



BIRMINGHAM GATEWAY

OUTLINE PLANNING APPLICATION
PLANNING STATEMENT
AUGUST 2006

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1.0 INTRODUCTION

This Planning Statement is submitted in support of the outline planning application by Network Rail Infrastructure Limited (hereafter also referred to as 'Network Rail') for the upgrade and refurbishment of Birmingham New Street Station, the reconfiguration and refurbishment of the Pallasades Shopping Centre and the development of two tall buildings on adjoining land, in Birmingham City Centre.

The application site covers the existing New Street Station site and surrounding land which is in the ownership of Network Rail.

The existing built development is bounded by Hill Street, Station Street, Queen's Drive, Smallbrook Queensway, Stephenson Street, and Navigation Street. The rear of properties on New Street (e.g. the Odeon cinema and Exchange House) also bound the northern part of the site.

The existing built development within the application site comprises a number of buildings including the main station buildings and associated uses, the Pallasades Shopping Centre, the NCP Car Park, Stephenson's Tower, and Ladywood House.

The site is situated at the heart of Birmingham City Centre, set within a context of a mix of uses and building types. Key sites within the vicinity of the application site include:

- § the Bullring shopping centre;
- § the High Street retail area to the north of the Station, and along Corporation Street;
- § the Council House and Victoria Square to the northwest;
- § the Eastside regeneration area;
- § the Mailbox; and
- § the wholesale markets.

New Street station is located within the core of the City of Birmingham, and is the busiest rail interchange in Europe. It serves 31 million people each year and over 80% of the daily total rail services in Birmingham. The station also serves as the hub of the local and national rail network in the West Midlands.

The existing station facility is currently operating beyond its design capacity. When the station was built in the late

1960s it was built for a capacity of approximately 60,000 people at peak times. The number of people using the station is now in excess of 120,000 people in the peak hour. This situation has been exacerbated by a number of recent major regeneration projects within the City Centre as well as the rejuvenation of the City as a whole over the past 15-20 years. As a consequence, the station building and the platform areas are often congested and overcrowded from the levels of passenger use.

The key aim of the Birmingham Gateway redevelopment project is to modernise and update the existing station building and its associated facilities to accommodate increased passenger capacity and to provide a landmark station which will significantly contribute to the status and continued regeneration of the City Centre.

The Birmingham Gateway development therefore represents an opportunity to revitalise this crucial site at the heart of the City Centre, and to create a new gateway to the City of Birmingham and the wider West Midlands.

The description of development put forward in the accompanying outline planning application is for:

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 (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].

The planning application red line boundary is shown on the Location Plan which is contained in the 'Outline Planning Application Drawings' folder submitted with the accompanying planning application.

The purpose of this supporting Planning Statement is to provide a detailed review of relevant planning policies and other material considerations that have a bearing on the proposals for the Birmingham Gateway development. This Statement is intended to assist Birmingham City Council's assessment of relevant planning issues and to present the case for the positive determination of the outline planning application.

There is strong policy support for the Birmingham Gateway proposals at national, regional and local levels. In particular, the Adopted Birmingham Unitary Development Plan 2005 (UDP), makes reference (at paragraph 6.30) to the need to enhance New Street Station as one of the City's major gateways. This Statement provides a description of the Birmingham Gateway proposals and sets out the case for the redevelopment of the New Street Station site and adjoining land in the context of the existing policy support at all levels.





The remainder of this Statement comprises the following chapters:

- § Site and Surroundings;
- § The Outline Application Submission;
- § The Proposed Development;
- § Planning History;
- § Birmingham UDP;
- § Regional Spatial Strategy;
- § National Planning Policy Context;
- § Permitted Development;
- § Detailed Considerations;
- § Planning Obligations;
- § Benefits of the Proposed Development; and
- § Summary.

Appendices are provided at the rear of this report and are referenced within this Statement.

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BIRMINGHAM GATEWAY

**OUTLINE PLANNING APPLICATION
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2.0 SITE AND SURROUNDINGS

2.1 SITE LOCATION

The site which forms the subject of this application is located within the Core of Birmingham City Centre, as defined in paragraph 15.1 of the Birmingham UDP (2005). An 'Existing Site Plan' and a 'Red Line Planning Application Boundary Plan' are provided within the 'Outline Planning Application Drawings' folder submitted in support of the accompanying application.

The site of the proposed development, as defined by the red line boundary, covers an area of approximately 7.3 hectares. The area of built development within the red line boundary covers a smaller area of approximately 4.5ha.

The proposed development site is bordered by Stephenson Street, Smallbrook Queensway, Station Street, Hill Street and Navigation Street.

The site is currently occupied by New Street Station, the Pallasades shopping centre (which is situated above the station concourse), the NCP multi-storey car park, Stephenson Tower (a residential tower block), and Ladywood House (an office block).

To the north of the site is the established commercial area of New Street, which comprises a pedestrianised shopping street, with other predominantly retail units, complemented by other uses including offices, hotels, and food outlets.

To the east of the site is the Bullring Shopping Centre. There are excellent existing pedestrian links between New Street Station and the Bullring, via the 'Bullring Link' which forms a bridge over Smallbrook Queensway, and also by signalised street level pedestrian crossings over Smallbrook Queensway.

Further east, beyond the Bullring, is the 'Eastside' regeneration area. A number of mixed use regeneration schemes including Masshouse, City Park Gate, and Martineau Galleries, are set to come forward within this area of the City and will provide a significant development growth and investment in the eastern part of the City Centre over the next ten years.

Further along Smallbrook Queensway, towards Holloway Circus, uses are mainly retail at ground floor level (including a number of food retail outlets), with commercial and office uses on upper floors. At Holloway Circus, the recently constructed Beetham Tower comprises both residential and hotel uses reaching a height of 39 storeys.

To the south of the site, beyond Stephenson Tower on the opposite side of Hill Street are a range of small scale

ground floor retail units, a casino, and a number of public houses. Beyond this, fronting Suffolk Street Queensway, is Alexandra Theatre.

West of the site is Navigation Street, which bridges over the railway lines leading into New Street station from the west of the City. Further west is the recently constructed Crosby Homes 'Orion' development, which contains a mix of residential apartments within a tall building, together with ground floor retail uses.

Beyond the Orion development is the Mailbox which comprises upper end retail, residential, commercial and restaurant uses. The Mailbox is also home to the BBC, which recently re-located to the scheme from Pebble Mill. A reserved matters application has recently been submitted to Birmingham City Council for the 'Cube' development which will form a multi storey extension to the existing Mailbox scheme.

North West of the site, is Victoria Square in which the Town Hall and Council House are located. Beyond this is the Birmingham Library, Birmingham Museum and Art Gallery, and the Adrian Boult Hall.

CENTRAL LOCATION

New Street Station is located at the very heart of Birmingham City Centre, and provides direct access by foot to a wide range of local facilities and services and by public transport to all areas of the City and the wider region. It therefore represents a highly sustainable location for various forms of development in the context of national, regional, and local planning guidance. It could also be argued that it represents an ideal location for a major public transport facility in sustainability terms.

As identified above, the New Street Station site is well located in the City and is close to other key redevelopment sites such as the Bullring shopping centre, the Mailbox development, Victoria Square, and the main retail streets of New Street and Corporation Street.

ACCESSIBILITY

Given the central location of New Street Station, the application site has immediate accessibility to a range of services and facilities within the City Centre, as well as the existing job opportunities, leisure and recreational facilities, and increasing numbers of City Centre residents.

Moreover, the development has excellent access to public transport facilities in addition to the train. In particular, there are a number of bus stops in the vicinity of the application site including along Station Street, Navigation Street, and Smallbrook Queensway, from which a wide range of centres within Birmingham and the wider Metropolitan area can be reached. Taxi ranks are also provided within the existing Station forecourt area, and





also on Navigation Street. These taxi facilities will be retained as part of the application proposals, but will be relocated to more appropriate areas of the site to improve the flow of traffic into and around the station site and also to allow for the creation of new public plazas.

Vehicular access to New Street station is primarily taken from Queen's Drive, which in turn joins Smallbrook Queensway.

It should be noted that the proposals which form the subject of this outline planning application have been prepared on the assumption that the proposed Metro scheme will be implemented. The proposals do not therefore in any way prejudice the Metro scheme coming forward and have been designed to achieve compatibility with the Metro proposals.

The existing New Street Station, despite its highly sustainable central location, fails to integrate or connect properly with its local City Centre context and adjoining streets. At street level, the permeability of the Station for pedestrians is very poor and results in movement around rather than through the site.

The station currently forms a localised barrier and termination point within the City Centre urban fabric, restricting the north-south connections across the site and negatively impacting upon potential developments to the south.

A Transport Assessment has been prepared by Scott Wilson in support of this application and provides further detail of existing transport conditions in the area, the accessibility of the site by various modes of transport, the potential to improve accessibility and pedestrian connections through the site, and the assessment of the potential transport impact of the proposals.

2.2 SITE DESCRIPTION

The Birmingham Gateway application site comprises the following main urban blocks:

- § The station buildings, short-stay car park, platform and rail track;
- § The Pallasades shopping centre (situated above the station concourse);
- § The NCP multi-storey car park;
- § Stephenson Tower (residential tower block); and
- § Ladywood House (office block).

These existing blocks contain a broad mix of uses and activities including retail, offices, food and drink, offices, residential flats, and car parking.

The existing buildings on the site vary in form and architectural style, height and scale. They are however of a generally low architectural quality and none are statutorily or locally listed.

Existing buildings on site, with the exception of Stephenson Tower and Ladywood House, are relatively low rise but of a significant scale in terms of their block size and mass. The buildings do not provide a positive contribution to the character of the City Centre, and the station as a whole provides a poor quality gateway to Birmingham and the region.

The main station buildings were redeveloped in the 1960s following extensive war damage. The public areas of the station are provided on two floors, the main concourse level and the platform level. From the main station concourse, internal escalators and stairs provide access to the Pallasades shopping centre.

The exceptions to the low rise character of the buildings on site are Stephenson Tower and Ladywood House. Stephenson Tower is a 20 storey Council built tower block which is of low architectural quality. Ladywood House is located above the Pallasades shopping centre and is approximately 9 storeys in height (i.e. 9 storeys on top of the shopping centre).

The site of New Street station is located on the southern boundary of the City's central ridge zone, a slightly raised promontory at the City's centre. The topography of the site falls approximately 7 metres from north to south.

The site does not currently benefit from any significant landscaping and has a generally poor quality of public realm between buildings and in the areas surrounding the station building and its concourses.

The Design and Access Statement submitted in support of the outline application provides a more comprehensive review and description of the existing urban character of New Street Station and its surroundings.

There are currently two access points into the NCP car park located within the main station building. The first is provided on Hill Street, where a vehicular ramp provides access to the upper levels of car parking. The second is provided on Navigation Street, from which both upper and lower levels of the car park can be accessed. Internal walkways are provided from the areas of car parking to the Pallasades shopping centre.





3.0 THE OUTLINE APPLICATION SUBMISSION

The Birmingham Gateway redevelopment proposals are submitted for consideration to Birmingham City Council (BCC) in the form of an outline planning application for which an Environmental Impact Assessment (EIA) has been undertaken.

The results and conclusions of the EIA are contained in the Environmental Statement (ES) submitted in support of the outline application, and the Non-Technical Summary that is also submitted.

The outline planning application relates to those parts of the Birmingham Gateway proposals which do not have consent under permitted development rights and that also do not require 'prior approval' from the City Council under relevant legislation relating to the operation of the railways.

Chapter 8 of this Statement provides clarification on relevant legislation affecting elements of the Birmingham Gateway proposals as these relate to operational buildings and infrastructure owned by Network Rail. It also contains a detailed review of the parts of the proposed redevelopment and refurbishment of the station that are covered by 'permitted development' as well as the elements of the proposals that require 'prior approval' instead of formal planning approval.

The proposals for the outline application are shown indicatively in the Masterplan submitted for approval as part of the outline application as well as the illustrative Drawings submitted in support of the accompanying outline application.

The Masterplan is supported by a detailed Design and Access Statement, which sets the key principles and parameters of the proposed development to provide sufficient information for Birmingham City Council to assess the principle of the outline planning application proposals submitted.

The Masterplan, and the principles outlined in the Design and Access Statement document will also be used to guide the detailed design of the scheme through to the submission of a detailed planning application.

It is expected that the redevelopment of New Street station will begin in December 2008 and will last for approximately four and a half years.

3.1 MATTERS SUBMITTED FOR APPROVAL

The matters submitted for approval as part of the accompanying outline application are as follows:

- § Access;

The remaining detailed matters, which are reserved for subsequent determination, are:

- § Siting;
- § Design;
- § External appearance; and
- § Landscaping.

3.2 FLEXIBILITY

The outline planning application seeks to establish the acceptability of the application proposals in principle, but also allows for a level of flexibility for the proposals to evolve during the submission of future reserved matters and detailed applications, provided that these changes remain within the parameters tested by the EIA.

Further flexibility is also provided for by the 'permitted development' rights available to the applicant in respect of the proposals to upgrade and refurbish the station facility and associated infrastructure over time.

The Design and Access Statement, together with the illustrative drawings and images that accompany the outline application provide a level-by-level overview of the proposals for the Birmingham Gateway site. They show that the station will be upgraded throughout all levels (sub-platform, concourse, and retail levels), that new public realm spaces will be created, station concourse areas will become lighter and more 'airy' as a result of the creation of an atrium through the Pallasades shopping centre, facades will be improved, and car parking re-configured.

The design principles which have guided the evolution of the Birmingham Gateway proposals are also described within the Design and Access Statement submitted with this application.

The scheme proposals will provide a station which will meet the operational needs of the railway, improve pedestrian connectivity across the City, and deliver significant regeneration benefits to this part of the City Centre Core.

3.3 THE DEVELOPMENT PARAMETERS

The accompanying outline planning application identifies a Gross Internal Floor Area for the elements of the proposed Birmingham Gateway development that are submitted for outline approval. This figure covers the total proposed floorspace to be delivered by the application proposals, excluding those areas covered by 'permitted





development' and 'prior approval'.

The 'Schedule of Proposed Land Uses' submitted for approval as part of the accompanying application provides a breakdown of the maximum floorspace areas for each of the proposed land-uses within the Birmingham Gateway proposals for which outline approval is sought at this stage.

The maximum heights for the two proposed tall buildings on site have been fixed at 242m AOD for the purpose of this outline application. This outline application also seeks approval for the proposed location of the two tall buildings on land to the south of the station building.

The heights of the tall buildings tested by the EIA are greater than 242 AOD. However, this outline application is not seeking approval for the tall buildings up to those heights.

The Indicative Masterplan which has been submitted with this outline planning application will be updated as necessary on the submission of any subsequent detailed planning or reserved matters application in respect of the Birmingham Gateway scheme.





4.0 THE PROPOSED DEVELOPMENT

4.1 THE NEED FOR THE DEVELOPMENT

The original New Street station was designed for a peak hour passenger capacity at a time when rail use was declining, and use of the private car was increasing. Growth in the use of the railways since the 1990s has meant that 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.

In addition to this, the existing station environment is inefficient and unwelcoming, with dark and unattractive platforms and a congested and dated concourse area.

This represents an uninviting space for passengers and visitors, and a poor gateway to Birmingham and the West Midlands.

4.2 THE INDICATIVE NATURE OF THE OUTLINE PROPOSALS

The accompanying planning application submitted by Network Rail represents an outline application, with all matters reserved except for access.

Through the submission of the accompanying outline application, Network Rail Infrastructure Limited is seeking approval for the 'Description of Proposed Development' and mix of uses as identified in the 'Schedule of Proposed Land Uses' submitted as part of the application submission (see the 'Planning Application Folder').

It is important to be clear that the outline application is not seeking to gain approval for the detailed architecture of the individual buildings that comprise the Birmingham Gateway scheme.

Illustrations are provided in the accompanying Design and Access Statement, as well as the accompanying illustrative plans and drawings, to show how the scheme could be developed in terms of height, scale, massing, and relationship with its surroundings. These illustrations are not intended to represent firm proposals of the scheme's architecture once constructed.

The detailed approval of the design of the Birmingham Gateway scheme will be the subject of thorough assessment and consultation through the submission of a future detailed planning applications and reserved matters. At that stage submissions will show how the high quality architectural proposals will be brought forward to complement the aspirations for a city centre 'gateway' which is of international standard and design.

4.3 THE INDICATIVE PROPOSALS

The proposals comprise three main built elements: the station building itself, the reconfiguration and refurbishment of the Pallasades shopping centre, and the two proposed tall buildings. In addition to this, there will be significant improvements made to the public realm surrounding the station.

THE STATION BUILDING

The station redevelopment will comprise significant physical enhancement through refurbishment at both platform and concourse levels. This will both increase passenger capacity, and improve the internal and external aesthetic environment of the station.

At the sub-platform level, minor modifications will be made to the east and western subways, which currently provide access to station services and emergency egress from platforms.

At platform level, the existing enclosed waiting rooms will be removed, the escalators remodelled and floor and wall surfaces remodelled. In addition to this, the area to the south of the station which currently accommodates the station's services, will be re-modelled through the demolition of Stephenson Tower and the creation of an extended concourse level. This will enable the creation of a concourse level above the platforms and will enclose the station's servicing facilities behind new retail units, which will be provided along Hill Street and Station Street.

At concourse level, the existing concourse area will be enlarged and remodelled. A new central public concourse will be created running in a north-south alignment. The concourse will be flanked by retail units and will benefit from natural lighting from a proposed glass atrium roof.

The station will be extended east into the existing taxi drop-off area, to further enlarge the concourse area and integrate a new public plaza which will be provided to the east of the station.

A mezzanine will be provided within the concourse level, which will accommodate office space for train operating companies and station plant.

The existing Pallasades shopping centre will remain, but will be reconfigured to allow the creation of a centrally lit atrium through the central core of the building, which will involve the loss of existing retail units within this central part of the shopping centre.

The existing link between Stephenson Street and the Bullring will be retained and new vertical circulation points





will be created to the northwest and south. Access to Exchange House will also be retained.

The existing façade to the Pallasades Shopping Centre will be retained to minimise disruption to tenants. However, a new station façade will be provided outside the existing façade, and will take the form of a horizontal 'fin' which will extend around the entire building at various depths to provide covered public areas for public amenity and to significantly improve the aesthetics of the building.

The office block on site, Ladywood House, will also be retained.

THE TALL BUILDINGS

Under the existing proposals, part of the southern area of the site will accommodate two tall buildings. The existing residential tower block on this part of the site, Stephenson Tower, will be demolished to make way for the creation of a new public plaza that will be flanked by two modern tall buildings to create a striking gateway to the station site.

The two tall buildings will provide a mix of residential, office, and potentially an element of ancillary retail accommodation. A breakdown of the maximum proposed total floorspaces for each of these uses is contained within the Schedule of Floorspaces submitted as part of the accompanying application.

This outline application proposes entry points to these tall buildings at street level from Station Street and Hill Street, and indicates that retail facilities could be provided at ground and plaza level.

There is no car parking proposed for these tall buildings on the basis that there is already a range of existing car parking facilities within the City Centre that could serve the needs of residents and given the highly sustainable location in terms of accessibility to a range of services, facilities, and public transport.

THE PUBLIC PLAZAS

The two main external public spaces proposed by this outline application are the eastern plaza facing the Bullring and the southern plaza staircase and entry forecourt. The eastern plaza will be created by infilling the existing south eastern void over the station platforms. This plaza is ideally located to ensure that pedestrian movement between the station and the Bullring is made as easy as possible.

On the western edge of this plaza, glass fronted retail and food and beverage outlets will create active frontages, enhancing the usage and visual character of this new public space.

The southern public steps and entry forecourt will be created through the infilling of the 'southern hinterland'.

This will enhance opportunities to integrate activities within the tall buildings with station concourse activities.

4.4 LANDSCAPING

The use of both hard and soft landscaping will be utilised throughout the scheme. Varied paving will be used to define the hierarchy of spaces and to guide movement into and out of the space.

As the proposals for the scheme evolve, the use of soft landscaping and tree planting will be utilised as appropriate, both to provide shelter and relief, and also to soften the urban environment.

Spaces around the station perimeter will be enhanced through the provision of high quality street furniture including benches, seats, bicycle racks etc.

4.5 IMPROVEMENTS TO PEDESTRIAN FACILITIES

A public right of way currently exists through the site, running from the Stephenson ramp from the junction of New Street and Stephenson Road, through the Pallasades shopping centre, across the pedestrian bridge and down the southern external staircase to Station Street.

To enable unhindered connectivity across the site it is proposed that the public right of way will be permanently relocated. The proposed route is from Lower Temple Street in the north, externally along the northern, eastern and southern perimeter of the buildings, descending the southern staircase to Station Street.

This new route will provide step free access for all people, will be safe, easily legible and of a high design quality.

In addition to the above, the re-routing will allow the Pallasades to be completely closed out of trading hours without preventing public accessibility across and through this urban block within the City Centre.

The proposed Odeon walkway to the northeast of the site, south of the Odeon building on New Street, forms a new and important pedestrian link between Moor Street and New Street station.

There is also an existing permitted right of way through the Pallasades to the Bullring via the Bullring link.

4.6 TRANSPORT, ACCESS AND CAR PARKING

The proposals for the Birmingham Gateway scheme show how the existing taxi drop-off and pick-up points will be relocated to make way for the expansion of the station. A new taxi drop-off and pick-up will be located on the southern side of the station, close to the proposed southern entrance. This will be located so as to improve





efficiency of movement and passenger safety.

Taxi access to the station for passenger pick-up will continue to be taken from Smallbrook Queensway, but taxis will be routed to the south of the station for waiting and pick-up. Access for taxi drop-offs will be relocated to Hill Street.

Public access to New Street station for pick-up, drop-off and short stay parking will also be relocated away from Smallbrook Queensway to Navigation Street, with egress onto Hill Street. The public short stay parking area will be relocated from the east to the west of the station.

The existing multi-storey car park, currently located on the western side of the station roof, will remain and will provide public car parking for the Pallasades shopping centre.

A new western service access ramp will provide access for delivery vehicles from Hill Street to the roof level, and for public access to the multistorey car park.

This proposed ramp will replace the existing ramp off Hill Street, which currently occupies the site of the proposed new short stay car park.

4.7 CYCLING PROVISION

As part of the proposals, cycle parking facilities will be located at appropriate points throughout the scheme. The precise location of these facilities will be determined during the detailed design process.

The scheme will improve multi-modal interchange between transport modes in and around the development site. This will include pedestrian, cycle, train, bus, taxi, and the proposed Metro tram.





5.0 LOCAL PLANNING POLICIES: BIRMINGHAM CITY COUNCIL

The proposals being brought forward at the Birmingham Gateway site provide both significant transportation and regeneration benefits. The relevant local planning policies relating to these broad areas are therefore considered below.

5.1 TRANSPORT

A TRANSPORT STRATEGY FOR BIRMINGHAM: 20 YEARS VISION (2000)

Birmingham City Council, through "A Transport Strategy for Birmingham" shares common transport policy objectives with its West Midlands Partners. The Strategy reflects the concern in developing sustainable transport systems, which offer a high level of accessibility for goods and people without unacceptable environmental damage to the areas they are meant to serve.

The negative impression set by City Centre transport hubs is acknowledged in the vision:-

"Connections between the rail terminals at New Street and Snow Hill and between New Street and Moor Street are poor. Both New Street station and Digbeth Coach station present a poor image for travellers to Birmingham. The quality of the arrival/departure points for both rail and bus/coach are recognised as being below the standards that are aspired to with a clear need for substantial improvement".

The vision predicts a large increase in demand for transport to and from the City Centre from current development proposals:-

"The current development proposals within the core of the city centre (Brindleyplace, Colmore Gate, Bullring, Martineau Galleries, Arena Central, Mailbox and City Living etc) will all contribute to a significantly higher demand for travel to and from the core. Enhanced capacity for personal travel can only be provided by increased use of public transport-both bus and rail. This is particularly true at peak periods and specifically relates to the journey to work trip."

The proposed Birmingham Gateway development will clearly assist in the delivery of these visions for Birmingham City Centre.

WEST MIDLANDS LOCAL TRANSPORT PLAN 2006 – 2011 (2005)

The Local Transport Plan (LTP) (2005) for the West Midlands Metropolitan Area has been prepared in

partnership by the seven local authorities (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton) and the West Midlands Passenger Transport Authority. It refines and takes forward the principles outlined in the 2003 Local Transport Plan, with a stronger focus on supporting community regeneration in the plan area.

The Government's Transport Shared Priorities (for the purpose of preparing the second Local Transport Plan) of reducing congestion; improving accessibility; improving air quality; and improving road safety, relate directly to the objectives of the West Midlands LTP 2005. It is against these priorities that the LTP appraises the Birmingham Gateway scheme. These objectives are central to the project objectives of the scheme. They are to:

"ensure that the transport system underpins the economic revitalisation of the West Midlands Metropolitan Area;

ensure that transport contributes towards social inclusion by increasing accessibility for everyone;

move towards a more sustainable pattern of development and growth;

improve health and safety for all; and

integrate all forms of transport with each other, with other land uses, and other policies and priorities."

The Birmingham Gateway scheme is presented for Major Scheme Bid Approval in the second Local Transport Plan stating:

"This scheme will increase the station's passenger capacity and provide a better gateway to Birmingham and the region. The scheme commands considerable support from key regional stakeholders and the rail industry. It is designed to minimise disruption to rail services during construction and relies substantially on the existing foundations and superstructure."

The regional prioritisation process has confirmed the redevelopment scheme to be a Priority 1 project for the region.

5.2 LOCAL DEVELOPMENT AND REGENERATION POLICY

BIRMINGHAM UNITARY DEVELOPMENT PLAN (2005)

The Birmingham Unitary Development Plan (UDP)(2005) is based on a vision of the future of the City, with emphasis on three interlinking themes: economic revitalisation, urban and social regeneration, and environmental





quality.

Transport elements of the plan were developed, in part, through a review of strategic transport policies at City and regional levels detailed in chapter six of this statement. In turn, the plan provides a strategic context, with statutory backing, to strengthen resource bids including the second Local Transport Plan. The original Birmingham Development Plan adopted in 1993 was reviewed between 2000 and 2005. Revisions to the plan were adopted by the City Council in October 2005.

For the Strategy to be achieved, the plan states:

“it is essential that the full potential of the City’s assets should be realised: the greatest of these assets is undoubtedly the City Centre. To a large degree the prosperity of the whole City will depend on the vitality of the City Centre which is by far the most important concentration of economic, cultural and administrative activity within the West Midlands Region.”

It is also acknowledged in the UDP that the City Centre is the cornerstone of the City Council’s commitment to the promotion of Birmingham as a major international City and the strengthening of its status as both the regional capital and the nation’s first provincial city. The City Centre must, therefore, be encouraged to develop and prosper, building on its strengths and urgently addressing its weaknesses.

The Plan goes on to outline that there is a need to exploit the City Centre’s strengths by:

“Building upon the massive historical capital investment;

Exploiting the City’s location at the hub of national communications systems; and

Maintaining and enhancing the City Centre’s role as the regional shopping centre through the promotion of quality and specialist retailing. Encouraging the City’s emergence as a major centre for business tourism.”

The City Centre’s weaknesses where urgent action is required are identified as including:

“Maintaining the City’s accessibility edge in the light of increasing personal mobility; and improving the quality of the pedestrian and built environment. Such improvements will perhaps be the single-most important factor in enhancing the City’s image and attractiveness.”

The Birmingham Gateway proposals therefore make significant contribution towards exploiting these strengths, whilst at the same time vastly improving one of the major aesthetic weaknesses of the centre.

In line with this, the UDP seeks to promote the development that is necessary to meet the City’s current needs, but seeks to ensure that this development is carefully located, and carefully planned, to avoid, or at least minimise, adverse environmental impact and ensure the most efficient use of non-renewable resources.

This involves maximising the use of the existing public transport infrastructure, and providing more high quality public transport opportunities in order to encourage people to choose to travel by more sustainable modes of transport including walking and cycling wherever possible.

The UDP also identifies the need to enhance Birmingham New Street station as one of the City’s major gateways. Good accessibility both to and within the City Centre by public and private transport is essential to promote the vitality of the city centre.

A fundamental objective of the UDP is therefore to improve accessibility by all modes of transport and enhance the integration of the various quarters of the city centre, whilst at the same time respecting the environment. The UDP supports the upgrading of Birmingham New Street station as follows:

“New Street Station is the principal public transport gateway into the West Midlands Region, and the City Centre in particular. It requires comprehensive upgrading to provide a top quality arrival point integrated into the surrounding areas. 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 Martin’s Queensway provide ventilation for the Station but offer a poor visual image. These represent an opportunity to enhance access to the Station whilst contributing to an improved environment in association with any future development of New Street Station.”

Places for All, Supplementary Planning Guidance (2001)

Places for All provides design guidance for all development in Birmingham, focusing on five overriding principles for good design, namely:

“Creating diversity—the aim must be to create buildings within places that have an accessible choice of closely mixed complementary activities.

Moving around easily—places should be linked up with short, direct public routes overlooked by frontages. Safe places, private spaces—places must be safe and attractive with a clear division between public and private space.”

The guidance states that (page 5) *“proposals that follow the spirit of the guidance will be received positively”*. The Birmingham Gateway project wholly accords with the spirit of Places for All.





PLACES FOR LIVING, SUPPLEMENTARY PLANNING GUIDANCE (2001)

Places for Living provides design guidance for new residential development in Birmingham. Again the Birmingham Gateway proposal accords with the spirit of the guidance and its main principles of creating: places not estates; moving around easily; safe places, private spaces; buildings for the future; and building on local character.

The guidance also acknowledges that *"the City Centre, local centres and areas that are well served by public transport have the potential to accommodate a higher density of development"*. The Birmingham Gateway proposal and its associated commercial/residential development achieve a high density of development in accordance with this guidance.

HIGH PLACES: A PLANNING POLICY FRAMEWORK FOR TALL BUILDINGS, SUPPLEMENTARY PLANNING GUIDANCE (NOVEMBER 2002)

High Places—A Planning Policy for Tall Buildings, provides guidance on the location, form and appearance of tall buildings. Tall buildings are defined as any building that would be significantly higher than its neighbours or make a recognisable impact on the skyline.

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 appropriate. Half of the existing New Street station lies within the zone, while the proposed tall buildings lie almost on the boundary of the zone as identified by the guidance.

The guidance acknowledges that there may be exceptional circumstances where tall buildings are acceptable outside the central ridge zone. The policy suggests that tall buildings should be positioned at key arrival points and at locations which terminate key views. In that context, the New Street Station site is identified as an appropriate location for a tall building(s).

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 tall building of 23 storeys, Stephenson Tower.

The Birmingham Gateway proposal is for buildings of the highest quality, which will also bring wider regeneration and economic benefits to the City Centre as a whole and will further enhance the City's international profile, as well as the creation of a distinctive skyline.

This outline application is accompanied by a Design and Access Statement that sets out the design principles adopted as part of the brief for the preparation of the Birmingham Gateway proposals together with illustrative

representations of the proposal in its urban context. Sunpath studies, wind studies and noise monitoring have been carried out as part of the preparation of the proposals (undertaken as part of the EIA process) and demonstrate that the proposal does not have an unacceptable impact on the local environment. In terms of height, the proposals comply with the Civil Aviation Authority's Aerodrome Safeguarding criteria.

ACCESS FOR PEOPLE WITH DISABILITIES (MARCH 2006)

This document provides detailed guidance to ensure access for all, to new or altered buildings. The guidance relates to movement around buildings in addition to access arrangements within buildings. It is important to note that this planning application is submitted in outline with all matters reserved for future determination, with the exception of access. Therefore matters relating to the siting of the buildings, landscaping, external appearance and detailed layout and design of the buildings will be determined at reserved matters stage.

The SPG notes that development proposals which do not accord with the access policies contained in the UDP or the SPG may be refused planning permission.

In relation to public realm and approaches to buildings, the SPG notes that proposals to enhance the public realm and pedestrian environment should meet the required standards of safety, access and inclusion. Key concerns relate to the materials to be used and surface treatment including level changes.

The SPG indicates that car parking for people with disabilities should be provided within the boundaries of the development site, and blue badge spaces should be provided within easy reach of main entrances.

The SPG also provides detailed guidance on the detailed design and arrangement of proposed development. These matters will be dealt with in due course as part of reserved matters submissions. The detailed design and arrangement of the proposed Birmingham Gateway scheme will be taken forward in the context of the guidance within the SPG.

BIRMINGHAM'S COMMUNITY STRATEGY (2005)

Birmingham's revised Community Strategy, "Taking Birmingham Forward 2005 – 2010", sets out the long-term vision for the City of Birmingham. It outlines the key actions needed to improve the economic, social and environmental well-being of local people over the next five years.

The Strategy recognises the need for investment at important gateways to the City, including Birmingham New Street station, and the proposals contribute to actions supporting the key issues of developing the National and





International City and the Connected City, particularly key action C1 to Improve Strategic Connections.

***DEVELOPING BIRMINGHAM—AN ECONOMIC STRATEGY FOR THE CITY: 2005–2015
(2005)***

This strategy provides a framework to secure the continuing renaissance and growth of Birmingham for the next ten years. With regard to transport, the strategy states:

“Effective transport infrastructure is key to future economic activity and regeneration, supporting access to learning and employment opportunities, attracting inward investment and boosting tourism. Birmingham acts as an important hub for the West Midlands region and its location at the heart of the country’s transport network reinforces its position as the premier city outside of London.”

With specific reference to Birmingham New Street station, the strategy states its support for the Gateway Scheme as follows:

“To increase the City’s attractiveness as a business location there must be improved rail links to other UK cities and the Continent and improvements to New Street Station”.

The Birmingham Gateway proposals will provide a more attractive and efficient station facility that will meet the operational requirements of the rail operators and the needs of a growing number of passengers using the station.

For delivering transport investment, the strategy states:

“Birmingham’s central location is a considerable competitive advantage which must be exploited. The City’s role as a key transport hub for the West Midlands is also vital to supporting the regional economic competitiveness, through improved connectivity. The quality of the city’s ‘arrival points’ is critical to giving visitors a good impression of the City, and potentially the wider region. The train stations, particularly New Street, and the coach station in Digbeth, do not currently provide a good introduction to Birmingham and must be improved. Due to Birmingham’s strategic location, there has to be an ongoing commitment to investment across the transport network including routes through and within the City.”

The strategy goes on to note that the strategic objective is to ensure that:

“Birmingham has a high quality transport system that meets the aspirations and needs of all its citizens, visitors and businesses, helping the economy to thrive, improving the environment and enhancing quality of life, in a safe and sustainable way”.

Key action 1.3.1 of the Strategy commits the Council to ensure that, *“there is a significant increase in passenger handling capacity and an improvement in the quality of the passenger experience at New Street Station”*. The Birmingham Gateway proposals have been prepared to respond to this commitment.





6.0 REGIONAL SPATIAL STRATEGY

This chapter considers the relevant transport, planning and development regeneration policies that have been adopted at the regional level.

6.1 REGIONAL TRANSPORT POLICY

REGIONAL TRANSPORT STRATEGY (2004)

The Regional Transport Strategy forms part of the Regional Spatial Strategy. The Strategy builds on the findings of the Government sponsored 2002 West Midlands Area Multi-Model Study, including the need for additional passenger capacity at Birmingham New Street station, to provide the spatial framework for Regional transport policy. The transport strategy states:

"a key objective of the Regional Spatial Strategy is to improve significantly the Region's transport systems to a quality comparable to that of competitor regions".

The Regional Transport Strategy provides strong support for Birmingham New Street station proposals receiving a major score for contribution to policy objectives. Policy T12 (Priorities for Investment) details 'Birmingham New Street Passenger Capacity Enhancement' as a named scheme, and highlights the key link to successful delivery of the Strategy's Public Transport Policy T5. The scheme will also support the objectives of Policy T1 (Delivering Accessibility and Mobility within the Region to support the Spatial Strategy).

WEST MIDLANDS ROUTE UTILISATION STRATEGY (2005)

The West Midlands Route Utilisation Strategy was published by the Strategic Rail Authority (SRA) with the approval of the Secretary of State. The West Midlands Route Utilisation Strategy sets out options for managing forecast passenger and freight demand on the rail network within the West Midlands up to 2011.

In the foreword by the former chairman of the SRA the redevelopment of Birmingham New Street station is given particular attention:

"There is an exciting proposal to transform New Street station, which the SRA has been supporting throughout. As well as its relevance to the city centre, the new design would allow much higher passenger volumes to be accommodated in comfort".

The need to improve station capacity and the effects of low capacity is a central theme and is repeated on several

occasions within the strategy:

"The station building is expected to require enhancement during the lifetime of the Route Utilisation Strategy to enable it to handle passenger growth safely and efficiently. Over the last three years passenger numbers have increased by over 40% and up to 40,000 people pass through the station in the busiest three hours. As growth continues there is an increasing risk that New Street station will experience further instances of full or partial closure to prevent unsafe passenger 'overcrowding' at the station."

"Schemes to attract passengers to rail, such as Centro's plan to increase car parking at Longbridge, could be constrained if there is insufficient passenger capacity at New Street to safely accommodate the extra traffic generated on the Cross City Line."

"There is sufficient train path capacity for the Route Utilisation Strategy period: the problem is the station cannot cope with the growing number of passengers. Unless changes are made to the station layout and operation, the station will have to be closed more frequently for safety reasons when it becomes congested. This will have a major effect on passenger journeys and train performance across the West Midlands".

The West Midlands Route Utilisation Strategy highlights the importance of the redevelopment of Birmingham New Street station, not only in the context of improving capacity levels today, but to accommodate future growth and to facilitate other developments in the rail transport system. It also places these developments in the context of their economic importance for the City and region.

6.2 REGIONAL DEVELOPMENT AND REGENERATION POLICY

REGIONAL PLANNING GUIDANCE 11: WEST MIDLANDS

The Regional Planning Guidance for the West Midlands (RPG11) was adopted by the Office of the Deputy Prime Minister in June 2004.

This guidance represents the current Regional Spatial Strategy for the West Midlands. The Spatial Strategy is currently at an early stage of review. However, the policies contained within the existing adopted version remain valid for the assessment of the Birmingham Gateway proposals.

This section provides a summary consideration of relevant policies and objectives contained in the adopted Regional Spatial Strategy that have a bearing on the principle of the Birmingham Gateway scheme.





FOCUS ON MAJOR URBAN AREAS

The creation of new development opportunities to retain and attract people and investment in 'Major Urban Areas' such as Birmingham is promoted by the Regional Spatial Strategy.

A key aim of the Strategy is the achievement of urban renaissance in the major urban areas through the development of a balanced network of town and city centres that will act as a focus for major investment in retail, leisure, and office developments (para 3.11).

Under the chapter titled 'Prosperity for All', the guidance sets out that the performance of the Region's economy will be critical to the success of the Spatial Strategy (para 7.1). It also states that the maintenance of high and stable levels of economic growth are a key element of the overall strategy for sustainable development (para 7.5).

Economic growth should be focussed in Major Urban Areas with an emphasis on creating greater opportunities for development, in accordance with the policies of the Spatial Strategy.

The Strategy also sets out that town and city centres are the drivers of the Region's economy and are of crucial importance to the Region's economic and social well being and the achievement of sustainable development. It adds that centres should be the key focus for future regeneration proposals and that significant retail development should be targeted to town and city centres to assist in regeneration (para 7.58).

THE ROLE OF BIRMINGHAM CITY CENTRE

There is clear encouragement given to the importance of Birmingham as a Regional Capital and the guidance recognises that the growth of Birmingham as a 'World City' provides significant benefits for the region as a whole.

Policy PA12 of the Regional Spatial Strategy recognises and promotes Birmingham's role as a 'World City'. The Strategy sets out that, as a Regional capital, Birmingham has a special role to play in the network of centres and should:

"...Continue to be developed as a major Regional Capital of European and World Standing."

The Strategy promotes the accommodation of further development opportunities and expansion within the City Centre and states (para 7.66):

"Birmingham City Council, with the support of authorities across the region and other key partners, should continue to secure development and investment that will further enhance the City's status as a world city".

The strategy recognises, *"Birmingham is strengthening its role as the regional capital with emerging world city status"*. It also states that in major urban areas more development opportunities will be created to attract people and investment. This includes tackling deprivation and creating employment opportunities; improving the quality of transport networks to reduce social exclusion; improve economic performance; and facilitate a more sustainable pattern of development.

The strategy recognises all the issues being addressed by this project as essential to the well being of the City, the region, and in some cases, the nation. Birmingham New Street station is acknowledged as the hub of the national rail network, with the region located to the crossing of two of the nation's most important transport corridors (the South West to North East and South East to North West, Wales, Scotland and Ireland).

As noted earlier, the station is specifically identified as a Priority for investment in Policy T12 of the Regional Transport Strategy component of the Spatial Strategy. The Strategy also highlights the key links between Birmingham New Street station passenger capacity enhancement and Policies T5, on Public Transport, and UR2, on Towns and Cities outside the major urban areas. Within the wider Spatial Strategy, the proposals provide strong support for the successful delivery of a number of other policies with the Urban Renaissance and Prosperity for all themes, particularly:

- § UR1 Implementing the Urban Renaissance;
- § UR3 Enhancing the roles of City, Town and District Centres;
- § PA1 Prosperity for All;
- § PA2 Urban Regeneration Zones;
- § PA10 Tourism and Culture; and
- § PA12 Birmingham's role as a world city.

The project contributes directly or indirectly to most other regeneration work in the region, including the two Regeneration Zones based around Birmingham and the Central Technology Belt, because of its pivotal role in providing access for local people to jobs and training, and for business travellers and visitors seeking to invest or spend in the region.

For Birmingham to strengthen its role as "the regional capital with emerging world city status", it is vital that it develops as a "connected" region with economic, social and cultural linkages supported by improvements in





accessibility and mobility. This is a key theme embodied within this strategy.

DELIVERING ADVANTAGE: WEST MIDLANDS ECONOMIC STRATEGY AND ACTION PLAN 2004–2010 (2004)

Delivering Advantage: West Midlands Economic Strategy and Action Plan 2004–2010 is the Regional Economic Strategy for the West Midlands. The strategy and plan set a vision to transform the West Midlands into a 'worldclass' region by the year 2010. Delivery of the strategy is the responsibility of Advantage West Midlands and its regional partners. The Strategy states:

"Our challenge is, through close and energetic partnership, to find innovative solutions, and create a safe, sustainable, world class transport system which supports our regional economy".

Within the most deprived areas of the Region, Advantage West Midlands designated six Regeneration Zones to address the specific needs of disadvantaged communities, with the aim of raising employment levels, increasing business activity and improving quality of life by strengthening links between areas of need and areas of opportunity. Communities within Birmingham are covered by two of five urban Regeneration Zones: the Arc of Opportunity Zone covers the area west of Birmingham city centre, extending into Sandwell and Dudley, whilst the East Birmingham and North Solihull Zone encompasses most of the area east of the city centre, together with small parts of North Solihull.

The importance of the designated areas and the role transport investment can play in delivering benefits is acknowledged in the Provisional Local Transport Plan by primarily focusing major scheme programmes on these areas. Hence, the redevelopment proposals for Birmingham New Street station offers strong support for the delivery of objectives outlined within Zone Implementation Plans by connecting local people to the improved business and employment opportunities in the city centre and wider region.

The strategy supports the priorities set out in the Regional Transport Strategy. It recognises the need to mitigate the negative impact on regional success and prosperity of passenger constraints at Birmingham New Street station as one of the key challenges to be addressed in Pillar 3: Creating the conditions for Growth; one of the well established regional tools driving the delivery of the Regional Economic Strategy and Action Plan. Each RDA takes a 'lead' role on behalf of the other RDAs on specific national policy issues. Advantage West Midlands leads on transport issues and is a powerful voice in pushing forward the transport agenda with Government.

Advantage West Midlands' Corporate Plan recognises the re-development of New Street Station as one of its

major strategic 'flagship' project which will have a significant impact across the region.

With regards to Birmingham New Street station:

"[It] is constrained by line and platform capacity and there are capacity constraints on the West Coast Main Line, particularly the two track line between Coventry, Birmingham and Wolverhampton".

REGIONAL HOUSING STRATEGY (2005)

The Strategy is closely aligned with the aims of the RES and RSS, recognising the need to perpetuate the 'virtuous circle' of investment attracted through development activity within urban areas by providing fit for purpose transport infrastructure to alleviate existing 'housing stress' and accommodate future growth needs. Scheme proposals support the aims of the Strategy through increased connectivity, addressing one aspect of market failure by improving the accessibility of areas that exhibit low demand.





7.0 NATIONAL PLANNING POLICY CONTEXT

There are a number of key themes and objectives contained within national planning guidance that provide strong support to the proposals put forward for the Birmingham Gateway site by the accompanying outline planning application.

This chapter considers the relevant transport, planning and development regeneration policies which have been adopted at the national level.

7.1 TRANSPORT

TRANSPORT 2010–THE 10 YEAR PLAN (2000)

The 10 Year Plan published by the DfT (DETR as then) in July 2000 built on the foundations of the 1998 Integrated Transport White Paper and presented Government's long term strategy for delivering a quicker, safer, more punctual and environmentally friendly transport system.

The Plan recognised that, *"the WM region is at the centre of the country's road and rail networks, and there is significant congestion on both networks. It is important that these congestion problems are tackled"*. Amongst the rail measures supported in the 10 Year Plan were the West Coast Main Line upgrade and increasing rail terminal capacity in the centre of Birmingham in order to aid modal transfer and expansion of Birmingham New Street Station.

TRANSPORT WHITE PAPER "FUTURE OF TRANSPORT: A NETWORK FOR 2030" (2004)

The White Paper looks at the factors that will shape travel, and the transport network, over the next 30 years. It sets out how the Government will respond to those pressures, safeguarding our economic and social well-being and our environment. With regard to rail, it states an objective of:

"the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas".

The development of the Birmingham Gateway project has been conducted under the guidance of this strategy and is informed by the policy's rail objectives.

The Railways Act 2004 implements proposals set out in the 2004 White Paper "The Future of Rail". It allows the Government to take charge of setting the strategy for the railways, and to streamline the structure of the rail

industry at the national level and providing for greater local and devolved decision making. The Act has been introduced to tackle the long-standing structural problems of the railways.

"The Act provides a power for the Secretary of State to give financial assistance for any railway purpose. The assistance may take the form of grants, loans, guarantees or investments, and may be subject to such terms and conditions as the Secretary of State thinks fit." It continues, "It is intended that the Secretary of State's power will be used in particular to provide financial support to Network Rail for the provision of rail infrastructure."

EDDINGTON STUDY (DUE 2006)

As part of the 2005 Budget, the Chancellor announced that Sir Rod Eddington had been asked to work with the Department for Transport and HM Treasury to advise on the long term impact of transport decisions on the UK's productivity, stability and growth. The December 2005 pre-Budget report notes some of the preliminary findings of the Eddington Study, due to report in spring 2006, which will highlight the important role of "fit for purpose transport infrastructure" in the efficient functioning of the economy, through both labour and product markets.

7.2 NATIONAL PLANNING POLICIES

PPS1: DELIVERING SUSTAINABLE DEVELOPMENT (FEBRUARY 2005)

This guidance sets out the Government's *"overarching planning policies for the delivery of sustainable developments through the planning system"*. It states that sustainable development is the core principle underpinning planning.

The guidance sets out that the Government is committed to promoting a strong, stable, and productive economy that aims to bring jobs and prosperity for all. It adds that local planning authorities should (inter alia):

- § recognise that economic development can deliver environmental and social benefits;
- § recognise the wider sub-regional, regional or national benefits of economic development and consider these along side any adverse local impacts;
- § actively promote and facilitate good quality development, which is sustainable and consistent with their plans; and
- § support the provision of sufficient, good quality, new homes (including an appropriate mix of housing and adequate levels of affordable housing) in suitable locations.



The guidance provides positive support to the promotion of urban regeneration to improve the well being of communities, improve facilities, and promote high quality and safe development. It adds that policies should promote mixed use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places.

Good design is also identified as a key objective. PPS1 sets out that local planning authorities should plan positively for the achievement of high quality and inclusive design for development, including individual buildings, public and private spaces and wider area development schemes (paragraph 34).

The Statement adds that high quality and inclusive design should create well mixed and integrated developments which avoids segregation and have well planned public spaces (paragraph 35).

PPG3: HOUSING (MARCH 2000)

The key emphasis of this guidance is the promotion of sustainable patterns of development and the maximised re-use of previously developed land for housing. There is particular support for the concentration of new housing within towns and cities where there is the greatest focus of public transport provision and accessibility to a range of services and facilities (jobs, education, health facilities, shopping, leisure and local services) to support the needs of communities.

Priority is given to previously developed urban sites and the guidance encourages the achievement of high density residential schemes.

Mixed use development proposals that incorporate residential units are given strong support as a means of bringing new life in to towns and cities as well as creating vibrancy and vitality in the interaction of uses.

The guidance states that local authorities should facilitate mixed use developments by encouraging more housing in towns and cities and by identifying appropriate sites in development plans (paragraph 50).

Public transport accessibility is identified as an important consideration. The guidance sets out that local planning authorities should seek to exploit opportunities to locate larger housing developments around major public transport nodes and seek to ensure access by a range of non car modes of transport (paragraph 47).

The significant increases in the levels of city centre residential development in Birmingham over recent years and the growing trend of 'City Living' has been spurred to a large extent by the policies and objectives of the Government to achieve sustainable patterns of development for housing.

Birmingham City Centre dwellers are also able to enjoy and take advantage of the increasing range of facilities

within the City Centre, the increasing diversity of evening entertainment and the considerable improvements to the built environment over recent years.

Delivery of affordable housing is dealt with by the guidance. It states that *"a community's need for a mix of housing types, including affordable housing, is a material consideration which should be taken into account in deciding applications involving housing"* (paragraph 14).

The guidance adds that (paragraph 14 and 16):

"decisions about the amount and type of affordable housing to be provided in individual proposals should reflect housing need and individual sites suitability....local planning authorities and developers should be reasonably flexible in deciding the types of affordable housing most appropriate to a particular site"

The issue of affordable housing provision is identified with in Section 11 of this Statement where consideration is given to the range of planning obligations to be brought forward by the proposed development.

PPS3: HOUSING, CONSULTATION DRAFT (DECEMBER 2005)

This draft consultation document focuses on the need to create sustainable, inclusive and mixed communities. This should be developed by including a mix of both affordable and market housing within schemes.

The efficient use of land is stressed and the management of delivery and development is seen as essential to this process.

PPS6: PLANNING FOR TOWN CENTRES (MARCH 2005)

This guidance was produced to replace the previous PPG6 (1996) and subsequent policy statements relating to retail development.

It is clear from the guidance that the Government's key objective for town centres is to promote their vitality and viability by:

"Planning for the growth and development of existing centres; and

promoting and enhancing existing centres, by focusing developments in such centres and encouraging a wide range of services in a good environment, accessible to all." (Paragraph 1.3)

In addition to these key objectives, the statement supports efficient, competitive and innovative retail, leisure, and





tourism sectors, and encourages new development to be accessible and well served by choice of means of transport. (Paragraph 1.4)

Furthermore, the guidance sets out that local planning authorities should:

“Promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and a focus for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents”. (Paragraph 1.5)

By planning positively for their growth and development, local planning authorities are advised to *“focus development in, and plan for the expansion of, existing centres as appropriate and at the local level identify appropriate sites in development plan documents”.* (Paragraph 1.6)

The statement provides a strong emphasis on achieving a proactive planned approach to the provision of new town centre developments. This approach starts at the regional level, through the regional spatial strategy, which should identify a strategy of higher level centres in the region and their role as the *“focus for major retail, leisure, office and other main town centre developments of more than a local importance”.* (Paragraph 2.12)

Local planning authorities are encouraged to formulate planning policies which *encourage “well designed and high density multi storey development within existing centres, including the promotion of mixed use development”.* (Paragraph 2.20)

The policy statement places emphasis on the importance of achieving an appropriate scale of town centre development. The statement advises that local planning authorities should ensure the scale of new developments *“relate to the role and function of the centre within the wider hierarchy and the catchment served”.* (Paragraph 2.41)

The statement adds that in selecting appropriate sites for development, local planning authorities should have regard to:

“Whether the site is or will be accessible and well served by a choice of means of transport, especially public transport, walking, cycling, as well as by car; and the impact on car use, traffic, and congestion.” (Paragraph 2.49)

The Transport Assessment submitted in support of the accompanying outline planning application deals with matters of accessibility, sustainability, and capacity considerations in detail.

PPS6 identifies a number of key tests and ‘relevant matters’ to the consideration of town centre development proposals. These are need; scale; impact; sequential approach; and accessibility.

Other relevant matters include:

- § Physical regeneration;
- § Employment;
- § Economic growth; and
- § Social inclusion.

The Birmingham Gateway proposals therefore meet the requirements as set out in PPS6.

A detailed ‘Retail Study’ report has been prepared for the Birmingham Gateway proposals to consider the principle of the outline proposals against the key tests contained in PPS 6. The report is submitted in support of the accompanying outline application.

PLANNING POLICY GUIDANCE NOTE 24: PLANNING AND NOISE (1994)

PPG 24 recognises that *“noise can have a significant effect on the environment and on the quality of life enjoyed by individual and community”.* The Birmingham Gateway Scheme does incorporate both noise generating uses and residential uses which will be sensitive to noise. In accordance with PPG 24 a detailed noise assessment has been undertaken as part of the EIA process for the Birmingham Gateway proposals which identifies how the impact of noise will be minimised by the proposal.

7.3 NATIONAL REGENERATION POLICY

A NEW COMMITMENT TO NEIGHBOURHOOD RENEWAL; NATIONAL STRATEGY ACTION PLAN (2001)

A New Commitment to Neighbourhood Renewal is a Social Exclusion Unit report of 2001. This report sets out a vision that *“within 10 to 20 years no-one should be seriously disadvantaged by where they live. People on low incomes should not have to suffer conditions and services that are failing, and so different from what the rest of the population receives”.* The vision for the 88 most deprived districts in England is reflected in two long-term goals:

“In all the poorest neighbourhoods, to have common goals of lower worklessness and crime, and better health, skills, housing and physical environment;





To narrow the gap on these measures between the most deprived neighbourhoods and the rest of the country.”

The report asserts:

“Poor services in deprived neighbourhoods compound the misery of living on a low income, with people who already have trouble making ends meet also facing higher prices in shops, worse schools, fewer doctors and higher rates of crime. This can be particularly problematic for specially vulnerable groups including older people, lone parents, disabled people and black and minority ethnic residents.”

Regeneration of the station area will not only attract investment for the scheme itself, but also act as a catalyst for further investment in the wider city and region. The generated employment opportunities from the construction element of the redevelopment and redeveloped station, as well as job creation from the anticipated further investment in the city and region assist in the report’s targets of improving economic performance in the region and generate sustainable employment in deprived communities.

COMMUNITIES PLAN SUSTAINABLE COMMUNITIES: BUILDING FOR THE FUTURE (2003)

The Sustainable Communities Plan (2003) sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle demand and supply issues in housing and the quality of public space. The plan includes not just a significant increase in resources and major reforms of housing and planning, but a new approach to how we build and what we build. The £22 billion programme of action aims to focus the attention and co-ordinate the efforts of all levels of Government and stakeholders in bringing about development that meets the economic, social and environmental needs of future generations as well as succeeding now.

The Region’s White Paper. *“Your Region, Your Choice”*, set out the Governments plans to decentralise power and strengthen regional policy. It provided for directly elected assemblies to go ahead in regions where people want them, and for strengthened arrangements in all regions to improve strategic planning and delivery. The national plan of action is a further step in this direction with a substantial shift in responsibilities for the use of housing resources.

In implementing the national plan of action in the West Midlands four key issues identified by the Regional Planning Body and its regional partners are being addressed through the Regional Spatial Strategy. These are:

- § Urban Renaissance—developing the major urban areas in such a way that they increasingly meet their own economic and social needs, countering the unsustainable outward drift of people and jobs.

- § Rural Renaissance—addressing more effectively the changes that are challenging the traditional roles of rural areas.
- § Diversifying and modernising the region’s economy—ensuring that opportunities for growth are linked to meeting needs and that they help reduce social exclusion.
- § Modernising the transport infrastructure of the region—to support sustainable development of the West Midlands.

With regard to transport, the plan will address *“the poor personal mobility of many of the regions’ communities”* and improve *“the ability of communities to travel to work”*.

The Birmingham Gateway proposals will clearly improve the mobility choices of the region, whilst substantially improving the station environment for all users.





8.0 PERMITTED DEVELOPMENT RIGHTS

There is a need to carry out improvements to Birmingham New Street railway station in order to better cater for the ever increasing number of passengers using the railways across the County, and in particular the increasing levels of usage of this key interchange facility. The proposals put forward in the accompanying planning application seek to promote improvements to the size and range of facilities available at New Street Station, while also upgrading the standard of experience for passengers using the facility.

Modifications to the station facilities at New Street form a significant proportion of the Birmingham Gateway proposals. These works will be undertaken in accordance with existing permitted development rights.

For clarity on the issues of permitted development and 'prior approval', this Planning Statement is supported by the following Appendices:

- § Appendix 1: Section 16 of the 1845 Railway Clauses Consolidation Act;
- § Appendix 2: Plan Illustrating Areas of Permitted Development and Prior Approval at Platform Level;
- § Appendix 3: Plan Illustrating Areas of Permitted Development and Prior Approval at Concourse Level

The extent of works covered by permitted development or the requirements of 'prior approval' (Part 11 and 17A of the GPDO) are outlined below.

8.1 PERMITTED DEVELOPMENT

The railway at this location was constructed under the Parliamentary powers contained in the London & Birmingham Railway (Birmingham Extension) Act 1846 (the 1846 Act) and the London & North Western Railway (Additional Powers) Act 1881 (the 1881 Act).

The original station roofs were removed in 1966 when the raft on which the Pallasades shopping centre was constructed. At this time the station buildings and platforms were altered to fit the new configuration of the station. Even if the station platforms were altered under a planning consent in 1966, the work would still have been authorised by the original railway authorising acts, both of which incorporated the clauses contained in the Railway Clauses Consolidation Act 1845 (the 1845 Act) and Section 16 of the 1845 Act, which granted the then Railway Company and its successors in title the right to erect and construct such stations etc. as they thought fit and from time to time alter, repair, or discontinue the before mentioned works or any of them, and substitute others in their stead (a copy of Section 16 of the 1845 Act is contained at appendix 1).

These Acts still apply and the work is therefore permitted development by virtue of Part 11 of schedule 2 to the Town & Country Planning (General Permitted Development) Order 1995 (the GPDO), which grants planning permission for work authorised by an Act of Parliament. In addition Part 17A of the GPDO grants planning consent for development by railway undertakers on their operational land required in connection with the movement of traffic by rail.

The new access and footbridge (installed as a safety exit at the southern end of the station) for the Navigation Street entrance was constructed under a planning consent, although the bridge is now an operational railway structure.

The alterations to the station will involve the removal of much of the buildings currently located at platform level and the refurbishment of the access stairs, escalators and lifts, with additional facilities, to provide better access to and more space for passengers on the platforms. Alterations will also include the closure of two decks of the station car park and the expansion of the concourse area into this area to provide better and larger waiting facilities for the travelling public with a refurbished gate line to provide two distinct areas, a public side and a "train side".

The idea is that passengers will enter the station through the public side, buy their tickets before moving into the "train side" where they will wait, at concourse level, for their train to be called. Once the train has been called the passengers will move down the escalators, stairs or lifts to the platform to board the train. There will be retail facilities for passengers in both the public and "train side" areas.

There will also be accommodation for the Train Operators and Network Rail built into the scheme, both for office staff and the staff working on or around the platforms. Some of this accommodation will extend up into the mezzanine level of the station.

8.2 SUB-PLATFORM LEVEL

The existing subway system was built as an integral part of the Royal Mail postal depot and extends beyond the site to include a tunnel connection beneath platform 10 and 11b, to the 'Mail Box' sorting office, which has now been converted into high quality offices, shops, flats and a hotel.

The subways are physically constrained by the structure and foundations of the building and vehicular ramps above. The tunnels cannot be widened nor headroom increased due to transfer structures and the proximity of the operational railway.

The existing subway system will be retained, with modifications made to the access into and from the subway,





deep cleaning of the floor surface and improved decoration of the wall and ceiling areas, enhanced lighting, and replacement of ramps with escape stairs, located beneath the proposed bank of escalators that lead down to Platform level from the western paid concourse. These proposals will provide increased platform space to ease issues of congestion.

This work will be permitted development by virtue of Part 17A of the GPDO.

8.3 PLATFORM LEVEL

The station has 12 platforms each of which can contain at least two trains at any one time (platforms A and B). There are also two engine docks, the western dock south of platform 12b and the eastern dock south of platform 12a. Between platforms 5-6, 7-8 and 9-10 there is an additional railway track, which is used to stable trains and diesel shunters.

The island platforms are divided in two by a series of accommodation buildings located between the main structural columns. This limits platform widths to 3 metres which is insufficient to accommodate both current and predicted passenger demand. Each platform has heated waiting rooms with seating and Customer Information System displays. These are to be removed to increase platform capacity and encourage passengers to wait in the paid concourses until directed to the appropriate platform once the train has been signalled.

All of the ramps to the platforms are to be removed and replaced by new means of escape. Platform areas previously used for the ramps are to be in-filled to Platform Level, increasing available open platform space. Floor and ceiling areas will receive new contemporary fittings and finishes that will be more resilient and resistant to the elements.

This work will be permitted development by virtue of Part 17A of the GPDO. At this level it is also intended to provide some retail elements around the southern façade following the removal of the existing brick wall. While the uses are permitted development under Part 17A of the GPDO, the changes to the façade will necessitate prior approval under Part 11 of the GPDO, although such approval can only be refused on the limited grounds set out in A.2 of Part 11.

8.4 CONCOURSE LEVEL

At concourse Level, Birmingham New Street station currently occupies the whole site above the railway. Pedestrian access from street level is via Smallbrook Queensway (east); Queens Drive (southwest) and Navigation Street (northwest). This represents a small proportion of the total passengers, most of whom arrive and depart via the escalators and stairs that connect the station to the Pallasades shopping centre. This area is a bottleneck

with all incoming and departing passengers traversing, waiting and stopping to check train information immediately to the right of the barrier line.

As part of the redevelopment proposals, the existing concourse level will be enlarged and extensively remodelled. This will require the acquisition and remodelling of part of the NCP car park and certain retail units within Ladywood House at concourse level.

The station will need to remain operational during the construction phase of the redevelopment. The additional space created by occupying the lower NCP car park levels will allow new facilities to be built prior to the decommissioning of the existing facility.

All of the existing concourse area will be re-planned with distinct zones for "paid" and "unpaid" segregation of passengers, as well as accommodating areas for Network Rail, Virgin Trains, other train operating companies, together with a ticket and travel centre.

The main public concourse layout will be significantly re-configured to enhance the level of comfort and standard of experience for passengers passing through the station. These alterations will affect access and egress through the concourse, the layout of retail, the location of short stay pick up and drop off points, and the accommodation of short stay car parking.

The new central public concourse will be created running north south through the building, from Stephenson Street to Queen's Drive. The concourse will be flanked on either side by paid concourses and retail units and will be naturally lit from above by an atrium. This concourse will play a vital role in improving the accessibility of the station facilities and their integration with the wider city environment.

Retail units will be located around the periphery of the station on the northern and eastern sides, facing outwards to activate the adjoining streetscape and public domain spaces. The station will be extended to the east, providing new retail and entertainment units.

A new walkway will be constructed to the south of the Odeon building to provide a pedestrian link between Moor Street and the Bullring Square and the station.

The provision of facilities for the travelling public, and the necessary enlargement of the concourse area are permitted development by virtue of Part 17A of the GPDO, the provision of facilities for the public are specifically mentioned in Part 17A as a building or structure provided under transport legislation. Transport legislation is defined in Part 17K as being section 14(1)(d) of the transport Act 1962 or section 10(1)(x) of the Transport Act





1968.

The external appearance of the concourse level will change in order to achieve the overall improvements and significantly improve the integration of this key site within the city centre. The creation of essential new linkages into and through the site, in conjunction with a transformed visual presence, will finally allow the City to truly embrace the station.

These changes are also permitted development, this time under Part 11 of the GPDO, however they will need prior approval under this Part, as mentioned previously such approval can only be refused on the limited grounds set out in A.2 of Part 11. At this level there will also be offices and other facilities for the Network Rail staff as well as the other Train and Freight Operating Companies. These will extend up to a the mezzanine level, and since this accommodation is wholly within the station the work will also be permitted development under Part 17A of the GPDO.

All of the work being undertaken to the railway station is permitted development under either Part 17A or Part 11 of the GPDO and consequently planning consent is not required. However some of the work, for which planning consent is granted under Part 11 of the GPDO will necessitate prior approval by Birmingham City Council. The areas of work covered by either permitted development or the requirements of permitted development are shown on the Plans contained at Appendix 2 and Appendix 3 of this Statement.

The table below provides the proposed floorspace information for the new station facilities (excluding plant etc) put forward by the Birmingham Gateway proposals under permitted development rights. These are provided for information and do not form part of the approval sought by the accompanying outline application.

TABLE 1: PROPOSED STATION FLOORSPACES UNDER PERMITTED DEVELOPMENT RIGHTS

Level	Train Operating Companies	Network Rail	Virgin Trains	British Transport Police
Platform	141 sq m	750 sq m	766 sq m	N/A
Concourse	1077 sq m	4690 sq m	566 sq m	1538 sq m
Mezzanine	1924 sq m	N/A	219 sq m	746 sq m





9.0 DETAILED CONSIDERATIONS

This Planning Statement has identified a number of considerations relevant to the assessment of the outline application for the Birmingham Gateway scheme, submitted by Network Rail Infrastructure Limited. These have covered the existing context of the Birmingham Gateway scheme site; the site's location; the need for the proposed development; details of the development; and the strong level of local, regional and national support for the proposed development in principle terms.

This section identifies a number of detailed considerations that have relevance to the assessment of the proposed development and the accompanying planning application.

9.1 THE BUILT ENVIRONMENT

The Birmingham Gateway site does not fall within a Conservation Area and does not contain any listed buildings within the area of the proposed development.

The proposals have been developed to respect the scale and character of existing buildings, to fit within their urban context (particularly in relation to the number of recent tall buildings in this area), while also seeking to provide significant enhancements to the external and internal appearance and layout of the station buildings, as well as maximising the opportunity for future investment and economic potential. These principles will be followed through the detailed design of the proposals when these are submitted to the City Council either as reserved matters proposals or a detailed planning application.

The scheme will be the subject of detailed construction management, and appropriate mitigation measures will be adopted to limit as far as possible any adverse effects caused by the construction of the proposed development.

9.2 RETAIL NEED

A separate Retail Policy Statement has been prepared by Jones Lang LaSalle in respect of the Birmingham Gateway proposals, and is submitted in support of this application.

The Retail Policy Statement addresses each of the relevant national retail policy tests set by PPS 6 (2005) and gives consideration to the qualitative improvements provided by the proposals in the context of local and regional policies and other recent relevant studies.

9.3 THE PROPOSED TALL BUILDINGS

Two tall buildings are shown as part of the Masterplan proposals for the Birmingham Gateway development. These buildings represent the tallest elements of the proposed development at a maximum height of 242m AOD and will create a prominent gateway to the grand public staircase leading up to the station from Station Street. The tall buildings will offer the potential for a mix of commercial and residential accommodation and will be designed to achieve a high quality of architecture that provide striking additions to the City's skyline.

The site proposals make allowance for tower entry points at street level from Station Street and Hill Street, and it is anticipated that retail facilities could be provided at ground and plaza level.

The proposed tall buildings fall just outside of the City Centre's 'Central Ridge Zone'. However, their location close to a major transport interchange and a key gateway to the City provide appropriate circumstances for the accommodation of tall buildings within the application site, in accordance with the High Places SPG issued by BCC.

9.4 ACCESS TO THE PROPOSED DEVELOPMENT

Access to the site will be from Smallbrook Queensway, Hill Street, and Navigation Street. In addition to this, improved access will be provided to the upper levels of the multi-storey car park. The construction of the new ramp provides improvements to access alignments.

The outline planning application accompanying this Statement is supported by a detailed Transport Assessment for the proposed development, prepared by Scott Wilson.

The Scott Wilson Transport Assessment provides a thorough consideration of relevant transport and access issues affecting the proposed development and the proposals put forward for approval as part of the accompanying outline application.





10.0 PLANNING OBLIGATIONS

The Birmingham Gateway proposals provide significant benefits for Birmingham, the local area, and the wider region including the regeneration of the application site, investment and further substantial economic development within the City Centre, considerable enhancements to the quality of the urban environment, the standard of the existing cityscape and areas of public realm, and the generation of substantial future investment. In addition, the Birmingham Gateway proposals provide the opportunity to achieve a considerable enhancement to the efficiency and operation of this key transport hub and railway interchange to the benefit of the West Midlands.

A review of the benefits of the proposed development is provided in section 11.

Over and above these considerable public benefits created by the Birmingham Gateway proposals, there are a number of more direct and localised benefits that will be generated by the proposals. A number of these will be covered, as necessary and appropriate, through agreeing planning obligations to be provided by the proposed development in the form of a Section 106 Obligation. These may include:-

- § Enhancements to public open space;
- § Affordable housing;
- § The creation and protection of an enhanced and accessible public route through the site;
- § Provision of public conveniences;
- § Improvements to adjoining highways and access arrangements;
- § The provision of public art;
- § Appropriate training initiatives for staff;
- § Contributions to shop mobility and public safety; and
- § The operation of CCTV.

Network Rail and their advisors will seek to enter into further discussions with Birmingham City Council following the submission of the accompanying outline application to agree suitable heads of terms for a Section 106 Obligation for the proposed development. These discussions will be undertaken in the context of viability considerations and with reference to the significant wider benefits provided by the Birmingham Gateway proposals.

A separate financial appraisal will be submitted to Birmingham City Council shortly following the submission of the planning application.





11.0 BENEFITS OF THE PROPOSED DEVELOPMENT

Birmingham Gateway will represent a significant further step forward in the regeneration and growth of Birmingham City Centre, as a rejuvenated location for investment and the attraction of visitors.

The scheme proposals will create a station that will provide a 'gateway' to both the City and the West Midlands region, while at the same time upgrading the station facilities to accommodate an increased capacity for growing passenger numbers.

This Planning Statement has identified a variety of positive considerations that support the principle of the Birmingham Gateway scheme, as put forward by the accompanying planning application. This section provides a review of the principal benefits of the proposed development as identified within the Statement and other supporting documents.

11.1 REGENERATION CONTEXT

The application site lies adjacent to the Bullring development, and is the one of the main entrances to the City and its wider retail, commercial and leisure offer.

An enhanced railway station will significantly improve the image of the City and the Region as a whole, and provide for a 'sense of arrival' into the City.

The Birmingham Gateway scheme will improve significantly the urban environment within the City and develop the public realm in the vicinity of the station. This will in turn enhance the development potential of the areas around the station, particularly those to the south of the Station.

In addition to this, the facilities offered within the station will be vastly improved and will therefore provide a first class 'station experience' to users of the station.

Improved facilities will support the resurgence of Birmingham City Centre, and will further encourage investment from developers, who have already shown confidence in the City through a number of schemes including the Bullring, Martineau Galleries, The Mailbox, Masshouse and Brindleyplace.

The Birmingham Gateway scheme aims to continue the trend of high quality urban investment and confident urban development in keeping with recent City Centre schemes. This will help to re-enforce the importance of Birmingham as a regional centre, whilst also contributing to the growing success of the City in attracting visitors.

11.2 ENHANCED STATION CAPACITY AND IMPROVED PASSENGER EXPERIENCE

As has been outlined in this statement, the improvements to the station are essential to alleviate passenger congestion and improve the passenger experience when using or passing through New Street Station. The outline proposals put forward by the accompanying application have been driven by these objectives.

A key benefit of the Birmingham Gateway project will be the alleviation of passenger overcrowding within New Street station, and the creation of more attractive, welcoming, and comfortable passenger areas within the concourse and at platform levels. This will provide for an enhanced passenger experience and eliminate the need for station closures, and reduce delays due to congestion.

Through the introduction of separate 'paid' and 'unpaid' concourse areas, the aim is to facilitate improved management of the station. This will in turn increase passenger flow throughout the station by providing new ticket barriers and departure lounges, which will negate the need for passengers to wait on platforms.

Throughout the construction phase of the development, Network Rail Infrastructure Limited will seek to minimise the impact of works on the operational railway.

11.3 LINKAGES AND PERMEABILITY

It has been acknowledged that the existing station presents a 'barrier' within the centre of the city. Furthermore, the station building is currently poorly integrated with the existing urban fabric and divides many of the important linkages within the City Centre.

Currently there is very little activity around the station perimeter, and little interaction between the internal and external spaces. As a result, the overall permeability of the site is limited.

The vision that Network Rail Infrastructure Limited is seeking to realise through the Birmingham Gateway scheme is to create a station that brings the City Centre together and becomes a gateway to the City.

Creating an enhanced and upgraded north-south route through the station will remove these barriers. This new public right of way will remain open during normal station operating hours (i.e. 24 hours a day Monday to Saturday, and between 7am – 12 midnight on Sundays).

Additionally, the introduction of large public plaza areas will encourage enhanced usage and pedestrian movement





between the station and surrounding attractions such as the Bullring and Mailbox.

Throughout these spaces, and around the station perimeter in general, amenities such as benches, seats, railings, and bicycle racks, will be utilised to enhance the functionality of the public domain.

11.4 SUSTAINABILITY

The Birmingham Gateway scheme will represent a highly sustainable development. This is largely due to its central location within the City Centre, where a wide range of services, facilities, and employment opportunities are available.

One of the main aims of the Birmingham Gateway scheme is to further facilitate the modal shift from private car travel to public transport, with consequential improvement in the wider performance of the transport system.

The site benefits from being well located to facilitate this modal shift. In particular, there are a significant number of bus services that can be accessed from a number of adjoining streets around the application site.

The Birmingham Gateway proposals also make provision for improved cycle access to the station, and improved cycle facilities (e.g. cycle stands) for those wishing to switch from cycle to train.

It is proposed that the two tall buildings will not provide for any on-site car parking. This is reflective of the buildings' location close to a number of public transport options, the most important of which will be the station itself.

It is also worth noting that these proposals have been developed with consideration to the proposed implementation of Birmingham Metro. These proposals will be compatible with, and will not prejudice the Metro proposals being brought forward.

11.5 ECONOMIC DEVELOPMENT

The Socio-economic chapter of the Environmental Statement identifies that the Birmingham Gateway scheme will have a significant positive effect on the economy of Birmingham City Centre through the provision of an enhanced station environment that will add to the variety and range of facilities within the city centre for shopping, leisure, food and drink, as well as providing new residential and office floorspace.

There will also be a considerable level of job creation as a result of the proposed development, that will be derived from the construction of the scheme in the short term as well as from the longer term creation of permanent employment through the various uses to be accommodated as part of the scheme.

It can also be expected that the Birmingham Gateway scheme will cause significant wider 'spin off' benefits for the economy of the City Centre in terms of increasing the quality and efficiency of the transport facilities and also by further increasing levels of footfall and attraction of expenditure within the City Centre.

11.6 CITY LIVING

The proposed residential element of the Birmingham Gateway scheme will provide a mix of apartments at a varying range of sizes and prices to meet the requirements of the broad residential market in Birmingham City Centre and the local needs for affordable housing.

Positive support is provided within the Birmingham UDP towards the inclusion of residential units as part of mixed use developments within the City Centre to encourage sustainable 'city living'.

At this stage, there is no fixed composition of the residential floorspace in terms of the size and mix of units to be provided by the scheme as this will be informed by a more detailed assessment of market demand nearer to the time that the scheme will be constructed.

The accommodation of new residential apartments within the scheme will provide a highly sustainable location for urban dwellings that will have accessibility to a wider range of services and facilities and will be very well served in terms of public transport, walking, and cycling. It will also provide a 24 hour presence within the scheme and will complement the mixed use regeneration proposals in this part of the city core.



12.0 SUMMARY

This Planning Statement has been prepared in support of the application for outline planning permission submitted on behalf of Network Rail Infrastructure Limited, for a major transport and mixed use development proposal, known as Birmingham Gateway.

The proposed development site is bordered by Stephenson Street, Smallbrook Queensway, Station Street, Hill Street and Navigation Street.

The site is currently occupied by New Street Station, the Pallasades shopping centre (which is situated above the station concourse), the NCP multi-storey car park, Stephenson Tower (a residential tower block), and Ladywood House (an office block).

The site is well served by a range of transport modes, in addition to rail. The surrounding streets (e.g. Navigation Street and Stephenson Street) accommodate a number of bus stopping facilities for routes serving the whole City and the wider Metropolitan area.

The existing site and buildings represent a poor contribution to the quality of the city-scape, public realm, and architecture of the City Centre. The scale, mix, and quality of the outline proposals for Birmingham Gateway represent a more compatible and confident contribution to the city-scape to reflect the thriving status of Birmingham and the commercial prosperity of the City Centre.

In the context of developing the City as a whole, the New Street station site currently acts as a barrier between the City Centre Core and the emerging 'south side' quarter. This situation would be considerably improved as a result of the proposals put forward as part of the outline application, which include a north-south route to improve the permeability of the station as a connective urban block. The Birmingham Gateway proposals represent a key opportunity to create a high quality gateway to the City and the region in a manner which is complementary to the recent regeneration of the City Centre and the aspirations for international status as a 'World City'.

The Design and Access Statement which is submitted in support of this application outlines that the scheme will provide significant improvements to the standard of public realm, city-scape, and landscaping of this site and the surrounding area, through the creation of new public squares and plazas, as well as the promotion of high quality, distinctive, and internationally recognised railway station which will act as a gateway to both the city and the region.

The outline planning application is submitted to gain approval of the maximum levels of proposed floorspace for

the mix of uses identified in the 'Schedule of Proposed Land Uses' submitted for approval as part of the application.

The Design and Access Statement provides illustrative material, together with the accompanying illustrative plans and drawings, to show how the scheme could be brought forward in general accordance with the Birmingham Gateway Masterplan.

The outline application is not seeking approval of the detailed design or architectural form of the proposed development at this stage. These will be the subject of further consultation and detailed submissions through reserved matters.

There is considerable support in the context of national, regional and local planning policy for the Birmingham Gateway proposals as summarised within this Statement. This scheme represents a key project for the enhancement of transport services within the City as well as providing a sustainable redevelopment proposal that utilises this highly accessible City Centre location.

By providing further significant potential for improved transport connections economic development, and a sustainable mix of uses, the proposed development also meets a number of specific policy objectives of the Regional Spatial Strategy and the Local Birmingham UDP (2005).

The Birmingham Gateway proposals will underpin the continuing growth of the vitality of the City Centre and will re-enforce the growing level of civic pride generated by other recent successful flag-ship development projects.

In addition to the above, this statement identifies a number of specific and considerable benefits associated with the proposed Birmingham Gateway development. These include:

- § Significant contribution to the on-going regeneration of the City;
- § Enhanced station capacity and an improved passenger experience;
- § Improved linkages and permeability;
- § Sustainable development;
- § Opportunities for city living;
- § A confident and striking contribution to the City's sky-line





§ Contributions to the ongoing economic development of the City and wider region; and

§ Provision of a key gateway scheme in the City Centre.

In conclusion, this Planning Statement and the other supporting documents submitted with the outline planning application for the Birmingham Gateway scheme show that the proposed development will provide a high quality and sustainable development that will substantially improve the standard and operation of transport services within the City and the wider region.

The scheme will generate significant regenerative benefits for the City Centre; it will enhance the status of Birmingham as an International City and Regional Capital; and will provide an enhanced gateway to the City Centre.

In national, regional, and local planning policy terms, there is therefore a strong case in support of the proposed Birmingham Gateway scheme put forward in the accompanying outline planning application.

DRIVERS JONAS
August 2006



BIRMINGHAM GATEWAY

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Appendix 1: Section 16 of the Railway Clauses Consolidation Act 1845

Section 16 of the Railway Clauses Consolidation Act 1845

Works to be 16. Subject to the provisions and restrictions in this and the special act, executed and any act incorporated herewith, it shall be lawful for the company,

§ for the purpose of constructing the railway, or

§ the accommodation works connected therewith,

hereinafter mentioned, to execute any of the following works; (that is to say)

They may make or construct, in, upon, across, under or over any lands, or any streets, hills, valleys, roads, railroads, or tram roads, rivers, canals, brooks, streams or other waters, within the lands described in the said plans, or mentioned in the said books of reference or any correction thereof, such temporary or permanent inclined planes, tunnels, embankments, aqueducts, bridges, roads, ways, passages, conduits, drains, piers, arches, cuttings and fences as they think proper;

They may alter the course of any rivers not navigable, brooks, streams, or watercourses and of any branches of navigable rivers, such branches themselves not being navigable, within such lands, for the purpose of constructing and maintaining tunnels, bridges, passages, or other works over or under the same, and divert or alter, as well temporarily or permanently, the course of any such rivers or streams of water, roads, streets, or ways, or raise or sink the level of any such rivers or streams, roads, streets or ways, in order the more conveniently to carry the same over or under or by the side of the railway, as they may think proper;

They may make drains or conduits into, or through, or under any lands adjoining the railway, for the purpose of conveying water from or to the railway;

They may erect and construct such houses, warehouses, offices, and other buildings, yards, stations, wharfs, engines, machinery, apparatus and other works and conveniences as they think proper;

They may, from time to time alter, repair, or discontinue the before mentioned works or any of them, and substitute others in their stead; and

They may do all other acts necessary for making, maintaining, altering, or repairing and using the railway: Provided always, that in the exercise of the powers by this or the special act granted the company shall do as little damage as can be, and shall make full satisfaction in manner herein and in the special act, and act incorporated therewith, provided, to all parties interested, for all damage by them sustained by reason of the exercise of such powers.



Appendix 2: Plan Illustrating Areas of Permitted Development and Prior Approval at Platform Level



BIRMINGHAM GATEWAY

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Appendix 3: Plan Illustrating Areas of Permitted Development and Prior Approval at Concourse Level



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