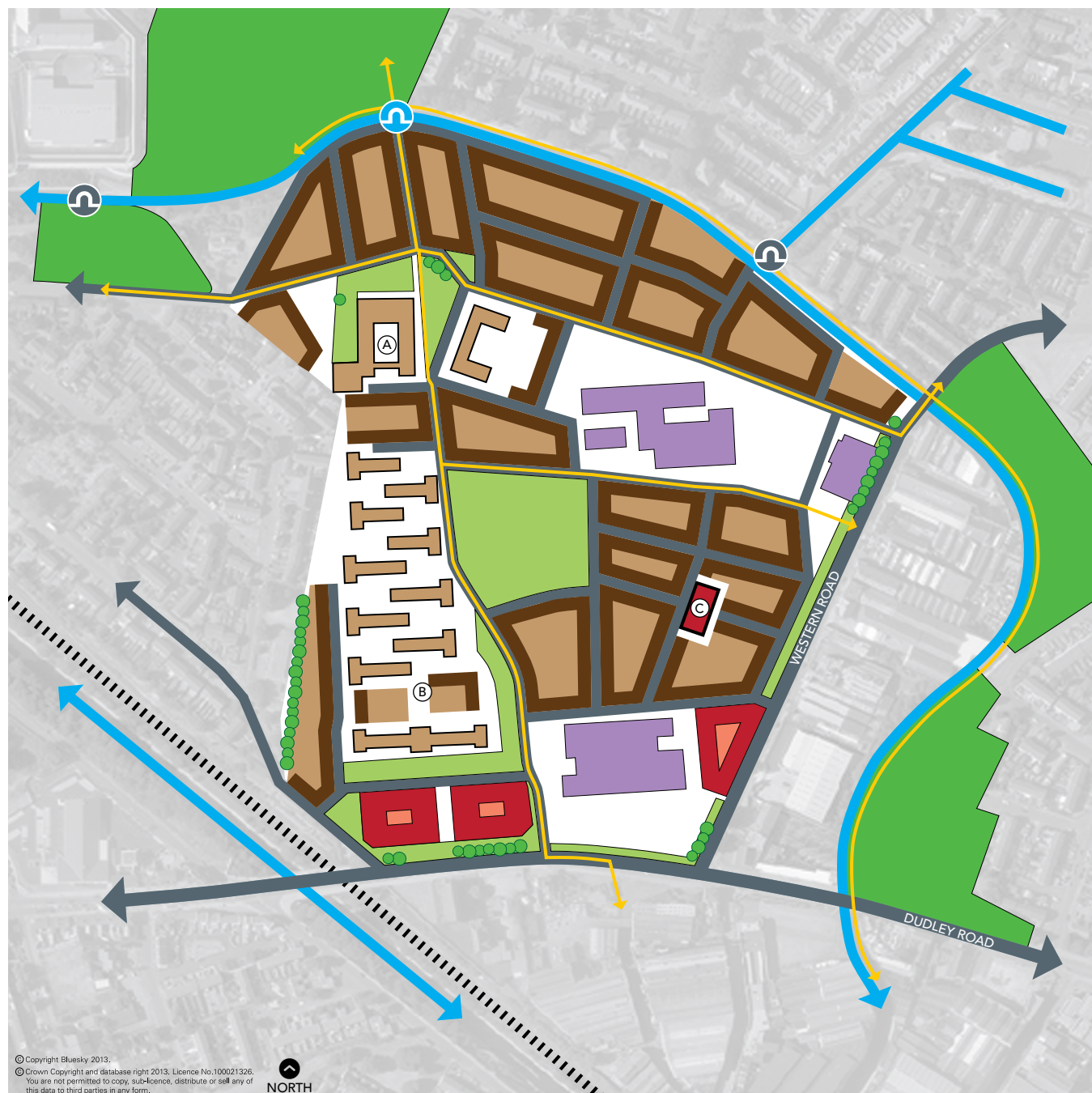
- Activity nodes
- Major highways

- Main walking routes
- Canal


















URBAN STRUCTURE in 20 years



- Development opportunities



KEY

| | | | | | |
|-------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------------------------|------------------|
|  | Residential (new build) |  | Main streets/vehicle connections |  | Nurses' home |
|  | Residential (building conversion) |  | Main walking and cycling routes - existing and new |  | Infirmary |
|  | Residential/commercial/ community (new build) |  | Canal |  | Archway of Tears |
|  | Residential/commercial/ community (building conversion) |  | New pedestrian and cycle canal bridge | | |
|  | New public greenspace and landscaping |  | Existing pedestrian and cycle canal bridge | | |
|  | Existing public greenspace |  | Railway line | | |
|  | Existing trees |  | Healthcare buildings that may be retained | | |

City Hospital site plan

New public open space should also be provided within the site, including play areas. Public access should be provided to much of the canal frontage within the site.

Design and heritage

The site contains a number of buildings of historic and architectural merit. They represent a unique opportunity to deliver a distinctive place that integrates attractive old buildings with good quality new build.

The Archway of Tears is a former workhouse building completed in 1852. Its evocative name reflects the sorrow suffered by new arrivals as families were split by gender and age to designated living and working areas. The NHS Trust and conservation groups are working to restore and find new uses for the building.

The original Victorian hospital building situated behind the current A&E is an imposing 3 storey building with attractive architectural detailing. The 19th Century infirmary buildings and nurses' accommodation located behind it are plainer but have a strong presence on the site. There is also an attractive 3 storey courtyard building dating from the 1930s, which also has potential for conversion.

Proposals for the retention or loss of buildings will be informed by an appraisal and assessment of historic importance produced in accordance with a brief to be agreed by the City Council.

Key outcomes

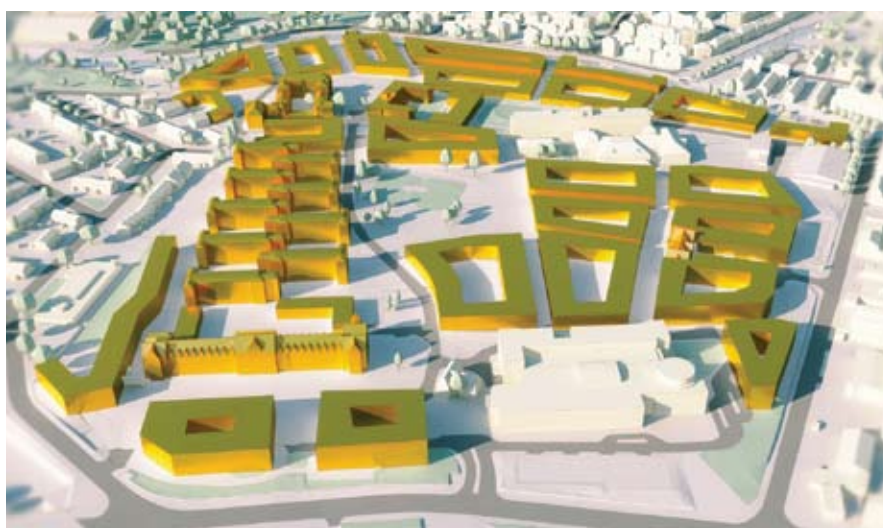
Development will be guided by a detailed masterplan that should achieve:

- A strong sense of place based around maximising the presence of existing site assets - the canal and buildings for retention and conversion - complemented by attractive new buildings.
- Residential-led development providing around 1000 new homes, with potential for other uses on Dudley Road and Western Road.
- Conversion of existing buildings will provide apartment living, mainly 2 bedrooms, with new houses built largely for families. New build density should be around 55 homes/hectare.
- Attractive canalside development, mainly in the form of 3-storey houses fronting the canal and providing public access to the waterside.

- High quality development that enhances the environment along the strategically important Dudley Road Corridor between the City Centre and Smethwick.
- Strong landscape treatment, including tree planting, to the Western Road frontage.
- Good connections across the site and wider area, with safe walking and cycle routes to include a new bridge across the canal to Central Park Drive, the public park and canal towpath.
- A new public park within the development to incorporate the existing hospital garden land.



Eye Hospital



Model of City Hospital site



Hospital building, Dudley Road, is to be retained for health uses

| | |
|----------------------|----------------------------------|
| Size: | 3.9ha west of canal |
| Location: | South of Dudley Road/Spring Hill |
| Current use: | Industrial |
| Proposed use: | Residential-led mixed use |

The site occupies an important location, between the key areas of transformation at Icknield Port Loop and City Hospital. West of the canal, housing development will integrate with these new residential areas. Employment uses, under a number of ownerships, are well established east of the canal and the aim is to regenerate this area to attract additional investment and jobs.

Growth

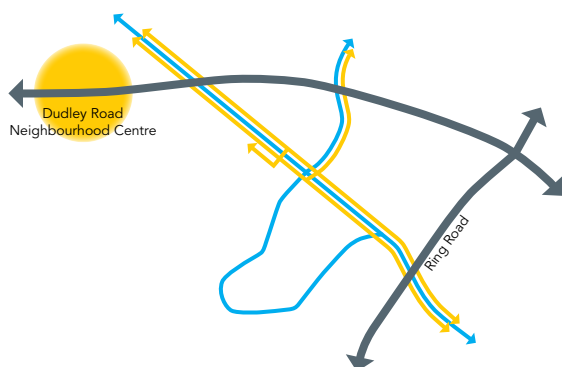
There is potential to provide around 200 new homes on this site. Consideration should be given to providing additional land for St Patrick's school, which occupies a constrained location. The Dudley Road/Spring Hill frontage would be appropriate for mixed uses.

Connectivity and public space

Dudley Road is an important arterial route within the City, connecting the City Centre and West Bromwich. Development will need to incorporate a proposed road widening and improvement scheme.

The site has potential to become a focus for pedestrian and cycle movement, both north-south along the canal and east-west across it. To facilitate this, a new bridge is required linking new development with the canal towpath and Cope Street to the east.

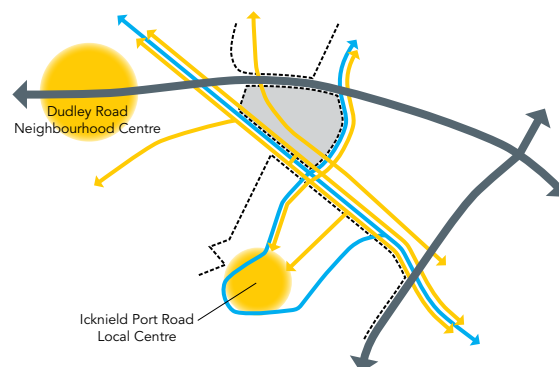
URBAN STRUCTURE at present




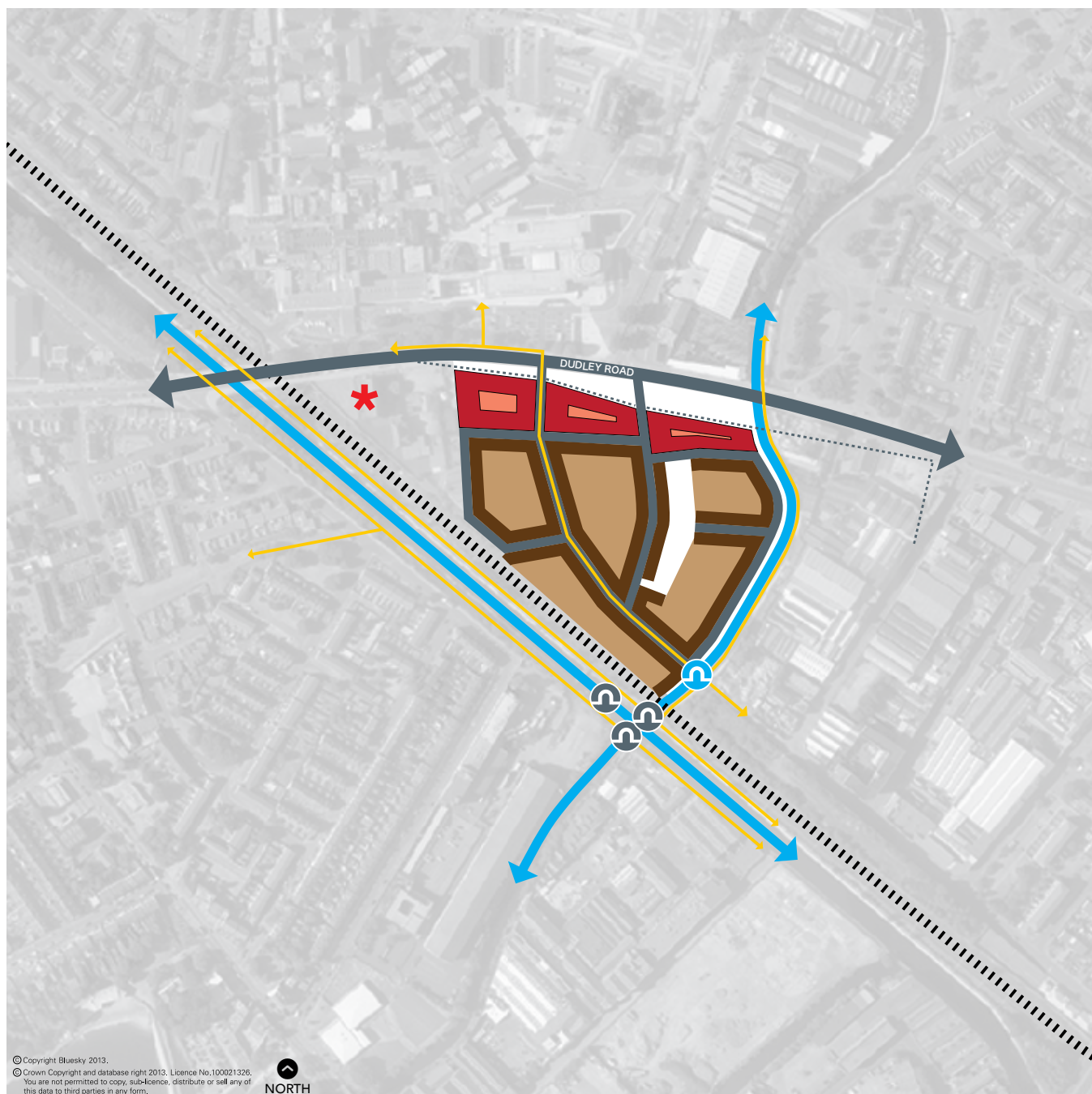
KEY

-  Activity nodes
-  Major highways
-  Main walking routes
-  Canal











URBAN STRUCTURE in 20 years



-  Development opportunities



KEY

| | | | |
|-------------------------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------|
|  | Residential (new build) |  | Canal |
|  | Residential/commercial/ community (new build) |  | New pedestrian and cycle canal bridge |
|  | Main streets/vehicle connections |  | Existing pedestrian and cycle canal bridge |
|  | Highway improvement line |  | Railway line |
|  | Main walking and cycling routes - existing and new |  | Local landmark - St Patrick's Catholic Church |

Design and heritage

New buildings fronting Dudley Road could be 3-4 storeys high. This is a prominent location and building design must create a positive image for the site and local area.

The section of canal alongside the site has an urban character, enclosed by canalside buildings, which will inform new development proposals.

An existing 2-storey building on Heath Street South, part of the original Tube Works, is recommended for retention and conversion (for residential use) to enhance the development character.

Archaeological investigations and recording should be carried out on other buildings, particularly Park Glasshouse dating from 1788.

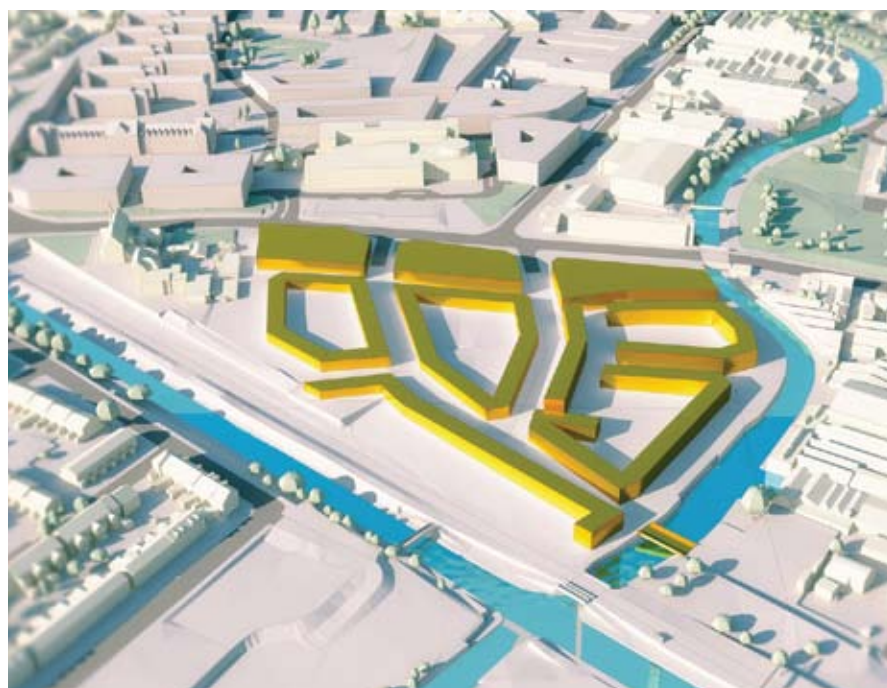
Immediately to the west of the site, St Patrick's Catholic Church is a grade II listed building and local landmark. The opportunity should be taken to improve the setting of St Patrick's School and the listed Church.

Key outcomes

- A new attractive residential neighbourhood west of the canal that connects the new neighbourhoods at the Icknield Port Loop and City Hospital sites.
- Improved setting for St Patrick's school, with enlarged school grounds.
- Retention and reuse of buildings of heritage and townscape value, contributing to a strong local sense of place.
- Mixed use, landmark buildings to the Dudley Road/Spring Road frontage and implementation of transport corridor improvements.
- New pedestrian/cycle bridge over the canal, linking the street network on both sides and the canal towpath.



Canalside Industrial Premises



Model of Spring Hill site



Aerial view of Spring Hill

| | |
|----------------------|-------------------------------------|
| Size: | 3.4ha |
| Location: | Land off Ledsam Street, City Centre |
| Current use: | Industrial and open space |
| Proposed use: | Residential-led mixed use |

The site offers potential to extend the successful Brindleyplace development out from the City Centre, along the canal, to Ladywood Middleway and to link with Icknield Port Loop. Opportunities exist for canal-side 'city style living' and live-work units, alongside hotel, leisure and other business uses.

Listed buildings on site create a strong local character and should be integrated into the development.

Growth

The main part of the site is located between Ledsam Street and the canal. Development will be relatively high density, given the City Centre location and the scale of existing buildings. Statutory and locally listed buildings will be retained and converted for residential and/or business uses. There is potential for around 150 dwellings, depending on the overall mix of uses.

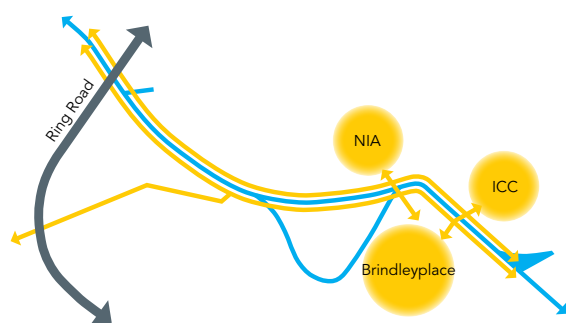
High density residential development is proposed for land north of the canal. It will front both the canal and an existing canal basin. Vehicle access will be from the Lighthorne Avenue residential area.

South of Ledsam Street, there is potential for around 40 family homes on existing public greenspace.



Connectivity and public space



The site is in an accessible location, only 10 minutes walk and 3 minute cycle from the heart of the City Centre. Towpaths on both sides of the canal are already well used: development should further enhance these routes through overlooking from buildings, new pedestrian and cycle link(s) to Ledsam Street and a new pedestrian and cycle bridge across the canal.

URBAN STRUCTURE at present

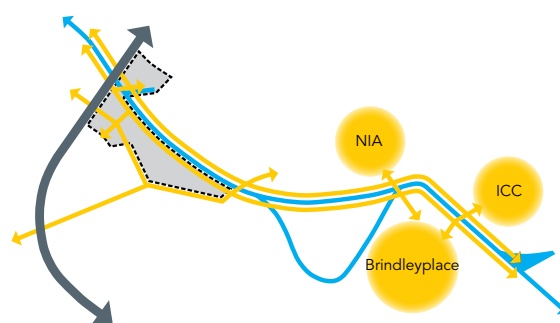



KEY

-  Activity nodes
-  Major highways

-  Main walking routes
-  Canal













URBAN STRUCTURE in 20 years



-  Development opportunities



KEY

| | | | |
|-------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------|
|  | Residential (new build) |  | Main walking and cycling routes - existing and new |
|  | Residential/commercial/ community (building conversion) |  | New pedestrian crossing |
|  | Residential/commercial/ community (new build) |  | Canal |
|  | Existing public greenspace |  | New pedestrian and cycle canal bridge |
|  | Existing trees |  | Existing pedestrian and cycle canal bridge |
|  | Main streets/vehicle connections |  | Railway line |

Ledsam Street site plan

Design and heritage

Modern apartment blocks on an adjacent canalside site are 4-5 storeys high and up to 7 storeys on a prominent corner. Similar scale of development is considered appropriate on land between Ledsam Street and the canal, provided that new buildings are designed to relate well to the designated heritage buildings.

The site includes some imposing and attractive buildings of heritage value that form a strong local character. Notably, the 3-storey grade II listed building on Great Tindal Street, together with the 4-storey locally listed building and attached 3-storey building on Ledsam Street. These must be sensitively integrated into the development.

New housing south of Ledsam Street should be of a similar scale to existing properties on the Ladywood estate.

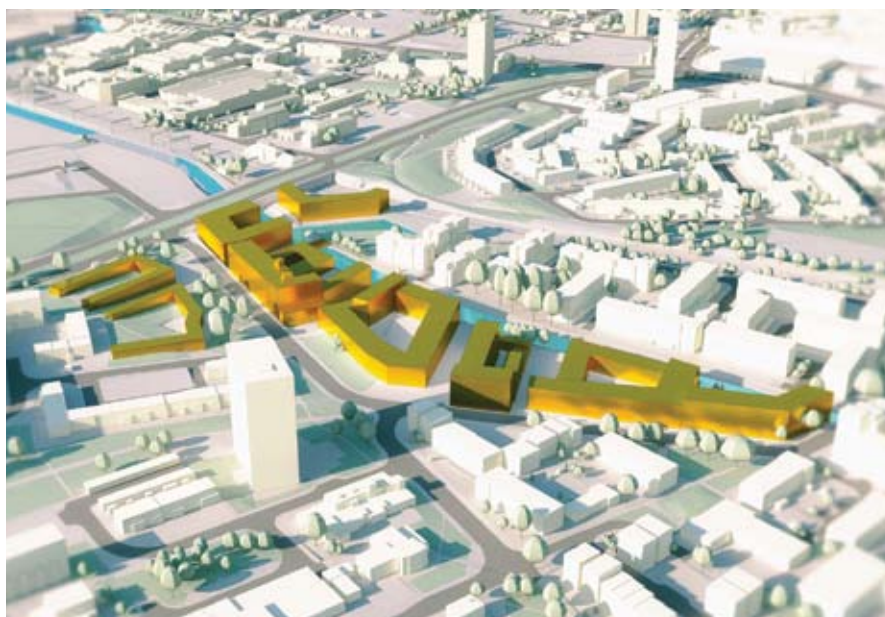
Key outcomes

- High density residential-led mixed use scheme located between the canal and Ledsam Street, integrating sensitive reuse of heritage buildings with high quality new development.

- New medium to high-density homes north of the canal that overlook an enhanced waterside environment.
- Medium-density housing on the land south of Ledsam Street that works well with existing homes and potential future regeneration of the Ladywood Estate.
- New pedestrian/cycle bridge over the canal, linking the new housing areas.
- Improvements to pedestrian and cycle connections, particularly the canal towpaths, and steps to attract more people to make positive use of the canal and to walk or cycle between the city centre and wider Greater Icknield area.
- Retain significant trees south of Ledsam Street and complement with new tree planting.



Ledsam Street Industrial Premises



Model of Ledsam Street site



Ledsam Street - Listed and locally listed buildings

| | |
|----------------------|--------------------------------------------|
| Size: | 1.0ha |
| Location: | Land off Cawdor Crescent and Monument Road |
| Current use: | Vacant (cleared residential) |
| Proposed use: | Residential |

Chamberlain Gardens is close to the Broadway Plaza entertainment complex and within easy walking distance of the City Centre Core. It was built during the 1960s as a residential estate in the form of multi-storey apartment blocks and terraced houses set within green open spaces around a central landscaped park. The three largest residential blocks and some maisonettes have been cleared to form a development site fronting Monument Road and park.

Growth

Residential development is proposed for a 1.0ha cleared site fronting Cawdor Crescent, overlooking Chamberlain Gardens and Monument Road. It could accommodate around 45 family homes.

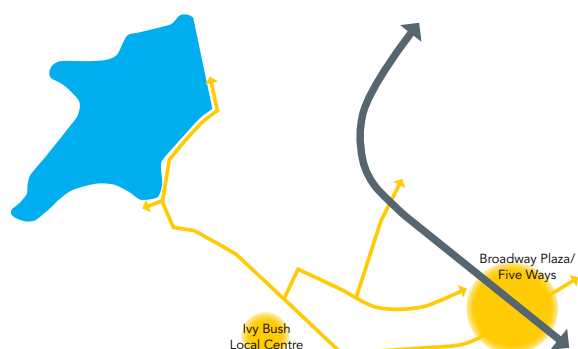
Connectivity and public space

The site is well located to access local services and the City Centre. In addition to Ivy Bush local centre,


retail and a wide range of leisure facilities are within 10 minutes walk and 3 minute cycle at Broadway Plaza and Five Ways. Edgbaston Reservoir, offering informal outdoor recreation and activities is a similar distance from the site.

Immediately adjacent is 3.7ha of mature and attractive public greenspace, with many mature trees and good quality play facilities.

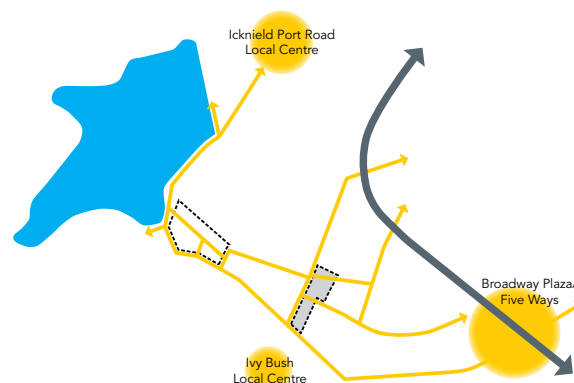
URBAN STRUCTURE at present



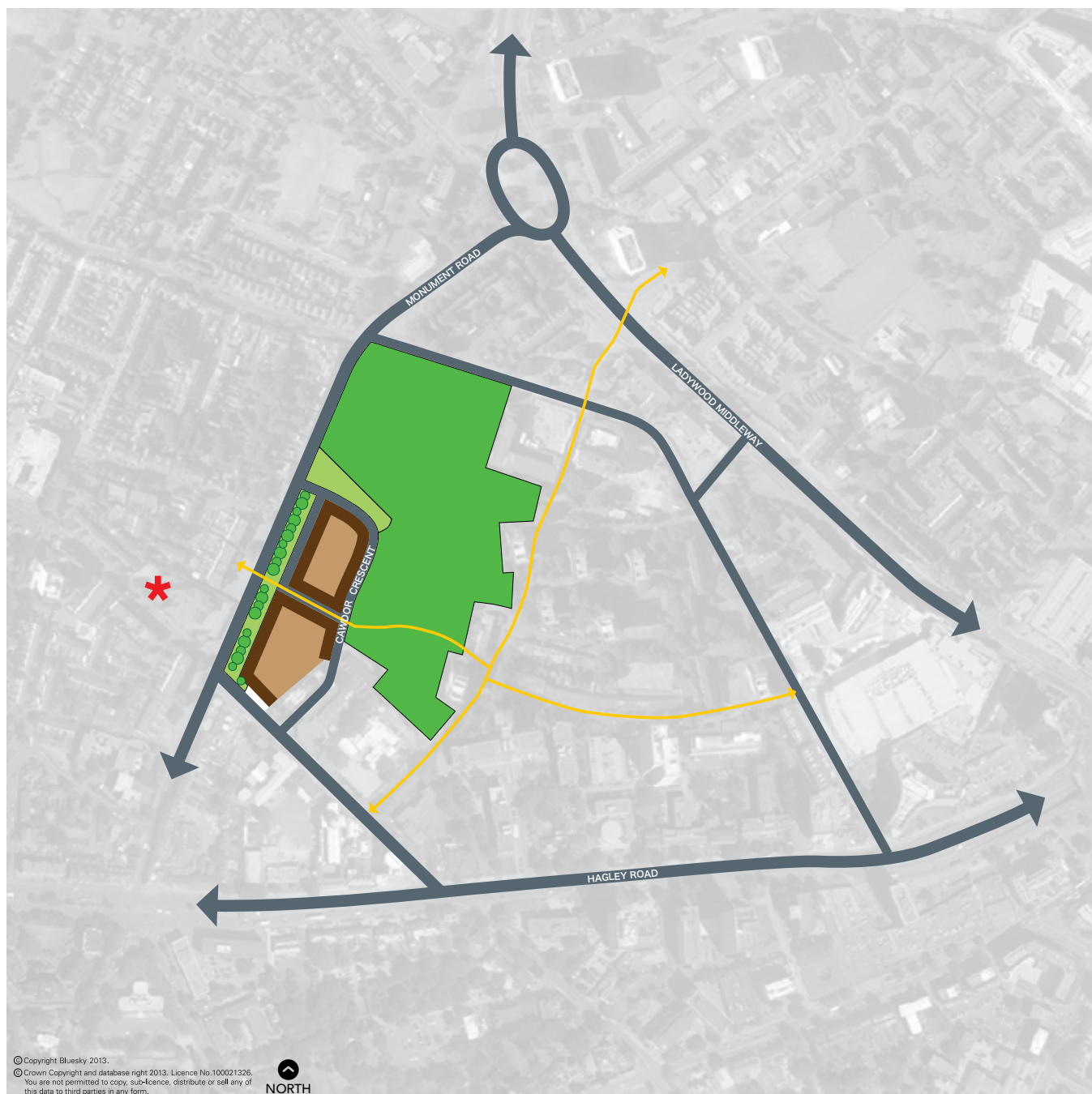
KEY

-  Activity nodes
-  Main walking routes
-  Major highways
-  Canal








URBAN STRUCTURE in 20 years



-  Development opportunities



KEY

-  Residential (new build)
-  New public greenspace and landscaping
-  Existing public greenspace
-  Existing trees
-  Main streets/vehicle connections
-  Main walking and cycling routes - existing and new
-  Local landmark - Perrott's Folly

Chamberlain Gardens site plan

Design and heritage

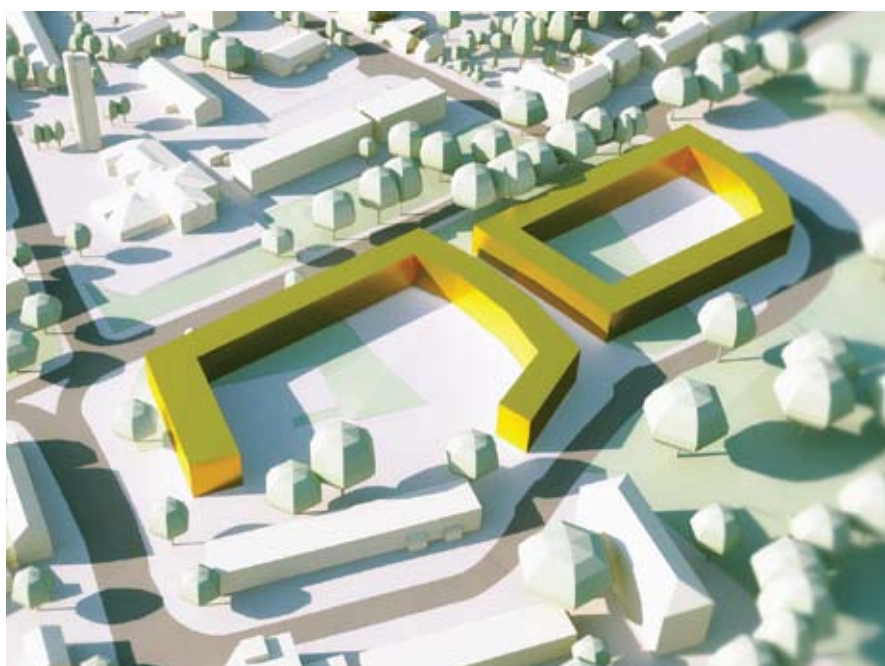
Development should take advantage of its green setting. Along the Monument Road frontage, grass verges and mature trees must be retained and incorporated into the scheme and housing fronting Cawdor Crescent should benefit from park views. It is expected that buildings will be 2-4 storeys.

Key outcomes

- Housing that creates a strong sense of place through its architecture.
- Development that takes advantage of the views over the park and provides an attractive backdrop to the green space.
- Mature trees on the Monument Road frontage should be retained and incorporated into development proposals.
- A wider choice of housing in the local area.



Chamberlain Gardens Housing



Model of Chamberlain Gardens site



Chamberlain Gardens

| | |
|----------------------|------------------------------------------------------------------------|
| Size: | 1.9ha |
| Location: | Land off Waterworks Road/Harold Road |
| Current use: | Severn Trent Depot |
| Proposed use: | Residential, with some mixed uses (and retention of covered reservoir) |

The site overlooks Edgbaston Reservoir, within an established attractive residential area. Access is from Waterworks Road. There are existing buildings and structures on site, including the 1ha covered reservoir, which will be retained by Severn Trent, together with a listed building and a further building with potential for conversion.

Growth

There is a significant opportunity to provide high quality homes that take advantage of the site's location next to Edgbaston Reservoir. Development must take account of the listed buildings and the retained reservoir.

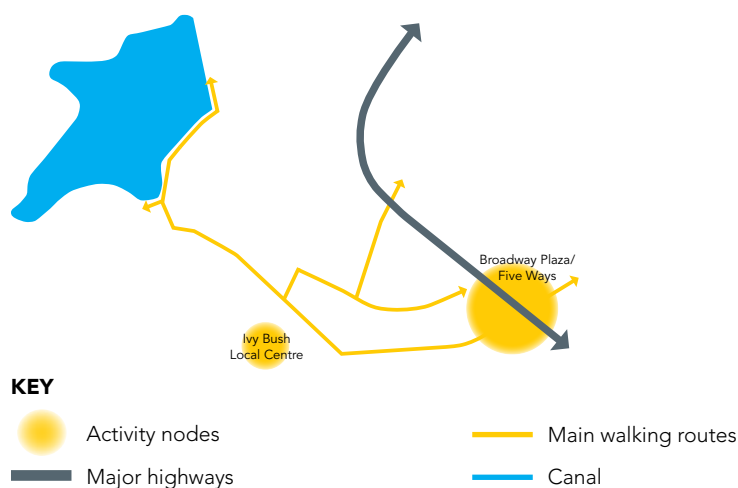
Approximately 1.7ha of land is available for development. The number of new homes will depend on the mix of dwelling types but is likely to be within the range of 75-100. The existing three-storey building on the corner of

Waterworks Road and Harold Road should preferably be retained and converted for residential and/or other uses.

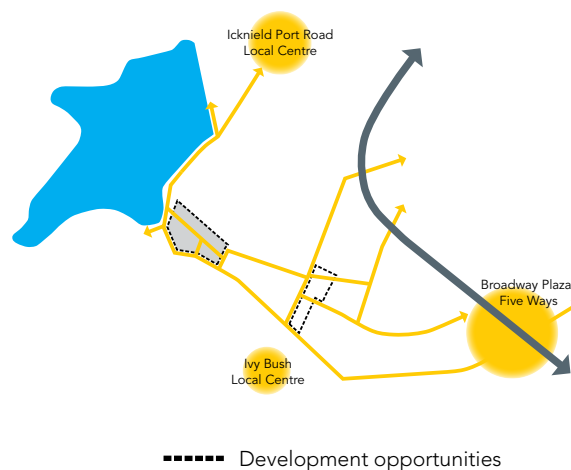
Connectivity and public space

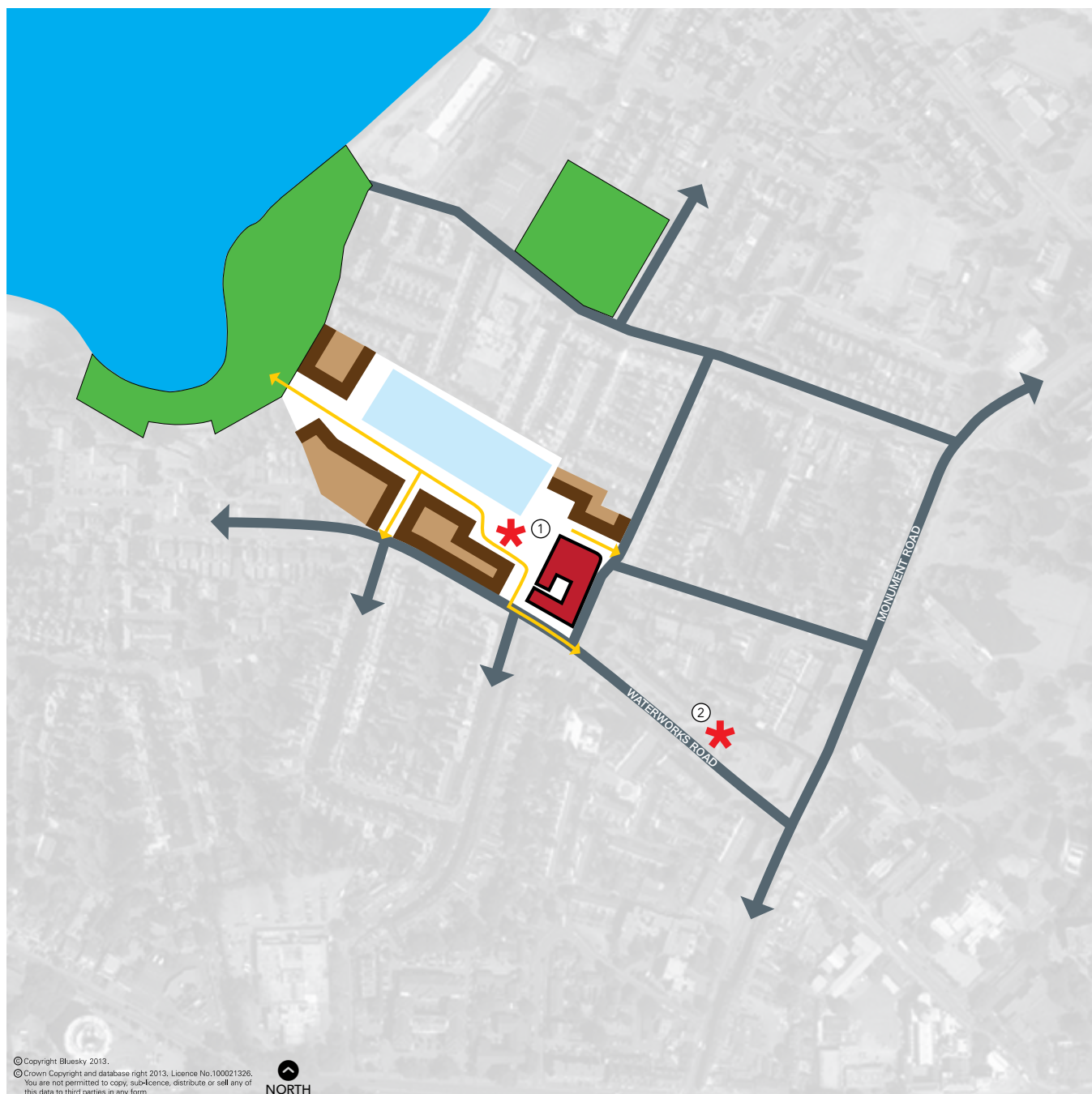
Vehicle access to the site is from Waterworks Road. A pedestrian route through the site should be created by providing a new connection to the Reservoir. Development should incorporate good quality urban public spaces, particularly in front of retained buildings.

URBAN STRUCTURE at present











URBAN STRUCTURE in 20 years





KEY

- | | | | |
|-------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------|
|  | Residential (new build) |  | Edgbaston Reservoir |
|  | Residential/commercial/ community (building conversion) |  | Covered reservoir to be retained |
|  | Existing public greenspace |  | Local landmark - 1 Chimney to Engine House 2 Perrott's Folly |
|  | Main streets/vehicle connections | | |
|  | Main walking and cycling routes - existing and new | | |

Waterworks Road site plan

Design and heritage

Development must ensure that the heritage assets within the site are protected and become an integral part of the overall scheme.

The engine house, boiler house and chimney adjacent to the covered reservoir are a grade II listed building and an important local landmark. The chimney, together with nearby Perrott's Folly on Waterworks Road, are said to have inspired Tolkien's Twin Towers in the Lord of the Rings. It is currently not known whether Severn Trent will retain ownership of the building.

The existing 3-storey building on the corner of Waterworks Road and Harold Road should preferably be retained and converted for residential and/or other uses.

Key outcomes

- High-quality residential-led development that takes full advantage of the site's location adjacent to Edgbaston Reservoir.
- The listed building protected, brought into use and sensitively integrated into the development.
- Enhanced linkages through the site to Edgbaston Reservoir and the wider Icknield Port area.
- Retention of the covered reservoir as an operational facility for Severn Trent.



Perrott's Folly



Model of Waterworks Road site



Aerial view of Waterworks Road site

7 Western Road and Spring Hill Industrial Areas

| | |
|---------------|----------------------------------------------|
| Size: | 3.4ha (Western Road) and 7.0ha (Spring Hill) |
| Location: | A457 Dudley Road/Spring Hill corridor |
| Current use: | Industrial |
| Proposed use: | Industrial |

These are established industrial sites with a mix of closely packed Victorian and more recent buildings occupied by mainly motor vehicle repairs interspersed with small manufacturing outlets. The City Council supports continued employment growth and diversification of these areas to include businesses supporting the new Midland Metropolitan Hospital.

Growth

Spring Hill currently supports approximately 40 businesses. 25% of the floorspace is vacant. Western Road has approximately 50 plus businesses and an electrical substation that occupies 0.27ha of land fronting Dudley Road. 30% of the floorspace in this estate is currently vacant.

In association with the new homes planned for Greater Icknield, the sites offer potential for further

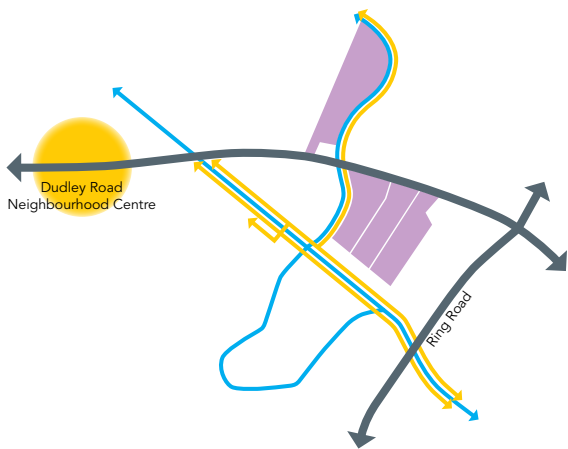
employment growth within an improved urban environment. The North-West Skills Academy located on Stour Street within the Spring Hill site provides a focus for training in the area.

Connectivity and public space

The sites are located along the A457 road corridor connecting the City Centre with Sandwell. Developments will need to incorporate a proposed road

widening and improvement scheme fronting Spring Hill. Both sites have significant canal frontages, although Western Road currently has no direct link to the towpath. The proposal to bridge the canal at Spring Hill would improve pedestrian and cycle connections to the west and south.

URBAN STRUCTURE at present

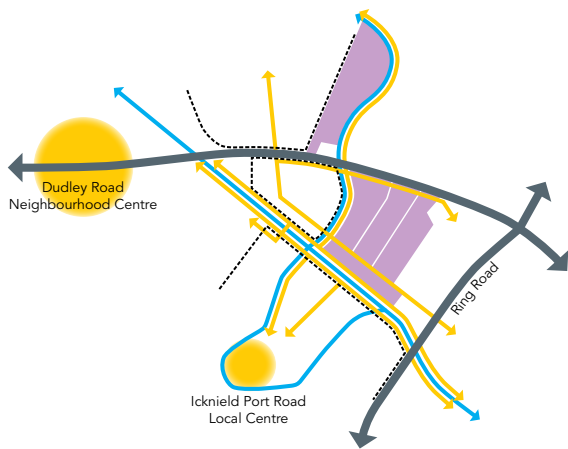


KEY

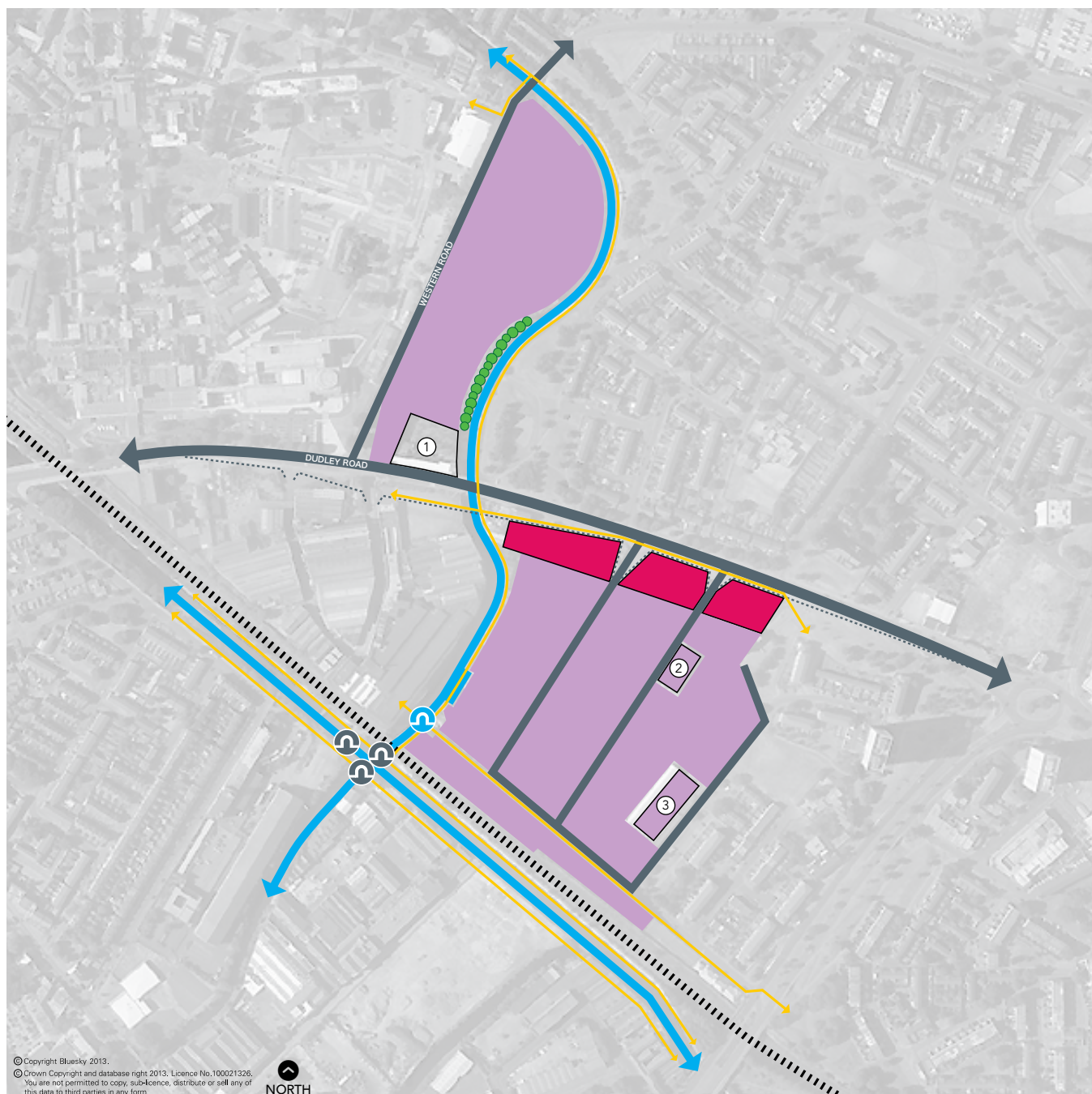
- Activity nodes
- Major highways

- Main walking routes
- Canal











URBAN STRUCTURE in 20 years



- Development opportunities
- Industrial Areas



KEY

| | | | |
|-------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------|
|  | Industrial Areas |  | Main walking and cycling routes - existing and new |
| 1 | Electricity sub-station |  | Canal |
| 2 | The Steward Centre |  | New pedestrian and cycle canal bridge |
| 3 | North West Skills Academy |  | Existing pedestrian and cycle canal bridge |
|  | Business/industrial use (new build) |  | Railway line |
|  | Existing trees |  | Highway Improvement Line |
|  | Main streets/vehicle connections | | |

Design and heritage

The sites' physical environment is in need of upgrading. There are no designated heritage buildings although the Steward Centre on Steward Street at Spring Hill is a significant 2 and 3 storey Victorian building of architectural value that adds significantly to a local sense of place. The canal frontages create opportunities to develop well-designed new buildings in an attractive waterside environment.

Development to the main Spring Hill frontage will need to take into account the highway improvement line. New buildings here are anticipated to be 3-5 storeys high and should provide a strong building line, overlooking of the street and architectural interest. New building fronting Western Road should aim to enhance the street's amenity value, complementing the future redevelopment of the City Hospital site.

Key outcomes

- Strengthen the sites' identity as employment parks that support the growth of new homes within the area.
- Attract more high value jobs to the sites.
- Create a strong, attractive built character to the Dudley Road/ Spring Hill corridor.
- Retain the Steward Centre building within any future redevelopment.
- Maximise the value of the canal as an attractive setting for business and to enhance local environmental quality.



Western Road Industrial Area



North West Skills Academy, Stour Street

| | |
|----------------------|---------------------------------------------|
| Size: | 3.3ha |
| Location: | Adjacent to Nelson Junior and Infant School |
| Current use: | Public open space and playing field |
| Proposed use: | Secondary school |

The site is located opposite to the National Indoor Arena and is bound by St Vincent Street to the east, Nelson Junior and Infant School to the north, St Marks Crescent to the west and the railway to the south.

Planning approval has previously been granted in 2009 for the erection of an aquatics and leisure centre on the site.

Growth

To accommodate the planned and natural population growth within the wider Greater Icknield area a new secondary school of up to 1,500 places is required (dependent on the provision of places by any free schools that open within the area). Approximately 1ha of land will be required for the school buildings.

The location of the site adjacent to the existing Nelson Junior and Infant School offers the opportunity

for a whole site solution to be developed maximising the educational benefits of the shared location.

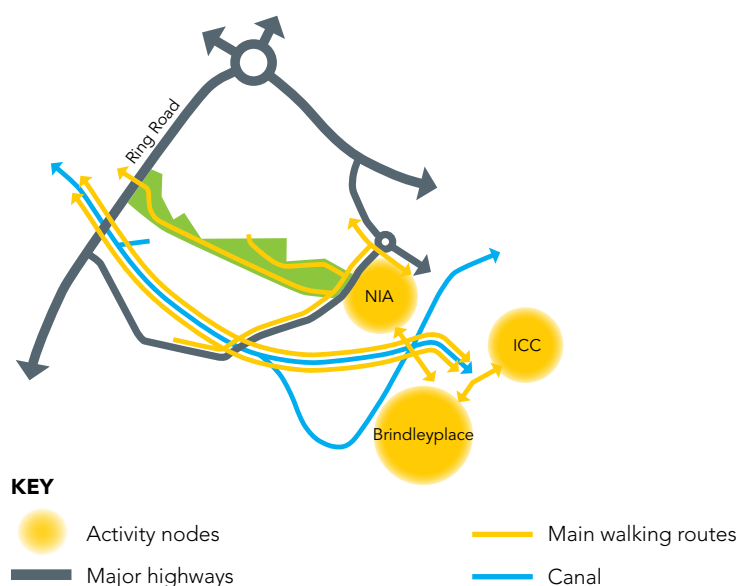
Connectivity and public space

The site is well located to provide secondary school provision for both the planned growth within Greater Icknield and to contribute to the wider educational provision needed as a result of the natural growth of the existing neighbourhoods within the Ladywood and Soho Wards.

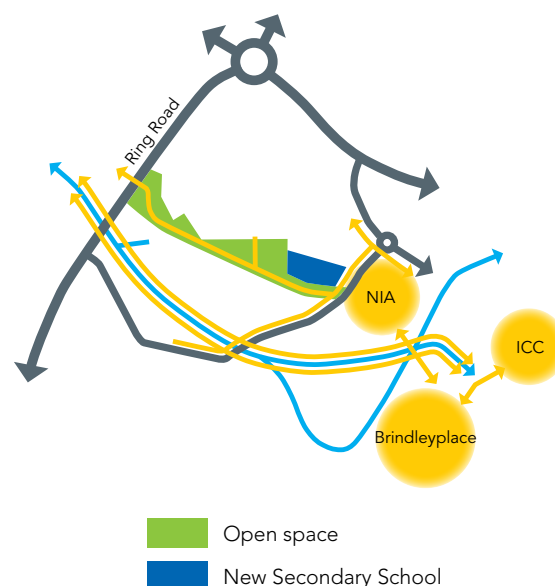
The secondary school will be well connected to surrounding neighbourhoods and be within walking and cycling distance of both the proposed developments within Greater Icknield and the City Centre.

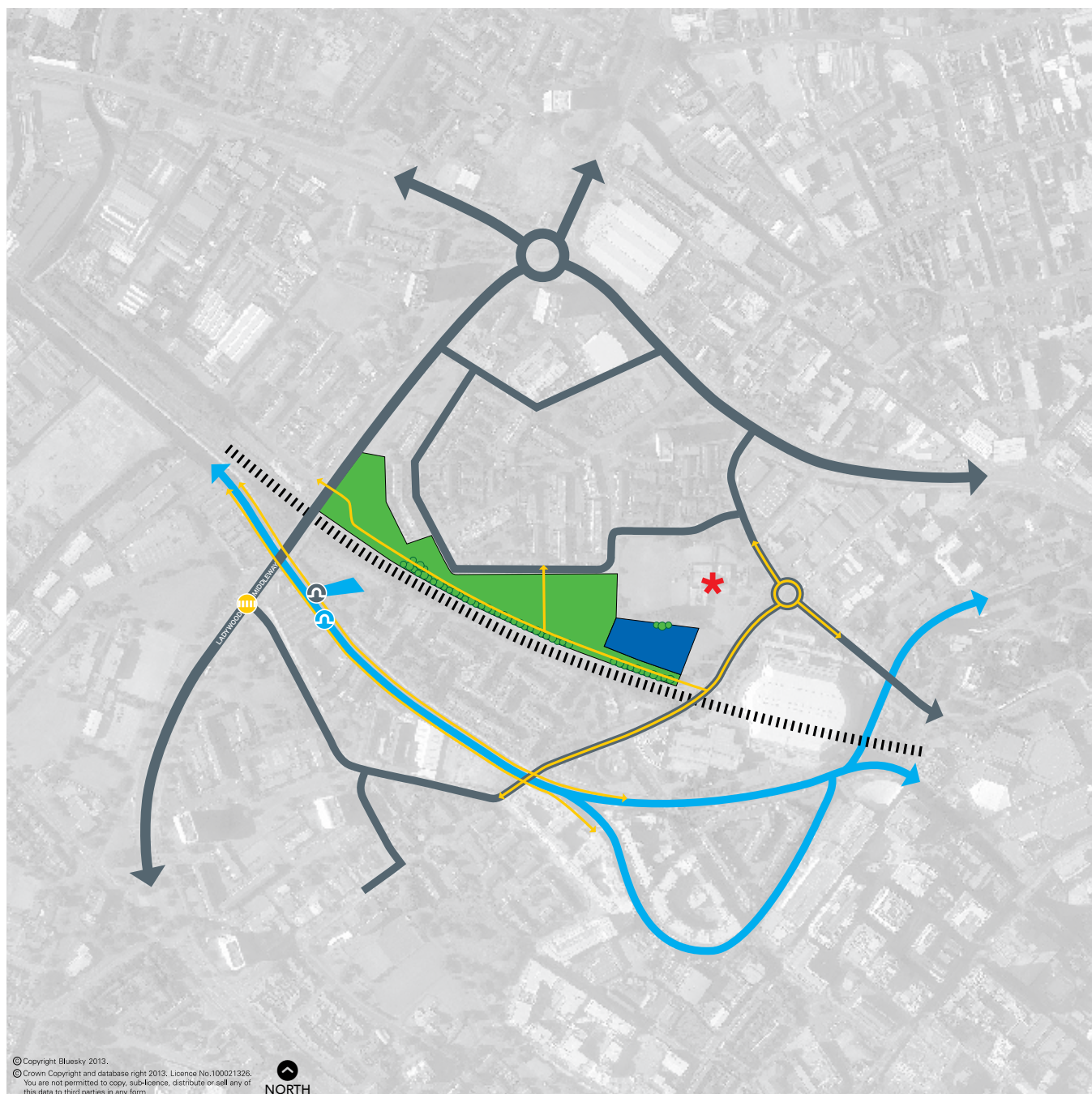
Playing fields and leisure facilities should be provided on site for the use of both schools and for the use of the wider community outside of school opening hours.

URBAN STRUCTURE at present














URBAN STRUCTURE in 20 years





KEY

| | | | |
|-------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------|
|  | New secondary school |  | Canal |
|  | Existing public greenspace |  | New pedestrian and cycle canal bridge |
|  | Existing trees |  | Existing pedestrian and cycle canal bridge |
|  | Main streets/vehicle connections |  | Railway line |
|  | Main walking and cycling routes - existing and new |  | Nelson Junior and Infant School |
|  | New pedestrian crossing | | |

New Secondary School site plan

Design and heritage

Where possible the development should seek to retain the landscape assets on site and capitalise on the level change from the St Vincent Street frontage down into the site. The school should be stepped 1-4 storeys. Using the roof space for educational benefit would maximise the available exterior space on this confined site. It is important that the design addresses the transition of scale and massing which exists due to the surrounding developments.

Key outcomes

- A secondary school accommodating up to 1,500 pupils.
- High quality playing fields.
- Good connections to both existing and proposed neighbourhoods in the surrounding area.
- A sports hall of a suitable size to cater to the needs of the wider community that is available for the use of the community outside school hours.



Nelson Junior and Infant School



National Indoor Arena

Delivery

This masterplan provides a clear aspiration for the transformation of the Greater Icknield area as one of the largest housing led regeneration opportunities in the City.

In order to secure and deliver change the following key elements will be important:

- Working in partnership.
- Ensuring development quality and infrastructure through the statutory planning process.
- Funding and planning obligations.
- Phasing of key projects.

Working in partnership

The masterplan provides a clear vision for the area, and acts as a mechanism to attract developers and investors into the area. This will be achieved by:

- Strengthening links with the private sector including existing businesses and landowners as well as potential developers and investors.
- Co-ordinating public sector investment to maximise the

objectives and impact of public sector resources. This would include working with the Homes and Communities Agency, the Canal and River Trust, health and education providers, sports organisations, and other bodies within the area.

- Working with energy companies to deliver sustainable heat and power solutions.
- Supporting existing and new businesses looking to locate within the area.
- Working with the Greater Birmingham and Solihull Local Enterprise Partnership and its partners to link the masterplan to the objectives and opportunities arising from the LEP.

The statutory planning process

This masterplan will be embedded into the statutory planning process utilising the Birmingham Development Plan.

The City Council will seek design codes for larger sites to establish key design parameters and reduce uncertainty through the development and planning process.

Funding and planning obligations

The City Council will seek to secure a package of planning obligations to ensure the delivery of balanced sustainable communities which include affordable housing, public open space, new and improved education facilities, combined heat and power generation, new leisure facilities and access and transport improvements.

In addition, the City Council will seek to secure local employment opportunities through the use of targeted employment strategies to link training to employer demand, and the use of the local workforce in the construction phases of the development to maximise the opportunities to contribute to reducing unemployment within Birmingham.

Phasing of key projects

The masterplan covers a large area and the proposed developments will take around 15 years to complete. The outline planning application for IPL means that this site is likely to be developed first and act as a catalyst for change in the area.

The delivery of our ambitions for Greater Icknield can only be achieved through the involvement and partnership working of public sector partners, landowners and developers, businesses and the citizens of Birmingham.

**Waheed Nazir**

Director of Planning and Regeneration

Delivery table

| Development opportunity | Land ownership | Potential delivery partners and mechanism |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Icknield Port Loop and Edgbaston Reservoir. | Majority of land is owned by Birmingham City Council (BCC), the Canal and River Trust (CRT) and the Homes and Communities Agency (HCA). | BCC, CRT, HCA - a Joint Venture agreement is in place/Private sector. |
| City Hospital. | Sandwell and West Birmingham Hospitals NHS Trust. | Sandwell and West Birmingham Hospitals NHS Trust, with support from public sector partners and the private sector. |
| Spring Hill. | City and Provincial. | City and Provincial/Private sector. |
| Ledsam Street. | King Edwards Foundation/BCC. | Public and private sector. |

| Funding | Phasing | Delivery issues |
|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Financial viability was established in a 2011 report for the JV partners. | <p>Outline planning permission approved in October 2012 subject to the completion of a S106 agreement.</p> <p>The JV partners intend to carry out elements of remediation, infrastructure and enabling works to market the site in phases from 2014 onwards.</p> <p>Construction likely to begin 2015.</p> | <p>Delivery will be subject to market conditions and public sector investment to support further infrastructure works.</p> <p>Retention and reuse of heritage buildings.</p> <p>Development will conform to a masterplan and design code to be agreed with the planning authority.</p> |
| Public and private sector. | Phasing of development is dependent on the new Midland Metropolitan Hospital opening in Sandwell. | <p>New hospital depends on continued Government support.</p> <p>Some operational health service buildings to be retained on site.</p> <p>Retention and reuse of buildings of heritage and/or architectural value.</p> <p>Development will conform to a masterplan and design code to be agreed with the planning authority.</p> |
| Private sector. | Discussions have taken place with interested parties to develop site. Could be an early phase as the land is in single ownership. | <p>Highway improvement line to Dudley Road.</p> <p>Retention and reuse of heritage buildings.</p> <p>Possible land contamination.</p> |
| Private sector. | Initial discussions have taken place between landowner and City Council. | <p>Leasehold issues.</p> <p>Retention and reuse of heritage buildings.</p> <p>Possible land contamination.</p> |

Delivery table continued

| Development opportunity | Land ownership | Potential delivery partners and mechanism |
|-----------------------------------------------|----------------------------|-------------------------------------------|
| Chamberlain Gardens. | BCC Housing. | Public/Private. |
| Waterworks Road. | Severn Trent. | Private sector. |
| Western Road and Spring Hill Industrial Areas | BCC/Private. | Public/Private sector. |
| New Secondary School | BCC Leisure and Education. | Public/Private - to be determined. |

| Funding | Phasing | Delivery issues |
|-------------------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public sector. | Construction likely to begin late 2013. | |
| Private sector. | Currently in operational use - phasing dependent on site being vacated. | <p>Retention of operational covered reservoir.</p> <p>Retention and re-use of Grade II listed engine house, boiler house and chimney.</p> <p>Possible retention and reuse of corner building.</p> |
| Private sector. | Ongoing. | Future redevelopment of these areas dependent on proposals coming forwards from the private sector. |
| To be determined. | To be determined. | <p>Delivery dependent on securing funding from planning obligations and other sources.</p> <p>Final size of school dependent on level of provision in area from Department for Education approved Free Schools.</p> <p>Phasing dependent on interrelationship with Nelson Junior and Infant School.</p> |



