
Committee Date:	23/07/2015	Application Number:	2015/03524/PA
Accepted:	01/05/2015	Application Type:	Full Planning
Target Date:	31/07/2015		
Ward:	Ladywood		

Land at Bristol Street, Rickman Drive, Bell Barn Road, Spring Street and Lee Bank Middleway, (Zone 11 Park Central), Birmingham

Erection of a mixed use development providing 335 one, two and three bed apartments (Use Class C3) with ground floor retail (Use Classes A1-A5) and creche/day centre (Use Class D1) fronting Bristol Street with associated parking and landscaping

Applicant: Crest Nicholson Regeneration Ltd
c/o Agent
Agent: Savills (UK) Ltd
Innovation Court, 121 Edmund Street, Birmingham, B3 2HJ

Recommendation

Approve Subject To Conditions

1. Proposal

- 1.1 The application relates to Zone 11 at Park Central which occupies a prominent sloping site at the junction of Lee Bank Middleway and Bristol Street. It is proposed to erect a residential led mixed used development on the site in the form of 335 apartments, two commercial units and a crèche/day centre. The development would be arranged as a group of six individual buildings positioned around a central courtyard which would provide parking and amenity space. The six buildings (Blocks A -F) would face onto the four existing roads that surround the site and provide living accommodation above basement parking areas. On the Lee Bank Middleway and Bristol Street frontages, three of the buildings (D-F) would be linked at the lower level and arranged as a crescent with the central block being the tallest structure to provide a strong presence at the road junction.
- 1.2 It is intended that the development would deliver one, two and three bedroomed apartments which would provide a mix of open market and privately managed purpose built rental sector dwellings (PRS). Blocks A, B and C would be located fronting the existing Park Central estate roads and provide a total of 118 apartments within 6 floors of accommodation above a basement area which would provide car parking spaces, bin and cycle storage areas. The car parking provision would be 100% with one space for each unit. The mix proposed is 28 x one-bed, 88 x two bed and 2 x three bed apartments all of which would be open market properties.
- 1.3 Blocks D, E and F which would front Lee Bank Middleway and Bristol Street would provide 217 dwellings as a mix of 85 x one bed, 114 x two bed and 18 x three bed apartments. All of these are proposed to be private rented dwellings. Block D would provide 7 storeys of residential accommodation, Block E - 9 storeys and Block F - 8 storeys of residential accommodation and on the two later blocks this would be

above 2 floors of basement/semi basement parking and storage areas. 136 parking spaces are proposed for the 217 apartments at a ratio of 63%. On Block F the apartments would be located above two floors of commercial/non-residential floor space fronting Bristol Street. This would be in the form of 2 ground floor retail units (use classes A1-A5) providing a total of 504 sqm GIA and entrance/reception area for the PRS apartments. Above this would be a Crèche/Day Centre (use class D1) of 302 sqm with communal areas for occupiers and the management of the PRS apartments including a possible café.

- 1.4 The proposed apartments would range in size from 45 – 48 square metres for the one bed units, 61 – 66 square metres for the 2 bed units and 81-82 square metres for the 3 bed units. All the main bedroom sizes would meet or exceed the 12.6 square metres recommended in Places for Living.
- 1.5 All 6 buildings would be faced in the same light buff coloured brick with contrasting dark framed windows and doors which would also match infill panels and the roof on the upper floor and rainwater goods. Each block would be flat roofed with the accommodation on the top floor clad with grey ribbed metal. The design includes balconies to the upper floors of the three open market blocks and on the 3 blocks forming the crescent units would have a small Juliet balcony. The shop fronts would be double height and fully glazed.
- 1.6 There is a difference in levels of about 7 metres from north to south across the site which has allowed much of the car parking to be accommodated in basement or semi basement areas under the buildings. However a number of parking spaces are also proposed within the central courtyard park of which will be covered with a deck so that a large shared amenity space can be provided for residents. The area would be terraced and landscaped to include planting and seating areas. On the road frontages there are currently a number of trees around the boundaries of the site which would be removed apart from three large specimens at the junction of Bell Barn Road and Rickman Drive and a further group of trees on the Bristol Street/Lee Bank Middleway junction. Replacement trees would be provided around the site frontages as well as on the highway verges to Bristol Street and Lee Bank Middleway.
- 1.7 A total of 270 car parking spaces are proposed for the entire development including 22 spaces for disabled persons. Under Blocks A-C, 91 parking spaces would be provided with a further 27 spaces for these residents within the central courtyard, all accessed from Spring Street. For Blocks D, E and F the 136 parking spaces proposed would be located in a basement and semi basement area under the buildings and within the courtyard. The remaining 16 spaces would be located in front of the commercial units proposed in Block F adjacent to Bristol Street. Access will be provided from Spring Street and from Rickman Drive with egress only onto Bristol Street. 259 covered cycle parking spaces are also proposed for residents within the basement car parks with an additional 5 cycle spaces provided in front of the commercial units for general use.
- 1.8 The application proposals will also require changes to the current position of the public footpaths, bus stop on the Bristol Street frontage including to the ramps/steps leading to the subway that currently provides a segregated pedestrian crossing the A38. It is intended that the subway will be infilled and closed and be replaced by a toucan crossing at surface level. The application also includes setting back the buildings on the frontages to Bristol; Street and Lee Bank Middleway to accommodate a cycleway and footpath as proposed as part of the “Birmingham Cycle Revolution”.

- 1.9 The site has an area of 1.4 ha giving a density of 241 dwellings per ha. The application is supported by a Planning Statement, Design and Access Statement, Transport Assessment and Travel Plan, Environmental Noise Report, Arboriculture Impact Assessment, Ecology Assessment, Foul and Surface Water Drainage Assessment, Flood Risk Assessment, Ground/Land Condition Report and Air Quality Assessment

1.9 [Link to Documents](#)

2 Site & Surroundings

- 2.1 The application site forms Zone 11 at Park Central and lies in the south-eastern corner of the Park Central development at Attwood Green, formerly part of the Lea Bank Estate. It occupies a prominent position at the junction of Bristol Street and Lee Bank Middleway and is also bounded by Bell Barn Road and Rickman Drive to the north and Spring Street to the west. The site was originally occupied by a 22-storey residential block known as Haddon Tower, two blocks of maisonettes and a small parade of shops. Haddon Tower was demolished in 2006 and the other buildings were removed some years earlier.

- 2.2 The centre of the site has been largely cleared and is occupied by site offices and a compound which are being used in conjunction with the building works being undertaken at Park Central. This area is surrounded by hoardings and there are several mature trees on the road frontages. The site also includes the ramps associated with the subway that provides a pedestrian crossing under Bristol Street. There is a considerable difference in levels across the site of about 7 metres with the lowest point being at the junction of Lee Bank Middleway and Bristol Street and to the highest point at the junction of Bell Barn Road and Spring Street.

- 2.3 To the north of the site is a five storey block of recently built apartments, and older two storey housing as well as East Park (Moonlit Park) which is one of two new large areas of public open space provided within the Park Central development. On the western boundary of the site another new development of five storey apartments and houses is under construction. To the south and east of the site is the Bristol Street/Middleway junction which is a major intersection and gateway into the City Centre. Diagonally opposite the site to the south east at the corner of Belgrave Middleway lies Opal 1 an 18-storey development of student accommodation. To the immediate south of the site is the single storey MacDonald's building and opposite the site to the east is St Luke's Church

2.4 [Site Location](#)

3 Planning History

- 3.1 17 January 2002 – 2001/05674/PA – Outline planning permission granted for partial redevelopment and partial refurbishment of the Lee Bank Estate.
- 3.2 11 April 2002 - 2002/00787/PA – Planning permission granted for variation of condition C2 of planning permission C/05674/01/OUT to extend the period of time within which to submit reserved matters to 10 years.
- 3.3 24 June 2004 - 2004/02236/PA - Reserved matters approval granted for landscaping, pursuant to outline planning permission C/05674/01/OUT, for the partial redevelopment, partial refurbishment of the Lee Bank Estate, concerning the formation of Attwood Green Park (East & West Park).

- 3.4 13 April 2006 -2006/01613/PA – No prior approval required for demolition of Haddon Tower block & associated works.
- 3.5 13 February 2008 – 2005/02946/PA - Outline planning application granted for a landmark mixed use scheme including a class A1 retail store, further retail uses (classes A1-A5) and 164 x 1 bed and 251 x 2 bed dwellings with associated access and car parking.
- 3.6 8 July 2011 - 2010/07236/PA - Application to extend time period in which to implement outline planning permission 2005/02946/PA granted for redevelopment of site to provide a landmark mixed use development including a class A1 retail store, further retail/leisure units (Classes A1-A5), 164 one bed and 241, two bed apartments with associated access and car parking.

4 Consultation/PP Responses

- 4.1 Transportation – No objection in principle subject to further information being provided with regard to the details of the new signalised Toucan crossing facility on Bristol Street and the access plan being amended to show the carriageway lanes on Bristol Street being reduced in width. They also request a number of highway conditions being imposed to require a package of highway works, provision of a construction, parking and vehicle management plan, highway signage, cycle parking, a residential travel plan and affiliation to company Travelwise. They also advise a stopping up resolution will be required under Section 247 of the T&CP Act to cover the area of public highway becoming redundant around the junction of Rickman Drive and Bristol Street.
- 4.2 Drainage Team– No objection in principle but request further information in respect of the agreement between developer and private management company for ongoing maintenance of SuDS features and that a drainage condition be imposed.
- 4.3 Regulatory Services - No objection subject to conditions requiring a site investigation, noise levels for plant and machinery, details of any extraction and odour control equipment, noise Insulation between the commercial and residential uses, restricting the Hours of Use of the A1-A5 premises to 0700 - 2300 daily and the D1 premises to 0700 - 1800 Mondays to Fridays, restricting delivery times to 0700 -1900 on Mondays to Saturdays and 1000 -1900 on Sundays. They also request that the glazing and ventilation specification set out in the noise report is installed and that the balconies should have solid sides and faces to protect external amenity areas from road traffic noise. Conditions are also recommended to require provision of a vehicle charging points that any commercial vehicles comply with Euro emission standards, designation of parking spaces for low emission vehicles and measures discouraging use of high emissions vehicles.
- 4.4 Ecologist – No objection subject to a condition being imposed requiring a scheme for ecological/biodiversity/enhancement measures. Comments that the landscape plan shows the retention of a number of the more mature trees around the perimeter of the site which is welcomed and requests the replacement tree and shrub planting includes species that provide some benefit to insects and birds. Considers that the proposed “Bioswale” could be an important biodiversity feature within the scheme.
- 4.5 Severn Trent Water – No objection subject to a drainage condition being imposed.

- 4.6 Environment Agency – No objection subject to a condition being imposed to ensure that any unsuspected contamination encountered is dealt with.
- 4.7 West Midlands Police – No object and comments that they support the segregation of the parking for the two distinct uses of the site and the access control proposals for vehicles and pedestrians which they consider should reduce the potential for crime and anti-social behaviour. Requests high standards of door security to Secured by Design 'New Homes 2014' standards, that a suitable CCTV system be installed, a lighting plan for the site are produced following the guidelines in 'Lighting Against Crime' and separate alarm systems are installed for the commercial units.
- 4.8 Local residents, ward councillors, residents associations notified of the application, press and site notices displayed. Three letters received from local residents. One letter objects to the development on the grounds that Park Central area is already a very busy area due to the number of building projects going on and further development would make a quiet area a very noisy one and causing issues for the current residents. A second letter supports the application in principle, but considers 335 dwellings is excessive and would have a huge impact on the surrounding area and road network. Requests that building heights are capped to 4 or 5 storeys in line with the rest of the Park Central development. The third letter comments that although they have no objection it is a shame that beautiful trees and green areas will be removed but is pleased to see new retail floor space, the crèche and communal relaxation/ social area in the new development.

5 Policy Context

- 5.1 Birmingham UDP 2005, Draft Birmingham Development Plan, NPPF, Convention Centre Planning and Urban Design Framework, Central Area Estates Framework, Places for Living, Places for All, Attwood Green Phase 1 Public Realm Design Guide, Affordable Housing SPG.

6 Planning Considerations

- 6.1 The application site which is known as Zone 11 forms the last parcel of land to be redevelopment at Park Central following the outline planning permission originally granted in January 2002 for the partial redevelopment and partial refurbishment of the former Lee Bank Estate. To date over 1200 new dwellings have been built along together with two new parks, a hotel, two office buildings (one converted into a school), new health centre and a local shop/takeaway.
- 6.2 The main issues to be considered with this current application are whether the development complies with the planning policies relating to the site, whether the design and layout is acceptable, whether a suitable living environment can be provided for occupants, the impact on nearby residents and parking/highway issues

6.3 Policy

- 6.4 The former Lee Bank estate is identified for regeneration and a housing led redevelopment in the UDP and Central Area Estates Development Framework adopted in 1999. Policy TP31 of the draft BDP states that the regeneration and renewal of existing housing areas will continue to be promoted to ensure that high quality accommodation and environments are provided in line with the principles of sustainable neighbourhoods.

- 6.5 The original outline approval 2001/05674/PA has now expired, however this included a “Framework for Development” in which the application site was shown as being redeveloped for a mix of residential and commercial uses including food retail on the ground floor and offices/hotel to provide a new commercial frontage to Bristol Street. The residential development was shown as being mainly flats at a density of between 250-350 dwellings per ha and building heights between 3-6 storeys. The 22 storey Haddon Tower, which previously occupied the site, was identified as being in need of refurbishment or rebuilding in order to create an “icon” building at one of the key gateways into the city centre.
- 6.6 Following the outline approval planning permission was subsequently granted in 2008, following a public enquiry, for a landmark mixed use scheme on the application site including a class A1 retail store, further retail uses (classes A1-A5) and 415 one and two bed dwellings with associated access and car parking. This included a large supermarket/food store of 11,045 square metres, secondary retail uses classes A1-A5 and 762 car parking spaces. The residential development proposed included 6 apartment buildings of 6 storeys and a tower sited at the Middle Way/Bristol Street junction 24 storeys high above the deck to form a landmark feature building. Although this outline planning permission was extended for a further 3 years in 2011 reserved matters were never submitted as the applicants were unable to secure an operator for the supermarket/food store. However although the outline planning permissions relating to the site have all now expired this plot has been identified for a mixed use development for a number of years including apartment blocks and a tall feature building on the Bristol Street/Lee Bank Middleway junction.
- 6.7 Therefore although objections have been received on the grounds that the area is already busy and noisy and the erection of 335 dwellings is excessive, the site has been scheduled for redevelopment for many years. The impact of these proposals on the surrounding area and road network is likely to be significantly less than from the large food store, other retail units, 415 apartments and 762 parking spaces that were previously approved. The principle of a mixed use development on this site is considered to be acceptable and to accord with policy and the previous permissions granted on the site.
- 6.8 Layout and Design**
- 6.9 Comments have also been received that the buildings heights should be reduced to 4 and 5 storeys whereas the proposals would provide buildings of heights of 6, 8 and 9 storeys above a basement car park and podium. The framework for development document envisaged that most of the development would be up to 6 storey’s in height but with a refurbished Haddon Tower or landmark building of about 22 storeys in height fronting on Bristol Street. The previously approved scheme also provided 6 storey apartment buildings but above a higher basement/podium level of retail floor space and parking together with a tall 24 storey tower at the Middle Way/Bristol Street junction with a height of approximately 92 metres. The development framework and previous outline planning permissions have therefore always envisaged building heights of about 6 storeys on the application site but with either the retention of Haddon Tower or a replacement feature building of a similar height.
- 6.10 In terms of layout it is considered appropriate to locate the buildings as perimeter blocks fronting existing highways with a new parking and amenity area in the centre of the site. As traffic noise is an issue, particularly at the Lee Bank Middleway/Bristol Street junction, it allows a protected, private, sheltered and sunny amenity area to be provided for the benefit of future residents. The apartment blocks have also been set

back from the road frontages to allow amenity space and tree planting to be provided in front of the buildings which would also form a green corridor to link to the new parks and through to the open space on The St Luke's development on the opposite side of Bristol Street. This arrangement would also complement the "Birmingham Cycle Revolution" proposals which are for a new 3 metre wide cycleway on the Bristol Street /Lee Band Middleway frontages.

- 6.11 The development would require the removal of 10 individual trees and two groups of trees but does retain two groups of trees on the Rickman Drive and Bristol Street frontages. The Council's tree officer raises no objection to the proposals and notes that the development does retain more trees than previously approved scheme where none were retained. He comments that the proposals would retain a greater portion of visual amenity around the main road junctions and numerous tree replacements including good provision on all external frontages is being offered.
- 6.12 The original development framework and previous permissions supported the proposal to create a tall "icon" building on the Haddon Tower site /Bristol Street Lee Bank Middleway junction. Although the proposals for this part of the site do not provide a tall tower they address the need for a strong solution on this junction by linking the three blocks at podium level to form a curve with the central corner block designed as a crescent and at a higher height at 9 storeys to the blocks on either side. This is considered to provide a suitable and appropriate scale of development to address this important junction.
- 6.13 It was also originally envisaged that the development of the site would deliver active frontages including commercial uses on Bristol Street. This has been addressed by providing two commercial units to this frontage and functions associated with the PRS accommodation, which include concierge, nursery and café. This space would be two storeys in height and fully glazed. Elsewhere landscape buffers have been provided in front of the blocks and where undercroft car parking is visible from the street it is at a maximum of 0.5 -1 storeys high with residential uses brought down to the street.
- 6.14 The design proposed for the individual blocks adopts a 'base/middle/top' principle, with a strong podium line, coupled with a defined 'top', connecting to a strongly framed section in between. It is proposed that the treatment of the upper-most floor would be dark coloured textured aluminium panels to match the windows and compliment and contrast with brick which would be used as the main material. A buff coloured brick has been proposed to lighten the overall mass and help maximise light levels within the courtyard. The main elevations have been ordered to reflect the internal spatial arrangements, with the living room defined by a wider window module, and the bedrooms narrower slots. It is also proposed that the framed windows are set back from the façade into reveals of varying depth to add interest to the elevations as well as serving a practical function on the south facing façades of blocks D, E and F.
- 6.15 Overall the layout and design proposed is considered to be acceptable and would result in a suitable form of development for this prominent site.
- 6.16 Residential Amenity**
- 6.17 All the apartments are considered to be of a suitable size and the main bedrooms meet the guidance set out in Places for Living. On the three market blocks each apartment would have either a balcony or terrace but on the three PRS blocks only a

Juliet balcony is proposed on some units. Residents would however have use of the landscaped courtyard and the two new parks within the wider estate.

- 6.18 It is acknowledged that the site is affected by road traffic noise and a noise report has been submitted which sets out the noise mitigation measures proposed which includes provision of acoustic glazing and ventilation. The apartments most affected by noise would be those fronting Lee Bank Middleway and Bristol Street where mechanical ventilation will be required in addition to a high glazing specification. It will be noted that Regulatory Services requests that the balcony designs be amended to have solid sides and faces to protect external amenity areas from road traffic noise.
- 6.19 The applicants however to not consider it to be appropriate to amend the design of the balconies to include solid sides. They consider that occupiers are capable of deciding whether or not to sit out on their balconies and as the associated openings would have acoustic glazing and ventilation this offer sufficient protection. They would also have the benefit of being able to use the internal courtyard area and neighbourhood parks for amenity space. If the design of the balconies were amended this would detract from the appearance of the development and therefore it is not considered that it is not necessary to require the balconies designs to be to be amended so they are fully enclosed.
- 6.20 Regulatory Services also recommend a number of conditions to protect residents from potential noise from the commercial uses proposed. The applicants have no objection to the opening hours recommended (07:00 - 23:00 daily) for the A1-A5 units but request that the (D1) use be allowed to open 07:00 - 19:00 Mon-Fri and 08:00 - 18:00 on Sat and Sun which is considered to be acceptable.

6.21 Impact on Existing Residents.

- 6.22 Letters have been received from 2 local residents concerned about the impact the development could have on the area however the site has been proposed for a high density mixed use scheme for many years. This revised scheme for the site is also likely to have less impact on existing residents than the previously approved development which included a large food store, delivery areas and 762 parking spaces. The new buildings have been set back from the road frontages so that the minimum separation distance between the proposed development and the new housing under construction on the opposite side of Spring Street is 20 metres. Elsewhere the separation distances are closer to 40 metres. Conditions are also recommended to restrict the opening hours and delivery times of the new commercial uses. It is not therefore considered that the development would cause any unacceptable loss of amenity to existing residents.

6.23 Highway Issues

- 6.24 Although comments have been received that the development would have a huge impact on the surrounding road network, the 270 car parking spaces now proposed for the development is a significant reduction compared to 762 car parking spaces previously approved. In addition the large reduction in commercial floor space would reduce vehicles movements and deliveries to and from the site.
- 6.25 Transportation comments that the site access strategy has evolved through the pre-application discussions and is governed by the levels across the site. An access in to the site on Bell Barn Road would lead to a surface level car park with 16 spaces for the retail and commercial uses and a basement car park with approximately 60

spaces. This is an entrance only with vehicles exiting onto Bristol Street via a left out only egress. Other access points would be provided on Rickman Drive and Spring Street into car parks with 50 spaces and 160 spaces respectively. They consider that the level of parking is proportionate to the level of development and is around two thirds less than the historic scheme with a significantly reduced level of trips by all modes.

- 6.26 The access strategy follows the previous approval and retains the principle of removing the pedestrian subway on Bristol Street which leads to a redesign of the footway and existing subway ramps that become redundant along this frontage. The subway has been sought for closure to link with the opposite side of Bristol Street and a future redevelopment on St Lukes estate. Previous traffic modelling and a review of the traffic signal junction of the Bristol Street/Middleway junction have shown a suitable level of operation in linking the surface level pedestrian crossing facility without adding any significant delays to the network. The proposed replacement of the subway with street level crossing is considered to offer improved facilities for pedestrians in the area and is a welcome feature of the proposals. The the development has been designed in accordance with on-going BCC improvements being designed under the Cycling Revolution project. This will see an improved pedestrian and cycle network along Bristol Street and the Middleway which should be implemented before the end of this financial year
- 6.27 The proposed car parking provision would provide 16 surface parking spaces for the commercial uses and more could be included with parallel parking subject if the need arises. Overall residential provision is made at 76% with 254 spaces for 335 apartments. This is similar to other developments across Park Central and in the wider area and in mitigation a series of on-street parking controls exist to manage the daily parking demand. 259 Cycle parking spaces are indicated within plans, 77% provision which slightly below the adopted parking SPD which seeks 100% provision for residential uses.
- 6.28 The conditions requested by Transportation are recommended and the additional information requested regarding the details of the new signalised Toucan crossing facility on Bristol Street and the showing the carriageway lanes on Bristol Street being reduced have been provided. Further detailed design of the highway improvements would be secured through the Section 278 agreement and there will also need to be a stopping up resolution to cover the area of public highway becoming redundant around the junction of Rickman Drive and Bristol Street. Regulatory Services have also requested conditions to require provision of a vehicle charging points that any commercial vehicles comply with Euro emission standards, designation of parking spaces for low emission vehicles and measures discouraging use of high emissions vehicles. It is considered that these conditions cannot be justified and are not reasonable.

6.29 Other Matters

- 6.30 When planning permission was previously granted for development on this site it was subject to a Section 106 Agreement which secured -
- Environmental Contributions of £400,000 to be used for improvements to the public realm and/or to Bristol Street/Lee Bank Middleway and additional landscaping. adjacent or adjoining the site
 - Highway works including the provision of a new at grade crossing to Bristol Street and the closure of the existing subway crossing at Bristol Street and Bus stop infrastructure on Bristol Street and Lee Bank Middleway.

- Extension of the existing local jobs and training scheme up to a value of £50,000
 - Works to provide a public art features including aesthetic enhancements to the new bridge over Lee Bank at a maximum total cost of £200,000 being £100,000 for public art features and £100,000 for the aesthetic enhancements to the bridge.
 - The extension of Eastern Park into part of the Development Site
 - That a minimum of 12% of the additional dwellings to be constructed on the development site over and above those granted by the outline planning consent shall be provided as rented affordable units to a maximum of 25% if the additional dwellings are shared ownership units providing a total discount of £2,640,000.
- 6.31 In connection with this application the applicants are offering to carry out improvements to the footpath network/public realm on the Lee Bank Middleway/Bristol Street junction including additional tree planting and to provide the new toucan crossing on Bristol Street to replace the existing subway. They consider that any further off site works or contributions are not justified in view of the much reduced scale of development now proposed on the site and the existing Guaranteed Essential Works Programme (GEW) which includes an extensive package of infrastructure improvements in the local area - in lieu of any Section 106 Agreement including the following -
- the creation of the parks
 - works to the roads, junctions and crossings
 - support for new and improved affordable housing
 - environmental and public realm improvements
 - new services as well as covering various abnormal remediation, demolition and construction costs
- 6.32 They advise that to date the total investment across all the GEWs has been approximately £40.6m substantially more than the original budget that had been agreed between the landowners (City and Optima) and the developers (Crest). The vast majority of the GEWs have been completed successfully and there are only a few items remaining that will be completed later this year. They further comment that having reviewed the GEWs, the three partners have agreed that the last two remaining items (a footbridge and turning lane on Lee Bank Middleway) are not required and should be replaced with alternative improvements elsewhere within Park Central to support the completion of the final phase of development. This includes the current proposal to close the existing pedestrian subway under Bristol Street and provide a new Toucan crossing at street level to provide a stronger link between Park Central and St Luke's to the east.
- 6.33 With regard to affordable housing the applicants advise that no provision is made for subsidised affordable housing as part of this development as they have already fulfilled the level of provision and numbers of units required through the original Development Agreement. This requires the Park Central development to deliver 165 Social Housing Dwellings for Rent and 60 Affordable Housing Dwellings for Shared Ownership giving a total of a total of 225 units. The residential phases already completed have provided 237 affordable homes and an additional 84 units have also been sold to Optima for use as affordable housing, bringing the total to 321 units. The overall development has therefore already provided some 86 more affordable units than was required under the Development Agreement.
- 6.34 Birmingham Property Services who manage the Development Agreement have confirmed that the total number of social housing units provided at Park Central is 321 exceeding the target. Also that there is no requirement for public art on Zone 11.

They also advise that Crest have also been implementing the “Construction Training Project” as part of the “Social Economic Programme” within the Supplemental Development Agreement May 2004 which requires Optima, Crest Nicholson and the Construction Employment Alliance (CEA) to work together to provide opportunities for the residents of Attwood Green to access training and employment in the construction industry. Five placements have also been arranged with Crest’s subcontractors and they have agreed to continue to work with Optima and CEA to ensure all their subcontractors are committed to participating in the scheme. It is therefore not considered necessary to require further affordable housing, public art or employment opportunities as part of this development.

- 6.35 In addition a development of more than 20 dwellings would normally be required to either provide on-site public open space or contribute towards off site facilities. Provision of public open space on the site has also been addressed by the Development Agreement which required two new neighbourhood parks to be provided. These were delivered at an early stage at the centre of the Park Central development and therefore there is no requirement for further public open space.

7 Conclusion

- 7.1 The application proposals would complete the redevelopment of the former Attwood Green estate and deliver an important focal point for Park Central and the wider City at the junction of Lee Bank Middleway and Bristol Street. The scale of the apartment blocks proposed is considered to be acceptable and the development would also deliver additional retail floor space on Bristol Street as envisaged in the master plan. It is considered that the development would provide a suitable living environment for future occupants and would not have an adverse impact on existing residents. The design, appearance, massing, height, layout and detailing of the development is consistent with the approach taken to other phases of the redevelopment of Park Central and would result in a high quality environment as well as delivering a new pedestrian crossing of Bristol Street.

8. Recommendation

- 8.1 I. That no objection be raised to the stopping up of the areas of public highway becoming redundant around the junction of Rickman Drive and Bristol Street and that the Department for Transport be requested to make an Order in accordance with Section 247 of the Town and Country Planning Act 1990

II. Approve subject to the following conditions

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| 1 | Requires the prior submission of a phasing plan |
| 2 | Requires the prior submission of a construction method statement/management plan |
| 3 | Requires the prior submission of unexpected contamination details if found on a phased basis |
| 4 | Requires the prior submission of contamination remediation scheme on a phased basis |
| 5 | Requires the prior submission of a contaminated land verification report |
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| 6 | Requires the implementation of the drainage proposals and details of the ongoing maintenance of SuDS features |
| 7 | Requires the prior submission of hard and/or soft landscape details |
| 8 | Requires the prior submission of sample materials in a phased manner |
| 9 | Requires the prior submission of hard surfacing materials |
| 10 | Requires the prior submission of earthworks details in a phased manner |
| 11 | Requires the prior submission of boundary treatment and retaining features details in a phased manner |
| 12 | Requires the submission of a landscape management plan |
| 13 | Requires the prior submission of a lighting scheme in a phased manner |
| 14 | Requires the prior submission of a scheme for ecological/biodiversity/enhancement measures on a phased basis |
| 15 | Limits the noise levels for Plant and Machinery |
| 16 | Requires the submission of extraction and odour control details |
| 17 | Requires the submission of noise insulation (variable) |
| 18 | Limits the hours of use of the A1-A5 premises to 0700 and 2300 daily. |
| 19 | Limits the hours of use of the D1 premises to 0700 and 1800 on Mondays to Fridays and 08:00 - 18:00 Saturdays and Sundays. |
| 20 | Limits delivery time of goods to or from the site to 0700 and 1900 on ondays to Saturdays and 1000 and 1900 on Sundays. |
| 21 | Requires the implementation of the glazing and ventilation specification |
| 22 | Requires the prior submission of details for tree works |
| 23 | Requires tree replacement within 2 years post development |
| 24 | Requires the prior submission of an arboricultural method statement (AMS) and a tree protection plan (TPP) |
| 25 | Requires the prior submission and completion of works for the S278/TRO Agreement |
| 26 | Requires the prior submission of entry and exit sign details |
| 27 | Requires the submission of a parking management strategy |
| 28 | Requires the provision of cycle parking prior to occupation |
| 29 | Requires the implementation of the residential travel plan |
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- 30 Requires the submission of details of a delivery vehicle management scheme
 - 31 Requires details of the design of the PRS Hub and D1 Unit .
 - 32 Requires the prior submission of window frame details
 - 33 Requires the prior submission of details of car park louvres.and brickwork.
 - 34 Requires details of the design of the retail units .
 - 35 Requires the scheme to be in accordance with the listed approved plans
 - 36 Limits the approval to 3 years (Full)
-

Case Officer: Lesley Sheldrake

Photo(s)



Figure 1: View of site frontage to Bristol Street



Figure 2: View of site frontage to Lee Bank Middleway

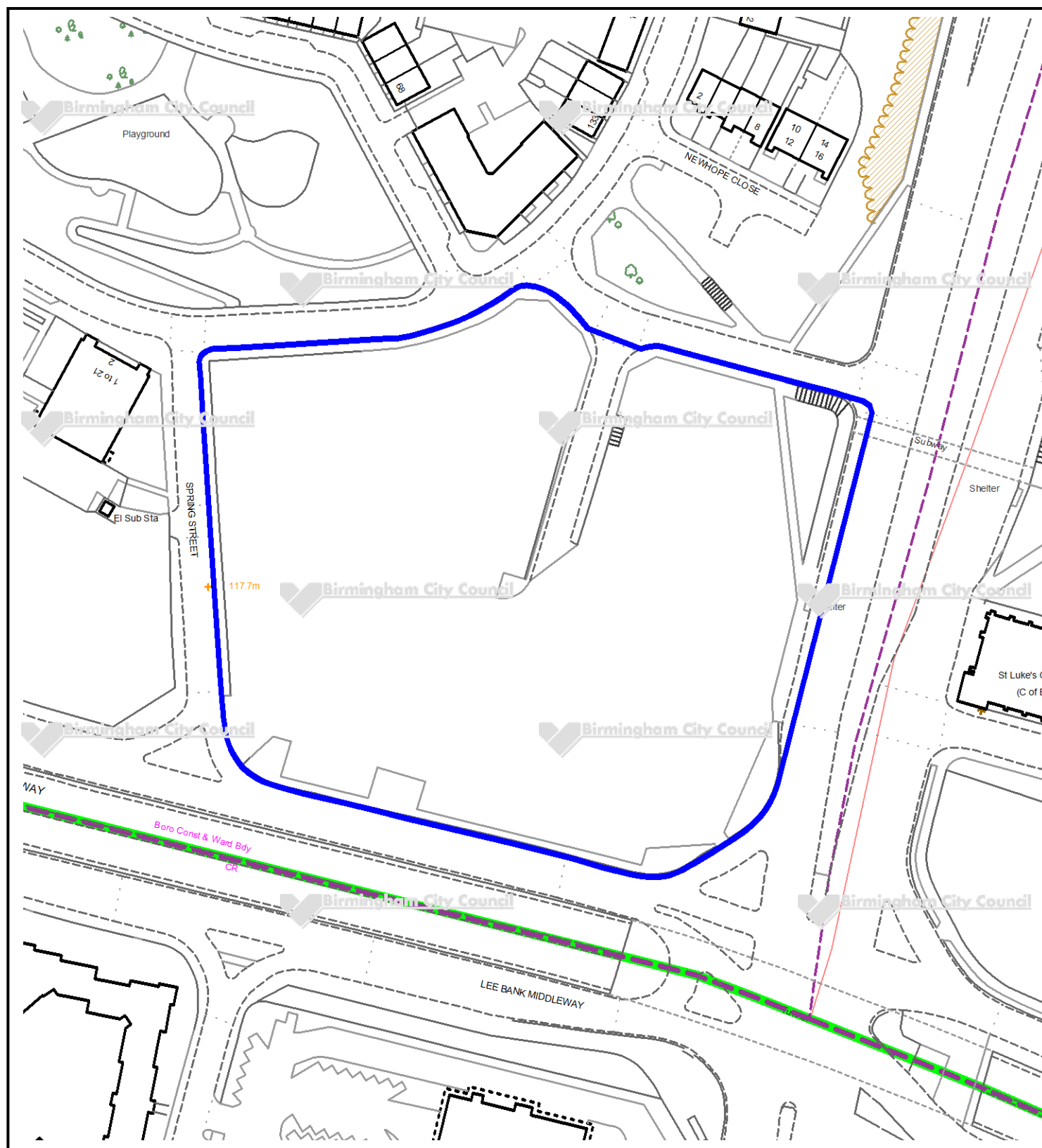


Figure 3: View of site frontage to Rickman Drive



Figure 4: Internal view of site

Location Plan



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