

---

Committee Date:	23/07/2015	Application Number:	2015/03064/PA
Accepted:	07/05/2015	Application Type:	Full Planning
Target Date:	06/08/2015		
Ward:	Longbridge		

Land at Longbridge West, North of Bristol Road South, Longbridge, Birmingham

Erection of secure serviced residential accommodation (Use Class C2A) for defence medicine personnel, access, parking, landscaping and associated infrastructure

Applicant:	St Modwen Developments and Defence Infrastructure Organisation c/o Agent
Agent:	Planning Prospects Ltd 4 Mill Pool, Nash Lane, Belbroughton, Worcestershire, DY9 9AF

---

Recommendation

**Approve Subject To A Section 106 Legal Agreement**

1. Proposal

- 1.1. Planning permission is sought for the erection of a 10,585sq.m (Gross Internal Area), 6 storey, 180 bed space building, associated 170 car parking spaces and 48 cycle stands, access and landscaping for secure serviced residential development for the Royal College of Defence Medicine (RCDM) personnel. The RCDM personnel operate within the QE Hospital and provide services for both the general public and also the rehabilitation and care for forces personnel returning from active duty around the world.
- 1.2. The proposed building would be located in the middle of the site due to a Defence Infrastructure Organisation (DIO) standoff requirements from site boundaries, sewer easements and on-site services. I measure the building as set back 24m from the A38 pavement, 21m from the western boundary, and 19m at the closest point to the northern boundary.
- 1.3. The building would be of an 'H'-shaped footprint, measuring 58m in width and 45m in depth, with two principal elements of 6 storey height (20.5m). It would be finished in a mix of render and metal cladding, with a strong horizontal emphasis on the two principal elevations (north and south), created by the window and material arrangements. The accommodation would not comprise of fully self-contained flats, but individual en-suite rooms with shared communal facilities including kitchen and dining, bar and gym. The building's front door would face the A38.
- 1.4. The majority of the site around the building would be hard standing, providing the 170 car parking spaces. However two outdoor spaces for use by the residents are proposed to the rear of the site adjacent to the river corridor. These would comprise a formal courtyard and a restorative garden. The courtyard would have the ability to

be used as an outdoor dining and entertaining area whilst the restorative garden would contain sensory planting, seating, lawn and a hard landscaped area.

- 1.5. The site would have a vehicular access from the A38 Bristol Road South, at its western corner. This would be a 24 hour manned rising barrier, set back into the site to allow for a refuse/fire vehicle to clear the highway. A separate pedestrian access would be provided to the east of the site connecting it to the new River Rea walkway and into Longbridge Town Centre.
- 1.6. A brick wall with piers and flat bar railing (total height 1.8m) would form the front boundary of the site with the A38 Bristol Road South. This treatment would also form the eastern boundary running alongside the new pedestrian access ramp to the river corridor and bridge across approved by your committee under the River Rea Infrastructure works (reference 2015/03066/PA). Behind this boundary would be a defensible zone between 3m and 5m in depth after which an internal weldmesh site security fence is proposed. The proposed site secure 'internal' fence would be 3m in height. A 1.8m high vertical bar railing fence is also proposed to the site's northern boundary along the river corridor and would be sited at the top of the river bank. The site would have secure gated pedestrian and vehicular access. The vehicular access would have an electro-mechanical barrier and associated guard hut post.
- 1.7. Amended plans have been submitted during the course of the application that alters the proposed boundary treatment to the front and the inner security fence. The security fence originally proposed to be the external boundary to most of the site and would have been 3m in height with a further 1m in height of razor wire. These have subsequently been altered and razor wire removed from the proposed development.
- 1.8. A Design and Access Statement, Drainage Strategy and Flood Risk Assessment, Geo-Environmental Summary Report, Environmental Noise Report, Ecological Appraisal, Transport Statement, Planning Statement and Tree Survey and Arboricultural Assessment have been submitted in support of the application.
- 1.9. The planning application is screened regarding the requirement for an Environmental Impact Assessment and the Local Planning Authority determines that an EIA is not required.
- 1.10. Site area: 1.2 hectares.
- 1.11. [Link to Documents](#)

## 2. Site & Surroundings

- 2.1. The site comprises 1.2 hectares of land which was previously occupied by Bournville College Construction Centre, which has been demolished and relocated. The site also contains a pumping station and control attenuation equipment for Severn Trent Water and a sub-station for Western Power, both on the A38 frontage, both would remain in situ.
- 2.2. The site is bounded to the north by the River Rea, immediately to the south and east by the A38 Bristol Road South which links the M5 motorway towards Birmingham City Centre and to the west by other commercial uses fronting the A38.
- 2.3. The application site is located within a short walking distance of Longbridge railway station which would provide direct train services to the University of

Birmingham and the QE Hospital. The site is also adjacent to a primary bus route that is served by approximately 38 buses an hour.

- 2.4. The site is currently vacant following the demolition of buildings on site. The site is flat and lies approximate 1 – 1.5m lower than the A38 frontage.

[Site Location Map](#)

3. Planning History

Includes, for the wider Longbridge re-development area:

- 3.1. 9 July 2015. 2015/03066/PA. Planning permission granted for river infrastructure works, re-profiling of river banks, footpath/cycleway including bridge and landscaping (including temporary river realignment).
- 3.2. 19 March 2015. 2014/09425/PA. Outline planning permission with all matters reserved for future consideration granted for the erection of up to 10,040sq.m offices (B1), access, parking, landscaping and associated development infrastructure.
- 3.3. 21 January 2015. 2014/07124/PA. Temporary planning permission granted for the creation of a temporary car park with 209 parking bays for a period of 18 months. Permission granted until 31 December 2015.
- 3.4. 18 September 2014. 2014/04442/PA. Planning permission granted for the development of an extra care village comprising 260 units and village centre in a 5 storey building with associated car parking, roads and landscaping.
- 3.5. 7 August 2014. 2013/09229/PA. Planning permission granted for Retail and service development (A1, A3 and A5) comprising 14,832sqm (GEA) anchor store, retail units of 4,383sqm (GEA), restaurant/takeaway pavilion building of 589sqm (GEA), erection of multi storey car park of 1216 spaces and surface level car park of 500 spaces, access, landscaping and associated works.
- 3.6. 21 June 2012. 2012/02283/PA. Planning permission granted for Recreational park including alterations to river alignment, new bridge, pedestrian cycle bridge, footpaths, hard & soft landscaping and associated river & drainage infrastructure works.
- 3.7. 9 September 2011. 2011/00773/PA. Planning permission granted for mixed use development comprising new superstore, shops (A1), Financial and Professional (A2), Restaurants/Cafes (A3), Public Houses (A4) and Hot Food Takeaways (A5), Offices (B1a), 40 residential apartments, hotel, new public park, associated parking and service infrastructure and new highway access from Longbridge Lane and Lickey Road.
- 3.8. 17 April 2009. 2008/06456/PA. Planning permission granted for Development of a college facility (Class D1), with associated landscaping, parking and access arrangements.

4. Consultation/PP Responses

- 4.1. Local residents, Ward Councillors, MP and Resident Associations notified. Site and press notice posted advertising the development as a departure from the

development plan. Two letters of response received from local residents firstly requesting further information regarding the proposal and the second being an objection relating to the following:

- Why here and not at the former Selly Oak Hospital Site?
- With security in the country being at its highest you are advertising the erection of the building to house some of the most high profile individuals in Birmingham without considering the safety of those in the area.
- Can we have a doctor's surgery and school instead to cater for the increase in housing?

4.2. Environment Agency – No objection subject to a safeguarding condition relating to the development being undertaken in accordance with the submitted Flood Risk Assessment including finished floor levels.

4.3. Drainage – Within the Flood Risk Assessment, Drainage Strategy and SUDS Report there are no details provided of the sustainable drainage to be used as part of the development, further detail is required including:

- Proposed drainage plans or details
- Drainage calculations for existing or proposed development
- Evidence that the recommended design process (SuDS Guidance document) has been followed, with reference to the primary design considerations in this constituency or to exploring additional suitable SuDS to achieve additional treatment or attenuation
- Evidence of consideration of where exceedance flows will be (greater than 1 in 100 year rainfall events).

The only SuDS feature referred to in the operation and maintenance plan is porous paving, the plan should cover all sustainable drainage features included in the development.

As such, a safeguarding condition is recommended relating to the submission of a Sustainable Drainage Assessment and Sustainable Drainage Operation and Maintenance Plan

4.4. Severn Trent Water – No objection subject to a drainage condition.

4.5. Regulatory Services – No objection subject to safeguarding conditions relating to the implementation of the acoustic report, contaminated land and a vehicle charging point.

4.6. Network Rail – No comments to make.

4.7. City Ecologist – No objection subject to safeguarding conditions relating to ecological mitigation and management plan.

4.8. Transportation – no objection subject to a s278 agreement for an amended bellmouth and disabled parking spaces.

4.9. Highways England – No objection.

4.10. West Midlands Police – No objection.

4.11. West Midlands Fire Service – comments awaited.

4.12. Local Services - In accordance with the UDP, this residential scheme in excess of 20 dwellings would generate an off- site POS contribution as follows: 180 people

generated. 180 divided 1000 x 20,000 (2 hectares per 1000 population) = 3600m<sup>2</sup> x £40 (average cost of laying out POS /m) = Total contribution of £144,000. This would be spent on the provision, improvement/or maintenance of facilities in Cofton Park in the Longbridge Ward.

5. Policy Context

- 5.1. Longbridge Area Action Plan, UDP, Draft Birmingham Development Plan, NPPF, NPPG, Car Parking Guidelines SPD, Places for Living SPG, Places for All SPD and Public Open Space in New Residential Developments SPD.

6. Planning Considerations

- 6.1. The application site sits within the Longbridge Area Action Plan (AAP) framework, which forms part of the Development Plan for the purposes of determining planning applications. The AAP contains a shared vision for Longbridge:

*"Longbridge will undergo major transformational change redeveloping the former car plant and surrounding area into an exemplar sustainable, employment led mixed use development for the benefit of the local community, Birmingham, Bromsgrove, the region and beyond. It will deliver new jobs, houses, community, leisure and educational facilities as well as providing an identifiable and accessible new heart for the area. All development will embody the principles of sustainability, sustainable communities and inclusiveness. At the heart of the vision is a commitment to high quality design that can create a real sense of place with a strong identity and distinctive character. All of this will make it a place where people will want to live, work, visit and invest and which provides a secure and positive future for local people."*

- 6.2. The MG Rover plant closed in April 2005. Preparation of the AAP commenced in April 2006 and was adopted in April 2009. St Modwen and Advantage West Midlands assisted in developing the AAP along with Bromsgrove District Council and Worcestershire County Council. The aim of the AAP is to create an urban eco-centre *"delivering 10,000 jobs, a minimum of 1450 houses, new education facilities, retailing, leisure, community and recreation uses underpinned by quality public transport and infrastructure"*.
- 6.3. Very significant development and regeneration has already taken place, following the site remediation carried out by the site owners. A new town centre has been delivered, which to date comprises Bournville College, various retail developments including a Sainsbury's supermarket, leisure uses, 3,240sq.m of B1a offices, and a new urban park of 0.99 ha. A large new Marks and Spencer and other retail development has been granted planning permission and is currently under construction. North of Longbridge Lane is the two-thirds completed Technology Park, the new youth centre, and the recently completed re-located Bournville Construction College. 132 dwellings have been provided on Lickey Road, the Extra Care Village is currently under construction and residential development is progressing on the former East Works site in Bromsgrove District along with employment development on the Cofton Centre.

RCDM

- 6.4. The primary function of the RCDM is to provide medical support to military operational deployments. It also provides secondary and specialist care for members of the Armed Forces. It is a dedicated training centre for defence

personnel and a focus for medical research. This scheme would provide serviced residential accommodation for the staff of the RCDM, giving them a sense of identity away from the QE and a space where the medics can recuperate from their day-to-day working life stress. The RCDM is a tri-service establishment, meaning that there are personnel from all three of the Armed Forces.

- 6.5. There are currently 350 RCDM staff working at the QE Hospital who currently reside in numerous houses across the City. This accommodation would provide a permanent residence for staff affiliated with the QE Hospital. Staff typically have a 3 year posting during which they would live at the new facility, if they are posted elsewhere; their post is then filled by another. All 180 rooms are single occupancy only. Staff would be self-sufficient, with meal and leisure activities taken in shared mess accommodation proposed within the building.
- 6.6. No specific site is allocated within the AAP for the proposed RCDM development as development of this nature was not envisaged at the time of AAP preparation.

#### Policy

- 6.7. The application site is located within the AAP allocated Regional Investment Site (RIS) which states that the RIS will comprise the following:
- *“An area of 25ha gross.*
  - *A floor space and use class breakdown for new development of:*
    - *A technology park of at least 15ha to provide a minimum of 100,000sq.m of B1b (research and development)/B1c (light industry) and B2 (general industrial) and high quality high technology uses which support the objectives of the RIS.*
  - *A maximum of 25,000sq.m of B1a (office) for firms that support and complement the high technology sector and the objectives of the RIS.*
  - *A maximum total of 10,000sq.m of floor space for services and amenities primarily for use of staff and businesses and integrated into the development e.g. meeting and conference facilities, cafes, sandwich shops and newsagents, crèche, gym and hotel.”*
- 6.8. The RIS policy identifies that acceptable uses fall within the use classes of B1b, B1c and B2 with a provision for a proportion of B1a offices and other supporting uses. Clearly, the proposed site use is not in accordance with AAP policy. As such, the application has been advertised as a departure from the Plan.
- 6.9. Whilst the proposed development would result in a development that would not be in accordance with the AAP land allocation for the RIS, there would actually be a relatively minimal loss of allocated employment land resulting from this development. As the plan below shows (master plan from AAP with red line application boundary shown), not all of the site is shown as RIS (the purple designation), with part being affected by the then proposed realignment of the A38 and new K gate roundabout. The area of the RCDM site within the RIS amounts to 0.88 ha.





- 6.10. On the north bank of the River Rea, an area was proposed for the re-alignment of the River when it was originally proposed to re-direct it further north and remove the old railway bridge. These proposals are also not progressing in line with the AAP proposals map and the revised river works application was approved by your Committee on 9<sup>th</sup> July 2015. These revised River works provide a gain of 0.57 ha to the RIS. The effect of the above means that the overall loss to the RIS as a result of both the RCDM and the River Works, is only 0.31 ha (0.88 ha RCDM overlap minus the 0.57 ha gained north of the River).
- 6.11. Based on the above, relatively limited area, whilst the proposed development is not in accordance with the AAP land allocation relating to the RIS and its required uses, I do not consider that the proposed development would have an adverse effect on the development of the wider RIS site in the future. The RCDM plays a vital role for the Armed Forces. As such, the proposed development whilst not in accordance with policy, provides justification for a departure from the Plan, in my opinion.

#### Design

- 6.12. The proposed building would be 'H' shaped with two blocks of equal 6 storey height and would be rendered and clad with a metal vertical cladding system. The majority of the site around the building would be surrounded by hard standing forming the 170 car parking spaces. However, two outdoor spaces for use by the residents are proposed to the rear of the site adjacent to the river corridor. These would comprise a formal courtyard and a restorative garden. The courtyard would have the ability to be used as an outdoor dining and entertaining area whilst the restorative garden would contain sensory planting, seating, lawn and a hard landscaped area.
- 6.13. The site is in a highly visible location as illustrated by the site analysis in the submitted Design and Access Statement with views of the site from the River Rea, homes on Bristol Road South and the new town centre. In certain locations – river Rea corridor and town centre – there would be long views of the site increasing its visibility over a wide area.
- 6.14. Whilst the service constraints on the site and the DIO stand-off distances are understood, the consequence of this is that the building is pushed well into the site which is different to the built character of this part of Longbridge where buildings are closer to the street, creating activity and enclosure on Bristol Road South

particularly. An equally important aspect of the site is its boundary with the River Rea which will become a public linear open space walkway. This is established in the Longbridge Area Action Plan and will be implemented as part of the redevelopment of the West Works Site, part of which has been recently granted approval under 2015/03066/PA and which also supports aspects of this application.

- 6.15. Development on this site would also be the neighbour of further new built development on West Works and the proposed development needs to sit comfortably within the context of new business and residential developments nearby which would generate a significantly increased resident and working population in the near future.
- 6.16. Security requirements and site constraints dictate that the car parking is located on the most visible/prominent parts of the site. However, significant landscaping and well-designed and considered boundary treatments are essential to create enclosure of Bristol Road South, screen the car park and create an attractive and appropriate edge to the site and these have been negotiated during the process of the application.
- 6.17. Despite the stand-off distances and the consequences of this, I consider that the scale and mass of the building are appropriate in this prominent location and the contemporary architecture and materials contribute positively to the new development on North Works, the town centre, residential, commercial and educational developments in the vicinity. Boundary treatments are now considered acceptable following the receipt of amended plans.

#### Transport

- 6.18. A Transport Assessment is submitted in support of the application. This identifies that the site is well linked to and supported by a high level of public transport including a 13 minute train journey with 6 trains per hour from Longbridge Station to University Station and a direct 20 minute bus service (number 98) to the hospital operating between 0500hours and 0000hours. The site is also adjacent to National Cycle Network Route 5 which provides an approximate 20 minute off-road route to the hospital.
- 6.19. Traffic modelling has been undertaken as part of the assessment which demonstrates that the proposed development can be accommodated by the existing infrastructure in both the AM and PM peaks and as such, the local network would operate within capacity. The key junctions of the A38 roundabout/Lickey Road and the A38/Tessall Lane would accommodate the proposed development. With regards to the M5 motorway impact, the Highways England 'Pinch Point' scheme which allows for and facilitates growth at Longbridge are currently under construction and are due for completion later this year.
- 6.20. Transportation and Highways England have raised no objection to the proposal on traffic/highway impact grounds and I concur with this view. Safeguarding conditions are recommended relating to a s278 Agreement and the provision of disabled spaces.

#### Drainage/Sustainable Urban Drainage (SUDS)

- 6.21. A drainage strategy has been submitted in support of the application. This strategy identifies that the former site area was almost all hardstanding and roof area that had a positive gravity drainage system that collected surface water via roof guttering



and yard gullies. The roof drainage and external areas drained into the nearby public surface water sewerage network, which in turn discharged into the River Rea. Foul drainage collected via a gravity underground system that discharged into the existing public sewerage network located on the site. It is proposed that the former building and external area drainage would be removed as part of the development works leaving only the public sewerage pipework and equipment. A Severn Trent Water Limited (STWL) combined waste water pumping station is located adjacent to the application site. The equipment provides an overflow facility in times of heavy rainfall when high flow rates are encountered within the main combined water trunk sewer located within Bristol Road South. This equipment would remain unchanged during construction and future operation of the site.

- 6.22. The proposed development would have separate gravity foul and surface water systems that would drain from the building to under external areas and then discharge into the existing network. Existing drainage connection points would be reused where possible, for roof water and surface water from external areas. Car parking areas would drain by means of porous paving. Foul water would be collected on each floor before dropping into vertical vented soil stacks to the ground floor ceiling level where pipework would run horizontally to the nearest vertical soil stack to beneath the floor slab and into the drainage network.
- 6.23. The Strategy considers that a total surface runoff betterment of 50% could be achieved. The reduction in impermeable area and the use of SUDS would reduce and improve the water quality and quantity of runoff volumes discharged to the River Rea.
- 6.24. Severn Trent Water have raised no objection to the proposal subject to a drainage safeguarding condition while Mains Drainage have requested further conditions relating to SUDS. I concur with this view and the relevant safeguarding conditions are recommended below.

#### Flood Risk

- 6.25. A Flood Risk Assessment has been undertaken in support of the application. The assessment incorporates hydraulic river modelling previously undertaken to support the wider Longbridge redevelopment. This modelling demonstrates that the proposed RCDM application site lies outside of the 1 in 100 year plus climate change floodplain, and therefore outside of Flood Zone 3. The remainder of the application site is shown to lie partially within the 1 in 1000 year flood plain (zones 1 and 2). To further safeguard the proposed development, the assessment highlights the requirement for finished floor levels to be raised a minimum of 600mm above the 1 in 100 year plus climate change design flood level and a minimum of 150mm above immediate surrounding ground levels to protect the building from surface water/overland flooding.
- 6.26. The Environment Agency has raised no objection to the proposed development subject to a safeguarding condition requiring implementation of the FRA and its finished floor level mitigation measures. I concur with this view and consider the proposed development acceptable in relation to flood risk subject to the safeguarding conditions listed below.

#### Ecology

- 6.27. An ecological appraisal is submitted in support of the planning application following field surveys which took place in November 2014 and February 2015. The report

identifies that the site lies within the Natural England defined Midlands Plateau Natural Area, which possesses a diverse nature conservation resource although the area is essentially urban. The River Rea itself, is designated as a Wildlife Corridor.

- 6.28. The site comprises a part demolished brick structure; a disused florist shop; the A38 road bridge over the River Rea constructed from a combination of brick, concrete and metal girders; bare ground consisting of tarmac; an area of species-poor semi-improved grassland and woodland and scrub.
- 6.29. In relation to fauna, the survey found that there was no evidence for the presence of bats during the survey within the site; no evidence of badgers were found within the site and that there is limited suitable habitat; no evidence of water voles was identified and the reinforced banks and dense shading make it unsuitable for them.
- 6.30. The report identifies that the accompanying River Rea works (application reference 2015/03066/PA) would have a beneficial impact on the ecological value of the corridor by the:
- Removal of two areas of concrete reinforcement;
  - Re grading of the river bank in areas to provide a safe slope and a variety of marginal habitats for aquatic and wetland species;
  - Flow deflectors in the channel to encourage flow diversification and the accumulation of material to form additional habitat features;
  - Selective removal of scrub and trees from the areas of re-graded bank, to reduce shading of the river; and
  - Other trees would be selectively pruned or coppiced.
- 6.31. Mitigation and enhancement measures identified in the report comprise:
- Impacts on the river should be minimised by employing good construction management practices;
  - Preparation of a management plan for the enhancement and management of the river;
  - Retained trees should be protected by barriers and/or ground protection;
  - A pre-construction check for active badger setts within 100m of piling operations and 30m of working footprint should be undertaken;
  - Consultation with an ecologist prior to structural or lighting changes to the A38 road bridge to determine potential for roosting bats;
  - Consultation with an ecologist prior to felling of trees to determine potential for roosting bats; and
  - Site clearance/tree works should be undertaken outside of bird breeding season (March to August).
- 6.32. The City Ecologist identifies that the River Rea at this point, due to its location within the former Rover factory site, was previously out of view for much of its length and is contained within a modified channel, some sections having concrete walls, as “bag work” or as gabions. The brook course is also heavily shaded in places. The combination of these factors will have reduced the ecological value of this section and limited the connectivity between nature conservation sites both up and downstream. However there is a good opportunity to improve and enhance this section to provide a greater connectivity between these more natural sections, upstream at Rubery Great Park and downstream at Daffodil Park. Overall the proposed work would improve the ecological value of the river channel.

- 6.33. Safeguarding conditions are recommended by the City Ecologist relating to ecological enhancement measures, bird and bat boxes and a nature conservation management plan and these conditions are recommended below.

#### Trees

- 6.34. A tree survey has been undertaken, showing an Ash and Sycamore along with three groups of trees. The three groups included Sycamore, Ash, Wild Cherry, Norway Maple, Lawsons Cypress, Cherry Laurel, Rowan, Black Locust Tree Apple and Elm. Of the two individual trees, both were categorised as B1. The three groups were classified as B2. The application proposes the retention of all trees assessed within the site.
- 6.35. My Arboricultural Officer has raised no objection and has recommended safeguarding conditions relating to tree protection and implementation.

#### Contaminated Land

- 6.36. The accompanying Geo-Environmental report has assessed both the RCDM site and the River Rea South and North Banks. In relation to the South Bank, the report identifies the site as being made ground comprising varying proportions of sand, gravel silt and clay sized fractions with plastic, brick and concrete fragments below which were deposits of alluvium. In relation to the north bank (location of the proposed walkway), the ground consists of sand and gravel with ash, brick and concrete underlain by weathered sandstone.
- 6.37. Surface water samples were collected during the investigative works which had no elevated levels of recorded contaminants in them.
- 6.38. Regulatory Services has raised no objection to the proposed works subject to a safeguarding condition relating to unexpected contamination and I concur with this view.

#### Noise

- 6.39. A noise assessment has been undertaken and is submitted in support of the application. The noise readings were undertaken at a point of the site that would comprise the most exposed façade to the A38. Noise measurements were taken between approximately 1600 and 1900 hours on 6<sup>th</sup> January 2015 and between 2300 to 0200 hours on 6<sup>th</sup>/7<sup>th</sup> January 2015. The measurements averaged at 59.8dB (LAeq, 15mins) Daytime, and 50.8dB (LAeq, 15mins) Night-time. The assessment concludes that the predominant noise source is from road traffic and subject to glazing, ventilation and limiting plant noise measures; the proposed accommodation would be acceptable in relation to impact from noise. Regulatory Services has raised no objection to the proposal on noise grounds and I concur with this view.

#### Section 106 Issues

- 6.40. Local Services have requested a contribution of £144,000 in accordance with the requirements of the Public Open Space in New Residential Development SPD to be spent in the nearby Cofton Park. The applicant has agreed with the payment and as such a Section 106 Agreement is required. As Local Services have a scheme part funded by grant money for the provision of new changing rooms within the park, I consider that the money should be specifically allocated for this use as occupants of

the proposed development are likely to use the park and its facilities for training purposes; rather than Cofton Park in general.

#### Other Issues

- 6.41. I note the objections received from a local resident and can confirm that a number of sites were assessed for the proposed development and whilst discussions were undertaken with the Hospital Trust, these did not progress into an agreement. As such, a site was available within the required timeframe at Longbridge. Whilst security is clearly an issue, the RCDM required the site to be publicised in relation to the proposed development, use and occupants. This however, is their requirement and security in this form, is not a planning consideration although will have been assessed by the Ministry of Defence. Whilst the development is not in accordance with the AAP, the City Council do not own the application site and as such cannot enforce a specific use on this site such as a doctor's surgery (which would also be a departure from the AAP).

#### 7. Conclusion

- 7.1. The site is located within the identified and allocated AAP Regional Investment Site. Whilst the proposed C2a development would be contrary to the land allocation within the Longbridge AAP, a minimal loss of 0.31Ha allocated employment RIS land would occur and 25 hectares, as per the AAP would remain. As such, the proposed development is considered acceptable in principle. The design and mass of the building are suitable for the highly visible site which will be linked to the River Rea walkway and under the A38 into Longbridge North and the new town centre park.
- 7.2. I note that the key principle in the NPPF is the presumption in favour of sustainable development and this is identified as having three stems of economic, social and environmental. As the proposal would continue to support the wider site redevelopment with its associated significant economic and social benefits, support the provision of further local employment in both construction and support employment within the building whilst supporting the provision of medical services within the City and specifically locally at the QE Hospital and would have a positive and significant environmental benefit, I consider the proposal to be sustainable development and on this basis, should be approved.

#### 8. Recommendation

- 8.1. That consideration of application number 2015/03064/PA is deferred pending the completion of a suitable legal agreement to secure the following:
- a) An financial contribution of £144,000 (index linked from the date of this planning committee) towards the provision of a new changing room pavilion with associated meeting space, toilets and baby changing facilities within Cofton Park, payable on commencement of development.
  - b) A continued commitment to remain in a Local Training and Employment Scheme with the City Council and other agencies and employ local people (target of 60% people hours) during construction of the development.
  - c) Payment of a monitoring and administration fee associated with the legal agreement of £5,040.

- 8.2. That the Director of Legal and Democratic Services be authorised to prepare, seal and complete the appropriate agreement.
- 8.3. That in the event of the above legal agreement not being completed to the satisfaction of the Local Planning Authority, on or before 4 August 2015, planning permission be refused for the following reasons:
- a) In the absence of any suitable planning obligation to secure a financial contribution of £144,000 towards the new changing room pavilion in Cofton Park, the proposed development conflicts with the Longbridge Area Action Plan 2009 including paragraphs 2.2, 2.5, 2.9, 2.10, 2.17, 3.153 and 3.156; Public Open Space in new Residential Development SPD and Paragraphs 5.20 and 5.20C of the Birmingham UDP.
- 8.4. That in the event of the above legal agreement being completed to the satisfaction of the Local Planning Authority on or before 4 August 2015, favourable consideration would be given to application 2015/03064/PA subject to the conditions listed below.

---

1	Limits the approval to 3 years (Full)
2	Requires the scheme to be in accordance with the listed approved plans
3	Requires the submission of unexpected contamination details if found
4	Requires the implementation of the Flood Risk Assessment
5	Requires the prior submission of a drainage scheme
6	Requires the prior submission of a Sustainable Drainage Assessment and Sustainable Drainage Operation and Maintenance Plan
7	Requires the prior submission of a scheme for ecological/biodiversity/enhancement measures
8	Requires the prior submission of details of green/brown roofs
9	Requires the prior submission of hard surfacing materials
10	Requires the prior submission of sample materials
11	Development in Accordance with Acoustic Report
12	Requires the prior submission of access barrier and guard hut details
13	Requires the prior approval of an amended car park layout
14	Requires the prior submission and completion of works for the S278/TRO Agreement
15	Arboricultural Method Statement and Tree Protection Plan Implementation

---

Case Officer: Pam Brennan

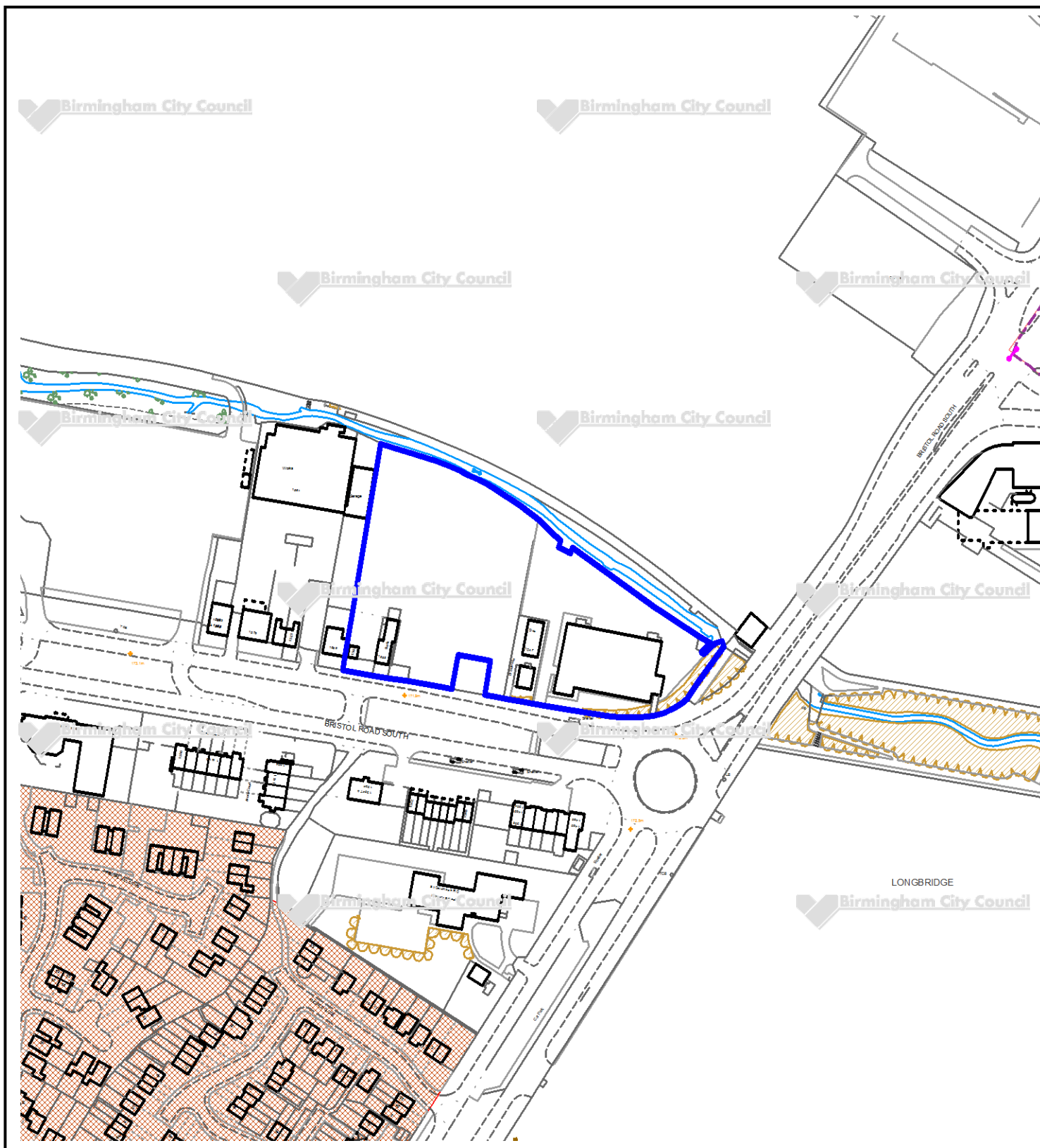
## Photo(s)



View of RCDM site from A38 bridge



## Location Plan



This map is reproduced from the Ordnance Survey Material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Birmingham City Council. Licence No.100021326, 2010