

ASTON, NEWTOWN & LOZELLS AREA ACTION PLAN

VIABILITY & DELIVERY ASSESSMENT

PREPARED FOR:



By

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Development, Regeneration
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1 INTRODUCTION

1.1 Study Brief

1.1.1 ANCER SPA (Midlands) Ltd has been commissioned by Birmingham City Council to undertake an assessment of the viability and deliverability of the Aston, Newtown & Lozells Area Action Plan: Submission Document (August 2011). The purpose of this report is to ensure that the emerging Area Action Plan (AAP) is underpinned by a robust and credible evidence base. It reflects changes arising from the Preferred Option Consultation exercise which culminated in the Proposed Submission Document (January 2011) and also the Addendum Submission Document (July) 2011. The Addendum Submission Document includes minor changes to the AAP to reflect representations made during February/April 2011 to the Proposed Submission Document.

1.1.2 Planning Policy Statement 12: Local Spatial Planning states that “Area Action Plans” should be used when there is a need to provide the planning framework for areas where significant change or conservation is needed. Area Action Plans should:

- deliver planned growth areas;
- stimulate regeneration;
- protect areas particularly sensitive to change;
- resolve conflicting objectives in areas subject to development pressures;
- or
- focus the delivery of area based regeneration initiatives.”

1.1.3 A key feature of Area Action Plans is therefore a focus on implementation and delivery. The proposals set out in the Aston, Newtown & Lozells AAP must be deliverable and viable within the 15 year timeframe of the AAP.

1.1.4 This assessment will have regard to the current and future market conditions, proposed development parameters and mix, potential sources of funding and the likely cost associated with the proposed developments, including Planning Obligations (Section 106 and Section 278). It will also assess the timescale and phasing of proposals.

1.1.5 Most of the initiatives and projects proposed in the AAP will rely on public, private or combination of both funding. This paper has been prepared subsequent to the new Coalition Governments Comprehensive Spending Review (CSR) in October 2010 which introduced cuts in public sector funding and reorganisation of a number of the public sector delivery partners. This coupled with a nationwide recession affecting the property markets means that in the short term there will be uncertainties adding to the delivery risks. Nevertheless the AAP is a medium to long term plan and it is reasonable to assume a recovery in both public and private sector funding availability over the 15 year period of the plan. The overall effect will be to delay some projects to later on in the plan period.

1.1.6 New public sector funding initiatives are being introduced: New Homes Bonus, Tax Increment Financing, Regional Growth Fund, Local Economic Partnerships and Community Infrastructure Levy etc. These new streams may fill some of the gaps identified in the point above.



1.2 Proposed Area Action Plan

1.2.1 The AAP covers the area immediately north of Birmingham City Centre and stretches north and eastwards to the M6 and north and westwards towards Perry Barr. To the east it follows the Birmingham and Fazeley Canal and to the west it follows Hampstead Road, including part of Lozells. It incorporates the neighbourhoods of Aston, Birchfield, Newtown, Witton and Lozells.

1.2.2 The City Council's Proposed Submission Document provides a summary of the regeneration challenge and the opportunity for the AAP. This is translated into a vision for a sustainable community with five transformational themes that will be achieved by a co-ordinated approach to both physical and social regeneration. It suggests that this will be achieved by the following interventions:

- Around 1,700 new homes will be built over the plan period, across the AAP area. Masterplans support the regeneration process in Newtown and Lozells, and Perry Barr where most of the housing intervention will take place.
- Approximately 5,000 new jobs will be created, of which 3,000 will be as a result of the Regional Investment Site at Aston East (RIS). The remainder will be generated from the expansion of Perry Barr Centre and other development on under-utilised or derelict land.
- A range of new community facilities, including the rebuild of Holte, Lozells and Mayfield schools, a £5m My Place Youth Centre, and Extra Care Village for the Elderly are already underway.
- Growth and expansion of Perry Barr/ Birchfield Centre in line with the emerging Birmingham Core Strategy. Development and enhancement of the A34 Corridor from New John Street West to Perry Barr Centre will help to strengthen the linkages between the communities as well as address the negative environmental impact of this major road.
- An Open Space and Green Infrastructure Strategy to ensure that existing green spaces are high quality, multi-functional and accessible. The strategy proposes a linked network of open spaces and "green links" from the main residential areas to the open spaces.
- The excellent transport connections in the area are enhanced by proposed improvements to public transport facilities at Perry Barr Railway Station and Aston Railway Station.

1.2.3 Preparation of the AAP formally commenced with consultation on the Issues and Options Report in June 2007. This resulted in the selection of the Preferred Options which was subject to widespread public consultation in Sep – Nov 2009. The Preferred Options were further developed and refined and were set out in the Proposed Submission Document (January 2011). There were further minor changes in July 2011 to reflect the representations received on the Proposed Submission Document. A plan showing the Council's Proposed Submission Proposals Map is included at Appendix 1.

1.3 Response to Aston Regional Investment Site Objections



1.3.1 The publication of the Proposed Submission Document (January 2011) resulted in 21 representations most of which have been addressed by minor changes to wording of specific policies with no changes proposed to the overall strategy. However objections were received from a private development company and also a site occupier to the policies relating to the Aston Regional Investment Site (Policies R1 to R6).

1.3.2 The private development company objected on the basis that the RIS proposal is unsound because it will not be able to attract high quality office or industrial occupiers and so is better suited to good quality industrial/warehousing accommodation. The private occupier of the Aston Arena considers the Aston RIS to be unrealistic and it would be more appropriate to allow the Aston Area to be retained on the Serpentine site with a leisure focus.

1.3.3 Given that the Aston RIS is a key proposal of the AAP, Sections 3.6 and 5.2 of this report provides a response to these objections.

2 SUB-AREA ISSUES & PROGRAMMES

2.1 Sub-Areas

2.1.1 The following is a summary of the regeneration issues in the AAP sub-areas:

Newtown

2.1.2 Newtown is located 1.5 miles north of Birmingham City Centre, and was comprehensively redeveloped after World War II. It contains some 1,490 council-owned dwellings. The housing is generally low-rise with the exception of occasional medium-rise blocks punctuating the skyline and the tower blocks next to the A34.

2.1.3 Newtown local centre contains swimming baths, community centre and housing offices. The A34 and A4540, which form boundaries to the area, are important gateways into the city centre, yet are of poor streetscape value and act as major physical and visual barriers. There is a rising level of obsolescence in a large proportion of the current housing stock. Extensive intervention is anticipated to be required to diversify the housing tenure and type, address overcrowding and improve quality of housing stock.

South Aston

2.1.4 This area is similar to Newtown, close to the city centre, with a predominance of Radburn-style housing. It therefore suffers similar problems as Newtown. Only 28% of properties in the area are owner-occupied. Fear of crime is high in the area, exacerbated by poor estate layout. Many houses and flats are overcrowded and in need of substantial investment.

Central Aston/Witton

2.1.4 The majority of housing between Birchfield Road and the Aston Expressway is dominated by pre-1919 terraced housing, improved through Urban Renewal programmes in the 1970s and 1980s. A local shopping centre is located on Witton Road and Aston Lane, comprising a range of independent shops. A new Tesco supermarket has recently opened on Aston Lane.



2.1.5 Aston Villa football ground is located in this area, together with Aston Park, which forms the grounds of the historic Aston Hall. The Hall is a Grade 1 Listed Building and the grounds are a key public open space in the AAP area. The park has recently been improved through a £1m scheme.

East Aston

2.1.6 This neighbourhood is dominated by major transport infrastructure, particularly the M6/ Spaghetti Junction and A38 Aston Expressway. The area includes a mix of land uses, including residential, industrial, commercial, leisure and open space. It also includes the cleared site of former council housing, known as the Holte and Priory Estate, to the north and the former HP factory site to the south. The area is a key gateway into Birmingham, with excellent transport links.

Birchfield & Perry Barr

2.1.7 Birchfield is an area of higher quality housing and better environment. It includes a selection of pre-1919 housing, including 2/3-storey terraces as well as some inter-war semi-detached properties. Most properties in the area are well-maintained.

2.1.8 The Perry Barr District Centre, at the junction of the A34/ A4040, is the largest shopping centre in the AAP area, and one of the largest in the City incorporating the One-Stop Shopping Centre. The centre is road dominated, and difficult to access by pedestrians.

2.1.9 Birmingham City University's northern campus is located in the area, and a masterplan has been prepared by the University setting out plans for a 15-year programme of consolidation and enhancement.

North & South Lozells

2.1.10 Lozells is a predominantly residential area, comprising a range of Victorian and Edwardian properties, but with a range of other uses in the area, including the Lozells/ Villa Road Local Centre. The area also contains the Lozells and Soho Hill Conservation Area and a number of listed buildings. The townscape of the area is therefore generally of good quality.

2.1.11 There are, however, underlying issues of deprivation, crime, anti-social behaviour and a lack of social and community cohesion. There is a lack of housing to accommodate larger families. A number of small-scale housing clearance areas have been declared by the Council in South Lozells to tackle these problems.

Tame Road

2.1.12 The area around Tame Road is a mix of residential and industrial uses. Industrial uses on Bickford, Dulverton and Westwood Roads are mainly small to medium business and workshops of varying size and quality. There are some vacant and dilapidated units, although Aston Pride grants have helped to improve the area. Much of the former GEC factory has now been redeveloped to form modern units on the Junction Six Business Park. However, the former Siemen's site is vacant, and remains a key opportunity site within the area. Housing in the area mainly comprises Victorian terraces, with some 1950's council housing and semi detached housing.



2.2 Regeneration Programmes

2.2.1 Within the area of the Aston, Newtown & Lozells AAP there have been some significant existing regeneration programmes by the Council and its partners as follows:

Urban Living Housing Market Renewal Area

2.2.2 The AAP area is within the Birmingham-Sandwell (Urban Living) Housing Market Renewal Area, one of nine national Pathfinder areas launched by Government in 2003. The Urban Living Housing Market Renewal Pathfinder has already invested £62.2m in the Birmingham part of the Pathfinder including the Aston, Newtown and Lozells area. Projects supported include: Pannel Croft; new housing at Gerrards Close and North Newtown; sustainable refurbishment of Manton and Reynolds Towers; redevelopment of Birchfield Towers; deconversion of large houses from flats to single family dwellings and retro-fitting of sustainable technologies to homes in Lozells; masterplanning; heritage and open space assessments and community cohesion programmes.

2.2.3 As Urban Living came to an end in March 2011, the AAP sets out the long term strategy for housing regeneration in this area to continue the work that has been started.

Aston Pride New Deal for Communities

2.2.4 The Aston Pride New Deal for Communities Initiative contained wholly within the AAP area was a key programme in the Government's National Strategy for Neighbourhood Renewal. This strategy addressed the most deprived areas to narrow the gap between the poorest neighbourhoods and the rest of the country. Aston Pride's 10-year programme of £54m, which started in 2001 and finished in March 2011 delivered physical and community regeneration.

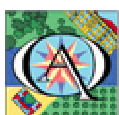
Working Neighbourhoods Fund

2.2.5 The Working Neighbourhoods Fund supported a programme aimed at tackling worklessness in the most deprived areas of Birmingham. A total investment of £5.9m was spent in Ladywood Constituency by March 2011 in engaging workless clients, moving clients towards work, bespoke employer led training, job matching and post employment aftercare services.

Building Schools for the Future

2.2.6 Before the recent abolition of the Building Schools for the Future (BSF) Programme, Birmingham had the largest BSF Programme in the country. Fortunately £140 million from the government has already been secured to redevelop ten sites within Phase One. This includes the rebuild of Holte Secondary School (Lozells), Mayfield School (Handsworth) and Lozells School on one site and the refurbishment of Broadway School (Perry Bar).

2.2.7 The BSF programme is an important element of the AAP as redevelopment of the schools necessitates reconfiguration of land uses in those areas. As well as the educational improvements being delivered through the programme, the local community will also benefit from the dual facilities provided by the schools, in particular life long learning and sports opportunities.



Area Masterplans and Regeneration Strategies

2.2.8 Urban Living, Birmingham City Council and regeneration partners commissioned a number of Masterplans within the AAP area: North and South Lozells (with Midland Heart Housing Association), South Aston (with Aston Pride New Deal for Communities), and Newtown. These underwent community consultation during the summer of 2008 and will inform future housing interventions.

Advantage West Midlands

2.2.9 The Regional Development Agency Advantage West Midlands has made a significant investment in the area through its acquisition of the Holte & Priory and Serpentine sites to drive forward the proposed Aston Regional Investment Site (RIS). The successor body to AWM will need to consider how this project is to be delivered.

3 PROPERTY MARKET OVERVIEW

3.1 Overview

3.1.1 We have been monitoring property market conditions in the AAP area over the past two years and recently undertook an updated review in August 2011. It remains the case that the current general state of the property market in the AAP area presents a rather negative picture, in line with current macro-economic circumstances, which are certainly taking their toll nationally on development and investment activity. Although there has been some modest economic recovery since late 2008, especially in manufacturing which is a significant sector within the AAP area, there is an almost complete unavailability of debt funding. So, in spite of some small improvement in business confidence, the market for land and development opportunities remains relatively inactive.

3.1.2 There is currently a high level of 'churn', with many commercial tenants terminating leases early. Rents for second hand commercial property appear to have fallen slightly over the past year. Landlords have stressed the importance of the need to be competitive in pricing. Brand new industrial space would appear to be in reasonably short supply in relation to a good level of demand. There remains interest in well managed, good quality, small workspace and especially serviced office units. There are also occupier markets which do not rely so much on the orthodox credit and lending institutions to fund transactions, such as in the Asian business community, and so some small pockets of liquidity remain to drive activity. A good example of this is East End Food's mixed use development at the former HP Sauce site in Park Road, Aston comprising a cash and carry warehouse, a food technology centre and a hotel.

3.1.3 The UK residential market is as hard hit as the commercial sector, and its problems in recent years have been well documented. The retrenchment on the mortgage funding markets in 2008 triggered a downward slide in prices. The 'city living' market for apartments accommodation was particularly hard hit, having prospered on the back of unsustainable buy-to-let investor block purchases. From the latter part of 2009, there was some recovery nationally in parts of the housing market, although this was sporadic and the market in the AAP area was largely flat. With the onset of further unemployment arising from public sector austerity measures, it is widely expected that residential prices will dip further during 2011 and into 2012, with a long and slow recovery thereafter. However, nationally, the rented



sector has been somewhat resurgent, as first time purchasers are unable to secure mortgage finance to purchase a home and having to rely on the rented sector.

3.1.4 The position in Birmingham and the AAP area is no exception to this rule. However, Aston, Lozells and Newtown have been traditionally relatively low cost housing areas of the city, and there is evidence that prices have fallen to more affordable levels which, subject to a more liquid market in the availability of mortgage funding (albeit on more prudent loan to value ratios than in recent years) could maintain a level of transactions.

3.1.5 The Government's fiscal policies have created uncertainty in the general market. However because the market in the AAP area is coming from a relatively low base, there is the prospect of an earlier and sharper level of recovery – and positive response to other local economic development measures – than would be the case elsewhere in Birmingham and beyond.

3.2 Residential

3.2.1 In October 2010 the residential property market in the AAP area had the following characteristics:

- Residential values for second hand properties in the area vary from between £90- £170 per sq ft. Good quality 2nd-hand terraces can trade in a range between £120-140/sq ft. Variations are due to location and property condition. For new build properties prices are as one would expect higher between £150 -£180 per sq ft.
- There is discernible price uplift in the comparable properties in the Birchfield/Perry Bar areas compared to Lozells/Newtown.
- Well refurbished properties appear to command a premium in the order of 10%.
- Poor quality maisonettes in the run-down parts of Newtown appear to be priced at 'distressed' levels, probably less than their new-build cost. This might reflect the poor reputation of those neighbourhoods and the financially distressed circumstances of the vendors.
- New-build properties command a significant premium to 2nd-hand stock, roughly in the order of 20% -25%+; although part of this differential this may be a function of the more 'hopeful' pricing policy being adopted by developers, where there may be deeper discounting levels achievable in the new-build market.
- New-build family housing would have a general tone of value in the order of £150-£175/sq ft.

3.2.2 Over the past year the Nationwide House Price Index (Quarter 2, 2011) indicates that house prices have fallen by 2% in Birmingham. Statistics on housing website 'Zoopla' indicate that prices of second-hand properties in Aston (postcode B6) have fallen by an average of 3% over the last year. Land Registry data shows that there has been a 'steady' level of transactions within the local area.

3.3 Industry

3.3.1 Aston is very much a part of Birmingham's industrial heartland. Modern, medium sized (10,000 sq ft+) accommodation here let in 2007/2008 for £5.75-6.00/sq ft and sold for circa £85/sq ft. By late 2010 these values had reduced by some 10%-20% once rent free periods and other tenant incentives are taken into account. The current situation in the AAP area can be summarised as follows:



Small Workshop / Commercial Units

3.3.2 There remains a reasonably large supply of unoccupied workshop, and other commercial space within the local area. There are 38 small units available at the Telsen Centre on Thomas Street in Aston, although some of these may also be used as small office units. Of these units, almost 2/3 (25 units) are under 500 sq ft in size. Only three units are over 1500 sq ft in size. Two ground floor (industrial / workshop) units are available – 484 sq ft for £5.15 per sq ft and 3,649 sq ft for £3.29 per sq ft, exclusive of business rates. First floor units appear to be available for rents in the region of £3-6 per sq ft, exclusive. Units are let on monthly licenses.

3.3.3 There are also vacancies at the BCC-operated Aston Seedbed Centre. 14 units are currently available, with a further two due to come on to the market in November 2011. Most of these are workshop units, although a couple of these have offices also included within the unit. Most of the units (9 units) are less than 500 sq ft in size, and a further five are sized between 500 and 1000 sq ft. Just two units are larger; both of these are 1,971 sq ft in size. The units which are less than 1000 sq ft in size tend to be on the market for between £5.50 and £6.60 per sq ft, excluding service charges. The larger two 1,971 sq ft units are on the market for approximately £5 per sq ft, exclusive of the service charge. Incentives are available for some of these units.

Larger Industrial / Warehouse Units

3.3.4 Lower quality second-hand stock has become increasingly difficult to let, and in this part of the market units still tend to be priced at £2.00-3.50/sq ft depending on their physical quality and location. Freeholds of such examples are still available for around £30 to £35 per sq ft. Reasonably good quality second-hand stock would still appear to be available for £3-£4.50 per sq ft leasehold or £45-£55 per sq ft on a freehold basis.

3.3.5 Vacancy rates for newer units appear to be lower, indicating stronger demand for this type of accommodation from businesses requiring energy efficient premises and a good 'business image'. There are 12 industrial / warehouse units at the new Octagon Business Park (a Chancerygate scheme on Elkington Street). Of these, all but three have either been let or sold. Of the remaining three units, negotiations appear to be currently underway on one unit. Rents have been competitively set at £2.99 per sq ft for year one, £3.50 for year two and £4.50 for years 3-5 of leases. The sizes of the units vary between 2,086 and 3,864 sq ft.

3.3.6 The vacant units at the Octagon Business Park are also available for sale at a rate of £85 per sq ft. Similar new units at Nechells Place (varying in size from 2,000 – 6,000 sq ft) are available on a freehold basis for similar values (of £77 - £88 per sq ft). This would seem to be approximately in line with freehold values a year ago.

3.4 Offices

3.4.1 The market for office accommodation is fragmented across the AAP area with little in the way of new-build or modern stock, and therefore it is difficult to discern any characteristic pattern.

Serviced offices

3.4.2 The Telsen Centre, overlooking the Aston Expressway on Thomas Street, near Dartmouth Circus lets small office suites on a semi-serviced basis. A typical all



inclusive monthly licence fee for a 145 sq ft room equates to £10.00/sq ft with parking. This accommodation is appointed to a budget specification, but it does represent good value for money given the location. In general, second floor and third floor (serviced office) units here are available for £8-10 per sq ft (available through monthly licenses), and inclusive of business rates. Rents for these types of units have remained stable over the past year.

Conventional offices

3.4.3 Most stock, where any pattern of demand and supply can be identified, is located around Aston Science Park, which although just outside the AAP area, gives the best indicator for any office accommodation proposals within the AAP area. Vacant floorspace in suite sizes typically between 2,000-3,000 sq ft - within some of the modern, 2nd hand buildings within the Science Park is currently being marketed to let on conventional Full Repairing & Insuring (FRI) terms at rates between £10-15/sq ft.

3.4.4 Self-contained ground floor offices (2,056 sq ft) in Portland Street, Aston are currently on the market for £9.27 per sq ft. In addition, 1,564 sq ft of modern offices is currently on the market in Soho Road, for approximately £9.60 per sq ft. These examples are an indication that the range of £9-£13 per sq ft for second-hand offices is still appropriate.

3.4.5 Offices (in what would appear to be a converted former residential building) in a less good location are on the market on Villa Road near the junction with Hampstead Road, for as little as approximately £5 per sq ft. This is evidence of limited demand for second hand office accommodation in older premises with a lack of facilities and car parking.

3.5 Retail

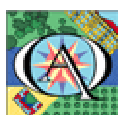
3.5.1 Research into second-hand retail premises currently on the market within in the AAP area indicates that retail premises of reasonable quality are still being advertised for £12 per sq ft, on Lozells Road. New retail units are still being advertised to let at the recent City Point development on Lozells Road. in the region of £25-26 per sq ft, leasehold.

3.5.2 Given the community profile of the area with a high proportion of land owners and traders being from black and ethnic minority communities with strong family ties, many transactions outside of the prime retail markets are typically conducted on an 'off market' basis, or are not arms length transactions, making a coherent analysis difficult to establish. However, agents spoken to by Ancer Spa concur that the 'real' level of market rent for retail premises in a local centre within the AAP area, such as Lozells Road, is around £12-£15 per sq ft assuming a reasonable condition.

Summary of Rents & Values in the Commercial Property Market

3.5.3 The table below attempts to summarise the current position, but as ever with real estate as a heterogeneous product, there are caveats and important qualitative and spatial conditioners to bear in mind, which the comments attempt to flag-up:

Sector (tenure)	2 nd -hand stock	New stock	Remarks
Industrial (lettings)	£3.50-4.25 psf: '90s	£4.75-£5.50 for	Aston around the M6



Industrial (sales)	refurb small/med size; Cheaper 2ndary locations: £2.00-£3.50 £45-55psf (reasonable quality);	medium-small units; higher for v small (< 5,000 sq ft) units; 2ndary locations: £3.75-£4.75psf Prime:£80psf (rising to £120psf for v small units) 2ndary: £65-75psf	bears a premium to the rest of the market as the City's prime industrial heartland.
Offices (lettings)	£9-13 psf (good quality refurb with air-con at upper end of range)	£15-16 psf (anticipated level if built)	Serviced accommodation will fetch a premium to these levels
Offices (sales)			
Retail & leisure (lettings)	Local shops - £12psf Restaurants - £15-£17psf	Local shops - £15psf Restaurants - £18-20psf Mini-markets (Tesco/Sainsbury's local 3-4,000 sq ft) - £12psf	Rents stagnating; incentives led deals

Vacancy Rates in the Commercial Property Markets

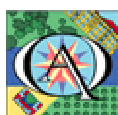
3.5.4 Recent research conducted by Ancer Spa in August 2011 informed the table below which attempts to give a simple broad indication of the 'direction of travel' in the principal sectors, and is representative of the wider Birmingham market rather than just the Aston, Lozells and Newtown AAP area.

Sector	2 nd -hand stock	New stock	Remarks
Industrial	Rising vacancy rates	Falling vacancy rates – but little availability	Mixed pattern; smaller quality units increasingly scarce
Office	Rising vacancy rates	Stable	Well connected, quality space will let before poorly located space;
Retail	N/a	N/a	Premium goods, fashion and DIY units under threat Local shops off market deals

3.6 Regional Investment Site Demand

3.6.1 There is recent evidence from other public sector led RIS Schemes such as i54 at Wolverhampton, Chatterley Valley at North Staffordshire and Anstey at Coventry that there is a category of 'special purchaser' occupier that is attracted by being able to procure the freehold of a large publically owned site in a good location to develop their own high quality building within an attractive environment. The prospect of public sector support in both site assembly and project delivery process is a key factor for them. They may not want to be a tenant of a multi-occupied business park.

3.6.2 Such occupiers tend to be high technology manufacturing companies wishing to relocate to modern energy efficient premises and require sites of some 5ha to accommodate 20,000m² of industrial floorspace. However, they can also include regional HQ operations that are office based but comprise a hybrid of back office,



design, research and development functions. These occupiers tend not to be interested in City Centre locations and instead desire their own site that can contribute towards their corporate image.

3.6.3 There is likely to be differentiation between existing business parks in and around the City and the Aston RIS with the latter performing an important role in providing a separate high profile site offer that meets the objectives of what RIS designations are intended to supply in the portfolio of employment land opportunities. The location of Aston RIS, at a key gateway to the city adjacent to Junction 6 of the M6, is fundamentally attractive to inward investors and will be enhanced further by the City Council's intended Development Framework initiatives.

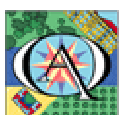
3.7 Alternative Growth Scenarios for 15 Years

3.7.1 In order to ensure that this viability and deliverability assessment is robust we must ensure that it is future-proofed. Whilst the commercial and property market has suffered a recent slump and the short term prospects are not good, this should be considered in the context of potential growth in the market in the medium and long term..

3.7.2 Assessing viability and deliverability over a 15-year period is not an exact science, and we can only make assumptions based on best available knowledge. Assessment of proposals set out in the Aston, Newtown & Lozells AAP could consider the following three scenarios:

- The current market situation remains constant throughout the 15 year period of the Area Action Plan (recessionary/low growth)
- The market partially recovers to levels experienced in 2008 (medium growth)
- The market fully recovers to pre-2008 levels (high growth)

3.7.3 We have taken the view that the conditions that have been experienced over the past three years varying from an overheated boom to the current shallow and possibly faltering recovery are considered to be extreme and unrealistic for the majority of the plan period. Therefore we have based our assessment on the 'medium growth' scenario with associated rental levels and development values (see section 4.2 assumptions). If the market becomes buoyant again then schemes should be delivered more quickly with less public sector assistance. On the contrary if the current low growth scenario continues then delivery will be delayed and higher levels of public sector support will be required.



4

VIABILITY ASESMENT METHODOLOGY**4.1 Viability**

4.1.1 This assessment has been prepared to assess the viability and deliverability of key proposals set out in the Aston, Newtown & Lozells Area Action Plan. This report summarises the detailed assessment carried out on each project. The key information that has been collated and assessed for each project and is included in the Appendix 2 Appraisal sheets is as follows:

- Site Area
- Ownership
- Existing Use
- Project or Policy Proposal
- Target Outputs
- Strategic Fit
- Delivery Mechanism
- Development Costs
- Project Funding
- Viability
- Deliverability
- Potential to Deliver Planning Gain
- Delivery Timescale & Phasing
- Project Risks

4.2 Delivery Mechanisms

4.2.1 The viability assessment seeks to establish and clarify how a proposal in the AAP is to be delivered. Based on knowledge available to us, we have taken a judgement as to whether the proposal is likely to be viable and delivered solely by the private sector, or whether there is an anticipated funding deficit that will require the intervention of the public sector to kick-start development. This knowledge has also influenced our judgement regarding the timing of proposals coming forward for development and the likelihood of it happening. If funding is already committed to specific projects, we can assume they will be developed early in the plan period. If funding is not committed, then development of those proposals in the AAP is likely to be medium/longer term and more 'risky'.

4.3 Funding Opportunities

4.3.1 We have assumed that in the medium term public sector funding will become available again to help bring forward development schemes in the AAP that would not come forward were delivery solely reliant on the private sector. For example, there are possible new public sector funding streams: New Homes Bonus, Tax Increment Financing, Regional Growth Fund, Local Economic Partnerships and Community Infrastructure Levy etc.



4.3.2 The two key funding opportunities for regeneration of the area, the Birmingham-Sandwell (Urban Living) Housing Market Renewal Area Pathfinder programme and the Aston Pride New Deal for Communities Initiative have both come to an end. As stated earlier there is now some uncertainty about future funding availability. The proposed Aston East RIS will depend upon continuing financial support from the public sector successors to the current landowner Advantage West Midlands. This is because private sector developers/investors are unlikely to be able to obtain debt funding to take on the upfront costs in preparing the site for development, including Section 278 Highway Agreement payments towards junction improvements.

4.3.3 Before abolition of the Building Schools for the Future (BSF) Programme, Birmingham had the largest BSF Programme in the Country. Fortunately £140 million from the government has already been secured to redevelop ten sites within Phase One. This includes the rebuild of Holte Secondary School (Lozells), Mayfield School (Handsworth) and Lozells School on one merged site and the refurbishment of Broadway School (Perry Bar).

4.4 Timing & Phasing

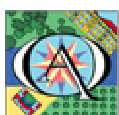
4.4.1 An indication of the likely timescale for delivery of projects contained in the Aston, Newtown & Lozells AAP cannot be too specific, especially in the light of the public sector funding uncertainties. However, based on information emerging from the assessment of costs, values, constraints, funding and delivery we have included an indication of the likely phasing of the project. Those phases are as follows:

- Short term: 2009/14 – funding already committed or likely to become available
- Medium term: 2015/20 – funding likely to be achieved
- Long term: 2021/26 – funding will take longer to obtain

4.5 Development Risks

4.5.1 The viability assessment includes information on potential development risks that could impact upon the deliverability or timescale of proposals in the AAP Preferred Options. Examples of development risks we have considered are:

- Property market demand
- Funding deficit and availability of public sector assistance
- Remediation of contaminated land
- Land ownership
- Flood risk
- Highway constraints
- Abnormal infrastructure costs
- Unstable land
- Heritage/conservation constraints
- Policy constraints



5 POLICY & PROPOSALS ANALYSIS

5.1 Sustainable Development & Quality Places

5.1.1 Policies SD1 to SD3 set out aspirational sustainability objectives for new development and are linked to other LDF Document policies such as the Supplementary Planning Document 'Places for the Future', the City Council's Climate Change Adaption Action Plan (2011) and the Green Infrastructure Strategy and also Government guidelines. Developers will be accustomed to following such standards as long as the local requirements do not depart significantly from general good practice and market acceptance elsewhere.

5.1.2 SD1 is specific about requiring CHP energy provision in new large developments. Such technology and alternative means of energy production and supply may be the subject of change over the life of the AAP plan period, but the policy is flexible enough to take into account alternative means of energy reduction.

5.1.3 SD4 to SD6 requires development schemes to preserve and enhance the character of Conservation Areas and to the historic environment including archaeological remains. This will be achieved by developer's recognising that to obtain planning permission and conservation area consent for their schemes; they will need to employ experienced architects to ensure the necessary design quality.

5.2 A Successful Economy

5.2.1 Policy R1 (RIS) is now based on the amended boundary for the RIS. This reduction in area omits parts of the area that included existing residential property and so the complexity of the scheme has been reduced, thereby improving viability and deliverability. The range of proposed uses is sufficiently wide covering most B1 and B2 classes with some ancillary uses and so should not limit market attractiveness to prospective developers and occupiers. Office development is likely to be more viable than industrial development, with the latter likely to comprise 'special purchaser' inward investment supported by grant aid.

5.2.2 The requirements of Policies R2 to R5 will be usefully clarified through the formulation of a Development Framework for the RIS by the City Council and this will ensure prospective developers are more aware of the implications for scheme design and development costs.

5.2.3 Policy R5 (Delivering the RIS) and Policy R6 (Planning Obligations) state that the Development Framework for the RIS will be used to inform an outline planning application for the whole site and its associated Section 106 Agreement which will tie the planning contributions to specific phases of development. This disaggregation of planning contributions and assignment to specific phases will assist developers of specific phases to undertake their financial viability appraisals and bring forward their schemes without being held up by delays in the progress of other phases. This was an approach successfully followed at the Chatterley Valley Regional Investment Site in North Staffordshire by Advantage West Midlands, Newcastle under Lyme Borough Council and Stoke on Trent City Council and enabled Phase 1 development to get underway while other issues relating to later phases with different landowners were still being resolved.

5.2.4 Policy R7 (Spaghetti Junction) refers to environmental improvements and perhaps is more appropriately placed in the Environment, Open Space and Sport



section, as its objectives do not relate just to the RIS. It would also benefit from having a specific delivery mechanism such as a dedicated Community Trust that could raise the profile of the project and draw in a wider range of funding sources.

5.2.5 Policy IR (Industrial Regeneration Areas) is likely to be effective, not so much through any environmental improvements, but more so by protecting against degradation by the gradual change of use to non-employment purposes. Clear protection policies will help to prevent land speculation and will encourage investment in upgrading industrial premises and sites.

5.2.6 Policies MU1-MU5 relating to mixed-use site regeneration include adequate flexibility so that the balance of uses can be adjusted according to market circumstances. For example, in the first phase of the plan period, it is likely that a higher proportion of residential accommodation is likely to be required to improve the viability of mixed-use schemes. In later phases of the plan, the market for office and other commercial elements may have improved justifying a greater element of such accommodation. It is likely that the schemes specified in MU1-MU5 will take place in later phases of the AAP when other policies have led to more housing being built, generating additional demand, and have improved the environment to make the area more attractive in market demand terms.

5.2.7 Introducing more office space into the AAP through these policies is desirable to diversify the economic base and provide a wider range of job opportunities, especially if professional and technical based firms (e.g. engineers, legal services and accountancy) are encouraged into the area.

5.2.8 The areas most likely to succeed in establishing new office space will be along the main road arteries of the A34 and A4540 where there is public transport as well as good car-borne access. Along the A34, locating close to local shops and services will be important and sites such as MU1 (New John Street) and LC4A (Newtown Shopping Centre) fulfil these criteria. Indeed, the principal demand for offices throughout the area is likely to be from public sector and community organisations providing a range of services to this part of Birmingham.

5.3 Thriving Local Centres

5.3.1 LC1 is a 'master policy' for the Perry Barr district centre intended to describe the nature and quantum of growth and development that will be encouraged across a prescribed range of local centre uses. It has been amended to respond to objections relating to the justification for the quantum of proposed additional comparison retail floorspace, by setting a limit of 20,000m² of such floorspace up to 2021, beyond which further assessment of need and impact of additional floorspace is required. It is proposed that such assessment takes place at the beginning of the second phase of the AAP in 2016 and that will allow consideration of the effectiveness of the policies in stimulating development and growth in demand.

5.3.2 A Regeneration Framework for this area has been prepared and that identifies development opportunities which are specified in Policy LC1 as *Opportunity Sites*. There are various potential delivery mechanisms across the individual *Opportunity Sites*, some likely to be private sector led, and others more likely to require a strong public sector initiative, depending on current ownership and the range of intended uses. In general terms, the commercial land uses prescribed in the policies are unlikely to become viable development propositions until the wider property market improves significantly. However, the district centre has embedded strengths, especially its accessibility with the A34, a railway station and a bus interchange, and



also a captive student consumer market. It does therefore have the necessary hall marks for becoming a successful centre in the future, and many of the key commercial sites should be lifted above the viability threshold in better economic conditions. A pivotal catalyst for viability will be the delivery of the wider place-making, transport and public realm works that are proposed for Perry Barr centre in Policies T6-T11 and OS5 to improve its function and attractiveness.

5.3.3 Policy LC2 (Lozells/Villa Rd Local Centre) comprises proposals at Villa Cross and the Black Cat site that are likely to be implemented by private developers facilitated in the case of the Black Cat by the public sector. The policies must accordingly not be too prescriptive and must be able to respond to what is likely to be limited market demand. For example, the existing car park on the Villa Cross site is likely to be viewed as an asset by prospective developers and commercial tenants and so part may need to be retained to ensure the scheme is attractive to the market.

5.3.4 The policies LC4 to LC6 relating to development and improvement of various Local Centres must take into account that ultimately, the success and vibrancy of any retail centre is a function of its trading volume, and this in turn will be a function of the disposable income of local people, their propensity to spend it in local stores and attracting more new shoppers from passing trade. Consequently, it is the whole package of wider regeneration proposed in the AAP that will provide the basis to secure the long-term success of these revitalised Local Centres. For example the success of the proposals in LC5 for the Wheeler Street Centre will be significantly influenced by the housing and school re-building schemes in the surrounding area.

5.3.5 Given the past experience of isolated shopping precincts failing in the area, it will be important to the long term success of replacement local centres such as LC4 and LC5 that they are well located in relation to principal road frontage to attract passing trade and also be designed to be safe environments for the local community.

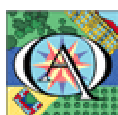
5.4 Housing & Neighbourhood Quality

5.4.1 Policy H1 (New Housing) is one of the key policies in the whole of the AAP and sets a target of some 1,671 new homes to be built in the plan period including site already with planning permission. Table 3 shows the proposed phasing of the new housing and mixed use sites.

5.4.2 It is evident that with or without the current difficult economic and property market circumstances, the AAP is heavily reliant upon public sector project management and funding to bring forward key projects particularly those in Newtown (Policy H6) and Lozells (Policy H7). The financial options appraisal exercise for Newtown Areas 2 and 3 provides the basis for programming and prioritisation of the schemes identified in Policy H1 including Birmingham Municipal Housing Trust initiatives.

5.4.3 The proposed phasing in Table 3 of the Submission Document recognises that there are likely to be short terms delays in bringing some schemes forward and so it is Phase 2 when the bulk of the new housing is delivered when alternative funding mechanisms are likely to have been put in place.

5.4.4 Policies H2 (Housing Type and Size), H3 (Affordable Housing) and H4 (New Open Space) are standard in nature and should hold no surprises for potential developers. Policy H3 provides an appropriate element of flexibility taking into account market conditions and scheme viability. This flexibility may need to be extended to the application of Policy H4 in circumstances where it is unrealistic to



provide new open space on-site and so developers are able to make appropriate contributions towards off-site new or improved open space.

5.4.5 For Policy H7 (Lozells Housing Regeneration Area), Midland Heart is the active housing association and is embarked on a programme of converting and refurbishing large Victorian dwellings from multiple occupation into family accommodation. Lozells, with its high Asian population, has a strong family based community with a demand for large family dwellings. With a subdued private sector market, this demand is more likely to be satisfied in the short term through the involvement of RSLs in a coherent programme of regeneration of the various small sites. This would have the benefits of economies of scale and deliverability particularly if it has the support of the Homes & Communities Agency perhaps linked with any new funding initiatives.

5.4.6 Policy H8 (South Aston Housing Estate) is more likely to be successful if it is backed by provision of public realm improvements by the City Council as part of planned maintenance and improvements programmes for the estates. The scale of such works will be subject to funding availability.

5.5 Integrated & Sustainable Transport

5.5.1 Policy T1 (Area Wide Transport) sets out the range of interventions that are required to mitigate the impact of new development in the area. This will not only demonstrate the initiatives that will be funded by Section 106 contributions, but also how Travel Plans for each development should relate to existing and new public transport services. Various agencies, including the City Council, Centro, Network Rail and the Highways Agency, will be responsible for bringing forward initiatives and this is to take place within a comprehensive, coordinated Transport Strategy.

5.5.2 With regard to Policies T2 – T5 (RIS Highways & Transport), we commented on planning obligation requirements for the RIS in paragraph 5.2.3 of this report. These transport initiatives will be one of a number of issues that need to be taken account in site development appraisals and site development Transport Assessments. From a developer's point of view, it will be useful for specific junction improvement schemes and other transport initiatives to be allocated to individual phases of the RIS so they have a clearer idea of potential costs. First phase highway works may well need to be largely funded by the public sector to kick-start the RIS development.

5.5.3 With regard to Policies T7 to T9 relating to the A34 Boulevard and Perry Barr, we commented on the general prospects for Perry Barr Local Centre in paragraph 5.3.2. There is a 'chicken and egg' dilemma in that although developments may in the future be able to make contributions towards such initiatives, such transport and public realm works are needed to create the conditions for investment. Consequently some public sector advance pump-priming expenditure may be necessary.

5.5.4 Policy T11 (Newtown & Lozells) is dependent upon the viability and funding arrangements for housing developments in the area. Transport Assessments for individual site developments will need to identify the specific junctions that are likely to be impacted and for which contributions towards improvements will need to be made.

5.6 Environment, Open Space and Sport

5.6.1 This includes a range of policies OS1 to OS11 to enhance the network of green linkages in the area and improve the quality of open spaces and river corridors,



thereby contributing to the City Councils' emerging Green Infrastructure Strategy. There is a danger that schemes related to individual sites lead to a piecemeal approach and so it would be useful if comprehensive corridor improvement strategies, frameworks or masterplans could be drawn up for Green Routes Network (OS1), the River Tame Corridor (OS2), the Tame Valley Canal (OS3), Salford Park (OS4) and the A34 Urban Boulevard (OS5).

5.6.2 If 'off site' open space or corridor improvement schemes are to become the subject of required contributions from developers, then it is reasonable to expect such schemes to be drawn up with phasing plans showing how sections of the scheme might be brought forward incrementally and related to nearby development sites. This would show how the improvement by developers of the frontage of their sites contributes to the wider improvement scheme.

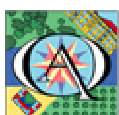
5.6.3 For some policies where the City Council is taking the lead in implementation, it may be useful to set up a 'funding pool' where developer contributions are held until a phase of the scheme is ready to be delivered.

5.6.4 The delivery of open space and environmental improvements, such as the A34 Urban Boulevard will be important in creating the conditions to attract housing and commercial investment in the area and consequently support other AAP policies. They will have a positive effect upon the marketability and values of the housing stock, raising confidence and visual image of the area. This will create a more positive investment environment for RSLs and private housing developers.

5.6.5 The City Council's draft Surface Water Management Plan (2011) has mapped areas susceptible to surface water flooding and has reinforced the requirement for developments in the River Tame and Hockley Brook flood zones to provide appropriate flood mitigation measures including SUDs. Depending upon the mitigation solution proposed, whether surface or below ground solutions, this may have an adverse impact upon the capacity and viability of some development schemes.

5. 7 Excellent Education Facilities

5.7.1 Policy ED1 (Birmingham City University North Campus) shows that the AAP takes into account the University's plans for its campus. It is strongly linked to Policy LC1 for the Perry Barr Local Centre which we commented on in paragraph 5.3.2, particularly in relation to the delivery of transport links and public realm improvements. However, the scale of BCU's estate and the breadth of opportunities it presents suggest that there is a relatively good probability of formulating a viable delivery strategy based on a series of phased projects for a range of land uses.



6 CONCLUSIONS

6.1 Viability & Deliverability

6.1.1 Our assessment exercise has taken place against the backdrop of turbulent times for the economic and property market. Whilst it is important to have regard to the short term consequences of this in relation to investor confidence and purchaser/occupier demand, nevertheless this is a 15 year plan and will experience further economic and property market cycles. We have accordingly based our assumptions on the premise that 2011 will be a difficult year, but there will be a gentle recovery that establishes itself in 2012 on a more sustainable basis, gradually building back towards the levels that prevailed some 4 years ago. However, this recovery is unlikely to take full effect until Phase 2 of the AAP in 2016-2020.

6.1.2 The implication of this is that there is unlikely to be an early start on those projects that are principally reliant upon private sector investment. With the position now becoming clarified for public sector investment, a physical start for some public funded projects may also have to be deferred. Consequently apart from existing committed projects, there will be limited early wins in Phase 1 of the AAP 2012-2015. What public sector funding is available for investment will need to be carefully targeted where it can maximise a multiplier/catalytic effect for wider local investment.

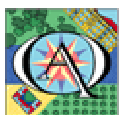
6.1.4 Given this reliance of the AAP upon a number of projects that require short term public sector funding whether housing, schools or the Aston RIS, it is important to establish the likely availability of this funding over the next 12 months and refine a deliverable programme accordingly

6.2 Planning Obligations & Infrastructure Funding

6.2.1 Our assessment of individual projects in Appendix 2 shows which are likely to generate surpluses under normal market conditions, the 'medium growth' scenario and consequently are likely to be able to afford financial contributions towards planning obligations. Given the development costs involved in preparing sites for development, including relocation of existing occupiers and demolition of obsolete buildings, the relatively low development values in the area and potential Section 106, Section 278 and Community Infrastructure Levy contributions, such surpluses may be limited.

6.2.2 To enable a rigorous analysis, further information is required on the essential and desirable requirements of public agencies of Section 106 contributions towards capital works. The majority of projects are on previously developed sites and the net increase in dwellings and floorspace is generally low. This suggests that existing infrastructure may be able to cope with the development proposed with only limited improvements needed.

6.2.3 The exception is the Aston RIS where there is a significant net increase in floorspace and this will place demands upon the public transport and highways network. The City Council is preparing a Development Framework and this will identify the necessary off-site improvements, together with a phasing plan that shows how required developer contributions can be attributed to specific sites. A similar process is being followed for the A34 Boulevard and the Perry Barr transport and public realm improvements.



6.2.4 The findings of these studies will be useful in updating Table 4 in part 3 of the Submission Document which sets out Infrastructure Requirements and their Phasing.

6.3 Delivery Mechanism and Phasing Plan

6.3.1 It is evident that with or without the current difficult economic and property market circumstances, the AAP is heavily reliant upon public sector project management and funding to bring forward key projects such as Newtown housing and Aston RIS. Further clarification is required of the outcome of the emerging sub-area Masterplans/Development Frameworks and new funding programmes to enable further analysis. This also applies to infill housing schemes in Lozells whereby packages of sites could be brought forward if there were to be adequate funding of RSL programmes in the area.

6.3.2 Any public sector early years investment in the Phase 1 period 2012-2015 will pump prime the private sector to take forward Phase 2 development in the key project areas of Newtown, Lozells, Aston East and Perry Barr in 2016-2020.

6.3.3 Then in Phase 3, the final five years of the plan period, i.e. 2021-2026, the residents of the new housing and the workers in the business locating in the new developments should have generated the demand that will provide the conditions for bringing forward the more complex mixed-use projects along the A34 and at Newtown and Perry Barr. However, with the likelihood of a reduced 'early years' delivery programme now in the offing, inevitably some projects (especially major infrastructure endeavours) previously considered deliverable in the final stage period will now be pushed into Phase 3.

6.3.4 However, tables 4 and 5 in part 3 need to be kept under periodic review and updated as market conditions and public sector funding programmes evolve over time.

6.4 Compliance with Area Action Plan Objectives

6.4.1 The principal Housing objective is the development of well designed homes and sustainable neighbourhoods catering for a range of households and a network of high quality educational, health and community facilities. Subject to there being adequate public sector funding in the first five year phase of the AAP to ensure a significant start is made on the transformation of the large estates in Newtown and South Aston, then the conditions will have been created to introduce more private housing development into the area. Together with RSL programmes in Lozells, this will ensure a diversity of housing provision is achieved.

6.4.2 The achievement of the principal employment objective of creating the Regional Investment Site to attract regional, national and international investors is dependent upon AWM's successor demonstrating commitment to the project. The public sector by assembling the sites and preparing them for development would ensure that they are readily available to attract inward investment when the market improves in some three years time, i.e. actual site development in Phase 2 of the Plan period.

6.4.3 Meeting the Successful Economy objective of economic diversification and business growth will largely be achieved by the provision of affordable premises for small businesses. The AAP Industrial Regeneration Areas policy will protect and enhance the provision of small industrial premises. The mixed use projects will provide workspace, offices and small retail units that will all provide opportunities for small businesses and entrepreneurs. The real delivery difficulty continues to be a



lack of funding availability from the banks, and whilst some improvement in demand can be foreseen, this will be the key constraint. If there is future market failure in the provision of small business workspace by the private sector, then it should be considered as a potential priority for public sector support, possibly by a gap-funding type programme.

6.4.4 The objective of Thriving Local Centres enhancing and developing a network of local centres and their retail elements by upgrading their public realm is considered unlikely to be achieved without a growth in consumer demand in the area. This will occur through the various proposed AAP development projects, but will also require the new retail developments to be sited in attractive locations with good levels of passing trade. The attraction of new investment to Perry Barr Centre may require advance pump priming by the public sector of environmental and transport improvements.

6.4.5 The achievement of the Integrated and Sustainable Transport Objective is subject to the level of public sector programme investment and private sector development contributions towards the proposed initiatives. In view of financial constraints, early years programmes are likely to comprise of incremental relatively small scale improvements. Nevertheless, such initiatives should be part of comprehensive corridor framework schemes so that there is a vision that is worked towards. This also applies to many of the Environment, Open Space and Sport policies where preliminary work should take place on the formulation of corridor framework strategies to provide the context for individual site based initiatives.

6.4.6 In general, the level of development proposed in the area, subject to adequate funding levels, should bring about the necessary integrated transformation to create the conditions for a sustainable housing and commercial property market and hence establish a sustainable community. If the City Council is empowered with new initiatives to fund local regeneration and has the freedom to leverage their income streams for local investment, then a platform to create the conditions for investment to deliver the AAP will have been created.

6.5 Monitoring

6.5.1 The AAP Submission Document states that the objectives and policies will be monitored every year to check the progress of the Plan. This will include a monitoring framework with Key Performance Indicators. Such close monitoring is clearly expedient until it is evident that the corner has been turned in the prevailing economic and property market conditions with a return to the 'medium growth' scenario assumptions that underpin the Plan. If such recovery is deferred, then an early review of the AAP will be necessary to refine its proposals in the light of the prospects for delivery.

ANCER SPA

19th August 2011



APPENDIX 1

ASTON NEWTOWN LOZELLS AAP PROPOSALS MAP



APPENDIX 2

POLICY APPRAISAL SHEETS

(See Separate CD)



ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC <p>A SUCCESSFUL ECONOMY</p>	DATE OF APPRAISAL <p>Jan 2011</p>	
POLICY OR PROPOSAL <p>POLICY CEA – CORE EMPLOYMENT AREAS</p>		
		

POLICY OR PROPOSAL DESCRIPTION

Policy CEA states: 'Core Employment Areas will be retained in employment use and will be the focus of economic regeneration activities and additional development opportunities likely to come forward during the plan period. Measures to improve the quality and attractiveness of these areas to investment in new employment will be supported.'

LOCATION & SITE SIZE

Six employment areas defined on the Plan 1 Proposals Map:

- The Hub
- Witton
- Aston regional Investment Site
- Aston Cross
- Windsor Industrial Estate
- Phillips Street Area

EXISTING USE

Primarily employment

OWNERSHIP

Mainly in various private ownerships

TARGET OUTPUTS OR OUTCOMES

Retention of existing jobs and creation of new jobs through a growth in investment and employment

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 5 (Successful Economy): 'To ensure that employment opportunities are accessible to all and assist in securing the provision of employment.' and Objective 6 'The support a culture of enterprise, entrepreneurial ship, innovation and sustainable business growth.'

DELIVERY MECHANISM

Planning applications for changes of use to non-employment uses are strictly controlled in accordance with the City Council's 'Loss of Industrial Land' SPD. Design and Access Statement for new development should be required to explain how quality standards will be met.

Inward investment marketing activities focussed on these areas.

General support for business development.

DEVELOPMENT COSTS

No specific development or infrastructure schemes identified.

PROJECT FUNDING

N/A

VIABILITY

Most of these employment areas prior to the recession of the past couple of years were in demand because of their good location near M6 junction 6 and exhibited relatively high land values and rental levels. They consequently were the subject of investment by major developers and the building stock is of a good quality. These areas are likely to remain in demand for employment purposes, particularly for relocations of businesses from obsolete premises elsewhere in the Birmingham conurbation. This includes the proposal to relocate the Birmingham Wholesale Market to the Hub site at Witton.

DELIVERABILITY

Many of these areas have significant ownership by major investors such as Prupim and Hermes and they are likely to retain these properties in their long term investment portfolio. Consequently they are likely to wish to see the quality of employment uses in these areas maintained.

Refusals of planning permission for changes to non-employment uses in accordance with the City Council's 'Loss of Industrial Land' SPD are likely to be supported on appeal.

ABILITY TO DELIVER PLANNING GAIN

Intensification of the use of sites through redevelopment may require investment in off site highway junction improvements and landscaping. For schemes with significant growth in employment numbers, contributions towards improved public transport may be justified where services are currently limited and also contributions towards recruitment and training initiatives for a local workforce may also be required.

The ability to fund such initiatives may require a more realistic attitude to land values in the area, with significant reductions from the high levels seen of the peak a couple of years ago. A good example of this realignment being the former HP Sauce site at Park Road.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

The greatest risk has been pressure for redevelopment of employment land for residential purposes. However, the gap between residential and employment land values has closed over recent years as housing land values have fallen significantly from their peak. If a robust attitude to changes of use of employment land to residential use is taken, developers are less likely to wish to incur the costs of planning appeals.

The imposition of business rates on empty properties could lead to the demolition of reasonable quality industrial buildings with their replacement by open yard uses such as waste transfer. The City Council may need to make clear that such changes of use would be resisted unless such uses are largely undertaken within buildings which protect the quality and environmental amenity of the area.

LATEST UPDATE

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

EXCELLENT EDUCATION FACILITIES

DATE OF APPRAISAL

Jan 2011



POLICY OR PROPOSAL

ED1 – BIRMINGHAM CITY UNIVERSITY CITY NORTH CAMPUS



POLICY OR PROPOSAL DESCRIPTION

Policy ED1 states: The enhancement of Birmingham City University's City North Campus will be supported comprising environmental improvements, the consolidation of teaching and accommodation facilities, improved student services, improved and expanded parking areas and provision of a sports village. Pedestrian links to Perry Barr/Birchfield District Centre and Perry Barr Rail Station will be improved. The Attwood and Baker Buildings on Aldridge Rd will become surplus to the University's future requirements and are identified for appropriate local centre uses in Policy LC1 of this Plan. Land to the north of the University's Sports Centre will become surplus to the University's future requirements and will be considered for alternative appropriate uses.

LOCATION & SITE SIZE

See the Perry Barr site defined on the Proposals map

EXISTING USE

University campus

OWNERSHIP

BCU Dir of Estates

TARGET OUTPUTS OR OUTCOMES

New educational floorspace and facilities (quantum and typologies to be established in further dialogue with BCU). Other outputs will include the 'local uses' floorspace and employment creation outputs upon redevelopment of the Attwood & Baker Building site, as mentioned in Policy LC1. Surplus Sports Centre land would integrate with adjoining industrial uses (Tamebridge I/E & Brookvale T/E) and so further outputs of industrial floorspace and employment can be anticipated.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Obj 7 – Thriving Local Centres

DELIVERY MECHANISM

BCU to procure a development partner to redevelop Attwood & Baker Bldg in an equity share JV arrangement; otherwise sell a long-leasehold interest under a development agreement with a land sale receipt and some overage provision. The latter mechanism is only likely to be achievable in buoyant market conditions, and a JV is the more likely option in the medium term and offers more scope to protect and integrate with the strategy for BCU's retained campus.

DEVELOPMENT COSTS

Depends on the scale of the programme and the mix of uses

PROJECT FUNDING

BCU programme and developer resources.

VIABILITY

Proposals are unlikely to be viable in the current market environment, and will need to be assessed against an emerging masterplan for the University and the surrounding Perry Barr area.

DELIVERABILITY

The scale of BCU's estate and the breadth of opportunities it presents suggests that there is a relatively good probability of formulating a viable delivery strategy based on a series of phased projects for a range of land uses.

ABILITY TO DELIVER PLANNING GAIN

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Depends on the scale of the developments and mix of uses. The first priority will be to fund transport infrastructure improvements.

DELIVERY TIMESCALE/PHASING

Phase 2 (2016-2020) and Phase 3 (2021-2026)

PROJECT RISKS & RISK MANAGEMENT

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC A SUCCESSFUL ECONOMY	DATE OF APPRAISAL Jan 2011	
POLICY OR PROPOSAL POLICY ES1 – EMPLOYMENT & SKILLS		
		

POLICY OR PROPOSAL DESCRIPTION

Policy CEA states: 'The Plan encourages and supports:

- Training & learning opportunities
- The use of Section 106 Agreements to secure the use of local contractors in development construction phases and employment of local people within the final development
- Targeted recruitment and training strategies
- Linkages and partnerships between the local authority, employment agencies, further education institutions and employers.

LOCATION & SITE SIZE

Through the plan area

EXISTING USE

N/A

OWNERSHIP

All development sites

TARGET OUTPUTS OR OUTCOMES

Reducing worklessness through the creation of new jobs and initiatives to link local people to them

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 5 (Successful Economy): 'To ensure that employment opportunities are accessible to all and assist in securing the provision of employment.' and Objective 6 'The support a culture of enterprise, entrepreneurial ship, innovation and sustainable business growth.'

DELIVERY MECHANISM

Planning applications for major developments should be accompanied by Employment Statements that set out proposal for training and recruitment initiatives to benefit local contractors and residents. These measures would then be included in Section 106 Agreements.

DEVELOPMENT COSTS

The cost impact depends on the relationship between developers and their contractors. There may be some additional construction costs involved in employing trainees. For occupiers, the recruitment and training initiatives are more a question of good practice and do not necessarily involve additional cost.

PROJECT FUNDING

N/A

VIABILITY

It is difficult to assess how contractors might absorb this requirement within their tender prices and consequently what cost implications there are for developers. Viability will be greater in the larger schemes where a wider range of opportunities can be provided.

DELIVERABILITY

If the local planning authority enforces the requirement through Section 106 Agreements on planning permissions, then developers will have to include recruitment and training initiatives within their schemes

ABILITY TO DELIVER PLANNING GAIN

This policy directly involves a planning obligation requirement.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

'Local labour' and 'local contractors' requirements may be in conflict with procurement and European Law. Therefore this policy may need to be advisory with developers voluntarily signing up to the Section 1096 Agreements.

It also relies upon local residents being equipped to take up the jobs on offer. This will require positive action by local education and training actions to raise the skills of local residents.

LATEST UPDATE

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

HOUSING & NEIGHBOURHOOD QUALITY

DATE OF APPRAISAL

August 2011



POLICY OR PROPOSAL

POLICY H1 – NEW HOUSING



Siemens Site



Birchfield Road sites



Newbury Road site

INTRODUCTION.

Policy H1 is pivotal to the fundamental success of the AAP, as it sets the overall quantum of housing output to be achieved. It should be noted that Ancer Spa have not been provided with any detailed package of technical information for the various sites (e.g. site investigations and surveys etc), and the work does not constitute formal valuations. We have focused on indicative development appraisals of mixed use sites that include an element of housing and the result are provided in Appendix 4. The brief is to provide an up to date perspective on the integrity and overall achievability of the policies and in so doing a number of assumptions have been made in order to frame our thinking.

POLICY OR PROPOSAL DESCRIPTION

Policy H1 is a generic 'enabling policy' stating that:

Around 1,671 (gross) new homes will be built in the Plan area over the period 2010-2026. These will be developed on the sites identified in Table 3 and on the Proposals Map.

LOCATION & SITE SIZE

Various locations across the AAP area aggregating to 43 hectares. Table 3 of the Policy sets out the sites and their areas, as below:

Site	Ref	Gross Dwellings	%age of Policy total	Site Area (Ha)	Dwellings /ha
Corner of Johnstone St & Birchfield Rd	1	20	1.52%	0.3	67
Former Siemens site	2	130	9.85%	2.5	52
Aston Fire Station	3	18	1.36%	0.3	60
George's Park	4	30	2.27%	1.93	16
Radnor Road	5	12	0.91%	0.3	40
Nursery Road/Church St	6	7	0.53%	0.2	35
Tame Road	7	25	1.89%	0.5	50
Lozells St	8	21	1.59%	0.6	35
Naden Road	9	7	0.53%	0.14	50
Land rear of Anglesey St/Burbury St/Nursery Road	10	6	0.45%	0.12	50
Roland Road	11	30	2.27%	0.7	43
Carpenters Road	12	5	0.38%	0.2	25
Wretham Road/Soho Hill	13	15	1.14%	0.3	50
Newtown Areas 2 & 3	H6	397	30.08%	24.9	16
Burton Wood Drive/Bridgelands Way	14	73		2.58	28
Westwood Road/Dulverton Road	MU4	10	0.76%	0.6	17
Crown & Cushion Public	LC1C	60	4.55%	1	60

House & adj land					
Former Library & temporary shops, Birchfield Road/Aston Lane	LC1D	60	4.55%	0.8	75
Newbury Road	LC4B	30	2.27%	0.4	75
Villa Cross	LC2A	23	1.74%	0.45	51
New John Street West	MU1	220	16.67%	3.13	70
Churchill Parade	MU2	14	1.06%	0.6	23
Former Clyde Tower	MU5	50	3.79%	0.5	100
Totals:		1263	100%	43.05	29

EXISTING USE

Varied - including cleared development sites, various occupied and vacant commercial buildings and sites, and existing residential properties.

OWNERSHIP

Multiple ownerships.

TARGET OUTPUTS OR OUTCOMES

1,671 (gross) new homes.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of Policy H1 is a key component of the following AAP transformational themes and objectives:

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk, Obj 7 Perry Barr local centre, Obj 8 supporting local centres, Obj's 9-14 housing & neighbourhood quality, Obj 15 sustainable transport, Obj 16 connected open spaces.

DELIVERY MECHANISM

There are various suggested delivery mechanisms across these sites, some likely to be private sector led, and others more likely to require a strong public sector initiative, depending on current ownership, location and the mix of typologies and other intended uses. For a detailed perspective on delivery please refer to the cell entries for various sites Appendix 3 Topic summary spreadsheet. Suffice to say though that there are many sites which will be challenging to bring forward on a private sector led basis and the new City Council Local Land Initiative under the auspices of Birmingham Metropolitan Housing Trust is clearly an appropriate vehicle to achieve delivery in many cases.

The cluster of small South Lozells sites, especially in the 'Groves' (e.g. Nursery Road/Church St, land rear of Anglesey St/Burbury St, Carpenters Road) are a delivery challenge because of their piecemeal nature and small size. There is an opportunity to coalesce these into a comprehensive masterplanned package to enable some economies of scale to be achieved– possibly under a landowners collaboration agreement– and procure an RSL/developer partners to manage a delivery programme.

DEVELOPMENT COSTS

Appendix 4 provides indicative development appraisal examples for the mixed use sites such as MU1 and MU5, based on a notional conception of what may be achievable generally in accordance with the policy. In these cases the costs applied are based on general rates per sq ft estimated from Ancer Spa's judgement and experience of comparable development typologies. The costs are based on a rolled-up amount to include normal construction costs together with professional fees thereon; they do not include abnormal costs which are unknown, but highlighted as potential issues elsewhere in the appraisal proforma. The residual derived from the calculation has to fund other costs such as land, interest and profit etc which cannot be identified in these scoping appraisals.

PROJECT FUNDING

Project funding for each proposal is inextricably tied in with the comments made under 'delivery mechanism' and 'viability'. Suffice to say that, generally, the property development funding environment remains extremely challenging for both public and private sector led projects, and there can be few projects capable of securing funding for delivery in the 2012-2015 Plan period. The RSL sector, HCA, Local Land Initiative will be key public sector players. However, they too face their own funding challenges, and RSLs are beginning to enter a new more austere environment. Nevertheless, the Plan period has a 15 year timescale still to run, and an improvement in the housing market and public sector regeneration funding is likely to occur which will help lift some sites through the viability threshold and into delivery.

VIABILITY

Few projects are likely to be financially viable on an entirely unassisted basis in a normal commercial sense. However, as stated above there is considerable involvement in the area from larger RSLs (Midland Heart in particular) and bodies such as the HCA are committed to investment in the area, albeit at a reduced level than previously budgeted. So, there is a good chance that the majority of sites, and in particular the key ones such as Newtown Areas 2 & 3, will be substantially (if not entirely) delivered in the Plan period. For examples of viability of mixed uses sites containing significant amounts of housing such as MU1 and MU5 please refer to the relevant appraisal sheets in Appendix 4.

Policy T11 requires a number of highway junctions in the Newtown and Lozells area to be funded through contributions by the housing developers. Clearly if complex costly highways improvement schemes are envisaged, this would have an adverse impact upon the viability of the housing proposal in the area.

DELIVERABILITY

There are various constraints attached to the policy sites which impact on deliverability to different degrees. Two thirds of the entire target output of housing under Policy H1 relies on delivery from 4 sites, although one of these (New John St West MU1) breaks into 3 sites. The principal delivery site is Newtown Areas 2 & 3 and this is presently subject to a separate study which will

determine its delivery status and potential in detail, so it is not intended to comment further on this site here. The main deliverability concern is for the central (Tenby) MU1 site, which is subject to a 10 year lease that has only just commenced and the occupier is investing heavily in the premises. However, perhaps in recognition of this, it has been earmarked for delivery in the final phase of the Plan period (2021-2026). There is also understood to be some doubt over the level of funding that HCA will be able to commit to Burtonwood Drive/Bridgelands Way towards a Birmingham Municipal Housing Trust led partnership scheme with the private sector. The Crown & Cushion pub site may also be more appropriate for commercial uses. However, on the other side of the equation, the former Clyde Tower site could probably stand a higher development density, and the other MU1 sites have not been factored into the assessment of overall housing numbers; so there is potential to realise additional housing not recorded under Table 2. There are therefore grounds to believe that the overall quantum of housing delivery under Policy H1 will be achieved in the Plan period, albeit with a relatively greater proportion being realised in the final phase.

ABILITY TO DELIVER PLANNING GAIN

In the absence of a significant uplift in market conditions few sites will be in a position to make a significant contribution to planning gain items.

DELIVERY TIMESCALE/PHASING

The suggested phasing/timescales in Table 3 of Policy H1 are reasonable given that the bulk of the new housing, some 776 units will be delivered in Phase 2 (2016-2020) by when the availability of funding (public and private) and market conditions are likely to have improved.

PROJECT RISKS & RISK MANAGEMENT

As aforementioned, the major risks to these projects relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

HOUSING & NEIGHBOURHOOD QUALITY

DATE OF APPRAISAL

Jan 2011



POLICY OR PROPOSAL

H2 Housing Type & Size; H3 Affordable Housing; H4 New Open Space in New Residential Development; H5 Design & Quality of New Housing



INTRODUCTION.

Policies H2 to H5 are general enabling policies governing the characteristics and quality parameters for new housing development and so because they have similar issues we have grouped them together for purposes of this appraisal.

POLICY OR PROPOSAL DESCRIPTION

Policies H2 to H5 describe the range and format of land uses that will be acceptable/encouraged for the development of the sites and offer a broad indication of the development quality expected.

Policy H2 - Proposals for new housing should take account of the Strategic Housing Market Assessment and detailed local housing market assessments (where they are available), in particular the need for larger family accommodation. Proposals should assist in the creation of mixed, balanced and sustainable communities.

Policy H3 - The City Council will seek a developer contribution towards the provision of affordable housing on residential developments of 15 dwellings or more in accordance with the adopted UDP (and subsequent Core Strategy when adopted). The City Council may seek to negotiate with the developer in order to revise the mix of affordable dwellings (for instance to secure additional larger dwellings) or to adjust the level of subsidy on individual dwellings (a higher subsidy may be required in high value areas). Such negotiations will impact on the number of affordable dwellings secured but will not impact on the level of developer subsidy.

Policy H4 - New residential developments will be required to provide new open space at a standard of 2 hectares per 1000 population. Further detail is provided in Supplementary Planning Document: 'Public Open Space in New Residential Development.'

Policy H5 - New housing should meet the following building standards:

- Code for Sustainable Homes Level 3 (or any future national equivalent), at least Code Level 4 from 2013 and Code Level 6 by 2016.

Developers will need to demonstrate how this will be achieved in their design and access statement. Proposals for residential development should:

- Be consistent with "Places for Living," the City Council's detailed Supplementary Planning Guidance on the design of new residential developments
- Provide an element of Public Open Space in accordance with policy SP45 of the Emerging Birmingham Core Strategy

LOCATION & SITE SIZE

The policies are generic and are applicable to all new housing sites across the AAP area.

EXISTING USE

N/a

OWNERSHIP

N/a

TARGET OUTPUTS OR OUTCOMES

For Policy H2 it has been calculated that at least 605 new affordable homes should be provided over the Plan period; see summary master spreadsheet for detail on how this was calculated.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of Policies H2-H5 is a key component of the following AAP transformational themes and objectives:

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design at neighbourhood level, Obj's 7 & 8 supporting local centres, Obj's 9-114 Housing Neighbourhood Quality, Obj 15 Integrated & Sustainable Transport, Obj 16 connected public open spaces.

DELIVERY MECHANISM

These policies will be delivered through their inclusion in the AAP and City Core Strategy to be applied in the consideration of planning applications for new housing development. This would include a requirement to submit Design & Access Statements as part of planning applications with subsequent enforcement through planning conditions.

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At a practical, site based level, the policies can be delivered through partnership with key public stakeholders in local housing delivery such as Midland Heart and Homes & Communities Agency (Local Authority New Build Programme), and using initiatives such as the Local Land Initiative and Birmingham Municipal Housing Trust.

DEVELOPMENT COSTS

It is recognised that there is generally extra-over costs associated with raising housing standards.

PROJECT FUNDING

N/a

VIABILITY

Achieving high rates of affordable, family led housing built to high sustainability standards, and providing public open space at 2 hectares per 1,000 residents is bound to stretch commercial viability to the limits, especially in an area characterised by market failure in housing supply.. Nevertheless, many of the standards established in these policies are increasingly becoming the industry norm, and there is also a longer term payback in higher values, which may accrue to embedded investors who retain an interest in their developments such as RSLs and the Council through BMHT. For typical short-term housebuilders who take an early exit through off-sales of units, then it will be harder to achieve viability when embracing policies H2-H5 in their design and construction, unless there is an upturn in house prices in the area.

DELIVERABILITY

The policies establish challenging targets, particularly for achieving new open space in the literal sense of that policy's narrative. Their deliverability will be a function of several factors including the availability of public funding towards new housing schemes, land for public open space and lower density family formatted housing typologies.

The Policies be applied with a degree of flexibility along the lines of Policy H3 according to the circumstances of each site development. In this urban area it may be more appropriate in certain cases to make contributions towards the improvement of nearby public open space.

ABILITY TO DELIVER PLANNING GAIN

Not applicable. However, achieving full compliance with the policies across the intended programme of new build development over the Plan period, will provide considerable urban design and social betterment, albeit that this will not amount to 'planning gain' in terms of the technical understanding of this term.

DELIVERY TIMESCALE/PHASING

Throughout the whole Plan period.

PROJECT RISKS & RISK MANAGEMENT

The major risk is that developers are resistant to building anything other than the least common denominator of quality within the AAP area, on the justification that the urban land economics do not deliver sufficient completed development value to fund the requirements of these policies. In the current challenging market environment, it will of course be difficult to achieve any new-build development, let alone that which embraces all aspects of policies H2-H5. However, this might be managed by ensuring that any public sector led investment makes a virtue of applying these policies and seeks to measure the added value that can be attributed to their criteria, as a means of demonstrating that compliance is not the commercial handicap that some less enlightened developers may believe.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

HOUSING & NEIGHBOURHOOD QUALITY

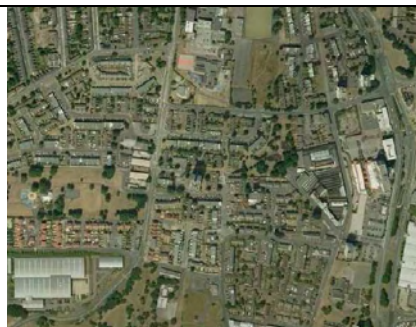
DATE OF APPRAISAL

Jan 2011



POLICY OR PROPOSAL

H6 - NEWTOWN HOUSING REGENERATION AREA



POLICY OR PROPOSAL DESCRIPTION

Policy H6 states: The Newtown Estate will be comprehensively improved to create a new high quality environment by building new aspirational housing, improving existing housing where appropriate, increasing housing numbers to support enhanced local facilities, making better connected and more attractive streets and green spaces, and improving housing mix and choice. Detailed masterplanning work and community engagement will be undertaken to inform future detailed interventions. The City Council will continue to implement proposals for North East Newtown which include the demolition of existing buildings (apart from Manton and Reynolds Towers), erection of 287 new dwellings and associated open space, landscaping, parking and road layout and provision of a My Place youth centre.

LOCATION & SITE SIZE

See the area of Newtown defined on the Proposals map

EXISTING USE

Primarily housing

OWNERSHIP

2,245 dwellings: 63% BCC owned stock; 12% housing association; 25% private owned

TARGET OUTPUTS OR OUTCOMES

Existing commitments (Pannell Croft and Crocodile Works) = 348 dwellings; North Newtown (with detailed permission) = 287 gross; Newtown Areas 2 & 3 = 397 dwellings (gross). Aggregate output of new dwellings = 1,032. More fundamental long-term outcomes should be measured in terms of crime reduction, net in-migration etc.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk, Obj 8 supporting local centres, Obj's 9-14 housing & neighbourhood quality, and Obj 16 connected open spaces.

DELIVERY MECHANISM

As 75% of housing stock is in public/RSL ownership this is predominantly a public sector led and funded situation; however, there is a strong case for trying to reduce reliance on public sector provision and developing a more robust, market led supply as a long term goal. Maintaining commitment and funding from HCA will be crucial together with deploying the Birmingham Municipal Housing Trust through the Local Land Initiative. Most of the sites in Areas 2 & 3 are small, piecemeal and fragmented plots so it is important that their delivery is supported by wider place-making improvements, and that they are brought forward in a clear masterplanned sequence. The work currently under commissioned by BCC through Urban Living for Area 2 and 3 feasibility will form a detailed perspective and identify the optimum delivery mechanism.

DEVELOPMENT COSTS

Await Area 2 & 3 feasibility study.

PROJECT FUNDING

Await Area 2 & 3 feasibility study.

VIABILITY

With its net out-migration of 10% of the population in the decade to 2006, low values, high rate of public sector ownership and general unpopularity, Newtown probably presents as Birmingham's most failed housing market area. Therefore delivery of Policy H6, at least in the short to medium term, will require public funding support. The small, fragmented nature of the plots of land that comprise the scheme further exacerbates the viability problem.

DELIVERABILITY

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Deliverability issues will be largely determined by findings of the current Area 2 and 3 Financial Option Appraisal and Investment Planning Service. This spreadsheet will be updated in due course when the City Council and HCA decide on the most appropriate strategy based taking into account the findings of the report

ABILITY TO DELIVER PLANNING GAIN

In the absence of a significant uplift in market conditions few sites will be in a position to make a significant contribution to planning gain items.

DELIVERY TIMESCALE/PHASING

As anticipated in Table 2 of Policy H1 (with the exception of the existing Pannell Croft and Crocodile Works) commitments, the bulk of delivery of this Policy will come in the periods 2015-2020 and 2021-2026

PROJECT RISKS & RISK MANAGEMENT

The major risks to this policy relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

HOUSING & NEIGHBOURHOOD QUALITY

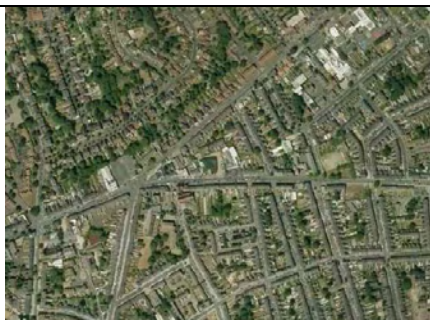
DATE OF APPRAISAL

August 2011



POLICY OR PROPOSAL

H7 – LOZELLS HOUSING REGENERATION AREA



POLICY OR PROPOSAL DESCRIPTION

Policy H7 states: Improvements to the housing stock will be supported provided that they do not detract from the historic and architectural character with particular emphasis on refurbishment at a high level of sustainability. Improvements to and around the remaining groves are considered a priority. Improvements to the public realm, making better connected and more attractive streets and green spaces will be supported. The deconversion of Houses in Multiple Occupation (HMOs) into single family dwellings will be supported.

LOCATION & SITE SIZE

See the area of Lozells defined on the Proposals map

EXISTING USE

Primarily housing

OWNERSHIP

Mix of private owner occupier and RSL housing

TARGET OUTPUTS OR OUTCOMES

Hectares of public realm revitalised; hectares of streetscape converted to 'homezone'/improved. Longer term outcomes could be based on a resident satisfaction survey, reduction in crime and recorded anti-social behaviour; gradual increment in baseline rents and housing values. Number of dwellings de-converted into family housing; number of dwellings achieving Code for Sustainable Homes accreditations; however CfSH is focused on new-build, and a resident survey may be useful in establishing the number of private dwellings that have been retro-fitted with improved sustainability/energy efficiency interventions. Also number of new homes built should be measured as an output viz the series of small new-build sites that are identified in Table 2 of Policy H1.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk, Obj 8 supporting local centres, Obj's 9-14 housing & neighbourhood quality, and Obj 16 connected open spaces.

DELIVERY MECHANISM

Housing sites: Various small piecemeal sites need to be coalesced into unified control (single ownership or multi-owner collaboration agreement), in a masterplanned development proposition; this may require CPO for some land assembly. There is then the potential to procure a developer/RSL to deliver programmed development to benchmarked quality criteria.

Public realm: public sector led (see for Policy H8 below)

DEVELOPMENT COSTS

N/A. multi-site.

PROJECT FUNDING

N/A. multi-site.

VIABILITY

Generally considered to be viable where a long term programme of small scale community-led schemes can be delivered with relatively small pockets of public funding. There may be question-marks over the viability of retro-fitting privately owned properties to high sustainability standards, although the Government's Feed-in-Tariff and Renewable Heating Incentive schemes can help to improve the viability threshold. Redevelopment around the Groves will be difficult because these are small, constrained sites offering limited development capacity.

DELIVERABILITY

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The physical delivery and community engagement/capacity building work to date facilitated and funded by Urban Living has helped to build strong foundations. Stakeholders such as the Lozells Neighbourhood Forum and Midland Heart are well embedded. Deconversion of HMOs and retro-fit schemes to raise energy efficiency.

ABILITY TO DELIVER PLANNING GAIN

In the absence of a significant uplift in market conditions few sites will be in a position to make a significant contribution to planning gain items.

DELIVERY TIMESCALE/PHASING

Throughout the whole Plan period

PROJECT RISKS & RISK MANAGEMENT

The major risks to this policy relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

HOUSING & NEIGHBOURHOOD QUALITY

DATE OF APPRAISAL

Jan 2011



POLICY OR PROPOSAL

H8 – SOUTH ASTON HOUSING ESTATE



POLICY OR PROPOSAL DESCRIPTION

Policy H8 states: Improvements to the public realm will be supported where funding is available. Such works could include new street lighting, tree planting, parking facilities and resurfacing.

LOCATION & SITE SIZE

See the area of South Aston defined on the Proposals map

EXISTING USE

Primarily housing

OWNERSHIP

Mainly City Council housing with some right to buy private housing.

TARGET OUTPUTS OR OUTCOMES

Hectares of public realm revitalised; hectares of streetscape converted to 'homezone'. Longer term outcomes could be based on a resident satisfaction survey, reduction in crime and recorded anti-social behaviour

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk, Obj 8 supporting local centres, Obj's 9-14 housing & neighbourhood quality, and Obj 16 connected open spaces.

DELIVERY MECHANISM

Public sector (Council) led possibly with funding support from HCA and any RSL landlord(s), perhaps also Lottery funded community programmes.

DEVELOPMENT COSTS

Depends on the scale of the programme

PROJECT FUNDING

City Council planned maintenance programmes

VIABILITY

Subject to City Council estate maintenance and environmental improvement budgets. Consequently with current funding constraints, there is unlikely to be any improvements in the short term.

DELIVERABILITY

Good prospect of delivery, based on a medium-longer term programme of works conducted at a pace to match the availability of (rationed) funding sources. There is also the potential to use voluntary labour and Community Payback, as a means to achieve delivery at low cost, where it might otherwise be prohibitive.

ABILITY TO DELIVER PLANNING GAIN




N/A

DELIVERY TIMESCALE/PHASING

Phase 3 (2021-2026)

PROJECT RISKS & RISK MANAGEMENT

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC <p>A SUCCESSFUL ECONOMY</p>	DATE OF APPRAISAL <p>Jan 2011</p>	
POLICY OR PROPOSAL <p>POLICY IR – INDUSTRIAL REGENERATION AREAS</p>		
 <p>Newtown Row</p>	 <p>Tame Road/Wyrley Road/Brookvale Road</p>	

POLICY OR PROPOSAL DESCRIPTION

Policy IR states: 'The following Industrial Regeneration Areas, will be retained for employment uses and be the focus of economic regeneration':

- Newtown Row
- Tame Road/Wyrley Road/Brookvale Road

LOCATION & SITE SIZE

Two areas defined on the Plan 1 Proposals Map:

EXISTING USE

Primarily employment

OWNERSHIP

Mainly in various private ownerships

TARGET OUTPUTS OR OUTCOMES

Retention of existing jobs
 Growth and development of local businesses and enterprises.
 Provision of employment opportunities for local residents.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 5 (Successful Economy): 'To ensure that employment opportunities are accessible to all and assist in securing the provision of employment.' and Objective 6 'The support a culture of enterprise, entrepreneurial ship, innovation and sustainable business growth.'

DELIVERY MECHANISM

Planning applications for changes of use to non-employment uses are strictly controlled in accordance with the City Council's 'Loss of Industrial Land' SPD. Design and Access Statement for new development should be required to explain how quality standards will be met.

Business development activities focussed on these areas.

Potential future grant schemes for business premises and environmental improvements.

DEVELOPMENT COSTS

No specific development, building improvement, infrastructure or environmental improvement schemes identified.

PROJECT FUNDING

This project comprises creating the conditions for private investment in employment premises.

VIABILITY

The Tame Road area has previously been the subject of speculation relating to redevelopment for residential purposes. This has led to temporary disinvestment in some properties. However, if robust AAP and development control policies send a message to property owners that changes of use to non-employment uses will be resisted, then the owners are more likely to ensure the properties are refurbished for re-letting for employment uses.

If the quality and identity of these areas is raised through tight control of land uses, design and schemes and is accompanied by improvements to the public realm, then the demand from business occupiers is likely to be maintained which in itself will lead to reinvestment by property owners.

DELIVERABILITY

If hope value for alternative non-employment uses is diminished, then owners of buildings will not want to incur empty property business rates and so are more likely to refurbish properties for re-letting. These two areas are fundamentally good locations,

being close to Junction 6 of the M6 and having a good supply of local labour. Consequently demand from occupying businesses is likely to be good.

Public sector business grant and environmental improvement programmes will be subject to funding programme availability over the Plan period.

ABILITY TO DELIVER PLANNING GAIN

N/A

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

The greatest risk has been pressure for redevelopment of employment land for residential purposes. However, the gap between residential and employment land values has closed over recent years as housing land values have fallen significantly from their peak. If a robust attitude to changes of use of employment land to residential use is taken in accordance with the City Council's 'Loss of Industrial Land' SPD, developers are less likely to wish to incur the costs of planning appeals.





The imposition of business rates on empty properties could lead to the demolition of reasonable quality industrial buildings with their replacement by open yard uses such as waste transfer. The City Council may need to make clear that such changes of use would be resisted unless such uses are largely undertaken within buildings which protect the quality and environmental amenity of the area.

There have been flood risk issues in the Tame Road area but recent and proposed flood defence projects by the Environment Agency should mitigate this issue so that it is not a constraint upon the redevelopment of sites.

LATEST UPDATE

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS THRIVING LOCAL CENTRES	DATE OF APPRAISAL August 2011	
POLICY OR PROPOSAL LC1 Birchfield/Perry Barr District Centre		
 <p>Greyhound Stadium</p>	 <p>Gyratory Site</p>	 <p>Perry Barr District Centre</p>

INTRODUCTION

This summary project appraisal is based on and summarised from earlier reports: Aston, Newtown and Lozells Area Action Plan Draft Deliverability and Viability Assessment and Ancer Spa on behalf of Birmingham City Council (Oct 2010), and also the Appendix 4 more detailed development appraisals of key sites. The undernoted should be read in conjunction with these reports/appraisals. In particular it should be noted that Ancer Spa have not been provided with any detailed package of technical information for the various sites (e.g. site investigations and surveys etc), and the work does not constitute formal valuations. The brief is to provide an up to date perspective on the integrity and overall achievability of the policies and in so doing a number of assumptions have been made in order to frame our thinking.

POLICY OR PROPOSAL DESCRIPTION

LC1 is a 'master policy' for the Perry Barr district centre intended to describe the nature and quantum of growth and development that will be encouraged across a prescribed range of local centre uses. It draws its floorspace targets from the emerging Birmingham Core Strategy. The Policy is cast in two main parts:

a) Growth & Uses which states that:

The growth and development of the centre will be supported in line with the levels of floor space set out in the emerging Core Strategy Consultation Draft:

2008-2021 10,000 sq.m. of additional comparison floor space

2021-2026 10,000 sq.m. of additional comparison floor space

(Any proposals for the period post 2021 should be subject to further assessment in relation to need and impact and should not be granted before 2016)

2006-2026 10,000 sq.m. maximum of additional office floor space

In addition, leisure and entertainment uses such as cinemas, restaurants, bars, casinos and health and fitness centres, community uses such as a library, amongst other uses, will be supported and encouraged. There will also be scope to incorporate high-quality residential accommodation above the ground floor as part of mixed-use schemes.

b) Opportunity Sites, which identifies a series of key sites, and sets out the uses and character of development that will be encouraged on each of them as follows:

The following sites are suitable for new development for local centre uses:

- Greyhound Stadium (Any replacement provision should be at least as accessible to current and potential users as the existing facility).
- Gyratory site
- Crown & Cushion Public House
- Former Birchfield Library and Aston Lane temporary shops
- 271 Birchfield Road (former Bingo Hall)
- Attwood and Baker Buildings, Aldridge Road (medium to longer term)

In regard to the Perry Barr Greyhound Stadium there is an opportunity to enhance the existing leisure offer and develop complementary uses on land surrounding the stadium. If the stadium was redeveloped, equivalent provision should be made at least as accessible to current and potential users as the existing facility.

LOCATION & SITE SIZE

By their nature the 'Opportunity Sites' which form the body of Policy LC1 are in close proximity to each other, clustered in and around the district centre. The total size of the Policy area is not known, but could be estimated to be in the order of 30 hectares.

EXISTING USE

Varied - including cleared development sites, various occupied and vacant commercial buildings and sites and residential properties.

OWNERSHIP

Multiple ownerships.

TARGET OUTPUTS OR OUTCOMES

See *Growth & Uses* above. For each of the key *Opportunity Sites* there is a narrative on possible outputs/outcomes in the relevant cell of the summary master spreadsheet.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of Policy LC1 is a key component of the following AAP transformational themes and objectives:

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk, Obj's 5 & 6 promoting a successful economy, Obj's 7 & 8 Thriving Local Centres, Obj's 9-14 Housing & neighbourhood Quality, Obj 15 Integrated & Sustainable Transport, Obj 16 connected open spaces..

DELIVERY MECHANISM

There are various suggested delivery mechanisms across the individual *Opportunity Sites* sites, some likely to be private sector led, and others more likely to require a strong public sector initiative, depending on current ownership and the range of intended uses. For those *Opportunity Sites* which have been subject to a more detailed appraisal of their development potential, further comments on appropriate delivery mechanisms can be referred to on the Appendix 4 appraisal sheets. Overarching the individual sites though is a more fundamental point regarding the public realm issues that will condition the potential for value growth and investment in the district centre; a collaborative approach amongst stakeholders to delivery under the auspices of a formal Business Improvement District structure is considered to be an appropriate mechanism – see Appendix 3 topic summary spreadsheet.

DEVELOPMENT COSTS

For those sites which have been subject to a more detailed financial appraisal, the project is based on a notional conception of what may be achievable generally in accordance with the policy. In these cases the costs applied are based on general rates per sq ft estimated from Ancer Spa's judgement and experience of comparable development typologies. The costs are based on a rolled-up amount to include normal construction costs together with professional fees thereon; they do not include abnormal costs which are unknown, but highlighted as potential issues elsewhere in the relevant Appendix 4 appraisal sheet. The residual derived from the calculation has to fund other costs such as land, interest and profit etc which cannot be identified in these scoping appraisals.

PROJECT FUNDING

Project funding for each proposal is inextricably tied in with the comments made under 'delivery mechanism' and 'viability'. Suffice to say that, generally, the property development funding environment remains extremely challenging for both public and private sector led projects, and there can be few projects capable of securing funding for delivery in the 2012-2015 Plan period. Encouraging the formation of BID structure under City Council and key stakeholder leadership would offer a new funding avenue for the crucial public realm works, by generating a supplement to the Uniform Business Rate that can be applied specifically to help fund those works. That may also attract other sources of funding, as it will demonstrate collaboration and commitment from stakeholders. However, with trading conditions still recovering from a low base for many businesses, agreeing a BID may be premature at present. Alternatively, as and when Government sanctions it, a scheme of Tax Increment Financing (TIF) could be a possible funding approach for public realm investment, perhaps overlaid with an emerging BID.

VIABILITY

In general terms, the commercial land uses prescribed in the policies are unlikely to become viable development propositions until the wider property market improves significantly. However, the district centre has embedded strengths, especially its accessibility with the A34, a railway station and a bus interchange, and also a captive student consumer market. It does therefore have the necessary hall marks for becoming a successful centre in the future, and many of the key commercial sites should be lifted above the viability threshold in better economic conditions. A pivotal catalyst for viability will be the delivery of the wider place-making and public realm works that are masterplanned for Perry Barr centre. Improving pedestrian permeability, streetscapes and amenity will enable the district centre to take a giant stride forward in promoting itself as a key centre outside of the City centre, where it can potentially draw significant catchment into the city from Walsall and beyond. This is why setting up a BID structure could be an important step in achieving delivery, establishing a funding and management/engagement structure for public realm works, and so raising viability for all stakeholders.

DELIVERABILITY

There are various constraints attached to the policy sites which impact on deliverability to different degrees. The comments made under the *Delivery Mechanism*, *Project Funding* and *Viability* headings above are closely related to issues of deliverability. Achieving commitment to and commencement of the wider public realm works is central to the whole district centre's longer term success, and this is the 'glue' that can provide the necessary cohesion for Perry Barr that will encourage investment and drive value growth. However, because the public realm project relies so much on collaboration, and consensus amongst stakeholders, then to a significant extent, deliverability will be function of political and local stakeholder leadership, stamina and commitment.

ABILITY TO DELIVER PLANNING GAIN

By and large there is little scope to deliver planning gain, albeit that an improvement in the property market and completed development values over the Plan period could change this equation for the better.

DELIVERY TIMESCALE/PHASING

SAgain it comes back to the public realm works, in so far as their delivery will help to accelerate many projects off the starting block in the context of an improving macro-economic position.

PROJECT RISKS & RISK MANAGEMENT

The major risks to these projects relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved. Also, in the case of this policy, a good deal depends on the strength and commitment of political and local stakeholder leadership; if there is no

enthusiasm for taking a lead amongst the key players then initiatives that can bring forward funding and project delivery, such as the suggested BID formation, may wane and fail.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC THRIVING LOCAL CENTRES	DATE OF APPRAISAL August 2011	
POLICY OR PROPOSAL POLICY LC2 – LOZELLS/VILLA ROAD LOCAL CENTRE		
 Villa Cross	 Black Cat Corner	 70 Villa Road

POLICY OR PROPOSAL DESCRIPTION

Policy LC2 states: 'The Villa Cross gateway (LC2A) should be developed as a comprehensive high-quality mixed-use scheme. The site should be developed for mixed use comprising residential and light industrial uses. The Black Cat Café site (LC2B) should be redeveloped as a high quality landmark development in keeping with the character of the Conservation Area. Other properties in Villa Rd should be re-used or redeveloped for residential purposes.'

LOCATION & SITE SIZE

Various sites along Villa Road Lozells defined on the proposals map

EXISTING USE

Vacant sites and mixed uses

OWNERSHIP

Private ownership except for part of the Black Cat site in City Council ownership

TARGET OUTPUTS OR OUTCOMES

Transformational developments to regenerate the area and to significantly improve the character, appearance and facilities at this prominent gateway into Lozells.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 1 and 3 (Sustainable Development and Quality Places), Objective 6 (Successful Economy), Objective 8 (Thriving Local Centres) and Objective 10 (Housing and Neighbourhood Quality).

DELIVERY MECHANISM

The City Council could provide a development brief for the Villa Cross site to show how the site could be developed by a private developer.

The City Council has assembled land at the Black Cat site and a scheme has been drawn up which will be the basis of a developer competition for a mixed use scheme.

Midland Heart Housing Association is likely to bring forward housing schemes in Villa Road, subject to available funding.

DEVELOPMENT COSTS

The total development cost for the scheme at the Black Cat site is approx £1.2m

Schemes have yet to be prepared for the other sites.

PROJECT FUNDING

The City Council is in the process of assembling the developable parts of the Black Cat site.

Private developers will take forward schemes, possibly with the assistance of any available grant funding.

VIABILITY

Development schemes at this location are marginally in deficit in current market conditions but would become viable if the market improves over the next five years. The residential component is required to cross subsidise other commercial and community elements.

DELIVERABILITY

Specialist mixed-use developers need to be attracted to the sites on offer and this could involve an RSL partner such as Midland Heart for any residential component.

ABILITY TO DELIVER PLANNING GAIN

The scheme is only likely to barely break even with the residential component subsidising the commercial component and so there is unlikely to be a surplus for planning gain initiatives. The provision of the employment/commercial floorspace and Conservation Area enhancements could be considered to be planning gain in itself.

DELIVERY TIMESCALE/PHASING

This scheme is likely to be deferred until later phases of the Plan period when market conditions should improve and enhance scheme viability.

PROJECT RISKS & RISK MANAGEMENT

These are relatively complex mixed-use schemes in an area where the property market needs to improve to make them viable.

The private owners may be reluctant to dispose of their sites to developers at current low values.

LATEST UPDATE**OTHER COMMENTS**

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

THRIVING LOCAL CENTRES

DATE OF APPRAISAL

August 2011



POLICY OR PROPOSAL

LC3 Witton Road Local Centre, LC3A Aston Manor Transport Museum and Station Road Car Park;
LC4A Newtown Shopping Centre; LC4B Newbury Road; LC5 Wheeler St Shopping Centre; LC6
Aston Local Centre



Aston Transport Museum



Wheeler St Shopping Centre



Aston Local Centre

INTRODUCTION.

Policies LC3-LC6 all relate to the development of local centres (other than the primary centre of Perry Barr) and projects within them across the AAP area and may be considered together. It should be noted that Ancer Spa have not been provided with any detailed package of technical information for the various sites (e.g. site investigations and surveys etc), and the work does not constitute formal valuations. The brief is to provide an up to date perspective on the integrity and overall achievability of the policies and in so doing a number of assumptions have been made in order to frame our thinking.

POLICY OR PROPOSAL DESCRIPTION

Without reiterating the narrative of each Policy here, suffice to say that they mostly describe the range and format of land uses that will be acceptable/encouraged for the development of the local centres, but also include some general enabling policies to support the enhancement and improvement of centres such as Newtown Shopping Centre and Aston local centre. LC5 encourages and describes the preferred form of redevelopment of Wheeler St Shopping Centre, aiming to ensure that it does not provide uses to detract from Newtown Shopping Centre, improvements to which are supported through LC4A, together with the development of its adjoining Newbury Road site, LC4B. LC6 is somewhat different in that it is specifically geared towards supporting the development of the Regional Investment Site (RIS) in encouraging provision of retail amenity to it, and LC6 could arguably be grouped together with the RIS Policies.

LOCATION & SITE SIZE

Various locations across the AAP area defined on the Proposal map. Most of the centres are linear areas at the hub of neighbourhoods and the total aerial coverage is not known.

EXISTING USE

Varied, but primarily retail uses.

OWNERSHIP

Multiple ownerships.

TARGET OUTPUTS OR OUTCOMES

A range of outputs – mostly floorspace and job creation potential – can be estimated, and outcomes based on delivering local economic success.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of Policies LC3-LC6 is a key component of the following AAP transformational themes and objectives:
Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design, Obj 3 protecting the historic environment, Obj's 4, 5 & 6 promoting a successful economy, Obj 8 Thriving Local Centres, Obj's 9,10, 12 & 14 Housing & Neighbourhood Quality.

DELIVERY MECHANISM

There are various potential delivery mechanisms across these sites, some likely to be private sector led, and others more likely to require a strong public sector initiative, depending on current ownership, the range of intended uses and the type of development/initiative conceived under the policy.

DEVELOPMENT COSTS

For those sites which have been subject to a more detailed financial appraisal such as LC4 and LC5, the project is based on a notional conception of what may be achievable generally in accordance with the policy. In these cases the costs applied are based on general rates per sq ft estimated from Ancer Spa's judgement and experience of comparable development typologies. The costs are based on a rolled-up amount to include normal construction costs together with professional fees thereon; they do not include abnormal costs which are unknown. The residual derived from the calculation has to fund other costs such as land, interest and profit etc which cannot be identified in these scoping appraisals.

PROJECT FUNDING

Project funding for each proposal is inextricably tied in with the comments made under 'delivery mechanism' and 'viability'. Suffice to say that, generally, the property development funding environment remains extremely challenging for both public and private sector led projects, and there can be few projects capable of securing funding for delivery in the 2012-2015 Plan period. Some specific proposals such as Aston Transport Museum will perhaps prove harder to fund than others within this group of policies. For example, carrying out improvements to Newtown Shopping Centre, which is more institutionally orthodox and probably partly fundable through the occupier service charge, will be a more straightforward proposition.

VIABILITY

Viability varies according to project/policy type. In general terms, the commercial land uses prescribed in the policies are unlikely to become viable development propositions until the wider property market improves significantly.

DELIVERABILITY

Aspects of deliverability vary considerably between the policy sites. For streetscape and public realm enhancements as proposed in LC3 the local authority's reduced street works budget will probably impair delivery in the short to medium term. Aston Transport Museum will have a unique set of delivery constraints associated with its heritage status and the requirement to procure alternative match day coach parking.

ABILITY TO DELIVER PLANNING GAIN

For the most part there will be little scope to deliver planning gain, albeit that a significant improvement in the property market and completed development values over the Plan period could change this equation for the better.

DELIVERY TIMESCALE/PHASING





LC 3-5 - Phase 3 (2021-2026) when new housing in the area has provided additional demand for services.

LC6- Phase 2 (2016-2020) to follow RIS delivery programme.

PROJECT RISKS & RISK MANAGEMENT

The major risks to these projects relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS A SUCCESSFUL ECONOMY	DATE OF APPRAISAL Jan 2011	
POLICY OR PROPOSAL MU1 New John St West Mixed Use, MU2 Churchill Parade Mixed Use, MU3 Victoria Road/Park Circus Gateway, MU5 Former Clyde Tower		
 <p>MU1 New John St West</p>	 <p>MU2 Churchill Parade</p>	 <p>MU3 Park Circus</p>

INTRODUCTION.

Policies MU1-3 & MU5 all relate to mixed-use development schemes at specified sites on principal road frontages in the AAP area and so may be considered together. This summary project appraisal is based on and summarised from earlier reports; Aston, Newtown and Lozells Area Action Plan Draft Deliverability and Viability Assessment by Ancer Spa on behalf of Birmingham City Council (Oct 2010), and also several more detailed technical appraisals of each site which can be found on the accompanying Appendix 4 spreadsheet.. The undernoted should be read in conjunction with these reports/appraisals. In particular it should be noted that Ancer Spa have not been provided with any detailed package of technical information for the various sites (e.g. site investigations and surveys etc), and the work does not constitute formal valuations. The brief is to provide an up to date perspective on the integrity and overall achievability of the policies and in so doing a number of assumptions have been made in order to frame our thinking.

POLICY OR PROPOSAL DESCRIPTION

Without reiterating the narrative of each Policy here, suffice to say that they each describe the range and format of land uses that will be acceptable/encouraged for the development of the sites and offer a broad indication of the development quality expected.

LOCATION & SITE SIZE

Various locations across the AAP area. MU1 is comprised of 3 sites in Newtown close to the northern leg of the city ring road. (A4540); MU2 and MU5 are both located along the A34 Birchfield Road

MU1 – 8.8 ha (across 3 sites of 3.7, 3.3 & 1.8 ha)
 MU2 – 0.6 ha
 MU3 – unknown depending on agreed site boundary
 MU5 – 0.5 ha

EXISTING USE

Varied - including cleared development sites, various occupied and vacant commercial buildings and sites, police station, and residential properties.

OWNERSHIP

Multiple ownerships.

TARGET OUTPUTS OR OUTCOMES

A range of outputs – mostly floorspace and job creation potential – have been estimated, and outcomes based on delivering local economic success have been suggested; see the Appendix 3 Topic Spreadsheet summary.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of Policies MU1-3 & MU5 is a key component of the following AAP transformational themes and objectives:
 Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk, Obj's 4, 5 & 6 promoting a successful economy.

DELIVERY MECHANISM

There are various suggested delivery mechanisms across these sites, some likely to be private sector led, and others more likely to require a strong public sector initiative, depending on current ownership and the range of intended uses. MU1 Hockely Circus (west) site is public owned land and housing and is likely to require a public led delivery arrangement; the former Tenby Works site (MU1 central) is more likely to be a private sector led/funded solution, and the MU1 east site (land fronting Summer Lane/New John St West is likely to need a public sector led and funded land assembly approach, possibly with a private developer involved. Churchill Parade (MU2) is owned by ING Real Estate Investment who will be eminently capable of managing and funding delivery of an appropriate scheme (albeit that it may be a candidate for grant assistance). MU3 is designated for mostly non-commercial uses, and so is likely require a public sector led delivery approach, but perhaps with charitable/religious institution funding as well for the place of worship use. MU5 is a Council owned former residential tower block, cleared and substantially prepared for development; new housing development it is most likely to be social low-cost affordable housing here,

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and so will probably be delivered in a joint venture between the Council and an RSL, but perhaps with a local private developer to lead on the ground floor commercial uses.

DEVELOPMENT COSTS

For those sites which have been subject to a more detailed financial appraisal, the project is based on a notional conception of what may be achievable generally in accordance with the policy. In these cases the costs applied are based on general rates per sq ft estimated from Ancer Spa's judgement and experience of comparable development typologies. The costs are based on a rolled-up amount to include normal construction costs together with professional fees thereon; they do not include abnormal costs which are unknown, but highlighted as potential issues elsewhere in the development appraisal spreadsheet. The residual derived from the calculation has to fund other costs such as land, interest and profit etc which cannot be identified in these scoping appraisals.

PROJECT FUNDING

Project funding for each proposal is inextricably tied in with the comments made under 'delivery mechanism' and 'viability', and the relevant development appraisal spreadsheets should be referred to in each case. Suffice to say that, generally, the property development funding environment remains extremely challenging for both public and private sector led projects, and there can be few projects capable of securing funding for delivery in the 2012-2015 Plan period. MU2 Churchill Parade is considered, on balance, to be an exception simply because of the need for the landlord to take some action to arrest the decline and obsolescence which threatens the investment, and to make it a marketable proposition should they be looking for an exit route.

VIABILITY

None of these projects are likely to be financially viable in the short term on an unassisted basis in a normal commercial sense. However, as stated above MU2 Churchill Parade may receive some refurbishment investment in order to head off terminal decline in investment performance/marketability. In general terms, the commercial land uses prescribed in the policies are unlikely to become viable development propositions until the wider property market improves significantly and other AAP policies take effect, e.g. new housing leading to population growth.. For sites like MU3, led by public and non-commercial land uses, the budgetary environment for capital investment amongst relevant public bodies (e.g. local Primary Care Trusts, LEA etc) needs to improve, and with the wider austerity position on public funding for the foreseeable future, these projects are therefore unlikely to be viable until later in the Plan period.

DELIVERABILITY

There are various constraints attached to the policy sites which impact on deliverability to different degrees. For the central (Tenby) and eastern (New John St West/Summer Lane) MU1 sites, tenancies and fragmented land ownership issues are bound to offer significant constraints. Churchill Parade (MU2) has a sewer running through it which would hamper comprehensive redevelopment, and the refurbishment proposition conceived in the appraisal of it would be challenging in terms of compliance with up to date energy efficiency and other standards imbued in current Building Regulations. MU3 would be difficult simply because of the fairly disparate mix of (mostly none commercial) uses prescribed in the Policy, which do not readily suggest a unified stakeholder approach. MU5 is perhaps the least constrained, most deliverable proposition, simply because the former Clyde Tower structure has been demolished and cleared to leave a presentable site with existing access and services which should be able to cater for the development capacity to be realised under the Policy.

ABILITY TO DELIVER PLANNING GAIN

For the notional appraisals undertaken, only one of the Policy sites offers scope to deliver planning gain, albeit that a significant improvement in the property market and completed development values over the Plan period could change this equation for the better. See development appraisal sheets for further detail.





DELIVERY TIMESCALE/PHASING

See development appraisal sheets and summary spreadsheet for each site. In summary only Churchill Parade is considered to have a reasonable prospect of delivery within the 2012-2015 timeframe, driven by the probable need to arrest obsolescence and decline in the investment.

PROJECT RISKS & RISK MANAGEMENT

The major risks to these projects relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery in Phase 3 of the Plan if quality standards are to be maintained and achieved.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC A SUCCESSFUL ECONOMY	DATE OF APPRAISAL August 2011	
POLICY OR PROPOSAL POLICY MU4 – WESTWOOD ROAD/DULVERTON ROAD		
		

POLICY OR PROPOSAL DESCRIPTION

Policy MU4 states: 'The site should be developed for mixed use comprising residential and light industrial uses. As the site lies within the River Tame flood zone no development should take place until the River Tame flood alleviation works are completed by the Environment Agency.'

LOCATION & SITE SIZE

Vacant industrial premises on the corner of Dulverton Road and Tame Road. 0.6 ha site.

EXISTING USE

Vacant industry

OWNERSHIP

Private ownership

TARGET OUTPUTS OR OUTCOMES

Retention of some employment whilst improving the amenity of adjoining residential properties.
Potential for some 10 residential units and 1,500m² of employment floorspace.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 5 (Successful Economy): 'To ensure that employment opportunities are accessible to all and assist in securing the provision of employment.' and Objective 6 'The support a culture of enterprise, entrepreneurial ship, innovation and sustainable business growth.' and Objective 9.10 and 11 (Housing and Neighbourhood Quality).

DELIVERY MECHANISM

The City Council could provide a development brief for the site to show how the site could be developed.
The existing site owner to dispose of the site to a developer who would bring the mixed use scheme forward, possibly in association with a RSL.

DEVELOPMENT COSTS

The total development cost for 15 residential units and 1,500m² of small unit workspace would be some £3,037m

PROJECT FUNDING

The scheme would be privately funded

VIABILITY

The estimated development value is £3,030m compared with a development cost of £3,037m and so it is evident that the scheme is marginally in deficit in current market conditions but would become viable if the market improves over the next five years. The residential component is required to cross subsidise the industrial component.

DELIVERABILITY

The residential and industrial components could be developed as separate components, but the overall scheme requires cross-subsidy of the industrial component by the residential component. This probably requires a specialist mixed-use developer to be interested in the scheme, probably with an RSL partner.

ABILITY TO DELIVER PLANNING GAIN

The scheme is only likely to barely break even with the residential component subsidising the industrial component and so there is unlikely to be a surplus for planning gain initiatives. The provision of the employment floorspace could be considered to be planning gain in itself.

DELIVERY TIMESCALE/PHASING

This scheme is likely to be deferred until later phases of the Plan period when market conditions should improve and enhance scheme viability.

PROJECT RISKS & RISK MANAGEMENT

Developers may only wish to pursue residential development on the whole site and this would require a robust planning response with the application of the 'Loss of Employment Land' SPD policies.

There may be some contamination from previous uses on the site that will require further investigation.

The scheme may not be able to provide affordable housing as planning gain and instead funding support from a local RSL may be required to provide the affordable housing element.

LATEST UPDATE

OTHER COMMENTS

The programme for flood alleviation works by the Environment Agency requires confirmation.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
ENVIRONMENT, OPEN SPACE & SPORT

DATE OF APPRAISAL
August 2011



POLICY OR PROPOSAL

POLICY OS1 – GREEN LINKS



POLICY OR PROPOSAL DESCRIPTION

Policy OS 1 states: A network of green routes linking residential areas to key open spaces such as Aston Park and Handsworth Park and open space corridors, is where street tree planting will be encouraged in order encourage movement to open spaces, enhance neighbourhoods lacking in green space and improve the biodiversity of the area.

LOCATION & SITE SIZE

Throughout the AAP area for all development. See Plan 3: Open Space Strategy for an indication of the key areas and streets where street tree planting is to be a priority.

EXISTING USE

Public highway and approaches to public open space.

OWNERSHIP

Birmingham City Council highways and other open space areas

TARGET OUTPUTS OR OUTCOMES

Tree planting along key routes would not only help to form green links from residential areas deficient in open space to public parks, it would also improve the local environment and biodiversity of the residential areas.

The north west zone of the AAP in particular suffers from a lack of green space and play provision does not meet the National Playing Fields Association standard of 400m from dwellings. However, encouraging local residents to utilise Handsworth Park and Aston Park would mitigate this deficiency. This includes improving the ease of access across dominating highways which currently dissect neighbourhoods and inhibit pedestrian movement.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 16 (Open Space, Landscape & Biodiversity): 'To establish a network of quality connected green open spaces and water corridors across the plan area'.

Further linkages with OS10 Biodiversity & Watercourses

Links with Policy OS9 (Lozells Open Space): *Development of green links to encourage movement to George's Park, Handsworth Park and potential new POS at Villa Cross is supported.*

DELIVERY MECHANISM

The City Council through its highways maintenance contractor Amey would undertake a programme of street tree planting.

DEVELOPMENT COSTS

Scale of City Council programme to be confirmed

PROJECT FUNDING

N/A

VIABILITY

Subject to City Council budgets and possible developer contributions

DELIVERABILITY

Through the Council's contractor, subject to available funding

ABILITY TO DELIVER PLANNING GAIN

There is the potential to use developer contributions under Policy H4 to help fund the programme

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

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PROJECT RISKS & RISK MANAGEMENT

Funding availability

LATEST UPDATE

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
ENVIRONMENT, OPEN SPACE & SPORT

DATE OF APPRAISAL
August 2011



POLICY OR PROPOSAL

POLICY OS10 BIODIVERSITY & WATER QUALITY



POLICY OR PROPOSAL DESCRIPTION

Policy OS 10 states:

The plan encourages the protection and enhancement of the natural environment (including sites designated for their nature conservation value and non-designated sites) and its wider landscape character through measures to create new green infrastructure, increase biodiversity, improve water quality and minimise pollution through reductions in reinforcement including de-culverting where feasible, debris removal, and reducing discharge misconnections. Any new development affecting sites with nature conservation value, including waterway corridors should seek to protect and enhance their landscape quality and biodiversity.

By incorporating ecologically-sensitive design features in new developments significant improvements for biodiversity can be achieved e.g. green roofs and green walls, beneficial planting, bird boxes and sustainable drainage systems.

LOCATION & SITE SIZE

Various locations across the Aston AAP area

EXISTING USE

Various watercourses and surrounding landscape uses

OWNERSHIP

The watercourses are primarily owned by British Waterways and Birmingham City Council with Environment Agency responsibilities.

Development sites will mainly be privately owned

TARGET OUTPUTS OR OUTCOMES

To maximise / enhance watercourses and adjoining landscape for biodiversity value at a variety of locations throughout the Aston AAP area

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 16 (Open Space, Landscape & Biodiversity): 'To establish a network of quality connected green open spaces and water corridors across the plan area', and Objective 17 (Open Space, Landscape & Biodiversity): 'To ensure that the local area's natural environment is protected and enhanced, in particular, the River Tame, Hockley Brook, the Tame Valley Canal and the Birmingham and Fazeley Canal'.

There are important linkages with several of the Open Space, Landscape & Biodiversity Policies of the AAP, including: Policy OS2 (River Tame); Policy OS3 (Tame Valley Canal); and Policy OS4 (RIS & Salford Park).

DELIVERY MECHANISM

To raise the biodiversity value of the area, existing open spaces would be enhanced to improve wildlife habitats by planting new woodlands and hedgerows or creating new ponds and wetlands.

Within all proposed future landscaping schemes within the AAP, biodiversity should be a key consideration. Opportunities to improve the biodiversity of this area should focus on:

- Reinforcement of existing wildlife corridors and features
- Creation of bio diverse rich landscapes through selection of appropriate species within landscaping schemes

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- Allowing complex vegetation structures to develop

There is an opportunity to combine landscape improvements with ecological enhancement strategies for major developments through planning conditions relating to planning permissions.

Design of site layouts for adjoining development sites to take into account landscape improvements with ecological enhancement strategies. Planning application submissions should include Phase 1 Habitat Surveys and Biodiversity reports. These will be used for the basis of appropriate planning conditions to require agreed bio-diversity measures.

Further consideration will be given to opportunities to enhance biodiversity exist through the opening up of culverted streams and rivers. Three water courses run through the Plan area, two of which, the River Tame and the Tame Valley Canal are designated Sites of Local Importance for Nature Conservation (SLINC) in the Nature Conservation Strategy. The Hockley Brook runs east west through Newtown and South Aston and is predominantly culverted through the area. There is an opportunity, through the regeneration of Newtown Estate, to open the brook in order to enhance biodiversity and recreation value. All of these initiatives will require project programmes to be developed to provide the basis of funding bids and delivery programmes.

DEVELOPMENT COSTS

Careful design of site layouts by developers to include bio-diversity initiatives in landscaping schemes will minimise extra development costs.

Scheme and costing for opening up culverted watercourses to be confirmed.

PROJECT FUNDING

A variety of funding sources including on site developers funding and off site planning gain contributions.

Watercourse improvement schemes subject to funding programmes of relevant agencies over the Plan period.

VIABILITY

Cost implications to developers will be minimised by careful site layout designs.

Where on site provision of biodiversity initiatives is unrealistic. higher density schemes may justify Section 106 contributions to off site improvements to open spaces and watercourses.

DELIVERABILITY

Developers will be required through planning conditions to follow approved landscaping schemes that include bio-diversity initiatives.

The Environment Agency and the City Council should design a comprehensive scheme for improvement of the relevant watercourses. It can then be taken forward in phases subject to available funding.

ABILITY TO DELIVER PLANNING GAIN

There is the potential to use developer contributions under Policy H4 to help fund off site improvements to open spaces and watercourses.

DELIVERY TIMESCALE/PHASING

All developments throughout the Plan period

PROJECT RISKS & RISK MANAGEMENT

The amount of funding available for improvement projects will depend on the viability of individual housing schemes and various other priorities for Section 106 contributions from the schemes. Delays to such housing schemes will affect progress of the improvements programme.




There may be a conflict between bio-diversity objectives and public access objectives. This can occur when improving public access leads to increased vandalism and rubbish dumping. The location of protected nature conservation areas will need to be carefully designed and be followed by management and maintenance arrangements.

There may also be a potential conflict between community safety 'Secured by Design' and public access objectives. It will be necessary to involve the relevant police architectural liaison officers in early stages of scheme design.

OTHER COMMENTS

Wildlife Action Areas are defined in the Birmingham's Nature Conservation Strategy (1997) as parts of the city where people do not have access to a 'known site of quality within 500m of their home.'

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC ENVIRONMENT, OPEN SPACE & SPORT	DATE OF APPRAISAL August 2011	
POLICY OR PROPOSAL POLICY OS11 MANAGING FLOOD RISK		
		

POLICY OR PROPOSAL DESCRIPTION

Policy OS 11 states:

Site-specific flood risk assessment will be required when considering proposals to develop within the River Tame and Hockley Brook flood zones, and in areas susceptible to surface water flooding, including appropriate mitigation measures to address any issues identified. Sustainable Urban Drainage Systems (SUDS) will be required for all developments including arrangements for the long-term maintenance of the SUDS infrastructure.

LOCATION & SITE SIZE

Flood Zone 2 (medium risk) and Flood Zone 3 (high risk) floodplains including the entire length of the Hockley Brook and the River Tame within the AAP area.

EXISTING USE

Various locations according to development proposals

OWNERSHIP

Various ownerships depending upon development sites

TARGET OUTPUTS OR OUTCOMES

Flood risk assessments for developments within the River Tame / Hockley Brook flood plain with measures to mitigate the additional surface water run-off, such as sustainable urban drainage systems.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 17 (Open Space, Landscape & Biodiversity): To ensure that the local area's natural environment is protected and enhanced, in particular, the River Tame, Hockley Brook, the Tame Valley Canal and the Birmingham and Fazeley Canal'.

Linkages with Open Space, Landscape & Biodiversity Policies of the AAP, including: Policy OS2 (River Tame).

DELIVERY MECHANISM

Planning applications for development to include Flood Risk Assessments and for those within Flood Risk Zones 2 and 3, scheme design must include appropriate measures to mitigate flood risk including sustainable urban drainage systems.

DEVELOPMENT COSTS

Subject to scheme design

PROJECT FUNDING

This is a normal development cost and should be included in developer's development appraisals.

VIABILITY

This is a normal development cost and should be included in developer's development appraisals.

DELIVERABILITY

Developers to incorporate in scheme designs.

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ABILITY TO DELIVER PLANNING GAIN

Developments in affected areas could contribute towards off site flood defence works to allow higher density development.

DELIVERY TIMESCALE/PHASING

All developments throughout the Plan period

PROJECT RISKS & RISK MANAGEMENT

Some sites, particularly within Flood Risk 3 zone may have strong objections to development from the Environment Agency which restricts their development potential.

OTHER COMMENTS

The River Tame has been prone to flooding in the past and a River Tame Flood Risk Management Strategy (2009) has been adopted which proposes a range of flood defence measures. In particular the Tame Road area of Witton will benefit from the new measures.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC

ENVIRONMENT, OPEN SPACE AND SPORT

DATE OF APPRAISAL

August 2011



POLICY OR PROPOSAL

POLICY OS2 - RIVER TAME



POLICY OR PROPOSAL DESCRIPTION

Policy OS 2 states:

Opportunities for the improvement of the River Tame will be encouraged including safe access at appropriate locations, creation of new riverside spaces, flood risk management, enhanced public amenity, improvement of water quality and its enhancement as a wildlife corridor. These shall be appropriately designed so as to minimise any impact on existing wildlife and habitats.

LOCATION & SITE SIZE

Aston East area. The River Tame corridor runs around the northern perimeter of Salford Lake, alongside Electric Avenue, through the Siemens site and partly alongside Brookvale Road.

EXISTING USE

River – with various land-uses surrounding the watercourse and its embankments

OWNERSHIP

Various sites in different ownerships border the watercourse, e.g. the former Concentric site in Priory Road and the Siemens site in Tame Road. The Environment Agency has responsibility for the watercourse.

TARGET OUTPUTS OR OUTCOMES

Improved access for the local community to the River Corridor through provision of new entrance ways in surrounding development sites.

Provision of long distance footpath route along the river corridor.

Opening up views into the river.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 17 (Open Space, Landscape & Biodiversity): *'To ensure that the local area's natural environment is protected and enhanced, in particular, the River Tame, Hockley Brook, the Tame Valley Canal and the Birmingham and Fazeley Canal'.*

Further linkages with Policies SD6 – Archaeology & Historic Environment, R3 RIS Environment & Landscape (and R6 Planning Obligations), R7 Spaghetti Junction, OS10 Biodiversity & Watercourses, & OS11 Managing Flood Risk

DELIVERY MECHANISM

Design of site layouts for adjoining development sites to include footpath links to the river corridor. This could be clarified in site development briefs including the proposed RIS Development Framework
Environment Agency to construct riverside footpaths

DEVELOPMENT COSTS

Careful design of site layouts by developers will minimise extra development costs.
Environment Agency scheme and costing to be confirmed.

PROJECT FUNDING

Planning gain contributions (including from the RIS – Policy R6 and Policy H4 for the Siemens site).
Environment Agency led scheme subject to their funding programmes over the Plan period.

VIABILITY

Cost implications to developers will be minimised by careful site layout designs.
Where on site provision of public realm links is unrealistic, higher density schemes may justify Section 106 contributions to off site footpath and open space improvements.

DELIVERABILITY

Dependent upon the progress of delivery of various projects and development alongside the river.

The Environment Agency should design a comprehensive scheme for the footpath improvements/flood defences along the River Tame corridor and that can be taken forward in phases subject to available funding.

ABILITY TO DELIVER PLANNING GAIN

Potential planning gain contributions from the Aston East Regional Investment Site (RIS policy R3) and the development of the former Siemens site.

The Development Framework for the RIS site should clarify the menu of potential contributions that should be taken into account in scheme viability financial appraisals and development phasing. This would provide the basis for estimating reasonable levels of any contribution towards off site footpath improvement schemes.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

There may be a conflict between bio-diversity objectives and public access objectives. This can occur when improving public access leads to increased vandalism and rubbish dumping. The location of protected nature conservation areas will need to be carefully designed by the Environment Agency.

There may also be a potential conflict between community safety 'Secured by Design' and public access objectives. It will be necessary to involve the relevant police architectural liaison officers in early stages of scheme design.

OTHER COMMENTS

The river corridor is designated as a Site of Local Importance for Nature Conservation (SLINC).

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
OPEN SPACE, LANDSCAPE & BIODIVERSITY

DATE OF APPRAISAL
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POLICY OR PROPOSAL

POLICY OS3 – TAME VALLEY CANAL



POLICY OR PROPOSAL DESCRIPTION

Policy OS 3 states: Where appropriate, improved access to the Tame Valley Canal and the enhancement of the canal, its water quality and its settings, will be secured through developer contributions.

LOCATION & SITE SIZE

The Tame Valley Canal runs under Spaghetti Junction, around the northern perimeter of Junction Six Industrial Estate and the back of houses in Amberley Grove.

EXISTING USE

Tame Valley Canal – with various land-uses surrounding the canal. Many existing sites 'back-away' from the canal.

OWNERSHIP

Various sites border the canal – various ownerships. British Waterways is responsible for the canal itself.

TARGET OUTPUTS OR OUTCOMES

Improved access for the local community to the Tame Valley Canal through provision of new entrance ways in surrounding development sites.

Provision of safer and more attractive environment for users of the canal with better frontages and overlooking.

Opening up views into the canal.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 17 (Open Space, Landscape & Biodiversity): *'To ensure that the local area's natural environment is protected and enhanced, in particular, the River Tame, Hockley Brook, the Tame Valley Canal and the Birmingham and Fazeley Canal'.*

Further linkages with Policy OS10 Biodiversity & Watercourses.

DELIVERY MECHANISM

Design of site layouts for adjoining development sites to take into account frontages and access to the canal. Proposals for such provision should be a part of Design & Access Statements accompanying any planning applications for sites adjoining the canal.

British Waterways to construct riverside footpaths and access points to the towpath.

See comment under Policy R7 relating to setting up a dedicated community trust type vehicle to pursue environmental improvements in the vicinity of Spaghetti Junction which could include the Tame Valley Canal.

DEVELOPMENT COSTS

Careful design of site layouts by developers to 'open up' their sites adjoining the canal will minimise extra development costs.

British Waterways scheme and costing to be confirmed.

PROJECT FUNDING

Planning gain contributions

British Waterways led scheme subject to their funding programmes over the Plan period.

A dedicated Trust for the Spaghetti Junction environmental improvements (Policy R7) may be able to attract other funding and resources to the canal scheme.

VIABILITY

Cost implications to developers will be minimised by careful site layout designs.

Where on site provision of public realm links is unrealistic, higher density schemes may justify Section 106 contributions to off site footpath and canal access improvements.

DELIVERABILITY

There are no current proposals for redevelopment of sites along the canal and so this policy will have to await schemes coming forward over the plan period.

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British Waterways should design a comprehensive scheme for improvement of this stretch of the Tame Valley Canal. It can then be taken forward in phases subject to available funding.

ABILITY TO DELIVER PLANNING GAIN

This depends upon which sites come forward for redevelopment along the canal during the Plan Period. Some sites such as within the Industrial Regeneration Area at Wyrley Road (Policy IR) are in relatively low value areas. Development margins are likely to be tight and not give much scope for planning obligation contributions.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

There may be a conflict between bio-diversity objectives and public access objectives. This can occur when improving public access leads to increased vandalism and rubbish dumping. The location of protected nature conservation areas will need to be carefully designed by British Waterways.

There may also be a potential conflict between community safety 'Secured by Design' and public access objectives. It will be necessary to involve the relevant police architectural liaison officers in early stages of scheme design.

OTHER COMMENTS

The 2005 UDP proposes improved access to the Tame Valley Canal for leisure use and enjoyment of its nature conservation and wildlife habitat. The Tame Valley Canal is designated as a Site of Local Importance for Nature Conservation (SLINC).

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

OPEN SPACE, LANDSCAPE & BIODIVERSITY

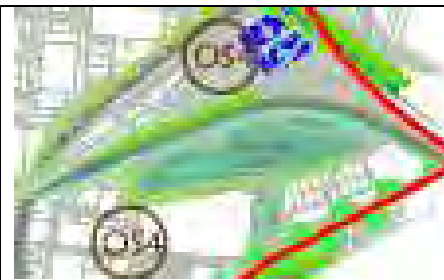
DATE OF APPRAISAL

Jan 2011



POLICY OR PROPOSAL

OS4 – RIS, ASTON CHURCHYARD & SALFORD PARK



POLICY OR PROPOSAL DESCRIPTION

Policy OS4 states: 'Development of the RIS must comply with an agreed master plan providing high quality landscaping within the RIS and linkages to Aston Churchyard, Salford Park and Lake and the River Tame.'

LOCATION & SITE SIZE

Aston East fronting Lichfield Road and Aston Hall Road.

EXISTING USE

Cleared development sites, existing public park and lake.

OWNERSHIP

AWM owned development sites. BCC own the existing park.

TARGET OUTPUTS OR OUTCOMES

The RIS will be a high quality development attractive to international and national and regional investors.

The provision of an attractive streetscape within the RIS, combined with an improved recreational space at Salford Park, would help to attract investment to the RIAs.

Improving the park would benefit residents in Aston East and encourage increased use of this valuable resource.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of the RIS is a key component of the following AAP transformational themes and objectives:

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk. Obj's 4, 5 & 6 promoting a successful economy. and Obj's 16 & 17 Open Space Landscape and Biodiversity.

The delivery of the RIS will produce no fundamental conflicts with the other AAP objectives assuming it includes the specified measures in the AAP such as a good relationship with Salford Park, to mitigate its impact.

DELIVERY MECHANISM

The proposed delivery mechanism envisages a 3 phase approach over the plan period with the public and private sector working in conjunction to deliver the RIS.

In order to add a level of detail and thus certainty to the scheme parameters and development costs BCC is currently preparing a Development Framework that will be used in accordance with Policy R5 to prepare an outline planning application and associated sec 106 Agreement that will define the planning gain requirements and works to mitigate the impact of different phases of the RIS development. Following this when there is more certainty about the scheme parameters the private sector will be invited to bring forward phases of development.

The concept of the RIS was jointly developed by AWM (the largest land owner in the RIS) and BCC. With the winding up of the RDA in 2012 there will be some uncertainty until it is known which party will take over the AWM assets.

The basic format of the delivery mechanism for Phase 1 of the RIS including the Holte and Priory site next to Salford Park, comprises the public sector assembling the sites, setting out clearly the development parameters in an approved outline planning permission and then engaging the private sector.

DEVELOPMENT COSTS

Earlier detailed reports on behalf of BCC have identified that abnormal costs will be encountered including landscape and open space planning obligations. A high quality of development implies relatively high construction costs.

The requirements of this Policy OS4 should be clarified through the proposed Development Framework for the RIS. Policy R5 stipulates the outline planning application and its associated Section 106 Agreement will link the required planning contributions to specific phases of development, so that prospective developers and other public sector partners of sites in each Phase are aware of the cost implications.

PROJECT FUNDING

Phase 1 comprises sites that are mainly in public ownership, such as Holte & Priory. Traditionally, such sites would be set up by pump priming public expenditure on site preparation works. If the Aston East RIS is seen as a priority for support from new public sector funding programmes, then this could still be a public sector led scheme to prepare the site for future private investment including works to Salford Park. t.

The AAP is a medium to long term plan and it is reasonable to assume a recovery in both public and private sector funding availability over the period of the plan.

VIABILITY

For the RIS to be delivered in the form envisaged, public sector support will be required certainly in the early phases to pump prime the development process and reduce subsequent developer's costs.

DELIVERABILITY

Phase 1 of the RIS will depend upon continuing project leadership, management and financial support from the public sector, including successors to the current majority landowner Advantage West Midlands. This is because private sector developers/investors are unlikely to be able to obtain debt funding to take on the upfront costs in formulating and submitting an outline planning application and preparing the site for development, including any off site costs such as improvements to Salford Park and Lake.

The public sector will need to decide whether or not its financial and development quality objectives are more likely to be satisfied by either procuring a development partner for a comprehensive Phase 1 scheme or by disposing of individual sites direct to interested occupiers. This decision should be based on a review of the potential interest in the site by prospective occupiers. It is the experience of RIS developments elsewhere in the region that some occupiers prefer the route of their own direct development.

ABILITY TO DELIVER PLANNING GAIN

Given the challenging market conditions and the likelihood that the prospects for viability will improve over the 15 year period of the RIS development, it is difficult to make definitive statements on this issue at this point in time. However, it is evident that the approach proposed in Policy R5 with planning contributions identified in the RIS Development Framework being attributed to specific phases and sites is a sound approach. This will assist subsequent viability assessments of schemes by developers and the local planning authority to ascertain the affordability of planning obligation contributions required by Policy R6 and OS4.

DELIVERY TIMESCALE/PHASING

The proposed RIS Phasing set out in Table 1 of the Plan is logical with the emphasis on public sector led early wins on the Phase 1 publicly owned sites.

However, the timescale of the subsequent development will also be dependent upon the approach taken by the landowners and planning authority to insisting upon high quality development and occupiers to meet the RIS objectives. This will relate to market demand from key occupiers wishing to locate at this site.

PROJECT RISKS & RISK MANAGEMENT





The major risks to the project relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved.

LATEST UPDATE

The next stage in bringing forward the RIS is the production of the Development Plan Framework that will be used to prepare an outline planning application and associated sec 106 Agreement. BCC is currently working on this.

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC INTEGRATED & SUSTAINABLE TRANSPORT	DATE OF APPRAISAL Jan 2011	
POLICY OR PROPOSAL <ul style="list-style-type: none"> ▪ T6 – A34 URBAN BOULEVARD ▪ T7 – PERRY BARR HIGHWAYS ▪ T8 – PERRY BARR WALKING & CYCLING ▪ T9 – PERRY BARR PUBLIC TRANSPORT INTERCHANGE ▪ OS5 – A34 URBAN BOULEVARD 		
		

POLICY OR PROPOSAL DESCRIPTION

Policy T6 states: 'The development of the A34 as a Rapid Transport Corridor, largely within the existing highway boundary, will be supported. This will include the following initiatives:

- Enhanced interchange facilities at Perry Barr linking strategic bus and proposed rapid transit routes.
- Improvements to existing crossing facilities
- Removal of existing subways at Aston Six Ways and replacement with attractive level crossing facilities.
- Improvements to back street cycle routes

Policies T7-9 specify various required highways, walking and cycling and public transport interchange improvements at Perry Barr Local Centre

LOCATION & SITE SIZE

The A34 corridor between Newtown and Perry Barr

EXISTING USE

Various development sites, existing highway and public realm

OWNERSHIP

All publicly and privately owned sites

TARGET OUTPUTS OR OUTCOMES

Improved environment and better pedestrian links between developments and public transport facilities.

Community safety improvements at key junctions by removal of subways.

The transport improvements will contribute toward the growth potential of the corridor and the Perry Barr Local Centre transforming it into a thriving and desirable place to live, work and shop.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 1 (Sustainable Development & Quality Places): 'To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way.'

Good fit with Objective 7 (Thriving Local Centres): 'To grow and enhance Perry Barr/Birchfield Centre, improving the public transport facilities and radically enhance the pedestrian environment of the centre'.

DELIVERY MECHANISM

The proposed Development Framework for Perry Barr/Birchfield Centre and the A34 North Corridor will set out the proposed range of measures to improve the Corridor and will also identify the linked development sites that can help to facilitate the improvements.

Developers will be required to demonstrate how their scheme meets sustainable transport objectives through the submission of Transport Assessment and Travel Plan reports accompanying planning applications. Off site works will be achieved through Section 278 and Section 106 Agreements including financial contributions.

The City Council and public transport authorities will formulate schemes for improving public transport links through the area and subsequently implement them subject to funding availability. This will include the proposed Rapid Transport Scheme.

DEVELOPMENT COSTS

No specific schemes are proposed at this stage.

The proposed Development Framework will identify schemes and how they relate to specific development sites.

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PROJECT FUNDING

More clarity is required in relation to which schemes will be implemented through public funding programmes and which will be funded largely from developer contributions.

VIABILITY

The level and phasing of developer contributions will depend upon the development mix proposed for key sites. Retail led schemes extending the One Stop Shopping Centre are likely to generate higher levels of contributions.

Ambitious schemes comprising the removal of flyovers and subways are unlikely be funded solely from developer contributions and would need to be led by public funding solutions.

DELIVERABILITY

Developers will be requested at the planning application stage to ensure that Transport Assessment and Travel Plan reports are comprehensive in their approach to sustainable transport modes and initiatives.

The City Council and other Public Transport Authorities will be responsible for the formulation, design and implementation of the off-site transport initiatives, subject to adequate funding.

A comprehensive Corridor improvement schemes could be formulated by the City Council and then divided into phases that can be related to specific development sites as they come forward for development with the incremental implementation of sections of the Corridor scheme

ABILITY TO DELIVER PLANNING GAIN

Sustainable transport contributions will be one of a number of potential planning obligations that should be included in viability appraisals required as part of Policies such as R6, H3 and DI1.

Retail led schemes at Perry Barr are more likely to be able to afford contributions than are mixed use schemes further to the south in the Corridor.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period. The more major schemes are likely to be implemented in the third phase of the AAP period in 10-15 years time.

PROJECT RISKS & RISK MANAGEMENT

Ambitious highway and public realm schemes involving reconfiguration of highway junctions, and removal of flyovers and subways are often subject to 'optimism bias' and end up much more expensive than originally estimated. Detailed feasibility studies would be needed for the Corridor improvement scheme as a follow on to the Development Framework.

LATEST UPDATE

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
ENVIRONMENT, OPEN SPACE AND SPORT

DATE OF APPRAISAL
Jan 2011



POLICY OR PROPOSAL

POLICY OS6/7 – PARK CIRCUS / VILLA CROSS GATEWAY SCHEMES



Park Circus



Park Circus



Villa Cross

POLICY OR PROPOSAL DESCRIPTION

Park Circus Gateway

Policy OS 6 states: Park Circus is a key gateway into Aston and landscape improvements and introduction of a surface level crossing will be supported.

Villa Cross Gateway

Policy OS 7 states: Any proposals at this gateway should make provision for a public square/open space.

LOCATION & SITE SIZE

Park Circus, Aston: Park Circus is a key gateway located at the A38(M) entrance into the City

Villa Cross: Villa Road Centre at the junction of Villa Road and Lozells Road

EXISTING USE

Park Circus: Open land / grassed areas, overgrown and in poor condition

Villa Cross: The Villa Cross gateway currently consists of the former Aldi site and car park on the northern side of Lozells Road and the empty Villa Cross building on the corner of the junction of Lozells Road / Heathfield Road.

OWNERSHIP

Park Circus – City Council highway land

Villa Cross – private ownership

TARGET OUTPUTS OR OUTCOMES

Park Circus: Landscape improvements and creation of a surface level crossing to improve pedestrian movement in a safer environment.

Villa Cross: public square / open space to improve the environment of this gateway area and to provide much needed open space.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 16 (Open Space, Landscape & Biodiversity): 'To establish a network of quality connected green open spaces and water corridors across the plan area'.

The development of a surface crossing (Park Circus, Policy OS 6) would also fit well with Integrated & Sustainable Transport Objective 15: 'To provide safe and convenient routes by a choice of transport modes, secure appropriate investment in key public transport improvements and road infrastructure, and support the effective management of sustainable travel patterns'.

Policy OS 6 also has linkages with Policy MU3 – Victoria Road / Park Circus Gateway site

Policy OS 7 has linkages with Policy LC2 Lozells / Villa Road Centre and Policy OS9 – Lozells Open Space.

DELIVERY MECHANISM

Park Circus: It is assumed that the works would comprise a highway improvement scheme and so would be design and implemented by the City Council and its contractors.

Villa Cross: This is a privately owned site and so it is assumed that the public realm scheme would be designed and implemented as part of development proposals for the site. It would be an integral part of the layout of the site. The City Council could provide a development brief for the site that specifies the requirement. The alternative would be for the City Council to acquire the public realm site either through negotiation or by compulsory purchase order.

DEVELOPMENT COSTS

Park Circus: The cost depends on the scale of the works involved which could range from minor landscaping improvements to a radical redesign of the roundabout, reducing its size, introducing signal controlled surface level crossing and closing the subways.

Villa Cross: Again the cost depends on the size and complexity of the public realm scheme envisaged.

PROJECT FUNDING

Villa Cross: The developer would fund the works as part of the overall development scheme for the site. Further clarification is required as to whether or not the scheme would be handed over to the City Council for subsequent management, together with a commuted sum payment.

VIABILITY

Park Circus: Depends on the scale of the works envisaged and available BCC highways and environmental improvement funding programmes

Villa Cross: A retail store, possibly with residential accommodation above is likely to be the most viable scheme that could afford to fund a public realm scheme.

DELIVERABILITY

Park Circus: Scheme deliverable by the City Council subject to available funding.

Villa Cross: If a comprehensive development scheme for the site comes forward, then the public realm would be provided as an integral part of the scheme. It is unlikely that the City Council would be in a position to pursue compulsory purchase of the site to enable it to provide the public realm scheme.

ABILITY TO DELIVER PLANNING GAIN

Park Circus: N/A

Villa Cross: The provision of on site public realm would in effect be planning gain by the developer.

DELIVERY TIMESCALE/PHASING

Park Circus: Large scale improvement scheme are unlikely to be funded prior to Phase 3 (2021-2026)

Villa Cross: Phase 2 (2016-2026)

PROJECT RISKS & RISK MANAGEMENT

Park Circus: Depends upon the scale of the scheme. A radical reconfiguration of the roundabout may lead to highway capacity objections. Statutory undertakers costs may be considerable.

Villa Cross: largely dependent upon the timing of development proposals for the site.

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
ENVIRONMENT, OPEN SPACE & SPORT

DATE OF APPRAISAL
Jan 2011



POLICY OR PROPOSAL

POLICY OS8/9 – NEWTOWN OPEN SPACE / LOZELLS OPEN SPACE



POLICY OR PROPOSAL DESCRIPTION

Newtown Open Space

Policy OS 8 states: Housing redevelopment in Areas 2 and 3 of the Newtown Master Plan should enhance existing open spaces and create stronger linkages between them. There are also opportunities for improvements to the open spaces through the introduction of additional play and sports facilities at Yellow Park and New John Street public open space, amongst other landscape improvements.

Lozells Open Space

Policy OS 9 states: Carlyle Road public open space will be improved and all existing public open space in the Lozells area should be retained and protected. Development of green links to encourage movement to George's Park, Handsworth Park and potential new POS at Villa Cross is supported.

LOCATION & SITE SIZE

Newtown Open Space: Various locations including Yellow Park and New John Street

Lozells Open Space: Various locations in Lozells including George's Park, Handsworth Park and Villa Cross.

EXISTING USE

Newtown: Existing open space, play and sports facilities

Lozells: Existing parks and public open space

OWNERSHIP

Various ownerships, including Birmingham City Council-owned land

TARGET OUTPUTS OR OUTCOMES

Newtown: Enhanced open spaces, improved play and sports facilities, landscaping improvements

Lozells: Improved and new public open space, green links between parks and other open spaces

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 16 (Open Space, Landscape & Biodiversity): 'To establish a network of quality connected green open spaces and water corridors across the plan area'.

Policy OS 9 has linkages with Policy LC2 Lozells / Villa Road Centre and Policy OS7 – Villa Cross Gateway.

Policy OS 8 is consistent with the AAP Open Space Strategy Plan.

Both policies have linkages with Policy OS 1 – Green Links.

DELIVERY MECHANISM

Newtown Open Space: Various open spaces to be created along with new housing, led through the Newtown Master Plan. The Newtown Master Plan proposes development on some of the open space at Burbury Park but open space gains elsewhere so that there will be no net loss of open space. Houses on Melbourne Avenue currently back on to the park. The Master Plan proposes redevelopment of these to allow development to overlook the park.

Improvements to the parks and their facilities would be delivered by the City Council utilising funding from pooled Section 106 contributions from housing redevelopment.

Lozells Open Space: Carlyle Road play area is to be improved by the City Council in March 2011 and by subsequent phases of improvements.

DEVELOPMENT COSTS

Costed schemes are not available at this stage

PROJECT FUNDING

Section 106 planning gain contributions in accordance with policy H4.

VIABILITY

i
The provision of off site improvements to local open spaces will allow housing developers to achieve higher densities in their schemes. This should allow Section 106 financial contributions to be made by developers to an open space improvement funding pool managed by the City Council.

DELIVERABILITY

Subject to an adequate funding pool, the City Council will design and implement appropriate schemes.

ABILITY TO DELIVER PLANNING GAIN

The provision of off site improvements to local open spaces will allow housing developers to achieve higher densities in their schemes. This should allow Section 106 financial contributions to be made by developers to an open space improvement funding pool managed by the City Council.

DELIVERY TIMESCALE/PHASING

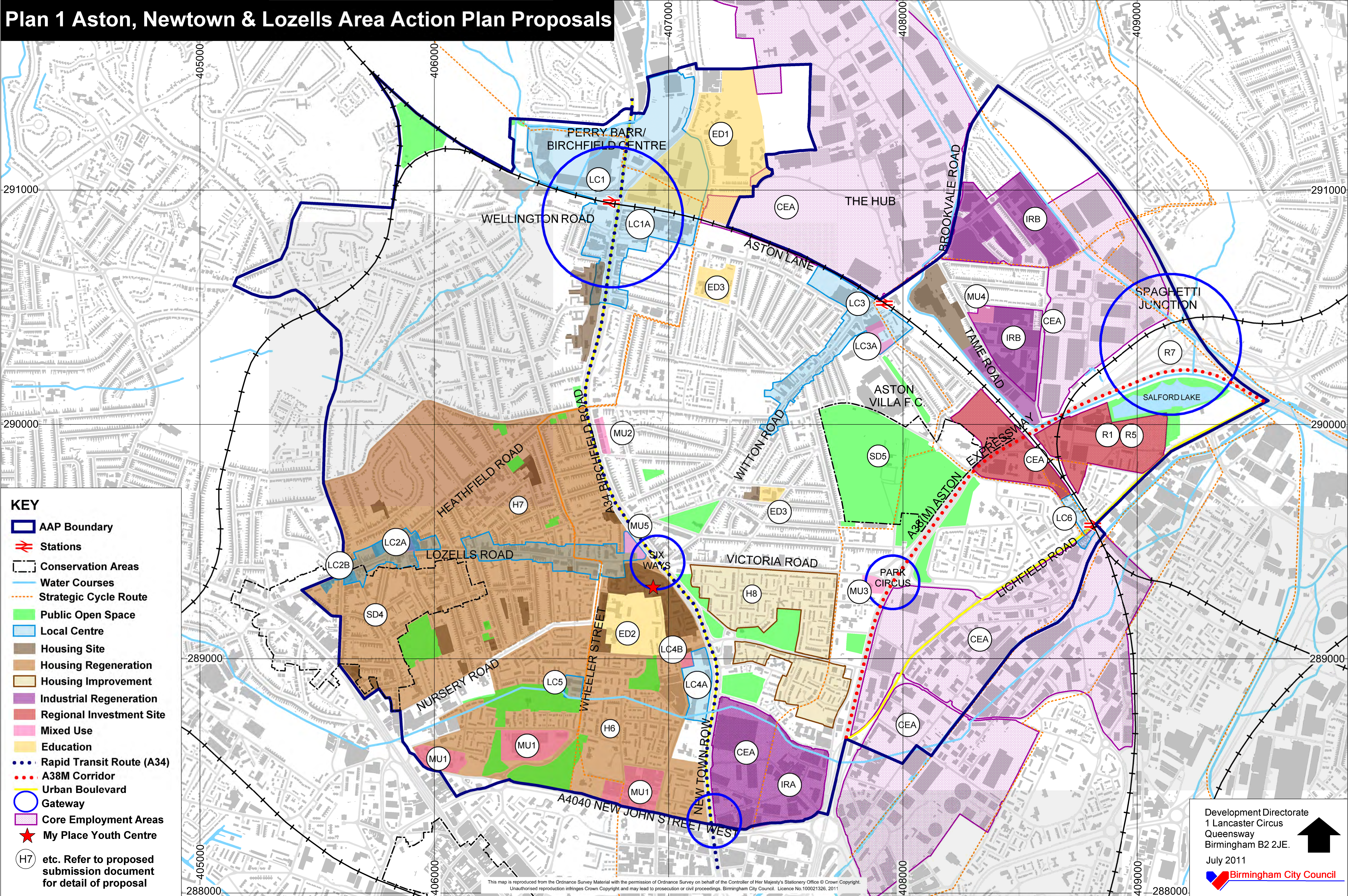
Phases 1 (2012-2015) and 2 (2016-2020)

PROJECT RISKS & RISK MANAGEMENT

The amount of funding available for improvement projects will depend on the viability of individual housing schemes and various other priorities for Section 106 contributions from the schemes. Delays to such housing schemes will affect progress of the improvements programme.

OTHER COMMENTS

Plan 1 Aston, Newtown & Lozells Area Action Plan Proposals



Development Directorate
1 Lancaster Circus
Queensway
Birmingham B2 2JE.
July 2011

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
SUCCEFUL ECONOMY

DATE OF APPRAISAL
Jan 2011



POLICY OR PROPOSAL

POLICY R7 – SPAGHETTI JUNCTION



POLICY OR PROPOSAL DESCRIPTION

Park Circus Gateway

Policy OS 6 states: Spaghetti Junction should be recognized as an iconic gateway into Birmingham City Centre. Options for the use of land beneath and adjacent to Spaghetti Junction to better connect the surrounding communities, canal system, River Tame and Salford Lake and proposed developments such as Aston East Regional Investment Site will be explored, as well as imaginative environmental schemes and public art to enhance this major gateway.

LOCATION & SITE SIZE

Spaghetti Junction highway viaducts, land beneath and open space alongside.

EXISTING USE

Generally already in open space and river corridor footpath use.

OWNERSHIP

Environment Agency, British Waterways, Network Rail, Highways Agency and Birmingham City Council

TARGET OUTPUTS OR OUTCOMES

Improved access by the community to open space and strategic footpath and cycle routes.

Environmental improvement to an important gateway to Birmingham that will raise the image of the City and contribute towards attracting inward investment.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 4 (Successful Economy) 'To develop a Regional Investment Site at Aston East to attract regional, national and international investors'. Also Objective 16 (Open Space, Landscape & Biodiversity): 'To establish a network of quality connected green open spaces and water corridors across the plan area' and Objective 17 concerning enhancement of the environment of the River Tame and the Tame Valley Canal.

DELIVERY MECHANISM

The AAP is not specific about a delivery mechanism. It suggests that imaginative environmental schemes and public art will be explored through the proposed Development Framework for the RIS.

Given the complexities of land ownership and responsibilities of a number of statutory bodies, it appears that consideration should be given to setting up a special purpose vehicle comprising a Trust made up of the various statutory bodies and relevant community organisations. This SPV would have responsibilities for formulating a comprehensive improvement scheme, attracting funding from a range of sources and coordinating the implementation of schemes.

DEVELOPMENT COSTS

No costs are currently available. This would depend upon the scale of works envisaged.

PROJECT FUNDING

There would be some Section 106 contributions in accordance with AAP policy R5. However, these may be relatively modest in relation to the scale of works envisaged to make a meaningful impact. It is accordingly likely to be necessary to obtain additional funding from various sources.

VIABILITY

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See below

DELIVERABILITY

A significant scheme that would deliver the required impact is unlikely to be achieved unless there is a dedicated Special Purpose Vehicle to be responsible for it. This needs to excite the interest and involvement of the various organisations such as the Environment Agency, British Waterways, the Highways Agency and Network Rail. It would also be in a better position to attract community involvement, including undertaking minor environmental works.

It is possible the Highways Agency's ongoing structural improvement works to the viaducts could be enhanced to have more environmental impact.

ABILITY TO DELIVER PLANNING GAIN

There may be some Section 106 contributions in accordance with AAP policy R5 but these are likely to be limited given other the requirements of policies R2, R3, R4, T2, T3, T4 and T5.

PROJECT RISKS & RISK MANAGEMENT

If further structural problems occur with the highway viaducts than that will disrupt any notion of introducing significant improvements in the short term beneath them.

The funding programmes of the various relevant stakeholder organisations such as the Environment Agency and British Waterways are likely to be constrained in the short term and a Special Purpose Vehicle or Trust could useful investigate other sources of funding for environmental improvement and public art schemes.

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

- A Successful Economy
- Integrated and Sustainable Transport

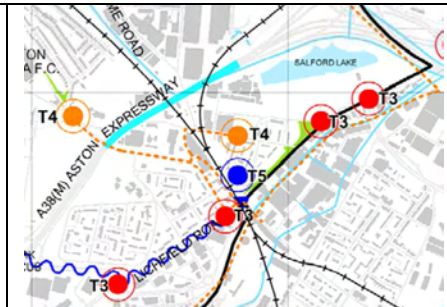
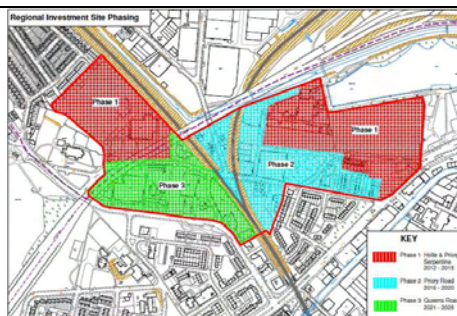
DATE OF APPRAISAL

August 2011



POLICY OR PROPOSAL

R1 RIS Land Uses, R2 RIS Historic Environment, R3 RIS Environment and Landscape, R4 RIS Design and Massing, R5 Delivering the RIS, R6 RIS Planning Obligations, R7 Spaghetti Junction, T2 RIS Highways, T3 RIS Public Transport, T4 RIS Walking and Cycling, T5 RIS Parking, T6 RIS Framework Travel Plan



INTRODUCTION

Policies R1 to R6 and T2 to T6 all relate to the proposed Regional Investment Site and need to be considered together.

POLICY OR PROPOSAL DESCRIPTION

The RIS Policies R1 to R6 are aimed at establishing a 20 Ha Regional Investment Site attractive to regional national and international investors to secure economic growth and diversification and some 3,000 new jobs. The detail of the policies require high quality B1 and B2 uses, that the scheme must take account of the Aston Hall and Church CA, Aston Hall and Park, existing archaeology, enhancements to the River Tame corridor, be based on FRA recommendations, high standards of open space, compliance with policies SD1 –SD3, high quality design, a comprehensive approach to delivery guided by a Development Framework to be produced by the LA, a phased approach over the plan period, a planning gain package to offset any impacts of the development, and proposals to improve the Spaghetti Junction Gateway.

The linked Transport Policies T2 to T6 set out what needs to be done to facilitate the development in terms of improvements to the local highway network, improvements to public transport, pedestrian & cycling facilities. T5 sets the parking standards for the RIS and requires match day car parking to be provided for AVFC.

LOCATION & SITE SIZE

20 hectare Regional Investment Site (RIS) on land in Aston Hall Road, Queens Road, and Grosvenor Road adjacent to the A38 Aston Expressway.

(West of the A5127 Lichfield Road and bisected by the A38 Aston Expressway).

EXISTING USE

Varied - including cleared development sites, various occupied and vacant commercial buildings and sites, police station, and residential properties.

OWNERSHIP

Multiple ownerships. Approx 50%-60% already in public ownership (AWM and BCC) with remainder in mixed private ownerships.

TARGET OUTPUTS OR OUTCOMES

The RIS will be a high quality development attractive to international and national and regional investors. It will contribute to the portfolio of employment opportunities in the City and the Region to support the diversification of the regional and local economies. It plays an essential part in delivering the strategic vision for the area by helping to create new jobs and a more flexible and competitive economy.

Increased quality and quantity of employment floor space. The RIS has a capacity to accommodate some 89,000m² of new gross floorspace with an indicative breakdown of 33% B1(a) office uses, 49% B1 (b) (c) and B2 industrial uses and 18% ancillary uses. This should provide some 3,000 gross new jobs.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of the RIS is a key component of the following AAP transformational themes and objectives:

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable development and managing flood risk. Obj 3 – protecting the historic environment and enhancing the local heritage assets, Obj's 4, 5 & 6 promoting a successful economy. Obj 15 Integrated and Sustainable Transport and Obj's 16 & 17 Green Spaces and Environmental Protection.

The delivery of the RIS will produce no fundamental conflicts with the other AAP objectives assuming it includes the specified measures in the AAP to mitigate its impact.

DELIVERY MECHANISM

The proposed delivery mechanism envisages a 3 phase approach over the plan period with the public and private sector working in conjunction to deliver the RIS.

In order to add a level of detail and thus certainty to the scheme parameters and development costs BCC is currently preparing a Development Framework that will be used in accordance with Policy R5 to prepare an outline planning application and associated sec 106 Agreement that will define the planning gain requirements and works to mitigate the impact of different phases of the RIS development. Following this when there is more certainty about the scheme parameters the private sector will be invited to bring forward phases of development possibly based on inward investment enquiries.

The concept of the RIS was jointly developed by AWM (the largest land owner in the RIS) and BCC. With the winding up of the RDA in 2012 there will be some uncertainty until there is clarification between the HCA and BCC on responsibilities for taking forward the public sector assets and the delivery of the RIS scheme in general.

The basic format of the delivery mechanism for Phase 1 of the RIS comprising the public sector assembling the sites, setting out clearly the development parameters in an approved outline planning permission and then engaging the private sector including inward investment enquiries is considered sound. Subsequent phases will rely more on private sector developers taking forward development, presumably against the back drop of a successful Phase 1 establishing a critical mass and high profile of the area in the regional and national property market.

DEVELOPMENT COSTS

Abnormal costs will be encountered in the following areas: contaminated land, managing flood risk, land purchase especially where re-location of existing occupiers is concerned, satisfying policies T2-T4 (junction improvements, improvements to public transport, walking and cycling) satisfying policies R2 –R3 (historic environment, landscape and open space, planning obligations). Compliance with Policy R4 to achieve a high quality of development also implies relatively high construction costs.

The requirements of these Policies should be clarified through the proposed Development Framework for the RIS. Policy R5 stipulates the outline planning application and its associated Section 106 Agreement will link the required planning contributions to specific phases of development, so that prospective developers and other public sector partners of sites in each Phase are aware of the cost implications.

PROJECT FUNDING

Phase 1 comprises sites that are mainly in public ownership, such as Holte & Priory and the Serpentine. Traditionally, such sites would be set up by pump priming public expenditure on site preparation works including off site highway improvements such as the Lichfield Road/Aston Hall Road junction scheme specified in Policy T2. However, this appraisal has been prepared after the new Coalition Governments Comprehensive Spending Review which envisages severe short term cuts in public sector funding and reorganisation of a number of the public sector delivery partners. There are current discussions about new public sector funding streams: Tax Increment Financing, Regional Growth Fund, and Local Economic Partnerships etc. If the Aston East RIS is seen as a priority for support from any such new budgets, then this could still be a public sector led scheme to prepare the site for future private investment.

With regard to private sector funding, although there has been some modest economic recovery since late 2008, it remains the case that there is an almost complete unavailability of debt funding for new developments. So, in spite of some small improvement in business confidence, the market for traditional land and development opportunities remains inactive.

However, there is recent evidence from other public sector led RIS Schemes such as i54 at Wolverhampton, Chatterley Valley at North Staffordshire and Anstey at Coventry that there is a category of 'special purchaser' occupier that is attracted by being able to procure the freehold of a large publically owned site in a good location to develop their own high quality building within an attractive environment. The prospect of public sector support in both site assembly and project delivery process is a key factor for them. They may not want to be a tenant of a multi-occupied business park. Such occupiers tend to be high technology manufacturing companies wishing to relocate to modern energy efficient premises and require sites of some 5ha to accommodate 20,000m² of industrial floorspace. However, they can also include regional HQ operations that are office based but comprise a hybrid of back office, design, research and development functions. These occupiers tend not to be interested in City Centre locations and instead desire their own site that can contribute towards their corporate image.

The AAP is a medium to long term plan and it is reasonable to assume a recovery in both public and private sector funding availability over the period of the plan. The overall effect on the current difficulties is likely to delay the delivery of the RIS unless public sector pump priming expenditure is available in the first five years.

VIABILITY

Traditional property market concepts of viability do not tend to apply to Regional Investment Sites where there is significant proportion of public ownership of sites and there are major inward investment enquiries. Converting such enquires can involve a complex package of grant funding from a variety of agencies and the company concerned may have other non-financial reasons for locating on a particular site. Consequently it can be a case of considering each case on its merits as they arise.

However, if such inward investment enquires do not materialise and there is a lack of grant support to attract them, then the RIS Policy R1 is sufficiently flexible to allow it to be more responsive to the market such as a higher office content, hotels and leisure uses. Nevertheless, there may still need to be some public sector support certainly in the early phases to pump prime the development process and reduce subsequent developer's costs.

DELIVERABILITY

Phase 1 of the RIS will depend upon continuing project leadership, management and financial support from the public sector, including successors to the current majority landowner Advantage West Midlands. This is because private sector developers/investors are unlikely to be able to obtain debt funding to take on the upfront costs in formulating and submitting an outline planning application and preparing the site for development, including any off site costs such as Section 278 Agreement payments towards highway junction improvements.

The public sector will need to decide whether or not it's financial and development quality objectives are more like to be satisfied by either procuring a development partner for a comprehensive Phase 1 scheme or by disposing of individual sites direct to interested 'special purchaser' occupiers. This decision should be based on a review of the potential interest in the site by prospective occupiers. It is the experience of RIS developments elsewhere in the region that some occupiers prefer the route of their own direct development.

For Phases 2 and 3 it is assumed that market conditions will have improved sufficiently in 5-10 years time for the private sector to be prepared to take on development of sites, possibly with the assistance of any 'gap funding' or business development financial incentives that may be in operation at the time. Table 1 of the Submission Document suggests that there may be public sector involvement in land assembly for Phases 2 and 3, but that will depend on public sector funding programme priorities in 5-10 years time.

As a separate issue, it is noted that Policy R7 (Spaghetti Junction) refers to environmental improvements objectives that do not relate just to the RIS. This could perhaps be recognised as a stand alone project with its own specific delivery mechanism such as a dedicated Community Trust that could draw in other funding streams.

ABILITY TO DELIVER PLANNING GAIN

Given the challenging market conditions and the likelihood that the prospects for viability will improve over the 15 year period of the RIS development, it is difficult to make definitive statements on this issue at this point in time. However, it is evident that the approach proposed in Policy R5 with planning contributions identified in the RIS Development Framework being attributed to specific phases and sites is a sound approach. This will assist subsequent viability assessments of schemes by developers and the local planning authority to ascertain the affordability of planning obligation contributions required by Policy R6.

DELIVERY TIMESCALE/PHASING

The proposed RIS Phasing set out in Table 1 is logical with the emphasis on public sector led early wins on the Phase 1 publicly owned sites. Subsequent Phases 2 and 3 will rely more on private sector developers taking forward development, presumably against the back drop of a successful Phase 1 establishing a critical mass and high profile of the area in the regional and national property market. Multi-site developments of this scale inevitably take at least 10 years to develop. Given this is an established urban location with basic infrastructure in place, then a 15 year timescale for the total development is realistic.

However, the timescale will also be dependent upon the approach taken by the landowners and the planning authority to insisting upon high quality development and occupiers to meet the RIS objectives. This will relate to market demand from key occupiers wishing to locate at this site.

PROJECT RISKS & RISK MANAGEMENT

The major risks to the project relate to property market conditions and availability of public sector funding not only to pump prime development but also to support inward investment projects. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved and the strategic rationale of the RIS in being available to attract inward investment is to be maintained.




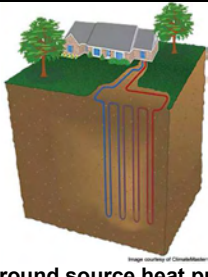
LATEST UPDATE

The next stage in bringing forward the RIS is the production of the Development Plan Framework that will be used to prepare an outline planning application and associated sec 106 Agreement. BCC is currently working on this.

OTHER COMMENTS

- The Aston East area offers an opportunity for large scale public investment in land assembly to bring forward a strategic employment site, which creates new public realm, amenities and improves links from Aston to the city centre with new public transport infrastructure. In due course it is likely to be attractive to B1a, B1b and higher value specialised B1c or B2 occupiers albeit at a price discount to the city centre.
- Aston RIS is not a single site, edge of town opportunity; it is instead located in a complex urban environment which has many challenging issues to resolve. However, there is likely to be a future shortage of 'greenfield' sites for mobile investment as other strategic locations in the sub-region are built out and so the Aston RIS site will be one of the few quality available sites.
- There is the scope for iterative, incremental development on a range of sites that responds to market opportunities, but within the context of an aspirational development framework.
- A significant advantage of Aston RIS is that it has readily available sites in public sector ownership that could be developed in the short term, subject to planning issues being resolved, occupier demand increasing and public sector financial support being made available. This is unlike other sites elsewhere which may require longer lead-in times in land assembly, site preparation and provision of major infrastructure. A phasing plan has been formulated based on this 'early win' potential with follow on development as other issues are resolved.
- It is evident that, if public sector financial support is forthcoming a relatively early start can be made on Phase 1 but subsequent phases will be more complex in relation to land assembly with the need to take opportunities to acquire individual sites and properties as they become available to the market over a 16 year period. There will also need to be an upturn in rents and values over this period to make Phases 2 and 3 viable without further public sector financial support.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC SUSTAINABLE DEVELOPMENT & QUALITY PLACES	DATE OF APPRAISAL August 2011	
POLICY OR PROPOSAL POLICY SD1 – REDUCING ENERGY CONSUMPTION & ADAPTING TO CLIMATE CHANGE		
 CHP	 Solar Panels	 Ground source heat pump

POLICY OR PROPOSAL DESCRIPTION

Policy SD 1 states: 'On large residential developments of over 50 units and commercial developments over 1,000 m², Combined Heat and Power generation or a network connection to an existing CHP should be incorporated as part of such developments unless there are exceptional circumstances or an alternative means of energy reduction is proposed. Smaller developments should connect to an existing District Heating Scheme unless it is demonstrated that such a connection is not practical or viable. The Plan area will need to adapt to the impacts of extreme weather and climate change. Policy SP6 of the Birmingham Core Strategy Consultation draft provides the City's planning policies on adapting to climate change and recommends measures to help manage the impacts, which include:

- Managing Flood Risk and promoting sustainable drainage systems (SP10)
- Promoting and enhancing a green infrastructure network in the City (SP11)
- Protecting the natural environment (SP49)
- Minimising the impact of climate change through building design, integration of green infrastructure and provision of green roofs in new development where feasible (SP6)

LOCATION & SITE SIZE

Throughout the AAP area. On large residential developments of over 50 units and commercial developments over 1,000 m²

EXISTING USE

N/A

OWNERSHIP

All publicly and privately owned sites

TARGET OUTPUTS OR OUTCOMES

In order to reduce CO₂ emissions there is a need to move towards lower carbon forms of energy production.

Ensuring that new buildings in the AAP meet high standards of sustainable design and construction will help reduce the City's carbon footprint. Buildings account for a high proportion of the City's CO₂ emissions. All non-residential development should aim to achieve BREEAM (Building and Research Establishment Environmental Assessment Method Very Good - Excellent Standard)

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 1 (Sustainable Development & Quality Places): 'To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way.'

Also good fit with Objective 2 (Sustainable Development & Quality Places): 'To apply the principles of sustainable development at neighbourhood level and in the design of individual buildings and sites, and ensure that development addresses flood risk requirements.'

Linkages with Policy H5 (Design & Quality of New Housing) and Code for Sustainable Homes Standards.

DELIVERY MECHANISM

Developers will be required to demonstrate how their scheme accords with the required standard through a Design and Access Statement accompanying a planning application.

The use of natural renewable energy such as geothermal energy and solar panels is encouraged. There is also significant potential for Combined Heat and Power (CHP) as part of District Heating Schemes. This is being implemented in North East Newtown.

A network of CHP serving the proposed Aston Regional Investment Site, the Hub and Perry Barr/Birchfield Centre should also be explored by lead developers.

Further guidance on the use of CHP will be contained in the City Council's SPD 'Places for the Future' and an Energy Plan which will promote a city-wide district energy network. This will explain the potential role of other bodies such as the Carbon Trust and the Energy Saving Trust.

DEVELOPMENT COSTS

To be an integral part of scheme development costs and developers could recoup costs through service charges to occupiers/tenants.

PROJECT FUNDING

N/A

VIABILITY

Policy SD1 sets out aspirational sustainability objectives for new development. Developers will be accustomed to following such standards as long as the local requirements do not depart significantly from general good practice and market acceptance elsewhere.

DELIVERABILITY

If the local planning authority enforces the standards through planning conditions, then developers will have to include sustainable energy initiatives within their schemes

ABILITY TO DELIVER PLANNING GAIN

Developers, rather than provide sustainable energy initiatives on site, could potentially opt to provide Section 106 Planning Obligation contributions towards off site District Heating and CHP scheme networks.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

Occupier and tenant market resistance if energy costs are higher than traditional sources. Consequently developers would not be able to sell or let such properties so easily, particularly if construction costs and sale costs are higher than traditional buildings
Potential difficulty in ensuring enough separate developers sign up to a district CHP network to make it viable.

LATEST UPDATE

Further guidance on adapting to climate change will be contained in the City Council's Supplementary Planning Document "Places for the Future".

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC SUSTAINABLE DEVELOPMENT & QUALITY PLACES	DATE OF APPRAISAL Jan 2011	
POLICY OR PROPOSAL POLICY SD2 – WASTE MANAGEMENT		
		

POLICY OR PROPOSAL DESCRIPTION

Policy SD 1 states: 'At a local level, all development will be required to include provision to encourage recycling and sustainable waste management'.

LOCATION & SITE SIZE

Throughout the AAP area for all development

EXISTING USE

N/A

OWNERSHIP

All publically and privately owned sites

TARGET OUTPUTS OR OUTCOMES

The City Council as a Waste Planning Authority (WPA) is required by Government to monitor and manage the City's waste in a sustainable way. Waste must be viewed as a resource and its disposal the least sustainable and desirable option for the management of waste. (In order of desirability – waste prevention, re-use, recycling/composting and energy recovery is preferred). Recycling targets are set out in the City Council's Waste Management Strategy 2006-2026.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 1 (Sustainable Development & Quality Places): *'To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way.'*

Also good fit with Objective 2 (Sustainable Development & Quality Places): *'To apply the principles of sustainable development at neighbourhood level and in the design of individual buildings and sites, and ensure that development addresses flood risk requirements'.*

The policy also accords with Objective 11 (Housing and Neighbourhood Quality), *'To improve the quality of the neighbourhood environment'.*

DELIVERY MECHANISM

Developers will be required to demonstrate how their scheme includes waste management and recycling facilities through a Design and Access Statement accompanying a planning application.

The City Council and other agencies will provide advice to developers on available methods and facilities.

DEVELOPMENT COSTS

To be an integral part of scheme development costs

PROJECT FUNDING

N/A

VIABILITY

The provision of recycling compounds in developments should have a marginal impact upon scheme viability.

DELIVERABILITY

If the local planning authority enforces the standards through planning conditions, then developers will have to include waste management and recycling facilities within their schemes

ABILITY TO DELIVER PLANNING GAIN

N/A

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

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PROJECT RISKS & RISK MANAGEMENT

None

LATEST UPDATE**OTHER COMMENTS**

The City's waste management strategy is set out in Policy SP42 of the Core Strategy Consultation Draft.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
SUSTAINABLE DEVELOPMENT & QUALITY PLACES

DATE OF APPRAISAL
Jan 2011



POLICY OR PROPOSAL

POLICY SD3 DESIGN PRINCIPLES



POLICY OR PROPOSAL DESCRIPTION

Policy SD 3 states: 'Proposals for new development should be consistent with the relevant design guidance adopted as Supplementary Planning Documents by the Council:

- Places for Living
- Places for All
- High Places'

LOCATION & SITE SIZE

Most developments at various locations across the Aston AAP area

EXISTING USE

Various according to each proposal

OWNERSHIP

Various ownerships

TARGET OUTPUTS OR OUTCOMES

Good design of developments and place-making

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 1 (Sustainable Development & Quality Places): 'To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way', as well as with Objective 2: 'To apply the principles of sustainable development at neighbourhood level and in the design of individual buildings and sites, and ensure that development addresses flood risk requirements'.

DELIVERY MECHANISM

Planning applications should be accompanied by Design and Access Statements which should explain how the principles of good urban, architectural and landscape design have informed proposed development layout, orientation, scale, massing, landscape and architecture.

DEVELOPMENT COSTS

Developers will probably have to employ architects, certainly for larger schemes.

PROJECT FUNDING

Costs be to met by developers as a part of the planning process

VIABILITY

Good quality design will lead to higher development costs, but that will be partly compensated by higher development values.

DELIVERABILITY

PREPARED BY ANCER SPA (MIDLANDS) LTD JANUARY 2011 ON BEHALF OF BIRMINGHAM CITY COUNCIL

Developers will probably have to employ architects, certainly for larger schemes. They may have to adapt housebuilder's standard designs.

ABILITY TO DELIVER PLANNING GAIN

N/A

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

Developers will be accustomed to following such design standards as long as the local requirements do not depart significantly from general good practice and market acceptance elsewhere.

OTHER COMMENTS

New development will be encouraged to meet the following standards:

- Building for Life Gold or Silver (for residential development)
- Code for Sustainable Homes at least Level 3 (or any future national equivalent) from the adoption of this Plan, at least Code Level 4 from 2013 and Code Level 6 from 2016
- BREEAM standard "very good" (or any future national equivalent) from the adoption of this Plan and from 2013 BREEAM standard excellent (non-residential buildings)
- Secured By Design (all development)
- Lifetime Homes (residential)
- Manual for Streets (street design principles)

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
SUSTAINABLE DEVELOPMENT & QUALITY PLACES

DATE OF APPRAISAL
Jan 2011



POLICY OR PROPOSAL **POLICY SD4 LOZELLS AND SOHO HILL CONSERVATION AREA**



POLICY OR PROPOSAL DESCRIPTION

Policy SD 4 states: 'The Lozells and Soho Conservation Area will be amended in accordance with the Lozells and Soho Hill Conservation Area and Management Plan due to be adopted as a Supplementary Planning Document (SPD). Development must comply with the policies and design principles set out in the SPD and preserve and enhance the character of the conservation area.'

LOCATION & SITE SIZE

Various locations within the Lozells and Soho Conservation Area

EXISTING USE

Various according to each proposal

OWNERSHIP

Various ownerships

TARGET OUTPUTS OR OUTCOMES

To ensure development proposals are consistent with Conservation and Management Plan, in order to achieve high-quality design of development to preserve and enhance the character of the conservation area.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Excellent fit with Objective 3 (Sustainable Development & Quality Places) 'To protect and enhance the historic environment, including archaeological remains, canals, and non-designated buildings and sites of heritage value, for the benefit of residents and visitors alike'. Fit also with Objective 1 (Sustainable Development & Quality Places): 'To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way', as well as with Objective 2: 'To apply the principles of sustainable development at neighbourhood level and in the design of individual buildings and sites, and ensure that development addresses flood risk requirements'.

DELIVERY MECHANISM

A draft Conservation Area Character Appraisal and Management Plan has been prepared for Lozells and Soho Hill Conservation Area that recommends changes to the Conservation Area boundary, policies to protect the existing historic environment and design principles for new development. The Character Appraisal and Management Plan will be adopted as a Supplementary Planning Document.

Planning applications should be accompanied by Design and Access Statements which should explain how conservation area principles of good urban, architectural and landscape design have informed proposed development layout, orientation, scale, massing, landscape and architecture.

DEVELOPMENT COSTS

N/A

PROJECT FUNDING

Costs be to met by developers as a part of the planning process

VIABILITY

PREPARED BY ANCER SPA (MIDLANDS) LTD JANUARY 2011 ON BEHALF OF BIRMINGHAM CITY COUNCIL

Good quality design will lead to higher development costs, but that will be partly compensated by higher development values.

DELIVERABILITY

Developers will probably have to employ architects experienced in conservation area schemes.

ABILITY TO DELIVER PLANNING GAIN

N/A

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

Developers will be accustomed to following such Supplementary Planning Documents, as long as the local requirements do not depart significantly from general good practice and market acceptance elsewhere.

However, the issue will be in managing individual less experienced property owners who wish to carry out alterations to properties 'on the cheap'.

OTHER COMMENTS

Informal design Guidance has also been produced for the wider South Lozells area to advise home owners and developers about how to make changes to buildings or carry out new development while protecting local character.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
SUSTAINABLE DEVELOPMENT & QUALITY PLACES

DATE OF APPRAISAL
August 2011



POLICY OR PROPOSAL

POLICY SD5 ASTON HALL & CHURCH CONSERVATION AREA



POLICY OR PROPOSAL DESCRIPTION

Policy SD 5 states: 'Development proposals will be required to preserve and enhance the character and appearance of Aston Hall and Park Conservation Area.'

LOCATION & SITE SIZE

Locations within the Aston Hall & Church Conservation Area

EXISTING USE

Various according to each proposal

OWNERSHIP

Various ownerships

TARGET OUTPUTS OR OUTCOMES

To ensure development proposals are consistent with Conservation and Management Plan, in order to achieve high-quality design of development to preserve and enhance the character of the conservation area.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Excellent fit with Objective 3 (Sustainable Development & Quality Places) '*To protect and enhance the historic environment, including archaeological remains, canals, and non-designated buildings and sites of heritage value, for the benefit of residents and visitors alike*'. Fit also with Objective 1 (Sustainable Development & Quality Places): '*To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way*', as well as with Objective 2: '*To apply the principles of sustainable development at neighbourhood level and in the design of individual buildings and sites, and ensure that development addresses flood risk requirements*'.

DELIVERY MECHANISM

The Council will support the development of a Character Appraisal and Management Plan for the Conservation Area when funding becomes available.

Planning applications should be accompanied by Design and Access Statements which should explain how conservation area principles of good urban, architectural and landscape design have informed proposed development layout, orientation, scale, massing, landscape and architecture.

DEVELOPMENT COSTS

PROJECT FUNDING

Costs be to met by developers as a part of the planning process for individual applications

The Character Appraisal and Management Plan for the Conservation Area will need to be funded by Birmingham City Council

VIABILITY

Good quality design will lead to higher scheme costs. Heritage grants may be available to meet the additional cost of special architectural features and materials

PREPARED BY ANCER SPA (MIDLANDS) LTD AUGUST 2011 ON BEHALF OF BIRMINGHAM CITY COUNCIL

DELIVERABILITY

Building owners and developers, including the City Council will be expected to employ architects experienced in conservation area schemes.

ABILITY TO DELIVER PLANNING GAIN

N/A

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

Building owners and developers, including the City Council in this Conservation Area will generally be accustomed to following such Conservation Area guidance.

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

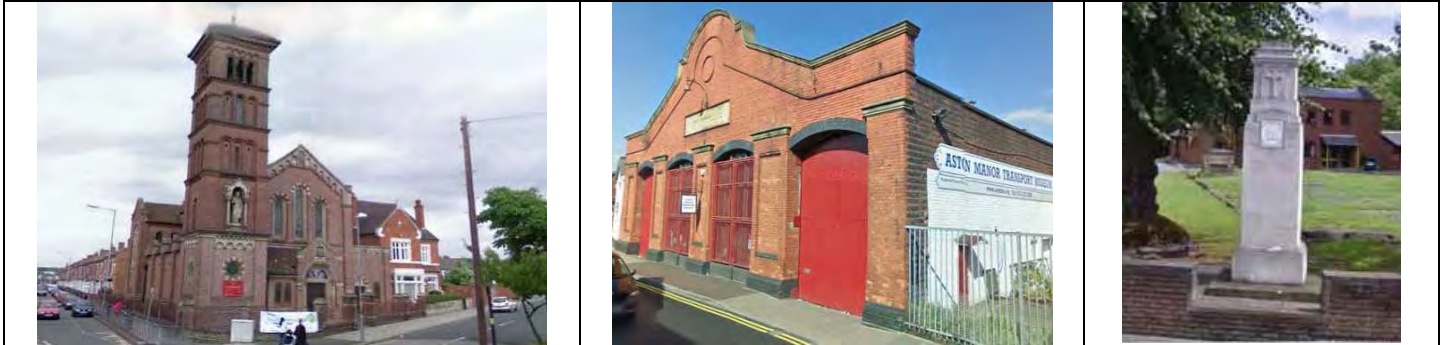
TOPIC
SUSTAINABLE DEVELOPMENT & QUALITY PLACES

DATE OF APPRAISAL
Jan 2011



POLICY OR PROPOSAL

POLICY SD6 ARCHAEOLOGY AND HISTORIC ENVIRONMENT



POLICY OR PROPOSAL DESCRIPTION

Policy SD 6 states: 'Development proposals will be required to preserve and enhance the area's historic environment, which includes its designated buildings and areas, archaeological remains, canals and other neighbourhoods, streets and buildings of heritage value.'

LOCATION & SITE SIZE

Various locations across the AAP area

EXISTING USE

Various according to each proposal

OWNERSHIP

Various ownerships

TARGET OUTPUTS OR OUTCOMES

To ensure development proposals preserve and enhance the area's historic environment, including the protection of archaeological remains.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Excellent fit with Objective 3 (Sustainable Development & Quality Places) '*To protect and enhance the historic environment, including archaeological remains, canals, and non-designated buildings and sites of heritage value, for the benefit of residents and visitors alike*'.

DELIVERY MECHANISM

In sensitive areas, planning applications will in addition to Design & Access Statements be required to provide Heritage Statements which include Archaeological and Listed Building Assessments. Depending on the outcome conditions may be imposed requiring further archaeological survey and assessment work.

Depending on the results of the assessment, any new development may need to be designed so as to ensure the archaeological remains are preserved in situ.

DEVELOPMENT COSTS

Depending upon the circumstances, considerable costs may be incurred in undertaking requires survey excavations and subsequent protection measures.

PROJECT FUNDING

Costs be to met by developers as a part of the planning process for individual applications

VIABILITY

The viability of schemes may well be compromised by the finding and retention of archaeological remains on the development site.

DELIVERABILITY

The City Council will be able to advise developers on undertaking the required surveys and protection measures.

ABILITY TO DELIVER PLANNING GAIN

The costs of any requirement to protect archaeological remains must be taken into account in assessing the overall viability of a development project and the scope for planning gain contributions.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

If surveys and assessment reports are inadequate they can be rejected at the planning application validation stage or planning conditions can be imposed requiring additional work.

OTHER COMMENTS

Within the Plan area there are in the region of 50 statutory listed buildings and around 100 sites listed on the council's Archaeological Sites and Monuments Record.

The environment of the River Tame, Tame Valley Canal and Birmingham and Fazeley Canal corridors also consist of a wide range of archaeological remains and historic buildings.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC INTEGRATED & SUSTAINABLE TRANSPORT	DATE OF APPRAISAL August 2011	
POLICY OR PROPOSAL POLICY T1 – AREA WIDE TRANSPORT		
		

POLICY OR PROPOSAL DESCRIPTION

Policy T1 states: 'A number of transport interventions are relevant to all sites:

- Network Efficiency – including route enhancements and targeted investment at specific junctions and public transport improvements
- Smarter Choices – influencing people's travel behaviour including Travel Plans
- Technology – real time information for bus and rail journeys and new fuel technologies
- Accessibility – proximity of new developments to public transport services
- Connectivity – good transport links between major developments, local centres and the City Centre. Particular emphasis will be places on improving the east to west links across the area which are currently poor.

LOCATION & SITE SIZE

Throughout the AAP area

EXISTING USE

Various development sites

OWNERSHIP

All publicly and privately owned sites

TARGET OUTPUTS OR OUTCOMES

To achieve a modal shift from car to journeys by foot, cycle and public transport together with provision of sustainable transport infrastructure.

Ensure good accessibility for the local community to jobs and services.

Attract new investment through good transport links

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 1 (Sustainable Development & Quality Places): *'To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way.'* and Objective 5 (A Successful Economy): *'To ensure that employment opportunities are accessible to all'.*

Good Fit with Objective 15 (Integrated and Sustainable Transport)

DELIVERY MECHANISM

Developers will be required to demonstrate how their scheme meets sustainable transport objectives through the submission of Transport Assessment and Travel Plan reports accompanying planning applications. Off site works will be achieved through Section 278 and Section 106 Agreements including financial contributions.

The City Council and public transport authorities will formulate schemes for improving public transport links through the area and subsequently implement them subject to funding availability.

Employers will be expected to take the lead in ensuring their staff change their travel behaviour in accordance with the targets of approved Travel Plans.

DEVELOPMENT COSTS

No specific schemes are proposed at this stage.

PROJECT FUNDING

N/A

VIABILITY

This depends on the scale of contributions required towards transport improvements in the local area being commensurate with the scale of development proposed. Larger schemes developed in phases should be able to make staged contributions towards transport improvements.

DELIVERABILITY

Developers will be requested at the planning application stage to ensure that Transport Assessment and Travel Plan reports are comprehensive in their approach to sustainable transport modes and initiatives.

The City Council and other Public Transport Authorities will be responsible for the formulation, design and implementation of the off-site transport initiatives, subject to adequate funding.

Larger employers will be expected to allocate responsibility to a senior manager for enforcement of their approved Travel Plans.

ABILITY TO DELIVER PLANNING GAIN

Sustainable transport contributions will be one of a number of potential planning obligations that should be included in viability appraisals required as part of Policies such as R6 and H3.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

Public transport links within the area are relatively good with rail stations at Aston, Witton and Perry Barr and good bus services along key corridors such as the A5127 Lichfield Road and the A34 Birchfield Road. Consequently there is a genuine alternative to travel by private car in the area.

However, links by bus across the area from Lozells through Aston to Aston East and beyond to Washwood Heath/Saltley are in need of improvement and this may require a critical mass of development to be achieved to generate additional demand to justify investment in the provision and operation of improved services.

LATEST UPDATE

A comprehensive Transport Strategy documents is being prepared by the City Council

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC
INTEGRATED & SUSTAINABLE TRANSPORT

DATE OF APPRAISAL
August 2011



POLICY OR PROPOSAL

POLICY T11 & T12 – NEWTOWN & LOZELLS HIGHWAYS, PARKING, WALKING & CYCLING



Wheeler Street Local Centre



Burberry Park



A34 pedestrian crossing

POLICY OR PROPOSAL DESCRIPTION

Policy T11 states that improvements will be required at the following junctions:

- A34 High Street/Park Lane
- Wheeler Street/Gerrard Street
- Wheeler Street/ Clifford Street
- Dartmouth Circus
- Six Ways Aston
- Lozells Road/Wheeler Street
- Lozells Road/Villa Road
- New John Street West/Boulton Middleway

Policy T12 states: Development should provide improvements to crossing facilities on the A34 and A4540 to strengthen the connections between local communities. To include improved links at Newtown Local Centre and Wheeler Street.

LOCATION & SITE SIZE

Developments in the Newtown area, in particular around Newbury Road and Wheeler Street.

EXISTING USE

Development sites, public highway and open space.

OWNERSHIP

Private and City Council owned sites. City Council owned public realm and open space.

TARGET OUTPUTS OR OUTCOMES

To strengthen the connections between local communities either side of the A34 and the A4540.

Increased use of sustainable modes of transport including walking and cycling.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 16 (Open Space, Landscape & Biodiversity): 'To establish a network of quality connected green open spaces and water corridors across the plan area'.

The development of surface crossings would also fit well with Integrated & Sustainable Transport Objective 15: 'To provide safe and convenient routes by a choice of transport modes, secure appropriate investment in key public transport improvements and road infrastructure, and support the effective management of sustainable travel patterns'.

DELIVERY MECHANISM

Developers will be required to demonstrate how their scheme meets sustainable transport objectives through the submission of Transport Assessment and Travel Plan reports accompanying planning applications. Off site works will be achieved through Section 278 and Section 106 Agreements including financial contributions.

The City Council and public transport authorities will formulate schemes for improving walking and cycling links through the area and subsequently implement them subject to funding availability.

DEVELOPMENT COSTS

The cost depends on the scale of the works involved which could range from minor footway works to significant signalised pedestrian crossing schemes of major highways, to complex junction improvements..

PROJECT FUNDING

Planning gain contributions from development sites in the area.

VIABILITY

Development viability assessments will need to take into account this requirement alongside other planning gain issues. If complex costly junction schemes are proposed by the City Council and are to be fully funded by housing schemes in the area then that could undermine the viability of such housing schemes. In such circumstances it may be necessary to pursue a pooled contributions strategy with various development schemes in the area contribution towards each scheme.

DELIVERABILITY

Schemes deliverable by the City Council subject to available funding.

ABILITY TO DELIVER PLANNING GAIN

There is the potential to use developer contributions under Policy H4 to help fund off site improvements to highway junctions, footpaths and cyclepaths

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period

PROJECT RISKS & RISK MANAGEMENT

Works can be phased according to funding pool availability

OTHER COMMENTS

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPICS

- A Successful Economy
- Integrated and Sustainable Transport

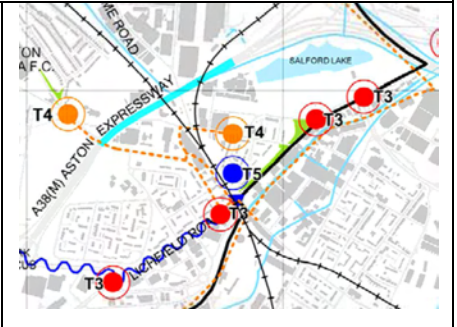
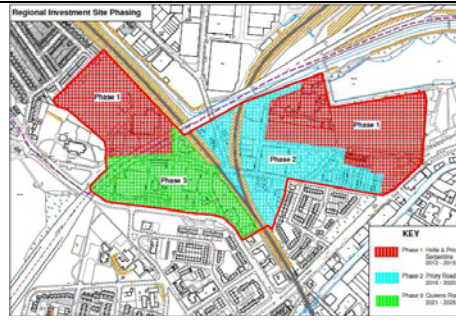
DATE OF APPRAISAL

August 2011



POLICY OR PROPOSAL

R1 RIS Land Uses, R2 RIS Historic Environment, R3 RIS Environment and Landscape, R4 RIS Design and Massing, R5 Delivering the RIS, R6 RIS Planning Obligations, R7 Spaghetti Junction, T2 RIS Highways, T3 RIS Public Transport, T4 RIS Walking and Cycling, T5 RIS Parking, T6 RIS Framework Travel Plan



INTRODUCTION

Policies R1 to R6 and T2 to T5 all relate to the proposed Regional Investment Site and need to be considered together. This summary project appraisal is based on and summarised from earlier reports: Aston, Newtown and Lozells Area Action Plan Draft Deliverability and Viability Assessment and Ancer Spa on behalf of Birmingham City Council (Oct 2010) Aston East Regional Investment Site Audit and Boundary Options (October 2008 and Update October 2010).

POLICY OR PROPOSAL DESCRIPTION

The RIS Policies R1 to R6 are aimed at establishing a 20 Ha Regional Investment Site attractive to regional national and international investors to secure economic growth and diversification and some 3,000 new jobs. The detail of the policies require high quality B1 and B2 uses, that the scheme must take account of the Aston Hall and Church CA, Aston Hall and Park, existing archaeology, enhancements to the River Tame corridor, be based on FRA recommendations, high standards of open space, compliance with policies SD1 –SD3, high quality design, a comprehensive approach to delivery guided by a Development Framework to be produced by the LA, a phased approach over the plan period, a planning gain package to offset any impacts of the development, and proposals to improve the Spaghetti Junction Gateway.

The linked Transport Policies T2 to T5 set out what needs to be done to facilitate the development in terms of improvements to the local highway network, improvements to public transport, pedestrian & cycling facilities. T5 sets the parking standards for the RIS and requires match day car parking to be provided for AVFC.

LOCATION & SITE SIZE

20 hectare Regional Investment Site (RIS) on land in Aston Hall Road, Queens Road, and Grosvenor Road adjacent to the A38 Aston Expressway.

(West of the A5127 Lichfield Road and bisected by the A38 Aston Expressway).

EXISTING USE

Varied - including cleared development sites, various occupied and vacant commercial buildings and sites, police station, and residential properties.

OWNERSHIP

Multiple ownerships. Approx 50%-60% already in public ownership (AWM and BCC) with remainder in mixed private ownerships.

TARGET OUTPUTS OR OUTCOMES

The RIS will be a high quality development attractive to international and national and regional investors. It will contribute to the portfolio of employment opportunities in the City and the Region to support the diversification of the regional and local economies. It plays an essential part in delivering the strategic vision for the area by helping to create new jobs and a more flexible and competitive economy.

Increased quality and quantity of employment floor space. The RIS has a capacity to accommodate some 86,000m² of new gross floorspace with an indicative breakdown of 27% office uses, 69% industrial uses and 4% ancillary uses. This should provide some 3,000 gross new jobs.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

The delivery of the RIS is a key component of the following AAP transformational themes and objectives:

Obj 1 – sustainable neighbourhoods, Obj 2 – sustainable design and managing flood risk. Obj 3 – protecting the historic environment and enhancing the local heritage assets, Obj's 4, 5 & 6 promoting a successful economy. Obj 15 Integrated and Sustainable Transport and Obj's 16 & 17 Open Space Landscape and Biodiversity.

The delivery of the RIS will produce no fundamental conflicts with the other AAP objectives assuming it includes the specified measures in the AAP to mitigate its impact.

DELIVERY MECHANISM

The proposed delivery mechanism envisages a 3 phase approach over the plan period with the public and private sector working in conjunction to deliver the RIS.

In order to add a level of detail and thus certainty to the scheme parameters and development costs BCC is currently preparing a Development Framework that will be used in accordance with Policy R5 to prepare an outline planning application and associated sec 106 Agreement that will define the planning gain requirements and works to mitigate the impact of different phases of the RIS development. Following this when there is more certainty about the scheme parameters the private sector will be invited to bring forward phases of development.

The concept of the RIS was jointly developed by AWM (the largest land owner in the RIS) and BCC. With the winding up of the RDA in 2012 there will be some uncertainty until it is known which party will take over the AWM assets.

The basic format of the delivery mechanism for Phase 1 of the RIS comprising the public sector assembling the sites, setting out clearly the development parameters in an approved outline planning permission and then engaging the private sector is considered sound. Subsequent phases will rely more on private sector developers taking forward development, presumably against the backdrop of a successful Phase 1 establishing a critical mass and high profile of the area in the regional and national property market.

DEVELOPMENT COSTS

Earlier detailed reports on behalf of BCC have identified that abnormal costs will be encountered in the following areas: contaminated land, managing flood risk, land purchase especially where re-location of existing occupiers is concerned, satisfying policies T2-T4 (junction improvements, improvements to public transport, walking and cycling) satisfying policies R2 –R3 (historic environment, landscape and open space, planning obligations). Compliance with Policy R4 to achieve a high quality of development also implies relatively high construction costs.

The requirements of these Policies should be clarified through the proposed Development Framework for the RIS. Policy R5 stipulates the outline planning application and its associated Section 106 Agreement will link the required planning contributions to specific phases of development, so that prospective developers and other public sector partners of sites in each Phase are aware of the cost implications.

PROJECT FUNDING

Phase 1 comprises sites that are mainly in public ownership, such as Holte & Priory and the Serpentine. Traditionally, such sites would be set up by pump priming public expenditure on site preparation works including off site highway improvements such as the Lichfield Road/Aston Hall Road junction scheme specified in Policy T2. However, this paper has been prepared after the new Coalition Governments Comprehensive Spending Review which envisages severe short term cuts in public sector funding and reorganisation of a number of the public sector delivery partners. There are current discussions about new public sector funding streams: Tax Increment Financing, Regional Growth Fund, and Local Economic Partnerships etc. If the Aston East RIS is seen as a priority for support from any such new budgets, then this could still be a public sector led scheme to prepare the site for future private investment.

With regard to private sector funding although there has been some modest economic recovery since late 2008, it remains the case that there is an almost complete unavailability of debt funding for new developments. So, in spite of some small improvement in business confidence, the market for land and development opportunities remains inactive. Nevertheless the AAP is a medium to long term plan and it is reasonable to assume a recovery in both public and private sector funding availability over the period of the plan. The overall effect on the current difficulties is likely to delay the delivery of the RI; unless public sector pump priming expenditure is available in the first five years.

VIABILITY

Our previous report Aston East Regional Investment Site Audit and Boundary Options (October 2008 and Update October 2010) provided an appraisal of the viability of the RIS scheme including the assumptions used for development values and costs. It concluded that unless there is a strong improvement in market conditions including industrial rentals, it is expected that there will be a negative gap between development costs and values. This is likely to range from a deficit of 20-25% for Phase 1 where land is already in public ownership and has been largely cleared, to 25-30% for subsequent phases where some land assembly by the private sector is required. It is assumed that acquisitions would take place by negotiation as opportunities arise, otherwise any compulsory acquisition would just increase the funding gap. For the RIS to be delivered in the form envisaged, public sector support will be required certainly in the early phases to pump prime the development process and reduce subsequent developer's costs.

DELIVERABILITY

Phase 1 of the RIS will depend upon continuing project leadership, management and financial support from the public sector, including successors to the current majority landowner Advantage West Midlands. This is because private sector developers/investors are unlikely to be able to obtain debt funding to take on the upfront costs in formulating and submitting an outline planning application and preparing the site for development including any off site costs such as Section 278 Agreement payments towards highway junction improvements.

The public sector will need to decide whether or not it's financial and development quality objectives are more like to be satisfied by either procuring a development partner for a comprehensive Phase 1 scheme or by disposing of individual sites direct to interested occupiers. This decision should be based on a review of the potential interest in the site by prospective occupiers. It is the experience of RIS developments elsewhere in the region that some occupiers prefer the route of their own direct development.

For Phases 2 and 3 it is assumed that market conditions will have improved sufficiently in 5-10 years time for the private sector to be prepared to take on development of sites, possibly with the assistance of any 'gap funding' or business development financial incentives that may be in operation at the time. Table 1 suggests that there may be public sector involvement in land assembly for Phases 2 and 3, but that will depend on public sector funding programme priorities in 5-10 years time.

As a separate issue, it is noted that Policy R7 (Spaghetti Junction) refers to environmental improvements objectives that do not relate just to the RIS. This could perhaps be recognised as a stand alone project with its own specific delivery mechanism such as a dedicated Community Trust that could draw in other funding streams.

ABILITY TO DELIVER PLANNING GAIN

Given the challenging market conditions and the likelihood that the prospects for viability will improve over the 15 year period of the RIS development, it is difficult to make definitive statements on this issue at this point in time. However, it is evident that the approach proposed in Policy R5 with planning contributions identified in the RIS Development Framework being attributed to specific phases and sites is a sound approach. This will assist subsequent viability assessments of schemes by developers and the local planning authority to ascertain the affordability of planning obligation contributions required by Policy R6.

DELIVERY TIMESCALE/PHASING

The proposed RIS Phasing set out in Table 1 is logical with the emphasis on public sector led early wins on the Phase 1 publicly owned sites. Subsequent Phases 2 and 3 will rely more on private sector developers taking forward development, presumably against the back drop of a successful Phase 1 establishing a critical mass and high profile of the area in the regional and national property market. Multi-site developments of this scale inevitably take at least 10 years to develop. Given this is an established urban location with basic infrastructure in place, then a 15 year timescale for the total development is realistic.

However, the timescale will also be dependent upon the approach taken by the landowners and planning authority to insisting upon high quality development and occupiers to meet the RIS objectives. This will relate to market demand from key occupiers wishing to locate at this site.

PROJECT RISKS & RISK MANAGEMENT

The major risks to the project relate to property market conditions and availability of public sector funding. To a large extent these risks are common to any commercial development scheme at the moment and cannot be designed out. The contingency plan has to be to accept a delayed and slower delivery if quality standards are to be maintained and achieved.





LATEST UPDATE

The next stage in bringing forward the RIS is the production of the Development Plan Framework that will be used to prepare an outline planning application and associated sec 106 Agreement. BCC is currently working on this.

OTHER COMMENTS

- The Aston East area offers an opportunity for large scale public investment in land assembly to bring forward a long-term office campus led mixed-use proposal, which creates new public realm, amenities and improves links from Aston to the city centre with new public transport infrastructure. In due course it is likely to be attractive to B1a, B1b and higher value specialised B1c or B2 occupiers albeit at a price discount to the city centre.
- Aston East RIS is not a single site, edge of town opportunity; it is instead located in a complex urban environment which has many challenging issues to resolve. However, there is likely to be a future shortage of 'greenfield' sites for mobile investment as other strategic locations in the sub-region are built out and so the Aston East RIS site will be one of the few quality available sites.
- There is the scope for iterative, incremental development on a range of sites that responds to market opportunities, but within the context of an aspirational development framework.
- A significant advantage of Aston East RIS is that it has readily available sites in public sector ownership that could be developed in the short term, subject to planning issues being resolved, occupier demand increasing and public sector financial support being made available. This is unlike other sites elsewhere which may require longer lead-in times in land assembly, site preparation and provision of major infrastructure. A phasing plan has been formulated based on this 'early win' potential with follow on development as other issues are resolved.
- It is evident that, if public sector financial support is forthcoming a relatively early start can be made on Phase 1 but subsequent phases will be more complex in relation to land assembly with the need to take opportunities to acquire individual sites and properties as they become available to the market over a 16 year period. There will also need to be an upturn in rents and values over this period to make Phases 2 and 3 viable without further public sector financial support.

ASTON, NEWTOWN & LOZELLS AAP PROJECT SHEETS

TOPIC INTEGRATED & SUSTAINABLE TRANSPORT	DATE OF APPRAISAL August 2011	
POLICY OR PROPOSAL <ul style="list-style-type: none"> ▪ T7 – A34 URBAN BOULEVARD ▪ T8 – PERRY BARR HIGHWAYS ▪ T9 – PERRY BARR WALKING & CYCLING ▪ T10 – PERRY BARR PUBLIC TRANSPORT INTERCHANGE ▪ OS5 – A34 URBAN BOULEVARD 		
		

POLICY OR PROPOSAL DESCRIPTION

Policy T7 states: 'The development of the A34 as a Rapid Transport Corridor, largely within the existing highway boundary, will be supported. This will include the following initiatives:

- Enhanced interchange facilities at Perry Barr linking strategic bus and proposed rapid transit routes.
- Improvements to existing crossing facilities
- Removal of existing subways at Aston Six Ways and replacement with attractive level crossing facilities.
- Improvements to back street cycle routes

Policies T8-10 specify various required highways, walking and cycling and public transport interchange improvements at Perry Barr Local Centre

LOCATION & SITE SIZE

The A34 corridor between Newtown and Perry Barr

EXISTING USE

Various development sites, existing highway and public realm

OWNERSHIP

All publicly and privately owned sites

TARGET OUTPUTS OR OUTCOMES

Improved environment and better pedestrian links between developments and public transport facilities.

Community safety improvements at key junctions by removal of subways.

The transport improvements will contribute toward the growth potential of the corridor and the Perry Barr Local Centre transforming it into a thriving and desirable place to live, work and shop.

STRATEGIC FIT WITH AAP TOPIC OBJECTIVES

Good fit with Objective 1 (Sustainable Development & Quality Places): 'To establish sustainable neighbourhoods that embody the principles of good urban design and sustainable development to meet current and future social, economic and environmental needs in a balanced and integrated way.'

Good fit with Objective 7 (Thriving Local Centres): 'To grow and enhance Perry Barr/Birchfield Centre, improving the public transport facilities and radically enhance the pedestrian environment of the centre'.

DELIVERY MECHANISM

The proposed Development Framework for Perry Barr/Birchfield Centre and the A34 North Corridor will set out the proposed range of measures to improve the Corridor and will also identify the linked development sites that can help to facilitate the improvements.

Developers will be required to demonstrate how their scheme meets sustainable transport objectives through the submission of Transport Assessment and Travel Plan reports accompanying planning applications. Off site works will be achieved through Section 278 and Section 106 Agreements including financial contributions.

The City Council and public transport authorities will formulate schemes for improving public transport links through the area and subsequently implement them subject to funding availability. This will include the proposed Rapid Transport Scheme.

DEVELOPMENT COSTS

The proposed Development Framework will identify schemes and how they relate to specific development sites.

PROJECT FUNDING

More clarity is required in relation to which schemes will be implemented through public funding programmes and which will be funded largely from developer contributions.

VIABILITY

The level and phasing of developer contributions will depend upon the development mix proposed for key sites. Retail led schemes extending the One Stop Shopping Centre are likely to generate higher levels of contributions. Ambitious schemes comprising the removal of flyovers and subways are unlikely be funded solely from developer contributions and would need to be led by public funding solutions.

DELIVERABILITY

Developers will be requested at the planning application stage to ensure that Transport Assessment and Travel Plan reports are comprehensive in their approach to sustainable transport modes and initiatives. The City Council and other Public Transport Authorities will be responsible for the formulation, design and implementation of the off-site transport initiatives, subject to adequate funding.

A comprehensive Corridor improvement schemes could be formulated by the City Council and then divided into phases that can be related to specific development sites as they come forward for development with the incremental implementation of sections of the Corridor scheme

ABILITY TO DELIVER PLANNING GAIN

Sustainable transport contributions will be one of a number of potential planning obligations that should be included in viability appraisals required as part of Policies such as R6, H3 and DI1.

Retail led schemes at Perry Barr are more likely to be able to afford contributions than are mixed use schemes further to the south in the Corridor.

DELIVERY TIMESCALE/PHASING

All developments throughout the plan period. The more major schemes are likely to be implemented in the third phase of the AAP period in 10-15 years time.

PROJECT RISKS & RISK MANAGEMENT

Ambitious highway and public realm schemes involving reconfiguration of highway junctions, and removal of flyovers and subways are often subject to 'optimism bias' and end up much more expensive than originally estimated. Detailed feasibility studies would be needed for the Corridor improvement scheme as a follow on to the Development Framework.

LATEST UPDATE

OTHER COMMENTS