

BIRMINGHAM CITY COUNCIL

REPORT OF DIRECTOR OF PLANNING AND REGENERATION

PLANNING COMMITTEE

5th October 2006

ISSUES REPORT

WARD Ladywood

SUMMARY

This report advises Members of the application submitted on 9th August 2006 by Drivers Jonas on Behalf of Network Rail for the Major Refurbishment and Redevelopment of New Street Station.

This report sets out likely issues to be considered when the proposal is formally considered by your Committee and seeks your views on these issues and on other matters that may need to be included.

RECOMMENDATIONS

That this report be received and noted.

That the comments of the Committee are requested.

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PURPOSE OF REPORT

1.1 This report is intended to give Members an early opportunity to comment on this proposal and to identify the issues Members feel are particularly relevant, require amending, or any additional information that may be sought.

APP NO	C/05066/06/OUT
DISTRICT	Central WARD Ladywood
LOCATION:	New Street Station including land bounded by New Street, Smallbrook Queensway, Hill Street, Navigation Street, Station Street, Stephenson Street, City
PROPOSALS	Outline planning application, including the approval of access, for the major refurbishment and associated development of New Street Station and adjoining land, in connection with alterations and reconfiguration of the station facilities and comprising changes to the Pallasades Shopping Centre, the demolition of Stephenson Tower (Use Class C3), construction of two tall buildings, associated highway works, public spaces and infrastructure works (including uses A1 (retail), A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food take-away), A2 (financial and professional services) B1 (business uses including offices) C3 (residential), of the Use Classes Order (England) April 2005
APPLICANT	Network Rail Infrastructure Ltd, Network Rail Western, Bristol and Exeter House, Lower Approach Road, Temple Meads, Bristol, BS1 6QF
AGENT	Drivers Jonas, Cornwall Court, 19 Cornwall Street, Birmingham, B3 2DY

BACKGROUND PAPERS

Planning Statement, Design Statement, PPS6 Retail Statement, Transport Assessment, Environmental Statement and non technical Summary, Design and Access Statement, Flood Risk Assessment

POLICY CONTEXT

UDP (2005), PPS1, PPS3, PPG6, PPG13, PPG15, PPS24, Places for Living, Places for All, High Places, Policies for Affordable Housing, Regional Spatial Strategy 2004, Colmore Row and Environs Conservation Area Draft Character Appraisal and Draft Supplementary Planning Policies

Relevant History

2.1.1 New Street Station was originally opened in 1864. It was expanded in 1885. It remained largely unchanged until it underwent a comprehensive

redevelopment in the 1960's when the 'air rights' above the station were sold by British Rail for a new shopping centre and the station itself refurbished.

Nature of surroundings

- 3.1.1 The New Street Station application site is approximately 7.3 ha (with a built area of 4.5 ha) and lies within the heart of Birmingham City Centre, being the hub of local, regional and countrywide rail travel.
- 3.1.2 In addition to the station, the site is also occupied by the Pallasades shopping Mall, and NCP car park, Stephenson Tower (a residential tower block), and Ladywood House an office block, plus various ancillary uses within the station premises.
- 3.1.3 The station was redeveloped in the 1960's when the original glass roof was removed and commercial and retail uses above the station were added. At present the station site includes platform and concourse level (with a further lower level beneath the platform) the Pallasades above the concourse level and further servicing and additional retail above this.
- 3.1.4 The station is accessed by pedestrians at present in four different locations: through the ramp and Pallasades Shopping Centre, and down an escalator to concourse level, by a pedestrian level entrance to concourse, via the Navigation Street entrance (designed as a fire escape) and from a further entrance at Stephenson Street.
- 3.1.5 There is a level change between New Street to the north and Station Street immediately to the south of the station. This leads to the station being a physical barrier to pedestrians, as they are unable to travel through the station and instead have to circumnavigate around the various streets, whilst being met by the high parapet walls of the station.
- 3.1.6 The area around the station is occupied by a wide range of both buildings and uses. To the south, on Station Street buildings include a hotel, the Electric Cinema and the Old Rep Theatre (Grade II Listed).
- 3.1.7 To the west of the station is Hill street and entrance to the NCP car park; to Stephenson Tower; and for taxis entering the station pick up point. On the opposite side of this is the back of the former the Grade A locally listed Canon Cinema and a small convenience store and multi storey office blocks plus a casino.
- 3.1.8 To the north, of the station, is Navigation Street, Stephenson Street, and New Street. Navigation Street which leads to the Mailbox underneath the inner ring road and over the railway lines. It also provides an entrance to the Grade II listed Signal Box. In addition to this, directly opposite to the entrance to the station, and exit to the NCP car park, is a 4 storey block (Guild House), this is within the Colmore Row and Environs Conservation Area, and whilst providing low grade retail with relatively poor ground floor facades, the upper levels add character to the streetscene, and present opportunity for refurbishment due to its importance in terms of local identity.
- 3.1.9 Where Navigation St meets Stephenson Street, there is an entrance to the Piccadilly Arcade, an Edwardian shopping arcade which fronts New Street, as

one of only four arcades within the city centre it provides a good example of original shop fronts.

- 3.1.10 Stephenson Street itself contains a varied mix of retail units, also within the Conservation Area. The units offer higher end fashion, and there is also a book shop (Waterstones) which is Grade II Listed. These are to the rear of the Burlington Hotel, a building which has been refurbished and incorporates a unique link through to New Street. On the opposite side of this, at ground floor level of Pallasades, the units are beneath a canopy which accommodates a number of bus stops.
- 3.1.11 New Street lies to the north of this, and contains the access ramp into the Pallasades. The street contains predominantly retail contained within many 5/6 storey early and mid 20th Century buildings. In addition to these uses, there are some offices and a hotel. The road is pedestrianised, and is within the retail core of the city centre.
- 3.1.12 To the east of the station is the Bullring, and to the south of this Smallbrook Queensway. This is a prominent route within the city centre due to its unusual S shaped four storey buildings with vast concrete facades. Pedestrians and traffic are separated from one another as the pavement is raised, following the lowering of Smallbrook Queensway in the 1990's.

Details of proposal

- 4.1.1 New Street Station is located at the heart of the City Centre and is one of the biggest and busiest rail stations in the UK. The proposals seek to bring forward the transformation of Birmingham New Street Station and its surrounding area.
- 4.1.2 The aim of the proposed redevelopment of the Station is to overcome current problems and future constraints. It contributes to the continuing regeneration of Central Birmingham, upon the wider region and nationally upon the operational efficiency of the Rail Network. The current outline application with all matters reserved (except for Access) seeks to facilitate the major refurbishment and associated re-development of New Street Station and adjoining land, alteration and reconfiguration of Station facilities, changes to the Pallasades Shopping Centre, and the demolition of Stephenson Tower and its replacement by 2 tall buildings.
- 4.1.3 Policies contained in the Regional Spatial Strategy 2004 and in the Birmingham Unitary Development Plan 2005 both fully support improvements to the quality of transportation networks and promote the usage of more sustainable forms of travel. Paragraph 15.28, inter alia, of the Birmingham Plan 2005 specifically supports the need for significant improvements to the environment and access to New Street Station.
- 4.1.4 This proposal seeks to modernize and update the existing station and its associated facilities to accommodate increased passenger capacity and provide a landmark station which will significantly contribute to the status and continued regeneration of the City Centre and the West Midlands region. Platform clutter is to be removed, subways infilled and vertical circulation improve in order to enhance the operational efficiency of the Station. The concourse would be tripled in size, new waiting areas and ticketing facilities introduced.

Approval is sought for the following;

- Indicative masterplan
- Means of access

4.1.5 The application proposal falls within three areas; that for which planning permission is being applied for; works to be considered as permitted development and those which require prior notification.

Prior Notification and Permitted Development

4.2.1 The proposals put forward in the planning application seek to promote improvements to the size and range of facilities available at New Street Station, whilst upgrading the user experience. This would provide added convenience, information and a more pleasant environment for passengers, including commuters, visitors and people travelling through the City. Modifications to the station are a key proportion of the overall scheme. These works will be undertaken in accordance with existing permitted development rights.

4.2.2 Originally the Station at this location was constructed under Parliamentary Powers in the 19th Century. These Acts still apply and therefore much of the current works proposed is therefore permitted development by virtue of the Town and Country Planning (General Permitted Development) Order 1995.

4.2.3 The external appearance, alterations to shopping centre, new public external space and proposed towers all require planning permission. Any external changes from station access requirements needs prior approval from the Local Planning Authority, which can only be refused on limited grounds, relating to design/amenity and ability to site elsewhere. Alterations to the station including platform works, access to concourse, the closure of two decks of the station car park and the expansion of the concourse area all constitute permitted development as they are required in connection with the movement of traffic by rail.

Indicative Masterplan

4.3.1 The proposal would result in the refurbishment and partial demolition of buildings within the 7.3ha site area and their replacement with a mixed use development providing up to 4.5ha (GIA) of floorspace. In order to retain flexibility within the commercial development (beyond the rail infrastructure) and be able to respond to market demand at the time of development the proposed floorspace attributed to the mix of uses have been submitted on maximum figures. The proposed land uses would include;

- | | (Maximum Floorspace GIA) |
|-------------------------------------|--------------------------|
| • Retail (including food and drink) | 55,173 sqm |
| • Offices | 30,733 sqm |
| • Residential | 30,733 sqm |

4.3.2 There would be no increase in the net lettable retail floorspace as a result of the proposed development.

4.3.3 In addition to considering the means of access to the development, the application includes indicative details of the overall development strategy for

the site including the reconfiguration of the operational station. The documents submitted with the application include the following;

- The demolition of Stephenson Tower and the construction of two tall buildings (upto 30 storeys) at the southern main pedestrian entrance to the station, fronting Hill Street/Station Street.
- The external façade treatment to the station and Pallasades, including the proposed atrium in the roof.
- The reconfiguration of the Pallasades Shopping Centre
- The reduction in capacity of the NCP car park contained within the application boundary
- Platform and concourse level remodeling

As an outline application, detailed information has only been provided in respect of access, the submission of details pertaining to the masterplan are to be considered in principle only.

Means of access

4.3.4 The access being considered as part of this application refers to the following alterations to existing arrangements;

- Removal of the existing pedestrian entrance off Smallbrook Queensway opposite the Bullring
- Increase in size of the open space in this area, to improve routes around the station
- A new entrance to the south of the station on the corner of Hill Street and Station Street including access via both stairs and lifts from street level
- Blocking up of the Navigation Street entrance for pedestrian use (this to revert to its original design as a fire exit)
- A new north-south pedestrian route through the station (Stephenson St to Hill St) and an external route around the station to support the new entrance proposals linking the scheme into existing routes and connections within the city centre.
- Alteration of the existing access opposite Lower Temple St providing a new route directly into the concourse.
- New vehicular routes throughout the site, separating pedestrians, private vehicles and taxis.

Consultations

5.1 A press notice was published on 23rd August, site notices have been displayed around the station entrances, numerous local premises have been notified, and local ward councillors and MP's have been notified, as well as Amenity Societies and other interested bodies. In addition the application has been presented to statutory consultees and other parties. Statutory and non Statutory consultations have also taken place. The application has been advertised as a major development and is subject to an Environmental Impact Assessment.

- Trafalgar Area Action Group
- ER Mason Youth Centre
- Chamberlain Gardens
- City Centre Neighbourhood Forum
- Heart of Newtown Residents Association
- Stephenson Tower Residents Association
- Claire Short MP
- Gisella Stuart MP
- Cllr Sir Albert Bore
- Cllr Kath Hartley
- Cllr Carl Rice
- City Centre Operations Manager
- Ladywood Housing Liason Board
- Birmingham Civic Society
- Ladywood District Director

The following responses have been received to date:

- 5.2 West Midlands Fire Service - No objection, subject to the provision and maintenance of suitable access for fire fighting, this should conform to BS5588 Part 5, and Part B of the Building Regulations. In addition water supplies should be maintained to the satisfaction of the fire service, and that there should be suitable and sufficient means of escape and other fire safety provisions as required under relevant legislation and regulations.
- 5.3 Severn Trent Water - Require conditions in respect of drainage details, and sustainable drainage principles, and an assessment of the hydrological and hydrogeological context of the development, submitted and approved by the LPA. Additionally, they require that no building should be built, nor any trees planting within 5 meters of the sewers crossing the site.
- 5.4 Birmingham International Airport No objection subject to conditions that no structure exceeds 242m in height, that a scheme for the use of cranes in the construction of tall buildings is agreed between the developer and Birmingham International Airport Limited prior to the commencement of development, and that the tall buildings are illuminated in accordance with the Civil Aviation Authority requirements.
- 5.5 Central Networks (Electricity Distribution) No objection.
- 5.6 English Heritage warmly welcome the proposed redevelopment, as it promises greater integration of the station into patterns of pedestrian flow around the city centre, and therefore benefit the appreciation of Birmingham's historic environment. The scheme is also seen to have the potential to

improve the setting of the Colmore Row and Environs Conservation Area, and the links between this and the station.

- 5.7 English Nature No objection to the proposed development.
- 5.8 Environment Agency Consider the proposed surface water drainage details represent a considerable improvement on the existing situation. However conditions would be required in respect of attenuation measures in respect of a 1 in 40-45 year design standard to be submitted and approved by the Local Planning Authority to prevent the increased risk of flooding and the provision of satisfactory means of surface water disposal.
- 5.9 Ladywood Ward Committee – Fully supportive of principles of development.
- 5.10 Conservation and Heritage Panel – Fully supportive of principles of development.
- 5.11 CABE – Support for the principles of the development, but expressed concern regarding details.
- 5.12 No further consultation responses have been received to date.
- 5.13 Responses have been received from 10 local residents, in addition to one petition being received and a further letter on behalf of the Stephenson Tower Residents Association. All of these were objecting to the proposal, with the exception of one letter which was querying whether work would be carried out at night, to the detriment of noise and disturbance to nearby residents. The letters of objection can be summarised as follows:
- The demolition of Stephenson Tower is not necessary to redevelopment proposal, only to release commercial value
 - No works proposed to unfriendly Navigation St/Hill St
 - The proposal lacks creativity, and poor architectural quality
 - The claustrophobic platform area remains, still no light
 - Not able to serve immediate future, let alone next generation
 - Vehicle drop off illogical, pedestrian routes too narrow
 - No debate about alternatives in terms of transport infrastructure
 - No discussion about compensation, loss of homes, right to buy, and no suitable alternatives in terms of size, location and cost
 - East/west link needed to truly integrate station into surrounding area
- 5.14 Donaldsons LLP have responded on behalf of the Birmingham Alliance who are the leasehold owners of the Bullring. They have submitted a holding objection, as concern has been raised in respect of the moving of the escalators which lead from the concourse level to the Palisades Shopping Centre. Secondly that the reconfiguration of the Station would re-position the entrance from Smallbrook Queensway as existing to the southern elevation.
- 5.15 Turley Associates have written on behalf of Agora (Warner Estates) who are the leasehold owners of the Pallasades and car park which is sub-leased to NCP. They are supportive of the principle of the development however feel the proposal should be amended to mitigate the loss of value on the shopping centre, improve pedestrian connectivity; reduce the scale of the void proposed within the shopping centre to provide direct pedestrian connections

and provide additional retail floorspace. Therefore are objecting to the proposal at this stage.

Issues

Strategic Context

- 6.1.1 The importance of New Street Station cannot be overstated to Birmingham and the West Midlands Region. Over 31 million passengers per year use the station and an estimated 120,000 passengers are catered for each day.
- 6.1.2 The original New Street station was designed for a peak hour passenger capacity at a time when rail use was declining and the use of the private car was increasing. Growth in the use of the railways since the 1990's has meant that the current peak passenger movements have reached and exceeded the capacity of the station. Passenger growth is expected to continue to increase significantly up to 2035.
- 6.1.3 For the past 20 years the City Council has promoted the development of the City Centre. These changes have been driven by planning, economic, environmental, social and transportation objectives set within a broad based City Centre Strategy. The Strategy aims to ensure that Birmingham's City Centre becomes an economic motor for the City and region fulfilling its underlying potential as the West Midland's focal point for the growth of high level professional and financial services, retailing and leisure.
- 6.1.4 The current New Street station forms a barrier restricting pedestrian movement across central Birmingham and constraining the economic potential for property investment and development in the south and east of the city centre. The station itself faces a number of problems. These problems include those associated with the high number of rail passengers using the station – causing passenger congestion, safety concerns and a poor travelling experience within the station such that closures for health and safety reasons are becoming a regular occurrence.
- 6.1.5 The quality of the pedestrian and built environment of the station does not enhance the city's image or attractiveness. In part, growth in the number of station users reflects the success of Birmingham in developing itself as a regional economic centre and supporting employment growth. This growth has been made possible by transforming much of the city centre via the BCC promoted 'Streets and Squares ' approach. Aesthetically, the station stands out as an exception to the transformational change that has taken place in the city centre. The current station underwent major reconstruction in the 1960's and further investment took place in the mid-1990's but, its now drab appearance is outdated and contrasts starkly with the modern developments around it, for example The Bullring.
- 6.1.6 This proposal to bring about a major transformation of the station aims to overcome the current problems and the future constraints the station imposes on the development and vitality of central Birmingham, the wider region and nationally. A masterplan scheme, with the aim of resolving passenger overcrowding issues, was produced in 2002 by Network Rail, but due to the prohibitive costs of developing the scheme and its failure to address the wider regeneration and connectivity issues, the masterplan was not progressed.
- 6.1.7 Recognising that the 2002 Masterplan failed to address the broader agenda, Birmingham City Council, the Strategic Rail Authority, Centro, the Government Office for the West Midlands, Advantage West Midlands and

Network Rail have since worked in partnership to develop the Birmingham Gateway concept.

6.1.8 The projects specific objectives are to:

- Provide sufficient passenger capacity to meet both short term and forecast longer term needs
- Improve passenger facilities and the environment within the station
- Permit the installation of ticket barriers
- Facilitate the overall manageability of the station
- Improve access to/from/in the station for all users
- Improve the interchange between transport modes in the area (pedestrian movements, taxi, cycle, bus stops, future tram system)
- Improve pedestrian access routes to/from/across the City
- Improve access to commercial facilities for all users
- Transform the appearance of the station and the facilities it offers
- Improve the urban environment and develop the public realm in the vicinity of the station
- Through design/other means create an appropriate gateway to the region
- Eliminate the need for station closures and the problems which capacity limitations create for reliability and development of regional rail services (e.g. park and ride, commuter and regional service)
- Maximise commercial value of the scheme; and
- Successful re-development of the Pallasades shopping centre/car park.

6.1.9 As illustrated by the objectives, the project partners (BCC, Centro, AWM and Network Rail) have identified that the aims of the project not only address the immediate and long term issues of the station (including the provision of facilities required by the Disability Discrimination Act (1995)) and safety concerns resulting from the levels of overcrowding; but also wider implications for the economy and prosperity of the city and the region, as well as the national rail industry.

6.1.10 The scheme as proposed enables the station to continue operating throughout the redevelopment, which means that the functions and facilities of the city centre will only be minimally affected.

6.1.11 In order to build sufficient capacity into the scheme and ensure that it is capable of delivering sufficient rail as well as passenger handling capacity at the Station, Network Rail, assisted by Centro, Virgin and Central Trains earlier this year undertook a rail capacity study, commissioned by DfT, for the West Midlands. This study published by the DfT in July 2006 concluded that the improvement proposed would enable the station to accommodate growth of 120% passenger numbers on regional and suburban services and 100% train capacity (equating to about 144% passenger numbers) growth in long distance services. This confirms that Birmingham New Street Station will remain a fundamental part of the regional rail network in the long term.

Your committee may wish to comment on the acceptability of the proposals in the light of the long term rail strategy to serve Birmingham.

Appearance

- 6.2.1 The most obvious change to the site would be in respect of its external appearance. At present Birmingham New Street Station and the Pallasades shopping centre presents a very poor image of Birmingham and the West Midlands, and fails to provide an attractive entrance/gateway to the city for visitors and users alike.
- 6.2.2 The scheme proposes to wrap the building with a new façade with a curved translucent glass panelled exterior and new roof. This would add uniformity to the building and greatly improve peoples perception of where the station is located, and thus aid legibility. It would also greatly improve the visual amenity of the area complementing the adjoining new Bullring Shopping Centre and current refurbishment of the Pallasades.
- 6.2.3 At present the façade makes little, if any reference to the station. The proposed changes would remove the canopy over the Smallbrook Queensway vehicular entrance, and infill one of the voids thereby creating a public square fronting the building.
- 6.2.4 Whilst many of the buildings directly to the north of the station (on Stephenson Street and within the Colmore Row and Environs Conservation Area) are of historic interest and are valuable examples of Victorian architecture the station on the edge of the Conservation Area fails to respond to this quality. The modern design would be of a great contrast when seen against many surrounding historic landmarks, much as the Selfridges building achieves within the Bullring set against St Martins Church.
- 6.2.5 In addition to the new façade proposed as part of the scheme, the proposal also includes the erection of two towers. These would be a maximum of 30 storeys, and incorporate a mix of residential, retail, office space (both A2 and B1), plus leisure uses (A3, A4, and A5). These towers would be located on the south side of the site (the area currently occupied by Stephenson Tower) and sited either side of the new main pedestrian entrance. Which is to be created extending from Stephenson Street through to Station Street. The two towers themselves will provide a striking addition to the City's skyline and they will also be capable of providing the visual identity and marker for the station that the low rise station currently lacks.

The scheme also provides for the infilling of the smaller void are above the tracks to the east of the station, allowing for a new public space and for easier access to Bullring. Other voids would not be covered as it would dramatically cut natural light to the platforms and prevent glimpses out of the station for rail travellers.

- 6.2.6 The proposal at this stage being an outline application, in terms of the external appearance of the development is purely indicative, giving a flavour of the proposed detailed design. Further details would be considered upon the submission of reserved matters.

Demolition of Stephenson Tower and proposal for two multi storey towers

- 6.3.1 The application proposes the demolition of Stephenson Tower a council owned tower block. The piazza area to the South of the station with the large stairs and lifts to the new street style concourse through the station would be able to accommodate two multi-storey towers. The proposal is for one tower to accommodate commercial floorspace, the other hotel/residential accommodation. These would be subject to rigorous design scrutiny.
- 6.3.2 High Places – A Planning Policy for Tall Buildings provides guidance on the location, form and appearance of tall buildings and was adopted as supplementary planning guidance to the UDP in 2003. All buildings are defined as any building that would be significantly higher than its neighbours or make a recognisable impact on the skyline. Within the City Centre, as a rule of thumb, this is buildings over 15 storeys tall, a definition which encompasses the two towers proposed as part of the Birmingham Gateway project.
- 6.3.3 The guidelines state that tall buildings should be developed in locations that reinforce the City's topography. To this end the City's Central ridge zone is delineated within the guidance as the location where tall buildings are considered to be appropriated. Although half of the existing New Street Station lies within the zone, the Birmingham gateway proposal and the tall elements of the associated commercial development fall just outside the zone, and is not one of the other specified appropriate locations for tall buildings.
- 6.3.4 The guidance does however, acknowledge that there may be exceptional circumstances where tall buildings are acceptable outside of these locations. The policy suggest that tall buildings should be positioned at key arrival points and at locations which terminate key views. The proposed positioning of the tall buildings at Queens Drive/Station Street reflect both these policy aspirations and indeed reflect the positioning of an existing building of 23 storeys, Stephenson Tower.

Your Committee may wish to comment on the principles of the indicative/illustrative material presented by the applicant for the external appearance of the building.

Your Committee may wish to comment on the principle of erecting two new towers, and any design constraints that may be appropriate.

Impact on Conservation Area and Listed Buildings

- 6.4.1 The edge of the Colmore Row and Environs Conservation Area is opposite the site boundary on Stephenson Street, within this and directly opposite the Station/Pallasades entrance ramp onto New Street is Waterstones bookshop, a former bank which is Grade II Listed. Also in close proximity are the Grade II listed signal box on Navigation Street / Brunel Street and the Old Repertory Theatre on Station Street. English Heritage have commented that they warmly welcome the proposal, which promises much better integration of the station in the City Centre and to improve the setting of the Colmore Row and Environs Conservation Area, and the applicants have been attempting to secure such improvements.

- 6.4.2 Your Conservation and Heritage Panel commented were supportive of the principles of the proposed development and welcomed the submission of detailed design in due course.

Your Committee may wish to comment on the potential impact on the Conservation Area and nearby Listed Buildings.

Works to Pallasades Shopping Centre

- 6.5.1 The outline proposal seeks to modify the existing Pallasades shopping centre above the station, although minimum changes are proposed within the scheme. It is proposed to remove the centre section of the retail area to create a large atrium, enabling significant natural light to the new concourse area. This would achieve a greater integration of the station and shopping centre. It is also intended to provide real-time train information within the centre for the benefit of shoppers and passengers and to refurbish the existing ramp.
- 6.5.2 Negotiations are continuing with Warner Estates the new leaseholders to create further improvements to the layout and possible additional access points in order to improve the relationship between the uses and to improve the shopping experience.

Your Committee may wish to comment on works to the Pallasades shopping centre, and improvements that could be sought to improve the relationship between uses and surrounding facilities.

Access

- 6.6.1 Paragraph 15.29 of Birmingham UDP states that “ pedestrian and vehicular access to New Street Station is difficult, and improved pedestrian access is a priority. The large voids backing onto Hill Street and St Martins Queensway provide ventilation for the Station but offer a poor visual image. They represent an opportunity to enhance access to the Station whilst contributing to an improved environment in association with any future redevelopment of New Street Station.”
- 6.6.2 The proposed scheme for the ‘Birmingham Gateway’ would help to alleviate these problems. New Street Station lies within the core of the city and the immediate area around it acts as an Interchange of various forms of transport due to the large numbers of people travelling in and around the site in order to access other parts of the city centre.
- 6.6.3 The proposals would be expected to impact on three modes of transport; Pedestrian movement; and Vehicular Traffic, In addition to the rail improvements described earlier.

Pedestrian Movement

- 6.7.1 The current entrance/exit points provide several links to areas within the city centre. These routes however, rely upon pedestrians knowing the City Centre and effectively picking the ‘right’ access point. In other respects, the configuration of the station represents a major barrier to north south pedestrian movement

- 6.7.2 The new access arrangements would introduce a north/ south route through the station from Stephenson Street to the proposed Grand Stairway/Steps at Station Street. This would greatly improve the access to Smallbrook Queensway, Hill Street and the Bullring and Markets Quarter beyond. This area has been under-used for many years and the enhanced pedestrian access can be expected to help stimulate investment and further regeneration in this wider area and beyond the Station.
- 6.7.3 The pedestrian route proposed to circumnavigate the station including a new walkway to the rear of the Odean through to Moor Street Station would also have a positive impact in terms of enhancing access to areas beyond the current Station.

Your Committee may wish to comment on the proposed new pedestrian routes around and through the station, and on the new area of public space to the east of the station between the station and the Bullring.

Vehicular Traffic/Access/ Car Parking

- 6.8.1 Vehicular access to the Station is proposed to be split between taxi's and private vehicles. Whereas at present all vehicles use the Smallbrook Queensway entrance to pick up and drop off.
- 6.8.2 There would be a new pedestrian drop off point and short stay car park, accessed from a reconfigured deck (the lower level NCP Car Park) accessed from Navigation Street, with exit to Hill Street. The existing upper level car park access on Hill Street would remain.
- 6.8.3 There would be separate taxi drop off and pick up point on the former Queens Drive alongside a new pedestrian access into the Station.
- 6.8.4 By separating the general vehicular traffic from taxis, it is suggested that this would reduce conflicts and ease congestion.
- 6.8.5 The current vehicular access epitomises the poor image visitors have of the station, a dark and dirty canopy over a short stay car park and taxi rank. This space is currently enclosed due to the surrounding buildings and unwelcoming. The space limits visual connectivity to the bullring and surrounding area, detrimentally impacting on new development designed to add quality to the city centre.
- 6.8.6 The applicant has submitted a transportation study in support of the application, which shows that the junctions around the station at present are operating well within capacity, and that any queues during peak times are not significant and generally are able to clear within one junction cycle.
- 6.8.7 The application incorporates the loss of the lower level NCP multi storey car park of 500 spaces and the use of the deck released as an enlarged passenger concourse. The upper level multi storey car park which houses a further 500 spaces is to be retained and refurbished under the current scheme. The supporting information supplied by the applicant shows that the current usage of the car parks to be around a third of their capacity during the peak period. In addition the applicant has shown that within 5 minutes walking distance of New Street Station, there are over 8,000 publicly available

parking spaces and that during an average week day, these are only 40 % occupied.

- 6.8.8 No additional on site car parking is identified to serve the proposed commercial/residential development south of the station (site of Stephenson Tower) the applicant considers that sufficient spaces are available within the existing multi storey car park and in the surplus spaces available within the five minute walking distance of the station.

Your Committees views on the proposed changes to the vehicular access to the station is requested.

Your Committee's views as to the level of parking and it's role as part of the strategic parking provision for the City Centre, and level of residential parking is requested.

Potential Legal Agreement/Contributions

- 6.9.1 The scheme is intended to deliver a high quality development with a range of benefits, including the creation of a new 'street' through the station complex, enhanced public routes and a new 'square between the station and Bullring. It will also deliver a much improved passenger capacity and a significant improvement to the appearance of the station and shopping centre. In addition to this there would be 10% affordable housing provided within any residential accommodation in the proposed tower blocks. This would be supported by a financial appraisal (not yet submitted).
- 6.9.2 With a scheme of this nature the City Council would be looking to secure the provision of appropriate Planning Obligations. In schemes of this scale and mix it has been normal practice to seek contributions for affordable housing, transportation, public open space/public realm, public art, WC's, training and employment initiatives, CCTV, signage, Shopmobility and City Centre way finding system.
- 6.9.3 In this particular case, where much of the funding for the scheme is being provided by the public sector to secure an enhanced public facility i.e the Station, it may be more appropriate to adopt a different approach. The scheme as proposed will provide a (in addition to the enhanced station) new pedestrian street through the station from Stephenson Street to Station Street, new public squares to the west of the existing station adjacent to the Bullring and to the south in between the two proposed towers. 10 % affordable housing on site is being offered by the applicant in exchange for the demolition of Stephenson Tower. (Existing social housing tenants and leaseholders are to be re-housed and compensated outside of the planning contributions). Public art, public conveniences, CCTV, shopmobility, lighting and training and employment initiatives. This package would be supported by a financial appraisal (not yet submitted)

Your Committee may wish to comment on the adequacy and balance of the package of benefits that would accrue from the development.

Your Committee's view as to the priority S106 obligations required as a consequence of the development is requested.