

THE HAZELWELL LANE SITE, STIRCHLEY

DRAFT DEVELOPMENT BRIEF

1. Introduction

- 1.1 Stirchley local centre lies to the south of the City Centre¹. For many years there has been concerns about the lack of investment in, and declining environmental quality of, Stirchley local centre. The high number of vacant retail units is evidence of this decline. The decline is largely due to competition from major suburban shopping centres, such as Kings Heath. However, transportation problems – including a lack of public parking – are a contributory factor.
- 1.2 Regeneration of Stirchley local centre would be encouraged through a mixed use development that provides a focus to the centre and enhances the centre's attractiveness to users. Such a development should be located as close as possible to the retail core², to enhance the vitality and viability of the local centre. The Hazelwell Lane site is immediately adjacent to the heart of the retail core and therefore provides a major development opportunity.
- 1.3 This Brief provides guidance to developers on land uses, design and layout, access and transportation, flooding and noise to promote development of the Hazelwell Lane site for mixed use development in a manner that will enhance the vitality and viability of the local centre and the quality of the environment. The Brief also provides guidance regarding employment and training, City Council assistance in assembling land for any development and potential requirements of a S106 agreement.

2. Status of the Draft Development Brief

- 2.1 The Draft-Development Brief has been prepared within the context of local and national policy, including the Bournville Local Involvement Local Action (LILA) Ward Development Plan.
- ~~2.2 The Draft Development Brief has been approved by Birmingham City Council's Regeneration Advisory Team as draft Supplementary Planning Guidance. It will be used when determining any planning applications relating to the site.~~

¹ The local centre runs along the Pershore Road between Cartland Road and Fordhouse Lane. The *Stirchley Framework* defines the local centre as the 'shopping centre' (See Plan A).

² The retail core runs between Hazelwell Road and Umberslade Road (See Plan A).

2.2 The Development Brief has been subject to public consultation and amended in light of comments received.

~~2.3 The Development Brief is a draft for public consultation. Following consultation amendments may be made before the Brief is taken to the Regeneration Advisory Team of Birmingham City Council to be considered for adoption as Supplementary Planning Guidance. The Development Brief was adopted as Supplementary Planning Guidance by Cabinet in April 2002. If the Brief is adopted as Supplementary Planning Guidance it will~~ guide future development of the site, be a material consideration in the determination of any future planning applications, and provide support for the assembly of land, including possible compulsory purchase by the City Council.

3. Location and character of the area

3.1 Stirchley lies approximately 6km (4 miles) south of the City Centre.

3.2 The local centre is a linear centre located along the A441 Pershore Road between Cartland Road and Fordhouse Lane. The *Stirchley Framework*, which was adopted as Supplementary Planning Guidance in December 1994, established a retail core between Hazelwell Road and Umberslade Road (See Plan A).

3.3 Alongside retail uses, Stirchley local centre includes a number of leisure, community, business and residential uses.

3.4 The A441 Pershore Road is not part of the Strategic Highway Network. However, it is an important district distributor and carries large volumes of traffic. Where the Pershore Road splits at Hazelwell Street the roads form a one-way system around an island of development – that is, the ‘Stirchley Triangle’.

3.5 Stirchley local centre is served by regular bus services from Selly Park, Cotteridge, Bournville, Brandwood, Kings Heath and Northfield. A cycleway – part of the National Cycle Network – runs alongside the River Rea. The River Rea is also a pedestrian route.

3.6 The River Rea runs just outside, but along the length of, Stirchley local centre. The River Rea and adjoining land is a Site of Local Importance for Nature Conservation (SLINC), wildlife corridor and linear open space.

3.7 Stirchley local centre includes a number of buildings with architectural and / or historic merit. The British Oak Public House, which is adjacent to the site, nos. 15-17 Hazelwell Street, which are located within the ‘Stirchley

Triangle', and the Bournville Lane Baths (vacant) and Library are statutorily listed. The Friends' Meeting House and Three Horseshoes Public House are locally listed. The Hampton Works on the corner of Ripple Road and Twynning Road is also locally listed.

4. Scope for development

- 4.1 For many years there has been concerns about the lack of investment in, and declining environmental quality of, Stirchley local centre. The *Stirchley Framework* was prepared in part as a response to these concerns. Recognising that the area can not sustain retail activity in the whole of the local centre the strategy is essentially one of consolidation and the Framework established a retail core. The Framework aims for new retail investment to be concentrated within the retail core area. Non-retail uses that are complementary to the retail function, such as banks and community uses, are also considered appropriate to the core.
- 4.2 A number of improvements have been implemented following the adoption of the *Stirchley Framework* as Supplementary Planning Guidance in December 1994, including improvements to pedestrian facilities. However, the overall quality and vitality and viability of Stirchley local centre have not improved. There is need for positive action to manage the consolidation process and hopefully improve the vitality and viability of the centre.
- 4.3 A scheme of environmental improvements to enhance Stirchley local centre ~~is currently being~~ has been drawn up and public and private sector funding will be sought to implement the improvements proposed. The scheme of environmental improvements will focus on the retail core area. Wider regeneration could be encouraged through development that provides a focus to the retail core area and enhances the core's attractiveness to users and subsequently investors. A mixed use development would be appropriate. Such a development could be anchored by a food store.
- 4.4 The City Council has considered where a mixed use development could be located. An important consideration in site identification was the relationship of the site to the retail core. The Hazelwell Lane site, is within the local centre as defined in the amended *Stirchley Framework* and is immediately adjacent to the heart of the retail core (See Plan A). Given the location of the Hazelwell Lane site it offers scope for a development to encourage the regeneration of Stirchley's retail core area.
- 4.5 The Hazelwell Lane site consists of a mixture of uses including:
 - the BT depot, which is to be made available;
 - Phoenix Healthcare;

- the Community Centre / Indoor Bowls and Stirchley United Working Men's Club that currently provide a weak frontage to the Pershore Road;
- TASCOS Club;
- retail units; and
- 17 residential properties.

5. Policy context

5.1 There are a number of policies that support development of the site:

The Birmingham Plan: Birmingham Unitary Development Plan 1993 / The Birmingham Plan: Birmingham Unitary Development Plan, Alterations, Deposit Draft 2001

5.2 *The Birmingham Plan* states proposals for additional retail development / redevelopment will normally be encouraged in local centres, providing the development:

- is an appropriate scale to the size and function of the centre;
- is integrated with the existing shopping area; and
- has no significant adverse effect to the vitality and viability of the centre as a whole.

(Para. 7.23)

5.3 In addition, the alterations to *The Birmingham Plan*, contained in the Deposit Draft states proposals should also help to maintain a range of shops within the centre including independent retailers and national multiples (Para. 7.23).

5.4 *The Birmingham Plan* states that service uses, such as community and leisure uses, should also be encouraged in local centres as complementary to retail uses, providing over concentration of such uses do not create significant areas of dead frontages and does not prejudice the viability of the centre as a whole (Para 7.24). *The Birmingham Plan* also states service uses are normally acceptable within retail cores, especially where vacancy rates are high (Para 7.26). These policies remain in the Deposit Draft.

5.5 The Deposit Draft also states that proposals for supermarkets or large food stores should be assessed in terms of retail need taking into account the quality of existing access to food shopping within the catchment of the proposed store and the extent to which the proposal is likely to remedy any deficiencies. (Para 7.16E)

5.6 In terms of Stirchley local centre, *The Birmingham Plan* states investment is required in order to maintain its status (Para 20.35). The Deposit Draft

stresses the need to enhance the shopping function and status of the centre.

- 5.7 *The Birmingham Plan* – and Deposit Draft – stresses the importance of environmental quality and states proposals that would have an adverse effect on the quality of the built environment will not normally be allowed (Paras. 3.18 / 3.10).

Strategy for Local Centres 2001

- 5.8 The Strategy for Local Centres seeks to support local centres across the City, including through the management of decline to create smaller but more viable centres.

Bournville LILA Ward Development Plan 2000/2001

- 5.9 Regeneration of Stirchley is perceived as an objective of the Plan.

Stirchley Framework 1994

- 5.10 The *Stirchley Framework* establishes a retail core. The purpose of the retail core is to provide a focus for new investment to enhance the vitality and viability of the local centre. Such investment should be retail or complementary non-retail uses such as leisure and community uses.

The Vision: Economic Strategy

- 5.11 Part of the economic vision for Birmingham is a vibrant local economy, which involves encouraging inward investment through new development.
- 5.12 Alongside *The Birmingham Plan*, *Strategy for Local Centres*, the Bournville Ward Development Plan, *Stirchley Framework* and Economic Strategy, this Brief has been prepared in the context of the following national and city-wide policy documents:

National policy documents

- PPG1 'General Policies and Principles'
- PPG6 'Town Centres and Retail Developments'
- PPG13 'Transport'
- PPG15 'Planning and the Historic Environment'
- PPG25 'Development and Flood Risk'
- Our towns and cities: the future – Delivering an urban renaissance
- By Design – Urban design in the planning system: Towards better practice

City-wide policy documents

- Places for All (Draft)
- Conservation Strategy for Birmingham
- Nature Conservation Strategy for Birmingham
- Hot Food Shops, Restaurants and Cafes
- Visions: A Transport Strategy for Birmingham
- Local Transport Plan
- Cycling Strategy
- Access for People with Disabilities
- The Shop Front Design Guide
- Guidelines for the Installation of Floodlighting
- Car Park Design Guide
- Designing for Parent and Child Guidance Notes

6. Development guidance

Land use

- 6.1 A mixed use development, within the site and possibly within buildings on the site, would be appropriate, but with a substantial retail element given the site's location within the local centre and adjacent to the heart of the retail core. Such a development could be anchored by a food store.

Retail

- 6.2 The site provides an opportunity for new retail investment (Use Class A1) which will complement and improve the range and quality of the existing shopping facilities in Stirchley. A food store would be appropriate for the site. However, the size of any food store should be appropriate to the role of the centre and should not be of a scale to threaten the role of other centres in this sector of Birmingham. The size of any food store should also not impose transport and / or parking demands that can not be sustained by means of feasible provisions and alterations to the highway and transport infrastructure. Any proposals incorporating a food store should therefore be accompanied by:
- a full retail impact and need assessment;
 - a Transport Assessment; and
 - evidence that it is possible to accommodate the proposed store and its associated parking and servicing within an appropriate mixed use development on the site in a manner that accords with design guidelines.
- 6.3 It will be particularly important to ensure that any proposed food store is well integrated with the existing local centre, especially the retail core, and

to identify the impact of the proposed store on existing retail uses within the local centre and neighbouring residential properties.

- 6.4 Alongside a food store, it may be appropriate to incorporate some smaller retail units within the development. However such proposals should take account of the high retail vacancy levels within the local centre and should aim to provide units to satisfy retail needs which can not be met from existing shops. The retail units that may be demolished to enable comprehensive redevelopment could be relocated within the site. If not, such uses will be encouraged and, where possible, assisted to relocate within Stirchley local centre, ideally within the retail core.
- 6.5 Although A1 uses are preferred as the major element of any development of the site it should be noted that the site is subject to a restrictive covenant that prevents use of the site for the sale by retail of DIY goods and materials.
- 6.6 Alongside A1 uses, financial and professional services (Use Class A2) would be considered appropriate. To protect residential amenity food and drink uses (Use Class A3) would not be considered appropriate adjacent to the residential areas unless as an ancillary use to a food store.

Leisure / community uses

- 6.7 Leisure / community uses (Use Class D2) would be appropriate on the site. The site currently contains a Community Centre / Indoor Bowls and two social clubs and these would need to be demolished for comprehensive redevelopment of the site.
- 6.8 The City Council would like the Community Centre / Indoor Bowls replaced. It is the City Council's preference for the replacement Community Centre, and if possible Indoor Bowls, to be located within the site, forming part of a mixed use scheme. The possibility of utilising the upper floors of any food store should be explored. If it is demonstrated that the replacement Community Centre / Indoor Bowls cannot be located within the site then the Community Centre, and if possible Indoor Bowls, facilities should be replaced within Stirchley local centre. If it is demonstrated that the Indoor Bowls can not be located within Stirchley local centre then other local centre locations can be considered. Any applicants for planning permission will be required to demonstrate where the Community Centre / Indoor Bowls will be replaced. Replacement facilities will need to be in place before the demolition of the existing facilities or, if facilities are to be located on the upper floors of any foodstore, satisfactory temporary arrangements are in place. ~~and~~ the replacement of the Community Centre / Indoor Bowls will be secured through a S106 agreement.

- 6.9 If possible it would also be appropriate for the social clubs to be located within the site. Again the possibility of incorporating these facilities within a mixed use building could be explored. If any replacement social clubs are not to be located within the site then they will be encouraged and, where possible, assisted to locate within Stirchley local centre.

Residential uses

- 6.10 Residential uses (Use Class C3) could be an element of a mixed use scheme, but given the location of the site within the local centre and adjacent to the heart of the retail core, any residential use must be subordinate to non-residential uses. Living Over The Shop would be an appropriate form of residential development.

Other uses

- 6.11 It is increasingly standard practice for larger food store developments to provide a petrol filling station. The City Council does not favour a petrol filling station on the site. If a larger food store were deemed acceptable on the site, a petrol filling station would only be considered if it could be demonstrated that it would not have an unacceptable adverse impact on residential amenity and traffic management. It would also have to be demonstrated that a petrol filling station could be accommodated within the site in a manner that accords with design guidelines.

Parking

- 6.12 Any new development, but especially a food store, will be required to provide an appropriate level of parking. Birmingham City Council is revising its parking guidelines in light of PPG13 and these, when available, will establish an appropriate level of provision for any development. In the meantime, the level of parking will be determined in accordance with PPG13. A higher level of parking to the standards set out in PPG13 may be permitted if it can be demonstrated, through a Transport Assessment, that a higher level is needed and that measures are being taken to minimise the need for parking.
- 6.13 A contributory factor to the decline of Stirchley local centre is a lack of public car parking facilities. The *Stirchley Framework* considers the provision of parking as a priority and identifies the vacant land and buildings adjacent to the British Oak Public House, by the corner of the Pershore Road and Hunts Road, as a potential location. A higher level of parking to the standards set out in PPG13 may be considered appropriate given existing parking problems around Stirchley local centre.

- 6.14 Given current parking provision in Stirchley local centre, parking should be dual use parking – that is, parking should be available to users of other parts of the local centre and / or residents. Again, a higher level of parking to the standards in PPG13 may be considered appropriate if the parking is to be dual use. Dual use parking will be secured through a S106 agreement.

Design and layout

Relationship of the development to adjacent areas

- 6.15 The design of the development should have regard to the character and appearance of the surrounding area, the scale and massing of existing buildings, the location and interrelationships of existing spaces and uses and focal points and important views. All should be taken into account and where appropriate and possible should be enhanced by any new development.
- 6.16 Regard should be given to the siting of the local centre and retail core, existing housing, River Rea, the locally listed Hampton Works and the statutorily listed British Oak Public House and its setting. The British Oak Public House and its setting, which includes a garden and bowling green, cut into the western end of the site. The public house and garden loggia to the north-east is Grade II statutorily listed. The garden and bowling green would provide a buffer between the housing on Hunts Road, which back onto the garden and bowling green, and any development.

Location of buildings on site

- 6.17 To maximise links to the retail core the buildings should be located on the parts of the site closest to the retail core.
- 6.18 Buildings should offer a strong frontage to the Pershore Road and should not be set back behind car parking spaces. The main entrances to any buildings should be located on the Pershore Road. Servicing should be to the rear of buildings and, as far as possible, out of sight and away from residential properties.
- 6.19 The location of buildings should maintain / enhance significant views to / from the site.

Detailed advice – height, materials etc

- 6.20 Active frontages should be provided – that is, frontages should contain doors and windows – especially to the Pershore Road. Blank frontages to the Pershore Road should be avoided.

- 6.21 The height of the buildings should be sympathetic to adjacent development. Heights of three to four storeys will be required on the Pershore Road frontage. All materials should be of high quality.

Landscape requirements

- 6.22 The site should be extensively landscaped, using hard and soft surfaces and tree and shrub planting. Where possible, the trees should be semi-mature. In the car park the landscaping should define spaces and routes, including a green link to the River Rea.
- 6.23 Suitable boundary treatment should be given where the development adjoins and faces existing buildings, especially to protect the amenity and security of existing residential properties. Elements within the site may also need to be suitably screened – for example, any servicing areas. In addition, off-site landscaping may be required to increase screening for neighbouring dwellings.
- 6.24 The boundary adjacent to the River Rea and adjoining land will require sympathetic treatment, and links between the site and this area should be enhanced.
- 6.25 Where appropriate a Landscape Management Plan will be sought to maintain the value of the landscaped areas.

Access and facilities for people with disabilities

- 6.26 In order to comply with statutory requirements satisfactory provision must be made for people with disabilities. Such provision should include appropriate access into and within buildings and sites – where possible, access should be through main entrances – and appropriate design and location of car parking spaces. Appropriate internal design features must also be provided. Guidance is available in the City Council's Supplementary Planning Guidance *Access for People with Disabilities*. More detailed guidance on access requirements for new shop fronts can be found in the City Council's Supplementary Planning Guidance *The Shop Front Design Guide*. Guidance can also be found in the British Standard 'Design of buildings and their approaches to meet the needs of disabled people – Code of practice' (BS 8300:2001).

Access and facilities for parent and child

- 6.27 Adequate access and facilities should be provided for users with young children. Such provision should include appropriate car parking spaces and access into and within buildings and baby care facilities. Guidance can be

found in the City Council's 'Designing for Parent and Child Guidance Notes'.

Crime and safety

- 6.28 The design and layout of the development should aim to minimise opportunities for anti-social behaviour and crime. The development should be well lit in a manner that achieves security objectives but not significantly affect the amenity of residential properties. In designing car park lighting, developers should take account of the City Council's 'Guidelines for the Installation of Floodlighting'. If considered necessary, CCTV could be used.

Access and transportation

Transport Assessment

- 6.29 Any proposals to develop the site, which would have a significant transport impact (for example, proposals for a large food store), should be accompanied by a Transport Assessment in line with PPG13. The Transport Assessment should consider the site and its wider area and should indicate:
- the accessibility of the site and likely modal split of journeys to / from the site, measures to improve access by sustainable (non-car) modes and potential modal split that these measures might achieve. *Visions: A Transport Strategy for Birmingham* aims for 60% of travel to new retail developments in the outer area of the city to be by non-car modes by 2020. The City Council will work with developers to formulate a package of works / initiatives, which will help any development on the site contribute to the Council achieving this target. Any package of works / initiatives will be formulated in light of existing transport strategies and the scheme of environmental improvements that is currently being drawn up and will be secured through an appropriate legal agreement, such as a S106 agreement.
 - Appropriate junction and access arrangements that will accommodate the anticipated level of generated traffic without adversely affecting the surrounding highway network.

On-site issues:

Pedestrian, cyclist and vehicular access

- 6.30 Convenient access should be provided for pedestrians with at least one pedestrian access point from each of the Pershore Road and Hunts Road taking into account pedestrian desire lines. A high quality pedestrian

environment that is both convenient and safe should be provided within the site, especially within the car parking areas.

- 6.31 Convenient access should also be provided for cyclists. Where access is to be shared with pedestrians the two modes should be segregated.
- 6.32 Vehicular access needs to take account of the transportation network, residential amenity and design guidelines.

Cyclist and vehicular parking, including disabled parking

- 6.33 Cycle parking should be provided on site. The cycle parking should be convenient and secure and consideration should be given to covered parking.
- 6.34 The City Council is revising its parking guidelines in light of PPG13 and these, when available, will establish an appropriate level of provision for any development. In the meantime, the level of car parking will be determined in accordance with PPG13. A higher level of parking to the standards set out in PPG13 may be permitted if it can be demonstrated, through a Transport Assessment, that a higher level is needed and that measures are being taken to minimise the need for parking. A higher level of parking to the standards set out in PPG13 may be considered appropriate given existing parking problems around Stirchley local centre and / or if the parking proposed is to be dual use.
- 6.35 ~~The parking spaces closest to the access points into the built development should be for people with disabilities.~~ Parking facilities should be provided for people with disabilities. The City Council is revising its parking guidelines and these when available will establish appropriate provision. In the meantime provision will be determined in accordance with the British Standard 'Design of buildings and their approaches to meet the needs of disabled people – Code of practice' (BS 8300:2001).
- 6.36 The design of any car park should take account of the City Council's 'Car Park Design Guide'.

Servicing

- 6.37 All servicing to any food store should be within the site and the on-site servicing area should provide sufficient space for all vehicles to enter and exit the site in forward gear. Regard must be had to protecting the amenity of nearby residential properties and it may be necessary to restrict the days and hours of servicing.

Off-site issues

Facilities for pedestrians, cyclists and public transport users

- 6.38 Measures to assist pedestrians, cyclists and public transport users should be incorporated into any transportation improvement schemes. The Transport Assessment should put forward measures to improve pedestrian links between the site and retail core. The Transport Assessment should also consider measures such as pedestrian crossing facilities, well designed safe and convenient bus stops adjacent to the site and links and improvements to the River Rea cycleway. Any improvements should give consideration to safety issues, such as lighting.

Highway improvements

- 6.39 Although the Pershore Road is not part of the Strategic Highway Network it carries large volumes of traffic and congestion frequently occurs especially in peak periods. In addition, where the road splits at Hazelwell Street to form the Stirchley Triangle a dual one way system operates and speed increases along these stretches. Orbital movements in the locality are also difficult due to a number of staggered junctions, tight radii and parking and access problems. Overall traffic dominates Stirchley local centre and is a significant contributory factor to the poor environmental quality.
- 6.40 Any proposals that would have a significant impact on the highway network in Stirchley local centre should demonstrate, through the Transport Assessment, the likely impact on the network and measures to mitigate this impact. Opportunities to improve traffic movements through the local centre, including consideration of on-street parking, should be examined. Opportunities to improve the pattern of traffic movements around the Triangle area that would also assist pedestrian routes and remove pedestrian and vehicle conflict should also be examined. Any measures should ensure that current public transport access is maintained and, where possible, enhanced.
- 6.41 Many of the residential roads in the area also suffer from high volumes of traffic and / or speeding. To prevent these problems being exacerbated on the residential roads surrounding the site traffic management measures should be considered. Any traffic management measures should take into account the need for industrial access.

Parking

- 6.42 If the development will displace on-street parking on nearby residential streets measures will be required to counter this or offer residents alternative parking – for example, a residents parking scheme or a proportion of on-site parking spaces to be available to residents at all times. If required, such measures will be secured through a S106 agreement.

Flooding

- 6.43 The eastern end of the site is at risk from flooding and applicants and developers should therefore take account of PPG25 'Development and Flooding' and liaise with the Environment Agency and Client Services – Drainage Section of the City Council's Transportation Department regarding potential risks and mitigation. It is recommended that the eastern end of the site is used for car parking and a porous surface is used to alleviate flood risk.

Noise

- 6.44 Any proposals to develop the site, which could have a significant noise impact (for example, proposals for a large food store) should be accompanied by a noise impact assessment. The noise impact assessment should detail current background noise levels for the proposed hours of operation for the site and predicted noise levels from the proposed development including deliveries, plant and machinery to be installed. The impact of noise on nearby residencies and offices will have to be considered and if necessary minimised or mitigated, for example through restrictions on the hours of operation.
- 6.45 If new residential units are proposed these will need assessing in terms of the noise impact of road traffic. Birmingham City Council's Environmental Protection Unit would carry out this assessment.

7. Employment and training

- 7.1 Developers and occupiers of any foodstore will be required to provide local employment and training opportunities. Local employment and training opportunities will also be explored with other developers and occupiers. A partnership, named the Birmingham Strategic Alliance, includes the Economic Development Department Jobs Team and the Employment Service and can help local people prepare for and gain jobs created by the proposed development.

8. Land assembly

- 8.1 Developers would generally be responsible for acquiring land for their own purposes on a voluntary basis. Where possible, City Council assistance will be given to existing occupiers who are required to relocate. The City Council would like facilities that contribute to the vitality and viability of the local centre to be accommodated within the local centre, ideally within the retail core.
- 8.2 In the case of difficulty in acquiring land, the City Council will consider using its compulsory purchase powers to facilitate development. Any use of the City Council's compulsory purchase powers will be dependent on:
- an appropriate agreement being entered into to cover the City Council's costs; and
 - planning permission being obtained for development on the land requiring compulsory acquisition.

9. S106 agreement and/or other appropriate agreements

- 9.1 A legal agreement will be required to secure the provision of:
- replacement Community Centre / Indoor Bowls facilities;
 - dual use car parking;
 - a package of transportation works / initiatives to encourage travel to the site by non-car modes;
 - highway improvements;
 - local employment and training opportunities; and
 - environmental improvements – a contribution will be required towards the scheme of environmental improvements for Stirchley local centre that is currently being drawn up.
- 9.2 Other requirements may be secured through an appropriate legal agreement, such as a residents parking scheme.

10. Limitation of liability

- 10.1 The information contained in this brief is, to the City Council's knowledge, correct at the time of writing. However, the City Council advise developers that it is their responsibility to check site conditions, availability of services etc prior to entering into negotiations. Any views expressed in this brief reflect current policy at the time and may be varied as a result of any reassessment of policies at any time.

11. Further information

11.1 Further information can be obtained from:

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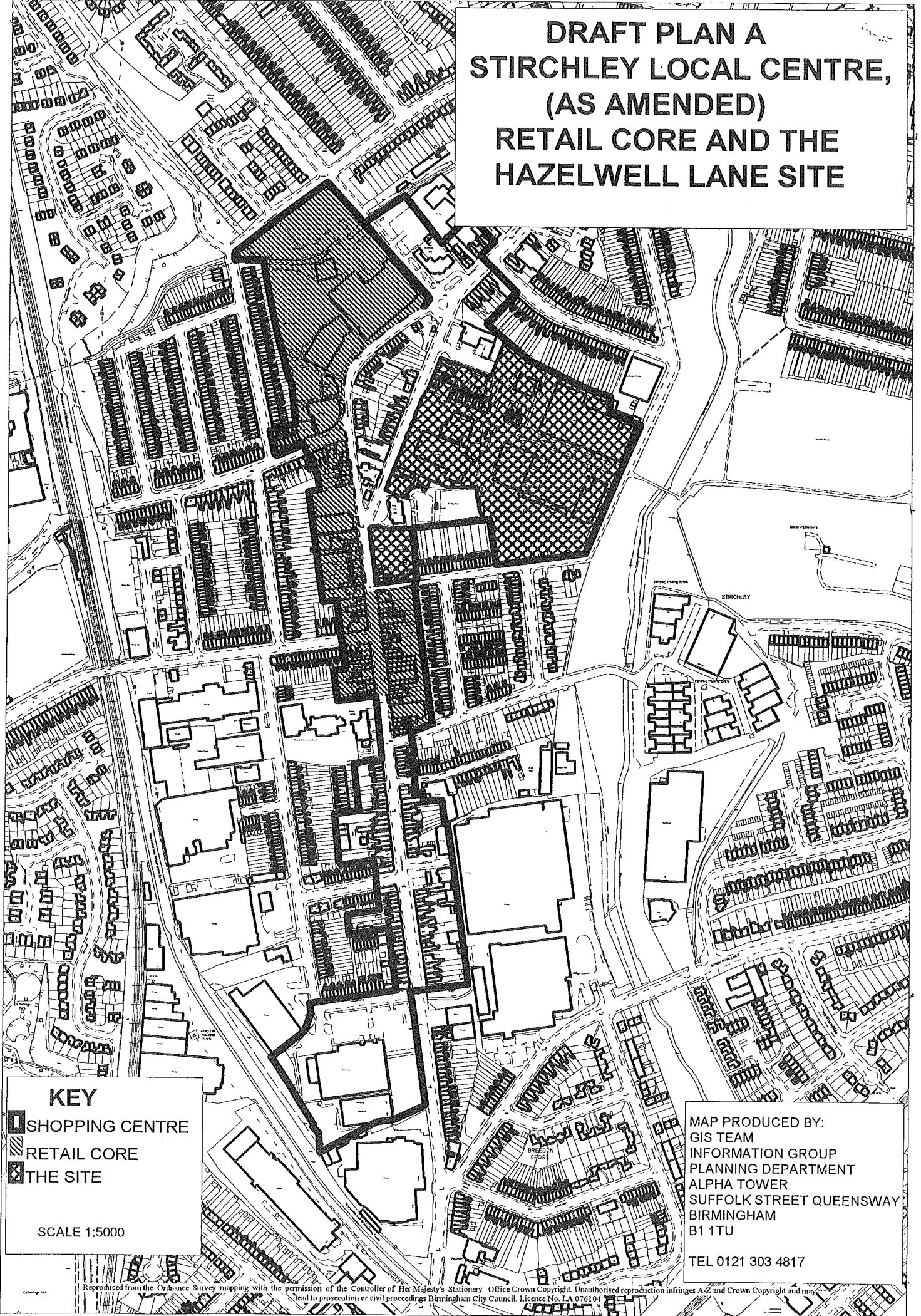
Fax: 0121 303 3152

12. Plans

- Plan A: Stirchley local centre (as amended), retail core and the Hazelwell Lane site.

Stephenie Hawkins 12.03.2002

DRAFT PLAN A STIRCHLEY LOCAL CENTRE, (AS AMENDED) RETAIL CORE AND THE HAZELWELL LANE SITE



KEY

- SHOPPING CENTRE
- RETAIL CORE
- THE SITE

SCALE 1:5000

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APPENDIX 2

AMENDMENTS TO THE STIRCHLEY FRAMEWORK

Text amendment 1

The Vision for Stirchley (page 3) second paragraph

'... The intention will be to attract new investment into the area, to make Stirchley a safer, convenient, more attractive place in which to live, work, shop or pursue leisure activities.

To enable this to happen ~~will not~~ may necessitate major change. ~~No~~ ~~wholesale redevelopment or upheaval will be required~~ If major change is required every effort should be made to minimise upheaval and the basic land use pattern will remain. The existing rich tapestry of residential, industrial, retail, community and leisure uses is an attribute to be retained. ...'

Text amendment 2

Proposals – 1 The Environment – The Built Environment (page 4) third paragraph, last sentence

'~~Applications for excessively large land uses will not be encouraged.~~'

Boundary amendment

The boundary of the local centre, as defined in Plans 8 and 11 of the *Stirchley Framework*, is amended to fully incorporate the Hazelwell Lane site (See Plan).

PLAN

PROPOSED AMENDMENT TO THE BOUNDARY OF STIRCHLEY LOCAL CENTRE



Additional land to be taken into the local centre

DRAFT

PLAN 8 PROPOSALS MAP

- Industrial Access Roads
- Traffic Management to Prevent Rat Running
- Alter Junction to Ease Congestion and Improve Pedestrian Facilities
- Shopping Centre
- Retail Core
- Detailed Study Area
- Development Sites

Note: Boundaries shown are indicative only

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NOT TO SCALE



NORTH

