Land off Longbridge Lane, Longbridge, Birmingham, B31

Development of a Park and Ride facility to serve Longbridge Station

Applicant: Centro
Centro House, 16 Summer Lane, Birmingham, B19 3SD
Agent: AECOM Limited
Colmore Plaza, Colmore Circus Queensway, Birmingham, B4 6AT

Recommendation
Approve Subject To A Section 106 Legal Agreement

1. Proposal

1.1. Planning permission is sought for the development of the 78-92 Longbridge Lane (previously occupied by 8 semi-detached houses now demolished) site as a park and ride facility for Longbridge rail station operated by Centro. Permission is also sought for the erection of a bat wall measuring 3 metres in height and 5 metres in length at the rear of the site adjacent to the car park of the Austin Sports and Social Club.

1.2. The park and ride site would provide 102 spaces of which 5 would be accessible spaces for people with mobility difficulties and 2 would be for electric vehicles with charging point.

1.3. Car access for users of the car park would be directly off Longbridge Lane via a left in, left out arrangement. Planning permission was previously granted for this facility in December 2011 however, the access would have been via Devon Way over third party land owned by St Modwen and agreement has not been reached between the parties. Consequently, a revised access arrangement is sought. Cycle and motorcycle parking would be provided on the wider Longbridge site as a whole and is available at the railway station itself, with pedestrian access via a pedestrian gate onto Longbridge Lane. However, a covered cycle storage facility would be provided adjacent to the pedestrian access point.

1.4. The site would be illuminated by means of pole mounted lights designed to reduce light spillage and glare to surrounding areas. A total of 7 lighting columns, 3 new combined lighting and CCTV columns and 1 CCTV column would be located within the site as a whole. The columns would be approximately 6m in height.

1.5. The proposal would require the removal of 4 trees being an Ash, Plane, Willow and Cherry Tree and two groups of three trees comprising willow, cherry laurel and lilac.

1.6. A 2.2m high height restrictor barrier is also proposed at the site entrance. The top bar would be adjustable to allow for routine maintenance where required.
1.7. 2m high Paladin fencing is proposed around the rear and side site boundaries, with a timber trip rail to the front of the site fronting Longbridge Lane, which would be set back behind a 5m deep landscaping strip.

1.8. The site forms the southern half of the land allocation for the provision of a Strategic Park and Ride providing 1000+ spaces within the Longbridge Area Action Plan (AAP).

1.9. Site Area: 0.29 Hectares.

1.10. The application is supported by a Ground Investigation Report, Tree Survey, Transport Statement, Flood Risk Assessment and a Design and Access Statement.

2. Site & Surroundings

2.1. The former MG Rover Longbridge site is located on the southern periphery of Birmingham approximately 11 kilometres to the south west of Birmingham City Centre. It is situated between Rubery and Northfield, which are defined centres for community facilities and shopping.

2.2. To the west of the application site are Buildings 1 and 2 of the Technology Park. The area surrounding the Technology Park consists of a mix of industrial and residential uses. Directly to the northwest is a day nursery - Busy Bees childcare centre, to the west ‘My Place’ youth centre with the Austin Sports and Social Club and its playing pitches to the north. Longbridge train station is located in close proximity to the east.

2.3. The site is located adjacent to and off Longbridge Lane, and in close proximity to the junction with Bristol Road South (A38). This road is a principal route linking Birmingham with the M5 Motorway at junction 4, which is located within 5 miles of the application site. The site is fully connected to the City’s public transport network with the numbers 62, 63, 63N, 64, 86, 144, 49, 44 and 627 bus services running along the surrounding roads. There are regular links along the A38 in both directions serving Birmingham, Selly Oak, Northfield, Rubery, Edgbaston, Bromsgrove, Redditch and Worcester. There are also services providing direct links to Frankley, Rednal, Gannow, Cofton Hacket, Kings Norton, Shirley and Solihull.

2.4. Longbridge Station is located on the Cross-City South line that links Birmingham New Street to Bristol via Bromsgrove, and to Redditch via a branch line at Barnt Green.

2.5. The site is located opposite the former North Works where a new town centre is being constructed and includes the relocated Bournville College and a new Sainsbury’s supermarket, Premier Inn and Beefeater.

3. Planning History

3.1. The wider Longbridge site has extensive planning history, including that for the new town centre and Bournville College. The adjacent technology park has planning permission for a further office building on Plot 3 and the MYPlace Youth Centre, now open, is located on Plot 5.

3.2. 8 December 2011. 2011/03955/PA. Planning permission granted for the demolition of 82 and 84 Longbridge Lane, development of site as a park and ride for
Longbridge Rail Station and erection of bat wall measuring 3 metres in height and 5 metres in length.


4. Consultation/PP Responses

4.1. Local residents, Ward Councillors, MP and residents associations notified. Site notice posted. Two responses have been received, one of which was a list of questions from the railway station questioning the site safety and timelines for delivery and the second being a letter of objection on behalf of St Modwen. St Modwen are objecting to the development on the basis of its impact on the highway network and that access to the Park and Ride site should be from Devon Way, which has been specifically designed to accommodate the vehicular trips and movements associated with this and the larger strategic park and ride facility.

4.2. Transportation – No objection subject to conditions relating to a S278 Agreement, Construction Management Plan and a Parking Management Plan.

4.3. Regulatory Services – No objections.

4.4. Environment Agency – No objections subject to a condition relating to the implementation of the submitted flood risk assessment.

5. Policy Context


6. Planning Considerations

6.1. The application site sits within the Longbridge Area Action Plan Framework (AAP), which was formally adopted in April 2009. The AAP contains a shared vision for Longbridge.

“Longbridge will undergo major transformational change redeveloping the former car plant and surrounding area into an exemplar sustainable, employment led mixed use development for the benefit of the local community, Birmingham, Bromsgrove, the region and beyond. It will deliver new jobs, houses, community, leisure and educational facilities as well as providing an identifiable and accessible new heart for the area. All development will embody the principles of sustainability, sustainable communities and inclusiveness. At the heart of the vision is a commitment to high quality design that can create a real sense of place with a strong identity and distinctive character. All of this will make it a place where people will want to live, work, visit and invest and which provides a secure and positive future for local people.”

6.2. The AAP identifies and designates this site as part of a Strategic Park and Ride under Proposal T7. Proposals T7 identifies that the facility will be of at least 1000 spaces for Park and Ride users only and provide an attractive direct, safe pedestrian link to the station and access to the public transport interchange.

6.3. As the site is allocated for a facility of this nature, albeit a much larger facility, I consider that this proposal is acceptable and in accordance with policy. As the development of a Strategic Park and Ride facility in this location is still the long term
strategic aim for the site, I consider this proposal to be acceptable in the short to medium term and may assist in alleviating the parking problems around the train station until the proposed 1000 space Park and Ride facility is constructed. The development would not prevent the longer-term strategic facility being progressed should funding become available.

6.4. The site would be accessed via a left in, left out arrangement from Longbridge Lane, whilst the previous consent utilised a spur from Devon Way which accesses the Longbridge Technology Park. The Devon Way junction was designed to accommodate the Strategic Park and Ride traffic requirements along with the proposed technology park traffic. Whilst the site would be more appropriately accessed via Devon Way, this would require access across or ownership of an area of third party land owned by St Modwen and to date, an agreement between the two parties has not been reached. As the delivery of a park and ride facility in this location is imperative due to on street commuter parking, I consider this revised access arrangement to be acceptable. Transportation Strategy has raised no objections to the proposal subject to a number of safeguarding conditions to address construction management and parking management given the sites location opposite the town centre and Bournville College, along with required Section 278 works.

6.5. The application would result in the loss of four individual trees and two groups of three trees. All of the trees fall within Category C or R. On this basis, and given the ability for tree replacement within the revised landscaping proposals, my arboricultural officer raises no objections to the proposal subject to two tree related safeguarding conditions and I concur with this view. A landscaping scheme has been submitted in support of the application, which requires improvement and amendment which will be achieved via the condition attached.

6.6. Since the previous Park and Ride application was approved (2011/03955/PA), the buildings on the site, including those supporting the non-maternity pipistrelle bat roosts, have been demolished. As required by conditions attached to the 2011 approval, demolition and other site clearance works were required to comply with mitigation measures specified in the two ecological reports - Extended Phase 1 Habitat Survey Report Longbridge Lane Park and Ride (AECOM, First Issue 08/02/2011) and Longbridge Lane Park and Ride Scheme Phase 2 Ecology Report – Bats and Reptiles (AECOM, First Issue 08/08/2011). A Natural England European Protected Species licence would also have been required for demolition of the buildings used as bat roosts, and works would need to have followed a method statement approved by NE.

6.7. Replacement bat roosts are still required as part of the new proposals, to compensate for loss of the bat roosts, and a new bat wall is proposed. The City Ecologist raises no objection to the design details shown on the two drawings submitted with the application – Proposed Bat Wall General Arrangement and Proposed Bat Wall Elevations and Sections and I concur with this view. A condition is recommended to secure the installation of the wall as specified in the submitted drawings.

6.8. Lighting within the car park also needs to be appropriately designed to ensure that the south-east elevation of the bat wall and the adjacent commuting corridor on the south-east boundary remain dark. The submitted lighting scheme (drg 60247801-M002-30-001-LTG-001 rev. B) indicates that light from LC09 will be directed away from the bat wall and notes that lighting of less than 1 Lux will be achieved on the vertical surface of the bat wall and at ground level behind the bat wall (ie along the
6.9. A Flood Risk Assessment is submitted in support of the application. The assessment concludes that the site is located in Flood Zone 2; the proposals would increase the impermeability of the site from 65% to almost 100% and would, therefore, lead to an increase in storm water runoff. However, a number of steps are recommended to reduce and mitigate the risk of flooding including limiting surface water discharge and on-site stormwater runoff attenuation through a detailed drainage scheme. The Environment Agency has raised no objection to the proposal subject to a condition ensuring implementation of the flood risk assessment and I concur with this view.

6.10. The AAP seeks the payment of the Longbridge Infrastructure Tariff (LIT) from all developments within the AAP area. This payment was not sought for the previous temporary park and ride consents as the sites would have only been temporary until the strategic park and ride was completed. However, this facility would be on the site of the allocated strategic park and ride and given the funding situation at present, the facility proposed is likely to be in situ for a considerable number of years. On this basis, it is considered that the LIT payment of £87,330 should be sought. This payment is the same as that previously secured through a Section 106 Agreement on the 2011 consent and the applicants have agreed to this contribution.

7. Conclusion

7.1. Whilst planning permission is sought for a small Park and Ride facility, this would not prevent the larger Strategic Park and Ride facility being brought forward in accordance with the AAP requirements, should funding from Central Government become available in the future. In the meantime, the facility would provide a needed provision for car parking for rail users in the Longbridge area to alleviate on-street car parking in the surrounding residential roads.

8. Recommendation

Approval subject to a Section 106 Agreement

1. That consideration of App No 2013/08394/PA be deferred pending the completion of a Planning Obligation to secure the following:

   a) A financial contribution of £87,330 towards the Longbridge Infrastructure Tariff, to be paid 50% on commencement of development and 50% on completion.

   b) Payment of a monitoring and administration fee associated with the legal agreement subject to a minimum contribution of £1,500 and a maximum of £10,000.

2. That the Director of Legal and Democratic Services be authorised to prepare, seal and complete the planning obligation.
3) In the absence of the planning obligation being completed to the satisfaction of the Local Planning Authority by 30 April 2013, planning permission shall be refused for the following reason;

a) The proposed development does not make any contribution towards the Longbridge Infrastructure Tariff and as such is contrary to the adopted Longbridge AAP.

4. That in the event of the above legal agreement being completed to the satisfaction of the Local Planning Authority by 30 April 2013, favourable consideration be given to this application, subject to the conditions listed below.

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<td>Requires the scheme to be in accordance with the listed approved plans</td>
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<td>Requires the agreed mobility access to be maintained</td>
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<td>Requires the implementation of the Flood Risk Assessment</td>
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<td>Requires the prior submission of a sustainable drainage scheme</td>
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<td>5</td>
<td>Requires implementation in accordance with the Phase 1 Habitat Report</td>
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<td>Requires implementation in accordance with the Phase 2 Ecology Report.</td>
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<td>7</td>
<td>Requires implementation of the bat wall in accordance with the submitted details</td>
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<td>8</td>
<td>Requires the prior submission of hard and/or soft landscape details</td>
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<td>9</td>
<td>Requires implementation in accordance with the submitted lighting scheme</td>
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<td>10</td>
<td>Requires the prior submission of a construction method statement/management plan</td>
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<td>11</td>
<td>Requires the parking area to be laid out prior to use</td>
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<td>12</td>
<td>Requires the prior submission of cycle storage details</td>
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<td>Requires the prior submission of a parking management strategy</td>
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<td>14</td>
<td>Requires the prior submission and completion of works for the S278/TRO Agreement</td>
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<td>Requires the implementation of tree protection</td>
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<td>Requires the prior submission of an arboricultural method statement</td>
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<td>Limits the approval to 3 years (Full)</td>
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Reason for Approval

1 Birmingham City Council grants Planning permission subject to the conditions listed above. The reason for granting permission is because the development is in accordance with the Longbridge Area Action Plan adopted as a Development Plan Document in 2009.