

**Brief**

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**1. Statement of Requirement**

- 1.1. Birmingham City Council is producing a Supplementary Planning Document for the Digbeth area of the city centre, based on the vision and principles of the Curzon HS2 Masterplan. To inform this document the City Council, in collaboration with the Homes and Communities Agency (HCA), is now seeking to appoint consultants to explore development and regeneration opportunities and provide a vision and framework for the canal corridor in east Digbeth. The Study area is outlined red on the plan at Appendix 1.

**2. The Context**

- 2.1. Over the last 20 years, Birmingham City Centre has been transformed through a series of major regeneration and redevelopment projects. The underlying strategy has been one of expanding the City Core area into the surrounding quarters within which unique characteristics and opportunities have been promoted and developed.
- 2.2. Digbeth is one of Birmingham City Centre's quarters, lying to the east of the current city core in the valley of the River Rea. The area is diverse and complex, taking in a rich mix of uses including residential, industry, retail and a wide variety of other commercial activities, and possessed of strong historic character relating to Birmingham's industrial heritage. The City Council's vision for Digbeth is to build on its existing status as a centre for the creative industries and to preserve and enhance its unique historic character.
- 2.3. The study area is the eastern part of Digbeth, centred upon the Digbeth Branch Canal and is currently predominantly commercial and industrial in character. The City Council's recent Curzon HS2 Masterplan identifies this area as a key opportunity for high-quality residential-led developments which take advantage of the canal side setting and the excellent connectivity presented by existing and future transportation modes, including the forthcoming HS2 station and extension to the Midland Metro.
- 2.4. There is now need to consider in detail how the development of the study area should be progressed. This will be set out in a planning and design framework which reflects and builds upon the overall vision of the Curzon HS2 Masterplan and:
  - Provides clear proposals for maximising and prioritising the investment and development opportunities in an 'investible Masterplan' presented for the study area;
  - Provides clear guidance for the connectivity and infrastructural improvements which will be necessary to support and facilitate the growth proposals.

**3. Background**

**Regeneration Activity**

- 3.1. In 1996, The Digbeth Millennium Quarter Plan (adopted SPG) established the principle of 'breaking the concrete collar' of Moor Street Queensway, particularly Masshouse Circus in order to facilitate the Martineau Galleries proposals and to help to realise the potential of a number of mixed use

development opportunities adjacent to the Queensway and opening up the run-down east of the area by reconnecting the historic street patterns.

- 3.2. The Birmingham Plan (UDP) 2005 further cemented the strategy for Digbeth and Eastside in promoting the expansion of city core office and retail uses into the area around Masshouse and Moor Street Queensway, and allowed for the development of residential, leisure and tourism uses around a new city centre park. This approach was further explored in the Eastside Masterplan (2011). Following the announcement that the new High Speed 2 station would be within the Eastside area, the Curzon HS2 Masterplan (2015) set out a comprehensive vision for the Eastside and Digbeth areas in light of the major opportunities afforded by the HS2 link. Significant development activities have now come forward in the Eastside area, including Millennium Point, Eastside City Park and major developments including Birmingham City University, Ormiston Academy and Eastside Locks. The High Speed 2 station itself is expected to open in 2026.
- 3.3. During this period Digbeth has experienced comparatively limited development; however, the Curzon HS2 Masterplan foresees significant development activity to come forward in advance of the advent of HS2.

## Planning Policy

- 3.4. The UDP identifies both the historic importance of Digbeth and its weaknesses in terms of obsolescence and dereliction. The Montague Street part of the study area is identified as a suitable site for an urban village incorporating mixed uses, and the canal corridor is put forward as a focal point for change in the area.
- 3.5. The emerging Birmingham Development Plan ('BDP') describes the vision for Digbeth as "Creating a thriving creative and cultural hub with a high quality, exciting and easily accessible environment". The BDP is close to formal adoption and is expected to be the primary strategic policy document which will inform planning decisions relating to proposals for the study area.
- 3.6. The 2010 document *Big City Plan: Strategic Masterplan* (BCP) is a non-statutory document which sets out the City Council's vision for the growth and regeneration of the City Centre and its quarters. The BCP states that "The ambition for (Digbeth) is to use its historic roots as a foundation for growing its established creative businesses and developing a vibrant urban community with entertainment, living and cultural opportunities. By embracing the existing building fabric and delivering a high quality, exciting, and safe public realm Digbeth will become a flourishing creative and cultural hub for the city"
- 3.7. The Curzon HS2 Masterplan (2015) sets out a detailed vision for the study area, from which the requirements for this brief are drawn. The Masterplan states of Digbeth more generally that "Digbeth's historic setting provides a variety of unique opportunities perfect for the growing number of companies involved with digital technologies, design, TV production and arts. New destination style developments benefiting from the proximity to HS2 will be created including a mixed use scheme at Typhoo Wharf and a canal-side residential neighbourhood. The wider area will be served by a new Metro line"
- 3.8. Some of the study area lies within the Warwick Bar, Bordesley or Digbeth, Deritend and Bordesley High Streets (Digbeth/Deritend) Conservation Areas, which are each covered by a Supplementary Planning Document incorporating a Conservation Area Character Appraisal and Management Plan. The documents identify Digbeth and Warwick Bar as areas of special historic interest, containing the most important remnants of Birmingham's mediaeval townscape, dating from the twelfth to the fifteenth century and a good range of industrial and commercial buildings dating from the nineteenth to the twentieth century. Canal and railway structures in the area are also identified as making a significant contribution to the townscape and historic environment, in particular Ashted Locks. The Conservation Areas are to be reviewed by the City Council alongside this commission and the outcome will inform and feed into the final framework.

## 4. Brief Requirements

### Masterplan Vision and Aims

- 4.1. The Curzon HS2 Masterplan identifies the study area within the Places for growth: Creative theme which also takes in the broader Digbeth area.
- 4.2. The key aims of the Masterplan are to make Digbeth:
  - Well connected with attractive walking, cycling and public transport routes.
  - An authentic distinctive character with historic environments complemented by exciting new buildings.
  - New, well connected open spaces and destinations.
  - Growing the creative, media, digital and social enterprises.
  - A vibrant mixed-use neighbourhood that enlivens the area 24/7.
  - Creation of a high quality sustainable residential neighbourhood focused around the canals.
  - A focus for cultural activities - growing the arts and live music scenes.
  - A focus for innovative public art.
- 4.3. The Curzon Masterplan illustrates a development approach to the study area based around high quality waterside development, incorporating new green space around the River Rea and the adaptation of the disused Duddeston Viaduct as a linear “sky park”. The potential for the flooding of the River Rea is a potential constraint which will influence the development of the affected part of the study area.
- 4.4. The Banbury Wharf site, which is in public sector ownership, is identified out as a key asset in the study area which could accommodate 500-700 dwellings in a development pattern drawing upon the positive examples of Sherbourne Wharf and King Edwards Wharf in the vicinity of Brindleyplace.

## 5. Urban Design Requirements

- 5.1. The urban design principles must ensure a clear overall design vision and philosophy for the study area and its connections within which short and medium term development and regeneration activity can fit into the longer term ambitions and opportunities that HS2 will bring.
- 5.2. The analysis must produce proposals to include:
  - 5.3. The type, scale, form and layout of new development including indicative land uses, retained areas and hierarchy, character areas, potential clearance areas and redevelopment.
  - 5.4. A review of national and international best practice and examples of mixed-use development that includes flexible commercial spaces, workshops or studios at street level and their suitability in appropriate locations.
  - 5.5. Consideration of the potential to utilise innovative technologies and methods to achieve high quality sustainable development which will be adaptable and able to accommodate flexible uses such as working from home and changes in use over time. The assessment should include the need for, and availability of, digital infrastructure and the potential to employ sustainability measures including Combined Heat and Power, waste to heat connections and green buildings / passive house approaches

- 5.6. Consideration of the connectivity of the study area with the surrounding areas and City Centre, focusing on the creation of sustainable travel patterns through and within the study area, and taking advantage of assets including the canal network and proximity of the HS2 station and planned Metro extension.
- 5.7. Consideration of the measures necessary to respond to the flooding risk arising from the River Rea and the opportunities to open up access to the river as part of the area's green and blue infrastructure.
- 5.8. A 'green and blue' infrastructure strategy covering the extent, configuration and type of green space to be provided and the potential to include green walls, living roofs and soft landscaping within new development and the public realm. The potential for green and blue infrastructure to mitigate flood risk should be explored.
- 5.9. A high-level qualitative assessment of traffic, parking and highway network implications based upon significant existing traffic modelling analysis and available information in conjunction with BCC's Transportation Officers. Underground car parking solutions should be considered to support effective site utilisation. The assessment should also include a focus on cycling and walking routes, to switch the emphasis from parking and the use of vehicles to more sustainable alternatives in line with the Birmingham Mobility Action Plan.
- 5.10. Consideration of development and regeneration activities in the wider Curzon area and other ongoing studies and their recommendations (e.g. the review of the Conservation Areas) to ensure that the urban design principles are compatible and consistent with the City Council's overall approach.
- 5.11. Consideration of housing density, capacity, typology and mix to ensure a range of housing choices and pathways can be delivered across the area appropriate to the location, nature, economic opportunity and connections presented by the Digbeth location. Also to be included is a proposed viability and commercialisation approach to housing to guide methodologies for maximisation of land value, land value capture, based upon early public sector de-risking, investment and contributions to Section 106/CIL requirements and infrastructure provision.
- 5.12. Consideration and proposals for the protection and enhancement of the historic environment (heritage assets of archaeological, historic and architectural interest) in particular the historic street pattern, Statutory and Locally Listed Buildings, and features within the Conservation Areas
- 5.13. The consultant will be expected to consult with key landowners/developers and stakeholders within (and abutting) the study area during the production of this work, with individual consultation with identified key stakeholders and workshop setting for others. The list on contacts that the consultant is expected to engage is included at Appendix 2. The City Council intends to undertake the formal consultation process in Summer/Autumn 2017 following completion of this commission.

## **6. Outputs Required**

- 6.1. The required outputs are:
- 6.2. Production of Masterplan Report to produce an 'investible Masterplan'; this will include:
  - consideration of Options to support aspirations in retaining the character of the area and more comprehensive land uses to balance market aspirations and the objective to retain the inherent character of the area.
  - character and urban design analysis, visioning, concept development and recommendations for height and massing of buildings;
  - a planning and land use statement to include potential quantum, phasing and mix of uses that includes a high-level viability assessment and prioritisation of anticipated development and

potential infrastructure/public realm ; this will need to include commercial and market advice from a property consultancy, as your sub-consultant. A detailed development appraisal and costing of individual sites is not required at this stage;

- analysis of engineering constraints including utilities, key transportation, flooding and recommended solutions (note City Council has highway movement data and modelling);
  - a green and blue (ie including river and canal infrastructure) infrastructure strategy;
  - developing existing proposals for public realm improvements where further opportunities and requirements to improve connectivity are identified ;
  - public art strategy for new development;
  - analysis and proposals of the potential to utilise the existing un-used rail viaduct as a 'skypark' with the opportunity for this to become both an essential part of the area's green infrastructure for residents and a visitor destination and draw.
  - an Access and Movement strategy;
  - a sustainability statement;
- Illustrations and Plans in 2D (to be available also as separate JPEGs).
- 6.3. Provision of appropriate material and close work with the City Council's 3D Designer to produce 3D visualisations compatible with 3D Studio Max software.
- 6.4. Maps and plans at a recognised scale to be agreed with acknowledgement of the appropriate licensing agreements.
- 6.5. Presentations to BCC internal management and agreed stakeholder groups.
- 6.6. 10 copies of the draft report and 10 copies of the final report should be provided, with a copy of the draft and final report provided electronically which is less than 9MB in size for email and web purposes. High quality print version on physical electronic media in .pdf format.

## 7. The Client

- 7.1. The Consultant will be employed by Birmingham City Council and the HCA and will report directly to the Steering Group. HCA will contract with the consultant under its ITP arrangements for 50% of the cost of the commission and the City Council will issue a Purchase Order for the balance of 50% of this commission.
- 7.2. The City Council and HCA have established a Steering Group to oversee the project and will include relevant representatives from Birmingham City Council, and other stakeholders as required. The Group will meet on a fortnightly basis to review progress.

## 8. Timescales

- 8.1. The consultant procurement process is intended to follow the following timescale
- 8.1.1. Invitation to all Multidisciplinary Panel consultants to respond to a sifting brief – issued **2<sup>nd</sup> November 2016** (Responding to summary Brief only)
  - 8.1.2. Responses received from interested consultants – **Friday 18<sup>th</sup> November 2016**
  - 8.1.3. Issue of Brief to shortlisted consultants – **Friday 25<sup>th</sup> November 2016**
  - 8.1.4. Formal tenders received from shortlisted consultants – Monday 19<sup>th</sup> December 2016**
  - 8.1.5. Preferred consultant appointed (preceded by interviews as necessary) – **16<sup>th</sup> January 2017**
  - 8.1.6. Draft Masterplan & report to Client – March '17
  - 8.1.7. Midpoint formal client review - April '17
  - 8.1.8. Consultation undertaken by consultant – May '17
  - 8.1.9. Final Masterplan & report to Client – late June 2017**

## 9. Tender sum

- 9.1. Consultants should submit an overall fixed lump sum price (excluding VAT) for undertaking the work outlined above, inclusive of all expenses and disbursements, including a break-down of the lump sum (grade of staff, time input proposed and agreed panel rate) against each task as set out above.
- 9.2. In the event that additional work is necessary that is outside the scope contemplated in this tender, the consultant should confirm its day rates for various staff engaged on the commission (which should not be more than the consultant's relevant HCA Panel rate). It is recognised that further work may be required and the way in which the various tasks are carried out will be contingent on certain outcomes and approaches.

## 10. Client budget

The client has an agreed maximum budget of **£200,000** (excluding VAT) for this commission, excluding VAT

## 11. Evaluation Criteria.

Submissions will be evaluated against a set of non-price based (**50%**) and price based (**50%**) criteria set out in the table below.

The tender submission will be assessed by the partners against the following criteria:

Evaluation Criteria	Weighting
Quality , including the following parameters	50%
Methodology in delivering each part of the project brief.	15%
Project structure and work programme setting out how the project would be managed and delivered.	15%
Please provide detail on who from the team would be working on each element of the project, including CVs with details of previous relevant projects and roles for all team members.	10%
Identify any divergence from the brief that would be considered as an enhancement to the study, based on past experience.	5%
Explain what you consider to be the key issues that need to be considered as part of this study.	5%
<b>Cost</b>	<b>50%</b>
A fixed price quote, broken down by the key steps including breakdown of staff costs, travel, overheads, sub-contractors.	50%
Total	100%
<b>Evaluation Criteria</b>	<b>Weighting</b>
<b>Quality (Non Price)</b>	<b>50%</b>
<b>Price</b>	<b>50%</b>

## 12. Commissioning Process

Three hard copies and 1 electronic copy of the Consultant's proposal should be submitted to HCA's Gateshead office by 12:00 pm on **Monday 19th December 2016, accompanied by a tender label (to follow)**. The electronic submission should be included within the tender submission on a CD or memory stick.

This work is to be commissioned under the contractual arrangements set out in HCA's Multi-disciplinary Panel.

Any queries in respect of this competition should be directed to [REDACTED]  
[REDACTED]  
[REDACTED]

### 13. Conflicts of Interest

**13.1.** A key issue for the Council in preparing Planning Guidance is that the appointed consultant is clear (and continues to be so through the adoption process) of any perceived or actual Conflicts of Interest from landowners, developers, contractors or pressure groups such that it can be satisfied that its consultation and Guidance preparation processes are not compromised. **Consultants are required to formally confirm this in their submitted tender.**

#### List of Documents and Suggested Web Links for reference:

- The Birmingham Plan (UDP) 2005: [www.birmingham.gov.uk/udp](http://www.birmingham.gov.uk/udp)
- Birmingham Development Plan <http://www.birmingham.gov.uk/corestrategy>
- Conservation Area Management Plan SPDs: <http://tinyurl.com/hs2arc3>  
<http://www.birmingham.gov.uk/warwickbarca>
- Big City Plan Strategic Masterplan (2010) <http://bigcityplan.birmingham.gov.uk/download-the-plan/>
- Curzon HS2 Masterplan <http://www.birmingham.gov.uk/birminghamcurzonhs2>
- BCC Planning Applications online - [www.birmingham.gov.uk/planningonline](http://www.birmingham.gov.uk/planningonline)

#### Appendices:

- 1) Study Area Boundary (showing proposed Metro line extension, and key redevelopment opportunity areas abutting the Study Area)
- 2) List of key landowners and stakeholders considered important for consultation purposes in the Digbeth area

#### Documents to be provided to the appointed consultant

- a) 2016 updated report to BCC on utilities, contamination and flooding in the area
- b) 2014 Market Intelligence report to BCC

#### Appendix 2 - key landowners & stakeholders

**Consultants are requested not to contact individual landowners and stakeholders during the tender process**

- Gooch Estates
- Lucan Gray (owner of Custard Factory)
- National Express (owner of bus depot site)
- Canal & River Trust
- Gun barrel Proof House
- Bennie Gray
- Latif
- Transport for West Midlands/Midland Metro Alliance
- Network Rail
- City Council departments (highways, property, Leisure)
- HS2
- Environment Agency
- HCA (as landowner)