



# Langley Sustainable Urban Extension

Supplementary Planning Document

April 2019





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*The images included in the SPD are taken from other projects in the UK and abroad to illustrate similar exemplar developments and key projects. They are shown as examples of the quality that can be achieved on the basis of good design principles set out in this SPD, with the design of place and buildings on Langley SUE having its own site specific response.*





# FOREWORD

Foreword

The Langley Sustainable Urban Extension in the Royal Town of Sutton Coldfield is one of the largest single residential developments in the UK. It will become a cornerstone of the City's inclusive growth plans as we deliver 51,000 new homes over the next 12 years.

Langley is an unparalleled opportunity to not only deliver new homes, but to establish a new community and set a national benchmark for development at this scale. It is the chance to create a new place for people delivering an exemplar residential development for future generations.

The new community at Langley will be supported by a wide range of infrastructure from new public transport connections, to a network of walking and cycling routes, extensive green infrastructure and public spaces, to education facilities and local amenities.

In creating this new part of the City, there is the opportunity to incorporate new built form with the area's unique assets to create a distinct identity and living environment. This will mean the development integrates with the existing communities and into the setting of the Royal Town of Sutton Coldfield.

Following the public consultation in Autumn 2018 with the wider community and partners, the Supplementary Planning Document was amended and now sets out the City's vision and expectations for this nationally significant development opportunity.

Along with the development of Peddimore on the adjacent site, this is a great opportunity for Birmingham and the Royal Town of Sutton Coldfield to create thousands of homes, skilled jobs and modern infrastructure.

I am delighted that we have this formal planning guidance to create a new standard for residential development.

**Councillor Ian Ward**

Leader

Birmingham City Council







# 1 INTRODUCTION



# Introduction

Birmingham's ambitious growth plans will see over 51,000 new homes delivered by 2031. As one of the largest development sites in the City, the decision to release the land from the Green Belt for approximately 6,000 homes was driven by the need to create new communities with all supporting infrastructure.

Langley Sustainable Urban Extension (SUE) is allocated in the Birmingham Development Plan (Policy GA5) and will make a significant contribution to meeting the needs of the growing population of the City. This Supplementary Planning Document (SPD) captures the essential ingredients for creating a successful place and community.

Creating a healthy place and flourishing community that responds to its timescale for delivery and stands the test of time will be crucial to achieving the ambition for this site. This will require a comprehensive approach to the planning, delivery, future management and maintenance. Establishing site-wide strategies for movement, green infrastructure, public facilities and utilities will be essential, forming the foundations for creating and sustaining a growing population. Working at this scale of development will require core place-making principles to be embedded into all aspects of the development and its integration with its surroundings and wider communities.

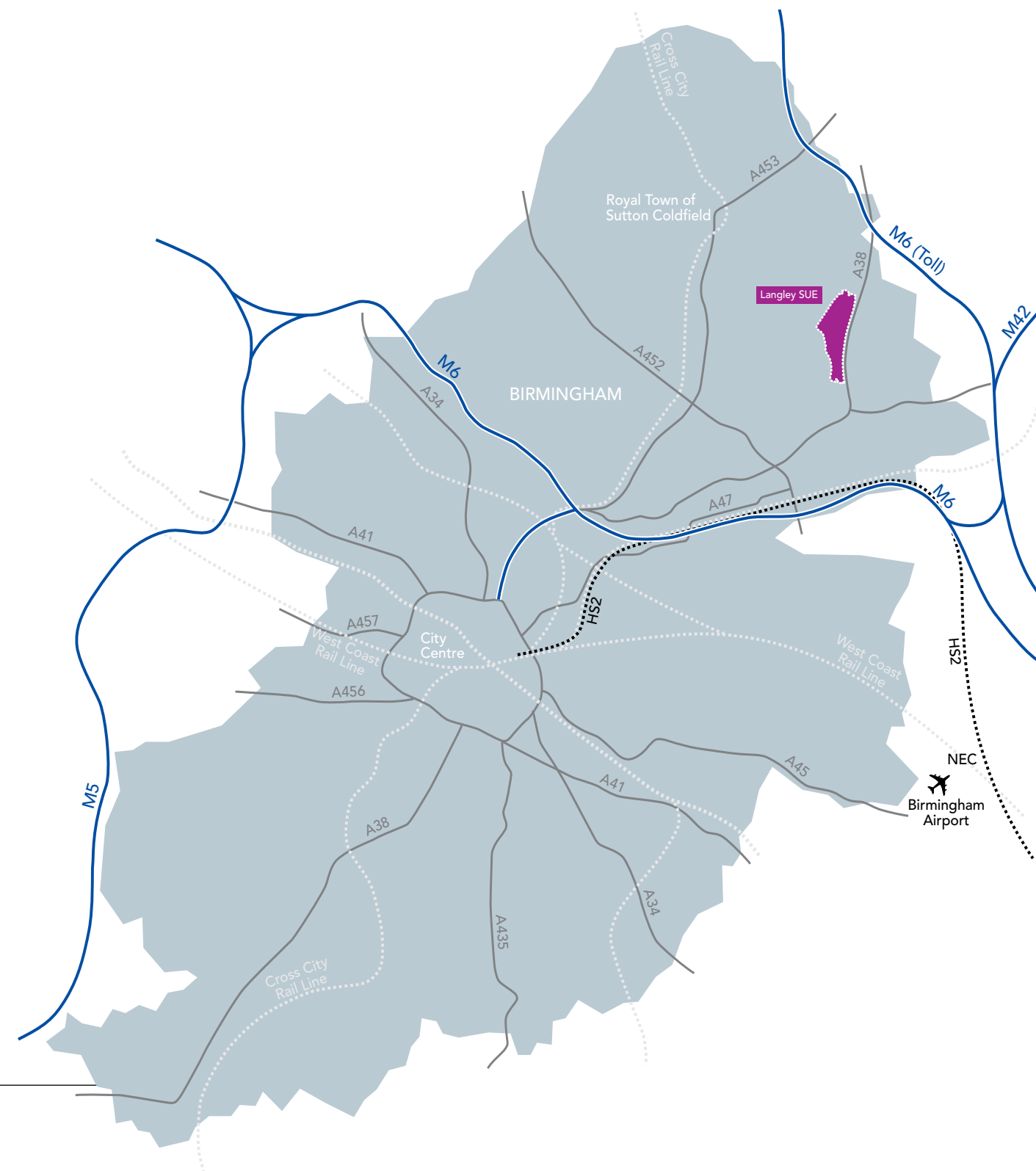
The delivery of Langley SUE and the associated wider infrastructure will be coordinated with the 71 hectare (ha) employment site at Peddimore, where a separate SPD has been adopted to guide the development of the site. Together these two developments will redefine this part of the City, and reposition Birmingham and enhance its standing as one of the UK's most successful regional centres with international appeal.

Securing a truly exemplar form of development at Langley SUE will require all partners involved to commit to a collaborative approach to deliver a comprehensive development. The site is owned by several landowners and developers, with over 90% of the site represented by the Langley (Sutton Coldfield) Consortium. The approach will start from setting the foundations for a successful place, followed by building the layers of infrastructure and then development to build a cohesive environment for all, as set out in this SPD. The City Council is working with key partners to realise this opportunity.

## Purpose

The objective of this SPD is to ensure that Langley SUE is a sustainable development that creates an exemplar place and a thriving community. In line with the National Planning Policy Framework, this SPD adds detail and guidance to the statutory Birmingham Development Plan (BDP), expanding upon core policies (including GA5) to ensure the cohesive, coordinated and comprehensive development of the allocated site. The draft SPD was subject to a public consultation in Autumn 2018, and this led to changes to the final SPD.

This SPD sets out a clear framework and principles of what is expected from the development at the site-wide level, with flexibility to ensure detailed approaches are established through the planning application process. Alongside other policies and guidance, it is a material consideration when determining planning applications on this site. The SPD will be subject to regular review with key partners to ensure the detailed guidance remains relevant throughout the development.



## Plan 1 Location plan



NORTH

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Fox Hollies Road

# 2 CON TEXT





Covering 274ha, Langley SUE is located in the north of the City adjacent to existing established residential areas, with New Hall Valley Country Park in close proximity and farmland to the east out toward the M6 toll road. The area is well connected, with access to the strategic road network on the A38 and M42, and public transport to key destinations and local train stations.

As an extension to the urban area Langley SUE will fall within the catchment of the nearby Sutton Coldfield Town Centre. The Town Centre is an important focal point for shopping and local services and has significant potential for investment. With the increasing population, the opportunities to enhance the Town Centre include an improved retail and leisure offer, transport interchange and public realm.

The scale of investment and opportunity across the wider City is considerable and over the next 15 years Birmingham will experience significant levels of new development and infrastructure. Major infrastructure schemes such as High Speed 2 (HS2) and the Midland Metro Tram extensions are already attracting private investors and new businesses to the region, with Birmingham becoming a focal point.

As part of this major investment programme, proposed Sprint/Rapid Transit services will provide fast, efficient, reliable, sustainable journeys and provide access to HS2. With £24.4m funding from the HS2 Connectivity programme, Langley will be served by Sprint/Rapid Transit as part of a wider public transport strategy that will connect to the City Centre and Sutton Coldfield Town Centre (phasing and routing to be confirmed). Subject to further feasibility, after 2026 a service should also

be provided between Sutton Coldfield Town Centre and the HS2 Interchange at Birmingham International Station.

Over the period to 2031, the increasing levels of investment and the growth in the City's population by 150,000 will put greater pressure on the need for more homes and associated infrastructure. A wide range of housing tenures will have to be provided to meet the needs of existing and future residents. The City's growth strategy provides a focus on brownfield sites, with approximately 90% of new homes expected on previously developed land.

With the City hosting the Commonwealth Games in 2022, there will be major investment in north Birmingham. This includes the delivery of modern infrastructure and over 1,000 homes in Perry Barr, and the redevelopment of the Alexander Stadium site to host national and international athletic events.

The Langley SUE, in combination with the Peddimore major employment site, will bring significant new investment into the area including new homes, new skilled jobs, improved public transport, green and social infrastructure (such as schools, healthcare, open spaces, leisure and recreation) and enhancements to the highway network.







langleySUE / vision  
 Characterful housing with views over multi-functional green space

# 3 VISION ION





As a new large scale residential sustainable development, Langley SUE will be a place that is connected, inclusive, resilient, green and vibrant; putting people at its heart. Integrated networks of green infrastructure, walking and cycling routes, public transport, and utilities will underpin the new communities within the development to create a cohesive, sustainable and healthy environment.

With a focus on family homes, and other housing types and tenures provided, the site will support a mixed community. It will be sustained by a comprehensive range of social infrastructure, including schools, shops, healthcare, recreation and leisure facilities, and opportunities for local training and employment.

Movement across the site will prioritise routes for walking and cycling, alongside integrated public transport including Sprint/Rapid Transit and local buses providing connections to the wider area. The network will include a hierarchy of streets and will be designed with the principles of safety, convenience and quality ensuring walking and cycling are the preferred mode of travel.

Innovation in design, layout, architecture and construction will ensure a truly exemplar development delivering a high quality of place that is resilient, healthy and sustainable, with distinctive character areas, public realm, landscape and buildings.

Through high quality design, delivery of additional facilities and services, and provision of enhanced infrastructure (including off-site highway and walking and cycling improvements), the development will be integrated into the Royal Town of Sutton Coldfield.

This vision will be secured through the delivery of a series of Big Moves underpinned by key development principles.

### BIG MOVES

#### Sprint/Rapid Transit

Sprint/Rapid Transit and bus services will serve the site, and will be prioritised on transport corridors to provide people with a high quality, quick and efficient way of getting from the development to major destinations in the City and beyond. Interchanges will be provided in Langley Centre and Community Hubs, and links will also be made to the local and national rail network.

#### A38 junctions

New vehicle access points will be provided into the site, including two new gateways from the A38. These will help to minimise traffic impacts in the local area. A wider network of vehicle routes will be created within the site to support fast and legible routes for pedestrians, cyclists and public transport, and essential journeys by car.

#### Langley Park

With a focus on enhancing existing green assets on the site, Langley Park will be a strategic green corridor linking New Hall Valley Country Park with the countryside to the east. The space will be publically accessible and support high biodiversity value.

#### Langley Brook

Langley Brook green space will form a high quality landscape setting for homes, offering the opportunity to provide pools and balancing ponds, with a distinct character for this part of the development.

#### Fox Hollies Boulevard

This is the central walking and cycling spine for the site, allowing safe, direct, and convenient movement in an attractive landscape setting, linking the northern and southern parts of Langley SUE.

#### Green buffer

This multifunctional green space, including opportunities for sustainable drainage, will integrate the site into the surrounding countryside and provide appropriate separation for new residents from the A38.

#### Vibrant services and community facilities

Langley Centre will be at the heart of the development, acting as a hub for community life with shopping, community, health, schools and cultural provision. Other clusters of community and local amenities will be integrated into the scheme to support people's day to day needs in Community Hubs.

### PLAN 3 Big moves

- Key
- Langley SUE boundary
  - Peddimore boundary
  - Langley Park
  - Langley Brook
  - Fox Hollies Boulevard
  - Green buffer
  - Sprint/Rapid Transit route
  - Langley Centre and Community Hubs (including schools and health facilities)
  - Primary access points



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**DEVELOPMENT PRINCIPLES**

The following site-wide development principles will, alongside the Big Moves, be at the forefront of delivering the vision for Langley SUE creating a truly exemplar development and legacy for future generations.

**Connectivity**

The layout, design and management of connectivity across and from the site will be focused on a movement hierarchy that promotes the most sustainable forms of transport including walking, cycling, Sprint/Rapid Transit and local bus services. Accommodating the car will be part of the strategy, including off-site highway improvements, and this will be aligned to the overall transport hierarchy. The quality of the public realm will need to focus on creating a consistent, high quality environment that incorporates, and links with, the green infrastructure.

**Activity**

Langley SUE will be defined by its focus on family housing, other housing types, community, education, recreation and complementary retail to create a vibrant place for people to live. The uses will be positioned to create clusters of activity that are safe, attractive and easy to access by foot, bicycle and public transport.

**Design**

The approach to the design of infrastructure, buildings, spaces and landscape will need to be focused on the delivery of a high quality of place that is fit for purpose in the long term. The sites environment and heritage assets will allow development to respond positively to its setting and create distinctive neighbourhoods. Buildings will be future proofed to account for climate change and provide flexibility as communities and technology change. Innovative methods for delivering energy, water management, drainage and other decentralised activity to support the local community will be vital to the development's overall sustainability.



A contemporary take on the concept of a community village green



Creative urban centre landscape



Innovative urban landscape



Sustainable drainage contributing to a distinctive sense of place



High quality school architecture - inspiring learning in a landmark community building



Visually interesting homes overlooking a safe public route



Establishing sustainable travel patterns that prioritise walking, cycling and public transport from the outset is a key aim that will impact on the design, layout and phasing of the development. There will be a clear strategy in place for Langley SUE to accommodate the increased population, with the creation of a Green Travel District and connections to Sutton Coldfield and beyond. Langley will be a place that is easy to understand and navigate, and will support investment in the wider transport network to mitigate the effects of the development. The details of the transport strategy and off-site improvements (including traffic management) will be established through the planning application process. The BDP transport evidence base should be utilised in setting the detailed transport strategy for the development.

#### Principal Movement Network

The Principal Movement Network (PMN) will be a key structuring element determining the built form and place-making requirements of Langley SUE. It will play an important role, integrating walking and cycling routes, prioritising accessibility for high quality public transport services, connecting Langley Centre and Community Hubs (including schools), and providing legible routes for traffic entering and exiting the site. The PMN will act as more than just conventional roads, and will include public space and street landscaping to a high specification.

The PMN will need to:

- Create the necessary legibility and structure, providing a main network through the urban extension and connections to the wider area. This includes connecting each of the Langley Neighbourhoods with Langley Centre,

the secondary school and sports hub, and links for Neighbourhoods to the primary schools and Community Hubs within their catchment. It will also need to be designed to contribute towards the character of the site and facilitate integration with the local area.

- Provide primary access points into the site, which act as clear gateways marked by distinctive built form that takes account of the existing character of the area and includes safe crossing facilities for pedestrians and cyclists.
- Prioritise sustainable movement through the site, including walking and cycling routes, and public transport services. Routes will need to accommodate and maximise Sprint/Rapid Transit access (vehicles of 18m length), and support its business model for delivery and retention that achieves journey times acceptable to the City Council and Transport for West Midlands (TfWM.)
- Ensure that improvements can be made to the wider highway network to manage vehicle movements, avoid severe cumulative impacts in the wider area, and provide sustainable connections from Langley SUE.

A new junction with the A38 will be required in the south of the site. This will form a strategic access for both Langley SUE and Peddimore, including a walking and cycling bridge and access for Sprint/Rapid Transit. Another new junction onto the A38 will be provided as part of the PMN in the north of the site. This approach will encourage Langley SUE traffic to use the A38 to access Birmingham City Centre and the wider road network, limiting impacts on surrounding residential areas.

Junction 9 on the M42 will also be a vital junction for access to Langley SUE and Peddimore. Developers will need to work with Highways England, Warwickshire Country Council and the City Council

to deliver an appropriate solution to this junction to accommodate traffic movements.

Developers will be responsible for funding and delivering the PMN as indicated on Plan 4, including any changes/improvements to existing highways which are part of the transport strategy for the site.

#### Walking and cycling

A continuous network of walking and cycling routes will be required throughout Langley SUE, with priority on key routes over private vehicular traffic in appropriate ways. Walking and cycling routes will need to connect the development with the local area, including links to key destinations, such as New Hall Valley Country Park, Peddimore and other employment sites, Sutton Coldfield Town Centre, Walmley and other Local Centres, rail stations (existing and proposed), Birmingham and Fazeley Canal and the A38 underpass to the wider countryside. The network needs to take account of existing routes (including public rights of way and cycling routes) within and connecting to Langley SUE.

As part of the site network, major walking and cycling corridors will need to be provided as indicated on Plan 4, including connections to Langley Centre, Community Hubs and schools. These need to be dedicated routes, including a network within the major green infrastructure corridors. Where sections of the street network are used as part of these major routes, they will need to demonstrate that the right quality of environment is created which prioritises walking and cycling.

Safe and well-designed footways and cycle tracks will also be an integral part of the PMN, other streets and as part of the open space network. On the PMN and key routes to schools and other facilities, cycle tracks should be separated from vehicle traffic, where appropriate, serving both sides of the streets as part of a clear network of routes.

Wide footways and/or pedestrianised areas will be required in the Langley Centre and Community Hubs. Within residential areas, pedestrian-focused streets should be considered. Safe crossing facilities must be provided at suitable locations, including in Langley Centre, Community Hubs, and on the edge of the site to other areas.

The design of streets should follow Sport England's Active Design principles as a minimum standard. All routes need to be convenient, attractive and designed to an adoptable standard, and in line with the West Midlands Combined Authority Cycling Design Guidance, with suitable surface materials, lighting and wayfinding/signage.

#### Sprint/Rapid Transit, rail and public transport

A key principle is for Langley SUE and Peddimore to be served by the planned Sprint/Rapid Transit service, as well as other local bus services. The approach should also include arrangements for access to existing (including the Cross City North Line), and consideration of access to proposed (Sutton Park Line), rail stations in the Sutton Coldfield area. Developers of Langley SUE will need to liaise with the promoters of Peddimore, TfWM and bus companies to ensure a coordinated and effective approach to support the phasing and delivery of public transport that addresses the needs of both sites.

A strategy for public transport will be required to demonstrate how the Sprint/Rapid Transit service and other high quality services can serve Langley SUE and Peddimore. This needs to offer convenient, fast and accessible means of travel to key destinations on and off-site, with suitably located stops. The Sprint/Rapid Transit service connecting the site with Sutton Coldfield Town Centre and Birmingham City Centre is proposed to access the site at Walmley Ash Road in the south and Churchill Road in the north. This is subject to a detailed feasibility study being led by



*Pedestrian/cycle route integrated with the green infrastructure network*



*Sprint/rapid transit proposal*





TfWM. Developers will need to financially contribute to deliver the public transport strategy for the site, including Sprint/Rapid Transit.

The indicative Sprint/Rapid Transit network shown on Plan 4 serves Langley Centre, each of the Neighbourhoods and Community Hubs whilst supporting early delivery and minimising impacts on environmental assets. There will need to be a phased roll-out for Sprint/Rapid Transit to support the growing community, with suitable arrangements in place for 2022 to support the TfWM delivery programme. The PMN will also need to accommodate long term proposals for the Sprint/Rapid Transit service between Sutton Coldfield Town Centre and the HS2 Interchange in Solihull, via Peddimore.

Developers will need to demonstrate that the majority of the new homes will be within a 400m walking catchment of the proposed Sprint/Rapid Transit stops. A central public transport interchange for the Sprint/Rapid Transit service and other connecting public transport services will be provided in Langley Centre, and include necessary facilities (e.g. sheltered waiting, seating and real-time information). High quality public transport interchanges, including Sprint/Rapid Transit services, should be included in the Community Hubs. Provision should be made for a southern Sprint/Rapid Transit and public transport interchange within appropriate walking distance of Peddimore.

Sprint/Rapid Transit and local bus services will need to have priority over private vehicles at junctions, in Langley Centre, Community Hubs and in other areas where there is the potential for delay, as appropriate. Local bus services are expected to use the PMN as well as other streets, offering connections to local destinations, including rail stations.

TfWM design guidance and accessibility standards for the Sprint/Rapid Transit and local bus services will need to be followed.

Consideration should be given to the suitability for a park and ride facility to serve the Sprint/Rapid Transit corridor. This could boost patronage on Sprint/Rapid Transit and ease pressure on the wider road network. This is being considered through a TfWM detailed feasibility study.

**Design, access and street layout**

A hierarchy of connected streets will need to be an essential part of the development, including the PMN and smaller roads. Pedestrians, cyclists and public transport need to be given priority in the design of streets and spaces.

In addition to the primary access points, local access points will be put in place. The junctions will be designed to dissuade unnecessary traffic from entering the site whilst providing public transport priority.

Within more urban, higher density areas on site, the layout of development should generally be relatively formal, offering a choice of well-connected walkable streets. Layouts should become more organic and informal towards green edges and in response to local topography. Streets should be safe and attractive places for people, well-landscaped (contributing to green infrastructure networks) and overlooked from building frontages, with parking sensitively designed. Variations in design should reinforce the street hierarchy and different neighbourhood characters.

The PMN will need to be designed for speeds of up to 30mph, with all other residential areas and principal routes through Langley Centre, Community Hubs and near schools designated as 20mph zones to encourage safety and prioritise sustainable transport modes. Access, parking and servicing layouts for premises need to allow for the delivery of quick and efficient public transport services, particularly Sprint/Rapid Transit, and the effective flow of other traffic. This could include limits to on-street parking and loading.

**Parking**

Parking and servicing should contribute towards overall place-making, ensuring the delivery of an efficient, comprehensive and sustainable transport system, whilst making efficient use of land. An updated Car Parking Standards SPD is under preparation, and this will apply standards commensurate with the accessibility of locations. It will also set out standards for low emission vehicles, car clubs, people with disabilities, and cycle parking. Parking in Langley Centre and Community Hubs should be shared between uses.

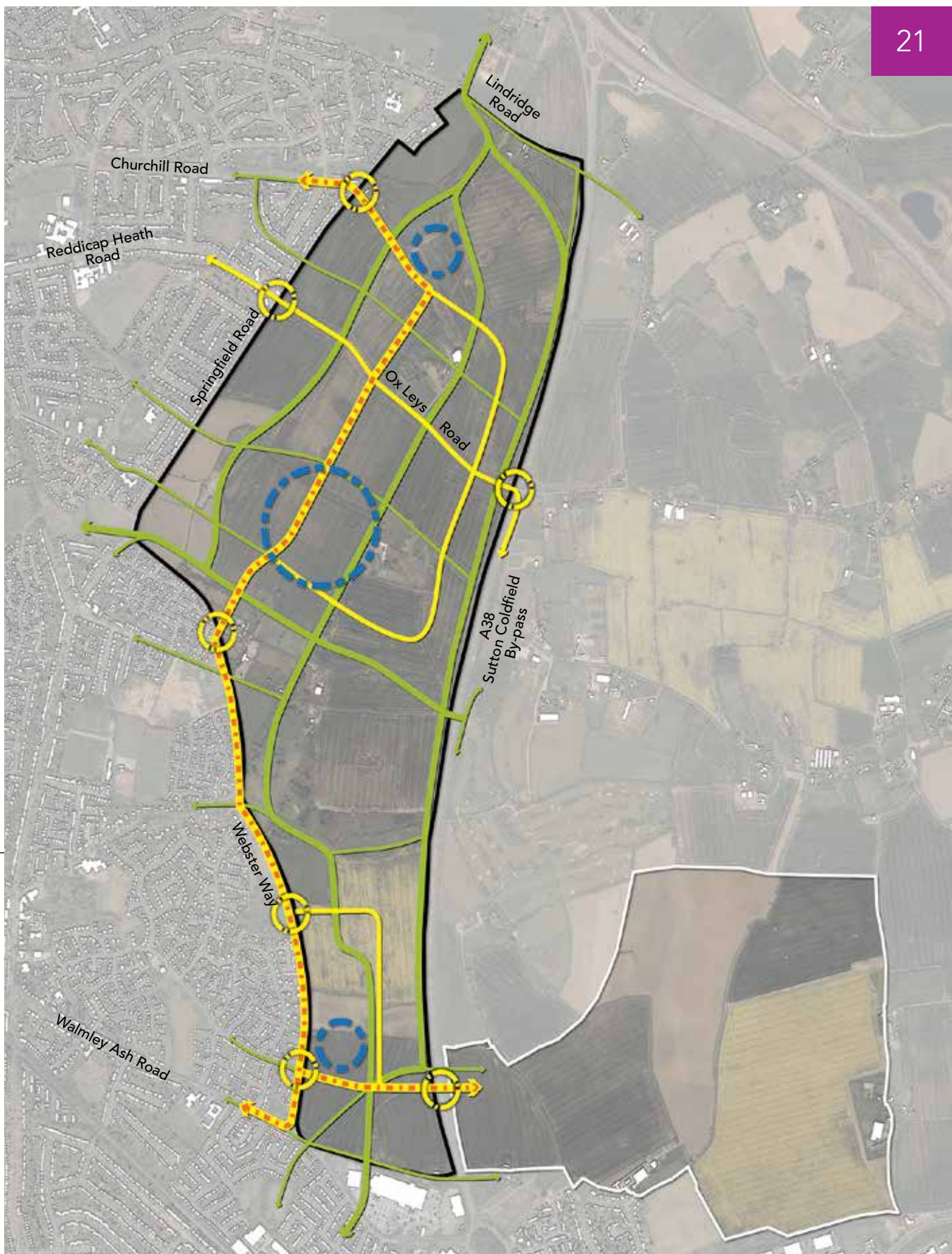
Cycle parking should be safe and accessible to encourage its use. For houses, cycle storage should be integrated and provide storage close to the entrance to the home. For apartments, secure communal cycle storage should be provided. Other types of building should include appropriate cycle parking and changing facilities.

**PLAN 4 Connectivity**

- Key
- Langley SUE boundary
- Peddimore boundary
- Principal Movement Network
- Sprint/Rapid Transit route
- Walking/cycling route
- Langley Centre and Community Hubs
- New A38 junction



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A core element of Langley SUE will be securing the right mix of housing to help create neighbourhoods that contribute to high quality place-making and sustainability. These will be supported by a lively mix of services and conveniences that are an essential part of creating new healthy and inclusive communities, and to ensure people of all abilities have access to facilities for their day-to-day lives. Langley Centre and schools will act as a focus for community life, and will play a positive role in securing high quality design.

#### Mix of housing

The scale of Langley SUE provides the opportunity to deliver a wide variety of tenures and typologies of housing, and create the sustainable and healthy residential community that the City needs.

Development must aim to create mixed, balanced, vibrant, resilient and sustainable neighbourhoods, with a mix of housing by size, tenure and affordability in each Neighbourhood, including a primary focus on delivering family housing and homes that are affordable to live in over their lifetime. There should also be affordable homes, starter homes, and homes for the elderly and other people with particular needs. Consideration should also be given to provide self/custom build plots, and there is the potential for alternative forms of tenure, such as private rented accommodation. The location and design of housing will need to reinforce place-making, legibility and sustainability.

The mix will be subject to BDP policies GA5, TP30 and TP31, and will need to take account of the housing market and demographic profiles over the period which the development is delivered. The

affordable housing mix is likely to be for more home ownership than rent, based on housing need in this location. All housing, particularly affordable housing, should have clear connections to the public transport stops and walking and cycling routes on the development.

#### Shopping, facilities and Community Hubs

Langley SUE will need to provide a range of shopping and other facilities of an appropriate scale to serve new residents and visitors to the site. These areas should have a clear approach for activity, connectivity, and design and local identity as key components of successful Urban Centres. They need to be within defined areas, and located on the PMN, with convenient access to high quality public transport, and easily accessible by key walking and cycling routes (indicative locations are on Plan 4). They should also be the focus for higher density residential development on the site, supporting the creation of vibrant places.

Langley Centre should serve the whole site, with schools as a focus for creating vibrancy and footfall in the area. It will also include other community uses (such as nurseries, leisure, arts and culture, health care facilities, community halls, places of worship, and public space as a hub for events and activities), shops (potentially a small foodstore), other centre uses (such as restaurants, cafés, public houses), and new homes. Encouragement will be given to independent and niche retailers, and those that support healthy food choices. Subject to scale and role, this could be a District or Local Centre (BDP policy TP21).

Primary schools will be the focus for activity in the Community Hubs on site, potentially with other community uses and small scale retail to serve local catchments on the northern and southern parts of the urban extension (subject to scale and role, these can be Local Centres). The Hubs will

need to be located to support walkable neighbourhoods and be served by Sprint/ Rapid Transit.

The Centre and the Community Hubs need to fit appropriately within the Centres hierarchy of policy TP21 of the BDP, and should not undermine the vitality and viability of existing Centres. Community buildings, including schools, health care facilities and the Sports Hub, should be capable of supporting a number of uses and meet the needs of residents to form communities on the development.

#### Sports Hub

A Sports Hub will need to be provided as part of the development of Langley SUE. This will address the requirements of the City's Playing Pitch Strategy and support formal sports provision. It will become an important facility for Langley SUE residents, as well as nearby communities. A sports hall will also be required on the development, and should be part of the Sports Hub, the secondary school or Langley Centre. These proposals will need to take account of impact on existing facilities in the area, and demonstrate how they will complement current provision.

The Sports Hub will need to provide a range of sports pitches (artificial and natural), and a building offering a range of recreation and leisure uses (which should include changing rooms, function rooms, and supporting uses). Shared usage and/ or co-location of the facilities at the Sports Hub with schools needs to be explored to make efficient use of land on Langley SUE. The layout and design of the Sports Hub should be future proofed to accommodate potential for further expansion should the need arise. The Sports Hub should have a functional relationship with Langley Centre, and be easily accessible by walking, cycling and public transport from the wider Sutton Coldfield area.

#### Schools

A secondary school (approx. 8ha) must be provided as part of the development, and needs to be located within Langley Centre. It must be in close proximity to, and served by the PMN, with an active frontage to the street and public realm facilitating access by walking and cycling. Sports pitches should preferably be shared between the Secondary School and Sports Hub.

It is anticipated that three primary schools will need to be provided (approx. 2.5ha each), and these should be evenly distributed within Langley SUE. The preference is for these to be co-located within Langley Centre and Community Hubs to create walkable catchments, with measures included in the Travel Plan to support this. They will also need to be located in close proximity to and served by the PMN, with convenient access to high quality public transport, and accessed by key walking and cycling routes.

Subject to design, management (e.g. all-through school offering primary and secondary education) and the sharing of facilities (e.g. car parking, playing fields) the land required for schools will vary. The layout and design of schools should be future proofed to accommodate potential for further expansion should the need arise. Clear transport arrangements will need to be put in place for schools, supporting the sustainable travel patterns on the development. Special school education needs will also have to be addressed as part of the development, with options for delivery on and off the development.

#### Health care facilities

Health care facilities (approx. 1ha, subject to design and sharing of facilities) must be provided to meet the needs arising from the development. The type and phasing of facilities will be informed by the standards and requirements for health

and social care from the Birmingham and Solihull Sustainability and Transformation Partnership (STP). This will include provision of Primary Care (including GP surgeries), with other requirements subject to assessment (including secondary care, acute case and unplanned care, such as maternity and paediatrics). The necessary facilities would then need to grow along with the overall phasing of the development, and consider potential for future expansion should the need arise.

The facilities should be integrated into the overall development layout in a way which respects the clinical and operational requirements whilst meeting overall development and urban design objectives. They should be located within Langley Centre and Community Hubs, and served by the PMN, with an active frontage to the street and public realm facilitating access by walking and cycling. The facilities should also be suitably located near to homes for the elderly or other people with particular health needs (such as those with independent or supported living arrangements).





The design of Langley through its buildings, spaces, streets and infrastructure, will need to be focussed on delivering a strong sense of place that puts the health, safety and well-being of residents at its heart. It will be made up of a number of neighbourhoods with distinctive built characters that provide high quality homes and public spaces. Design will be inherently sustainable, making Langley resilient to future economic, social, technological and environmental changes. The development of Langley will need to have a measurable long term commitment to delivering net gains for natural capital.

#### Place quality

Development at Langley will need to deliver place-making principles, providing a strong, locally inspired identity. The overall approach will need to:

- Create distinctive neighbourhoods that respond to variations in topography and integrate significant existing site features, reflected in different approaches to built form and architecture informed by local context. Design should deliver high quality homes, other buildings and spaces of contemporary character that provide visual interest and sense of place (images in this document illustrate these principles). A clear hierarchy of street typologies, a range of public spaces, landmarks and views will contribute to character and make Langley a place that is unique, easy to understand, and connected and integrated into the existing area. Design will need to allow for the positive management of site assets.
- Design appropriately for different residential densities. Most of Langley SUE is expected to be medium density (35-40 dwellings per hectare (dph)), and will be highest (50-75dph) in and around Langley

Centre, Community Hubs and parts of the PMN. Lower density housing (10-25dph) will only be suitable as part of the design approach to natural and historic assets retained on site, such as within the Langley Parkland Neighbourhood. The location and appearance of affordable housing should be treated equally to market housing, ensuring that design quality is achieved and all homes are integrated into Langley.

- Meet residents' needs for space, natural light and tranquillity. The Technical Housing Standards - Nationally Described Space Standard will be the benchmark to assess the amount of space provided in new homes. Across the development, homes and spaces must consider design measures (such as access and usability) that reflect modern lifestyles and meet the needs of people at each stage of their life.
- Protect and enhance listed buildings and other heritage assets (including their character and setting) on and near the site (see Plan 5) in line with national policy and BDP policies TP12 and GA5. This includes site archaeology, which will need to be fully investigated in advance of each phase of the development, and green infrastructure of historic significance.
- Create a place that is resilient to climate change and maximise resource management (BDP policies TP1 to TP6). The approach will need to take a long term Fabric First and holistic approach to design of buildings and transport to minimise energy demand and consumption, and maximise energy efficiency (including use of the Standard Assessment Procedure for homes). This is particularly important for affordable housing. Technologies to enable new homes to be Smart Grid ready should be explored.
- Achieve the highest standards of sustainability, with low/zero carbon energy supply and generation, potentially

through a range of technologies with the first consideration given to the use of Combined Heat and Power. Design and siting requirements of this infrastructure should be considered from the outset, with the commercial areas of the site likely to be the preferred locations for certain technologies. Non-residential development over 1,000sqm should aim to meet BREEAM excellent standard in line with BDP policy TP3.

- Make a positive contribution to managing air quality (BDP policy TP44). The approach needs to take a lead in promoting sustainable energy, green infrastructure and transport which will contribute to mitigating/reducing air quality exceedances across the City. The design of the development should contribute towards reducing exposure to air pollutants.
- Prioritise the reduction, reuse, recycling (including home composting) and then recovery of waste (linked to low/zero carbon energy where possible). Design should ensure suitable access for collection vehicles, with appropriate space provided for waste collection requirements (currently three bins for each house).

#### Landscape and green infrastructure

Landscape will be a defining feature of Langley SUE that will provide a wide range of public spaces for the enjoyment and wellbeing of residents (BDP policy TP6-9). These will be multifunctional with important roles in creating local character, landscape and ecological networks, sustainable drainage and walking and cycling routes.

Development must be shaped by existing topography, watercourses and ponds, trees, hedgerows and wildlife habitats (see Plan 5), making a positive contribution to the detailed design of the urban extension. These green assets should be retained and enhanced unless there are overarching

reasons why this is not possible, and impacts should be minimised and fully mitigated to ensure there is a measurable net gain overall on the development.

To meet the needs of the new community and to deliver a high quality green environment, approximately a third of the site is expected to be open space and green infrastructure (approximately 6,000 dwellings equates to a minimum of 30ha of public open space and 18ha for sports pitches/playing fields based on BDP policy TP9). Sports pitches/playing fields can contribute towards open space requirements where they have public access. Other areas of open space and landscape treatment will also need to be provided as part of good place-making and ecological networks.

A network of public green spaces will permeate the development and connect to surrounding networks and paths, designed to be active, safe, and accessible. The site will need to include major green infrastructure corridors for Langley Park, Langley Brook, Fox Hollies Boulevard and a green buffer along the A38. Public open spaces within Neighbourhoods will have facilities for the new community's needs, including local play and multi-use games areas, formal event spaces within Langley Centre and Community Hubs, growing spaces (such as allotments and community orchards) and sports pitches/playing fields. Facilities should be designed to fit the local context and contribute to neighbourhood character. Open space should be designed for sustainable long term maintenance and environmental protection, with barriers to prevent inappropriate vehicle access. Where noise mitigation is required (such as next to the A38 within a green buffer), the design should result in living environments that meet national standards, including the WHO Community Noise Guidelines.

Sustainable Urban Drainage systems (SUDs) will be integral to development at Langley SUE as part of a site-wide approach to flood risk management (BDP policy TP6) and







langleySUE / vision  
Innovative garden spaces

biodiversity enhancements, with Langley Brook and Peddimore Brook on the site. All sources of flood risk will need to be assessed, including impacts downstream from the development. Langley Brook will be subject to further flood risk modelling and this will inform the design and layout of Langley Valley Neighbourhood to ensure flood risk is not increased, and where possible reduced. The overall design approach should seek to re-naturalise, enhance and preserve the water corridors, and seek to reduce and contribute towards the management of pollution before water enters watercourses. Design solutions need to create landscape assets such as ponds, swales and rain gardens as integral features of open spaces and streets. Consideration should also be given to implementing measures applied at the scale of buildings or plots, such as water harvesting and re-use. Some existing ponds and water bodies (and associated habitat) have populations of Great Crested Newts and appropriate protection, and mitigation measures will be required, such as the creation of occasional water bodies and habitats within open space.

Sites of Local Importance for Nature Conservation (SLINCs) must be retained and sensitively integrated into the development, potentially within informal open space (BDP policy TP8), with overall measurable net gains for biodiversity. Hedgerows and woodland areas, including semi-natural broad leaved woodland, and mature trees (including those with Tree Preservation Orders) should be incorporated into green open spaces and supplemented by new planting.

Public spaces, streets and front gardens should have environmental and visual links to the surrounding area, and landscaping informed by ecological design principles, such as use of locally native species, pollinator-friendly plants, climate-resilient plants, and ecologically sensitive maintenance. Opportunities should also

be taken to incorporate ecological design features in new buildings, including green walls/roofs on buildings (especially close to open spaces) and integrated bat and bird boxes. The design approach for private gardens should be for robust and low maintenance spaces with wildlife friendly planting. Ecologically sensitive lighting strategies will be implemented to ensure the impact of lighting on landscape and wildlife is minimised.

### Design framework

Langley SUE will be built out over a 20 year period by a number of different developers. Clear guidance is required to ensure that all developments on the site achieve the highest standards of design and sustainability, and contributes to coherent place-making and neighbourhoods of distinctive character.

A Design Framework is essential to embed key principles to coordinate and guide development. This will form a suite of design information to be submitted by outline planning application stage. It should clearly set out how place-making and character will be delivered across Langley SUE, and how this relates to development phasing. The design rationale and process should be clearly explained and set out the approach for each Neighbourhood, the PMN and major green infrastructure corridors, identifying how character varies in response to existing assets, topography and other site conditions, as well as to proposed land uses and type of development. It will also need to address areas where land owners are not currently looking to bring forward development.

Guidance and standards relevant to aspects of development (such as health and education requirements, Sports England guidance, Manual for Streets, Secured by Design advice, and Lifetime Homes) needs to be referenced and proposals illustrated by referring to best practice case studies.

The Framework needs to be sufficiently detailed to establish:

- Streets and public space typologies, including scale, enclosure, form, typical features, materials and example sections.
- Typical building typologies including scale, massing, heights, appearance, boundary treatments, parking, cycling and waste provision.
- Indicative layouts with key views, block types (including the approach to parking), focal spaces, landmarks and other urban design features.
- Palettes of typical building and public realm materials, trees and other plants.
- How green infrastructure and utilities can be accommodated.

### PLAN 5 Green infrastructure and features

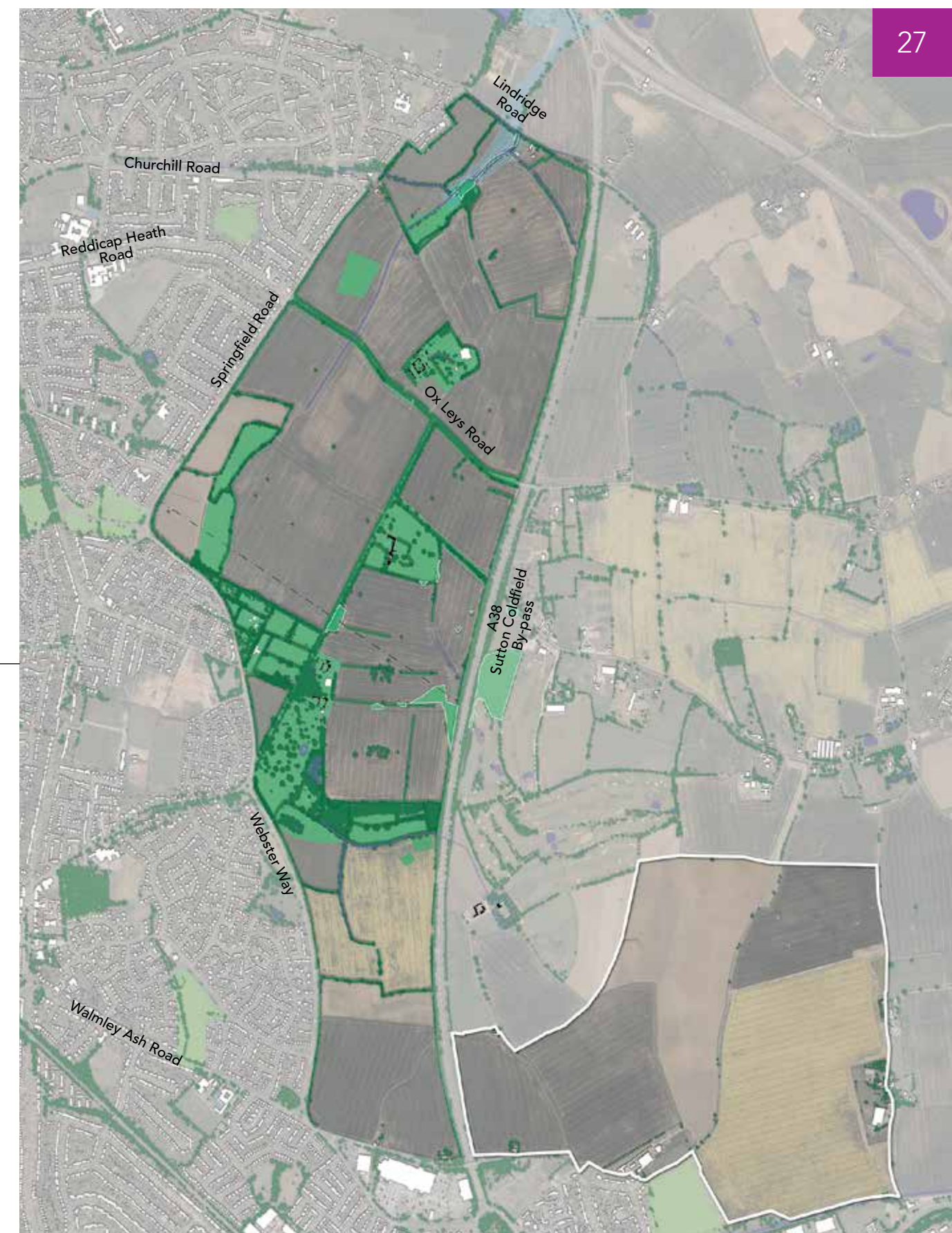
#### Key

- Peddimore boundary
- ▭ Site of Local Importance for Nature Conservation (SLINC)
- ▭ Area with amenity value and/or heritage value
- Trees/woodland
- Hedgerow
- Watercourse (over ground)/ponds
- ▭ Flood zones
- - - Pylons
- Listed buildings and buildings with character value

Plan shows designated assets of those identified from desk based studies.



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### DISTINCTIVE NEIGHBOURHOODS

For developments of the size of Langley SUE, it is important to ensure that neighbourhoods of an appropriate scale, high quality design, distinctive character and accessibility are delivered as part of successful place-making. The approach will help support how people live and interact within their local area, fostering community cohesion. Indicative Neighbourhood areas have been identified (Plan 6), setting out important considerations and aspirations which will need to inform the next development design stages.

Each Neighbourhood will have a distinctive character that relates well to adjoining places and the overall site-wide masterplan and Design Framework. They will have well-defined gateways that help people to identify with their local area. Character will arise from the local context, including topography, landscape and heritage assets; and from new carefully considered design of buildings and public spaces. The design of parks, schools and other key facilities will reflect their role and contribute to distinctive local character. The use of different architects on the development is encouraged to create variety within a coherent design approach.

Public art has the potential to enhance place-making in the Neighbourhoods and at key locations, such as Langley Centre, Community Hubs and strategic green spaces, and to engage with all people during the development. Different forms of public art - temporary/permanent, site-specific works/wider cultural events - can positively contribute to Langley's identity.



PLAN 6 Distinctive neighbourhoods



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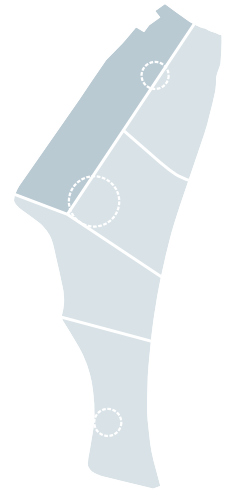


Local play space integrated with public realm



Contemporary terraced houses and streetscape planting





This area will be defined by the central valley of the Langley Brook that will form a strategic green corridor between Langley Parklands in the south and Lindridge Road in the north. Development will be predominantly residential which relates well to the major landscaped public open space and to the adjoining residential areas off Springfield Road. The Neighbourhood will be a gateway into the development, with major transport links to be provided connecting new communities with existing residents.

#### Design and layout

- Major landscaped public open space along Langley Brook, including SUDs.
- Gateways into the development from Springfield Road as part of the PMN. Strong connections will be created with existing communities, with walking and cycling links.
- Medium density is the predominant form for housing, with some variations and opportunities for innovative design. Higher density close to Langley Centre and PMN.
- Strong high quality treatment onto Springfield Road through design and landscaping to integrate the development into the area. This should include housing fronting on to Springfield Road (formal), positively addressing existing residential areas, and on to the strategic green corridor (less formal).
- Homes designed to take advantage of views over open space, with potential for upper floor living.
- Noise mitigation, where required, achieved through building design or other forms of attenuation. Design approach at Langley Brook should ensure flood risk is reduced.

#### Existing features

- Langley Brook (including SLINC and heritage assets), with walking and cycling crossing points provided.
- Woodland, trees (including TPOs) and hedgerows.
- Ox Leys Road.



Strategic landscape corridor and wetland



Focal community space in park



Landscape features add interest to green spaces



Planting forms attractive frontage to town houses





As a new settlement edge in the north-east of the site, the development will be predominantly residential in nature. This will be supported by significant green spaces, a primary school and a Community Hub. The PMN will help connect the Neighbourhood to the rest of the development.

#### Design and layout

- Design needs to take appropriate account of the undulating landform in this area.
- Strategic green corridors as key character features alongside the A38 (with noise attenuation buffer) and forming the northern section of Fox Hollies Boulevard.
- Medium density housing, with higher density towards the PMN and the Community Hub, reducing towards strategic green spaces.
- As a new settlement edge, street hierarchy needs to connect the area to the City network, including the PMN, with good access to the Langley Centre, Community Hub and public transport stops.
- Gateways into the development from the A38 as part of the PMN.
- Walking, cycling and green infrastructure links to proposed residential development to the north of Lindridge Road (in North Warwickshire) should be explored.

#### Existing features

- Ox Leys Road.
- Langley Hall (listed building) and nearby heritage assets.
- Hedgerows and trees to be retained.



*Distinctively designed dual aspect house marking a corner location*



*Well designed outdoor amenity space*



*Simple detailing with good quality materials add rhythm and visual interest to the streetscape*





Langley Gorse is an area of relatively high ground, which will become a predominantly residential neighbourhood. Fox Hollies Road will be a significant feature for the area, and along with the areas relationship with Langley Park and the Langley Centre, these will help to define character in this Neighbourhood.

#### Design and layout

- Major landscape infrastructure reflecting its location, including green space along the A38 (with noise attenuation buffer), with links to Langley Park and other strategic green corridors.
- Fox Hollies Road will be part of a major green corridor and a key character feature (also see Langley Parkland). It will be part of the green infrastructure, and a key part of walking and cycling networks on site.
- Medium density housing is the predominant form, with some variations reflecting closeness to the Langley Centre and the PMN. Closer to Langley Park, housing will need to relate to the more open landscape, resulting in a clearly defined change in character.
- Street layout will respond to topography, with the PMN as the key structuring feature. These layouts need to consider views into, out of and through the Neighbourhood. Ridges offer the potential to break up built form and mitigate visual impacts.

#### Existing features

- Landscape features, including those associated with Fox Hollies Road and surrounding area (hedgerows, trees and semi-natural habitats (including TPOs and SLINCs)).
- Langley Gorse Farm and former alignment of Bulls Lane (heritage assets).
- Watercourse on eastern edge.



Houses overlook carefully detailed public realm

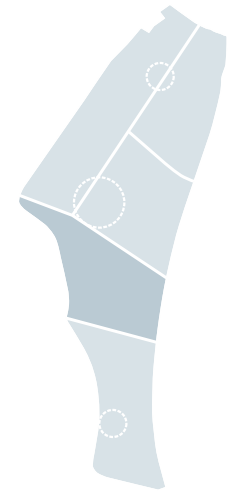


Sensitive integration of mature trees adds to distinctive sense of place



Simple high quality material palette and detailing





Within this Neighbourhood, Langley Park will be a strategic green corridor linking New Hall Valley Country Park with the countryside to the east, and will define the character of this Neighbourhood. It will utilise existing assets, including Fox Hollies Road, with a focus on multi-functional open spaces. The area will provide an important transition between the south of Langley SUE and the north, with a supporting movement network to connect the area. Residential development will seamlessly integrate into the surrounding landscape character.

#### Design and layout

- Strategic green corridor with an appropriate mix of green infrastructure primarily as an ecological network link. It will incorporate existing assets, and include informal public open space, play areas, SUDs and a noise attenuation buffer.
- Fox Hollies Road will be a key landscape character feature and will need to become a part of the green infrastructure, and walking and cycling networks on site as part of Fox Hollies Boulevard. Where it does not cause a significant impact on the purpose of this corridor, sections of this road (or alternative alignments) could possibly form part of the sustainable transport strategy (including public transport and localised vehicle movements), where necessary.
- Supporting movement infrastructure, including links to the Langley Centre and gateways into the site. Dedicated walking and cycling routes to be provided that connect New Hall Valley Country Park in the west and open countryside to the east, and link Langley South to the north of the site.
- Buildings within and sensitively integrated into a green landscape setting, working with undulating topography and including suitable architectural approaches, such as green roofs.
- Lower density is the predominant form for residential development, with opportunities for a bespoke approach to housing layout and design. Housing layouts, within large well-landscaped plots, should provide appropriate access to the PMN and Langley Centre.

#### Existing features

- Features associated with Fox Hollies Road and surrounding area, including estate parkland, grassland, woodland, mature trees, hedgerows, Peddimore Brook, wetlands and habitats (including TPOs and a SLINC).
- Langley Heath Farm and Fox Hollies (listed buildings), with access maintained.
- Utilise public rights of way, including A38 underpass.
- Power lines (proposals to put them underground will be supported where viable).



Forest walkway preserves ecological qualities of existing woodland



Houses overlooking and enclosing green space engender safety and local sense of ownership



Grouping houses provides sense of place and community



Local growing spaces help to develop sense of community





Langley South will be the southern gateway to the urban extension, with major access points from the A38 and Webster Way. The area will be predominantly residential, and the new homes will be supported by significant green spaces, a primary school and a Community Hub. The PMN will help connect the Neighbourhood to the rest of the development and Peddimore.

#### Design and layout

- Housing forms and building design reflecting its gateway location into Langley SUE, with an identifiable and distinctive character.
- Medium density is the predominant form for housing, with higher density towards the PMN and the Community Hub. Lower density housing in the north of the area to allow for links, landscaping, retention of existing assets and views to Langley Park.
- PMN and strategic access to be provided connecting the A38, Webster Way and the northern part of the site, including the Langley Centre. Dedicated walking and cycling routes are needed to link Langley South to the north of the site as part of a major green corridor, and to Peddimore.
- Legible layout based around PMN and a clear hierarchy of well-connected residential streets, including links to surrounding residential areas. The layout becoming less formal towards the A38 and Langley Park green spaces, with development near the A38 junction seamlessly integrating into the setting of this residential area.
- Strong high quality treatment onto Webster Way through design and landscaping to integrate the development into the area. The approach needs to address the current lack of existing frontages on the road and links into the existing community.
- Development will need to satisfactorily link to and address existing properties and destinations on Webster Way and Walmley Ash Lane (including Asda Minworth), and ensure residential amenity is protected.
- Strategic green spaces will need to be provided linking into the wider green infrastructure network, including Peddimore Brook, Fox Hollies Boulevard and open space alongside A38 with landscaping and noise attenuation buffer. Impacts to be considered on Peddimore Hall (to the east of the site), where the moat and associated land is a Schedule Monument.
- Design approach at Peddimore Brook should ensure flood risk is not increased, and where possible reduced.

#### Existing features

- Peddimore Brook.
- Hedgerows and trees (including TPOs).



Housing architecture contributing to distinctive local character

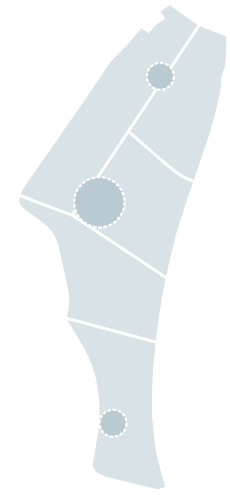


Contemporary take on local vernacular buildings



Carefully considered detailing and materials add interest to appearance of houses





At the core of the urban extension is Langley Centre, just to the north of Langley Parkland, offering facilities and services for the whole site. Community Hubs must also be provided in accessible locations to serve people's day to day needs in the northern and southern parts of the site. These areas will be connected to all parts of the site by the PMN, high quality public transport services and key walking and cycling routes. Asda at Minworth is adjacent to Langley SUE, and suitable access should be considered, particularly if it is the primary way for retail needs to be met in the southern part of the site.

#### Design and layout

- Similar design approaches that reflect the role of the Langley Centre and the scale of the Community Hubs.
- Langley Centre will include appropriately scaled retail, commercial and community uses, Sprint/Rapid Transit interchange, an urban square/park, links to major green corridors, secondary and primary schools and a Sports Hub.
- Community Hubs should serve local catchments, with a focus on community uses, primary schools and public transport interchanges.
- Vibrant and bustling places with strong identity, acting as local landmarks. Should include contemporary architecture and high quality public realm design that takes a lead from other recent high quality, higher density development to create an instantly recognisable and distinctive place. Buildings should enclose, front onto, overlook and be accessed from the main streets. Encouragement given to independent and niche retailers, and distinctive approaches to design and signage.
- Public realm will need to include a public square/park capable of hosting events, and pedestrian-friendly streets. Significant green infrastructure to be provided, including street trees and SUDs, with links to the major green corridors.
- Layouts will need to enable easy accessibility by walking, cycling and public transport. The Centre and Community Hubs must be on the PMN, with a connection from Langley Centre to existing residential areas. Schools should have high quality walking and cycling routes to encourage sustainable travel.
- Vehicle (including car club and low emission vehicles) and cycle parking facilities should be shared between different uses to minimise the land take and impacts on the streetscape.
- Higher density is the predominant form for Centre and Hubs, with upper floors for apartments and potential for town houses. The highest density should be in Langley Centre. Servicing and delivery arrangements will need to be designed to support the creation of a high quality residential environment.



Contemporary mews housing



Apartments above shops add to local centre character, safety and vitality



Design of transport interchange contributes to sense of place



Creative design of townhouses and apartments makes efficient use of land





# 4 DELIVERY





In order to achieve the quality of development and place that is required by the BDP and this SPD, a comprehensive approach to the sites planning, development, delivery and long term management and maintenance is needed. This will mean working collaboratively across a range of themes, and setting clear strategies for the elements that will contribute to a development of this scale to deliver a new community in Sutton Coldfield and social value for the City.

The City Council, working with key stakeholders, including the Langley (Sutton Coldfield) Consortium, other landowners and developers, TfWM, the Town Council and local communities will have an important role in delivering the vision, and overseeing and monitoring the quality of the development at all stages. Feedback will be sought from local communities, and lessons learnt will feed into future planning and phases.

A joint approach to project management, communication and decision making will be put in place with key partners. This will include setting out the resources and skills required to deliver the agreed site-wide masterplan during the life of its development, with project teams and working groups to progress key topics. The planning and delivery of Langley SUE and Peddimore will be coordinated, and this will ensure high quality developments, timely infrastructure delivery, help build community relations and seek to minimise disruption in the local area.

An appropriate delivery model will need to be put in place to ensure a comprehensive and cohesive high quality development, and the phasing, coordination and comprehensive delivery of the infrastructure and built form across the whole allocated site. This could include the establishment of a master developer.

## Site-wide strategies

The first step will be to produce a range of site-wide strategies covering key infrastructure to ensure that a clear approach is in place to deliver the vision, linked to the phasing and design quality of the development. They will need to refer to the BDP evidence base (as required) and provide updated evidence to make sure the strategies are suitable and deliverable. The strategies will need to be regularly reviewed during the development to ensure they remain up to date. It will be essential that the following interconnected strategies are put in place by the developers, involving key stakeholders, and agreed as part of the planning application process:

- Community development and governance** - This will set out how local people and Councillors (currently represented through the Consultative Forum), the Town Council and businesses, will be involved in the development and creation of the new community. These stakeholders will be encouraged to have a meaningful stake and this will be supported by a community development and culture programme (funded by the developer) to support residents to meaningfully deliver wellbeing, social networks, groups and activities during all stages of the development. This will need to involve and have regard to existing communities in the area, and should be coordinated through key representatives. A Community Liaison Officer could be an effective way to deliver this. Future ownership and

management of community assets will also provide opportunities to help build a sustainable new community. The approach will need to be phased and reflect the growth of communities on the site, including a clear approach for keeping people up to date on progress of the development and impacts in the local area during construction. The approach should provide a structure to ensure a successful community on the site in the long term.

- Social infrastructure** - This strategy will need to maximise the coordination, co-location and delivery of schools, health care and other community facilities serving the site. The approach will need to consider the likely community who will live on the development to ensure appropriate provision is made. It will need to have regard to impacts on existing facilities in the area, and demonstrate how the proposals will complement this provision. Clear trigger points to provide this infrastructure, linked to the delivery of new housing, will need to be made to ensure that essential services are provided at the right time.
- Langley Centre and Community Hubs** - This should primarily focus on how the role and function of Langley Centre and the Community Hubs on the site will be coordinated in a comprehensive manner. It will need to address the scale and type of shops and facilities that will be provided, which places them into the network of Centres within Birmingham.

- Housing** - This strategy should set out how the mix, tenure and typologies of high quality homes will support the successful creation of healthy and inclusive communities. It will support the effective and coordinated delivery and management of affordable housing in a comprehensive manner throughout the site, and set out how it will contribute towards the overall housing mix in each Neighbourhood.

- Sustainable transport and movement** - As a key requirement of the development, this strategy will cover all movements (including walking and cycling) from the development, both on and off-site, including links to shops, schools, green space, other facilities and the wider area. It will need to be underpinned by a detailed Transport Assessment, informed by the Sutton Coldfield transport model, and consider mobility options such as autonomous vehicles. A Travel Plan will be a key part of the strategy to promote the use of sustainable modes of travel, including the need to provide high quality routes during construction phases. It will also need to set out a suitable strategy for construction traffic movements linked to phased delivery of the development.

- Green infrastructure and heritage assets** - This will need to address all green infrastructure, including open space, landscape, the Sports Hub and other pitches, nature conservation sites and

heritage assets. The strategy should set the role of each part of the network, from the major green infrastructure corridors to more localised areas, and how they will be delivered as part of a natural capital planning led network approach. It will need to set out the approach to existing assets and how they will be accommodated (including any mitigation).

- Sustainable drainage and flood risk** - This needs to offer a long term sustainable solution which contributes towards the overall character of the site, including the green infrastructure and movement networks. It will need to include flood risk assessment and potential opportunities to enhance the watercourses and reduce flood risk. This will need to comply with requirements for local water bodies under the Humber River Basin Management Plan. The strategy will need to demonstrate no additional spill to the water environment, including any cumulative impact.
- Energy and utilities** - Developers will need to liaise closely with relevant agencies and service providers to ensure that sustainable power, water, waste and communications services are delivered when required and maintained. This should also be explored with the requirements and proposals associated with Peddimore. There should be a focus on incorporating a long term low/zero carbon strategy, underpinned by a Fabric First approach to high quality





healthy buildings. Current and emerging technologies should be considered for future needs, and provided for wherever possible (e.g. electric vehicle charging) at construction or through cost effective retrofit.

- **Digital infrastructure** - This will need to accommodate wired and wireless infrastructure that contributes to overall place-making and the quality of life of residents. It should provide high speed ubiquitous internet access that is suitably integrated into the design and management of the development. It will need to demonstrate a long term view which can accommodate ongoing best practice and innovation in the industry.
- **Waste management** - This should set out a site management plan for how waste will be managed during construction, and once homes and other space are occupied. Consideration should be given to the most efficient and effective way for waste to be collected, including the use of central collection points.
- **Local employment** - Through the construction phase and the operation of social and commercial facilities on the development, there is the opportunity to develop skills and promote jobs, work experience and apprenticeships for local people (BDP policy TP26). The optimum way to deliver the right pathways into training and employment as part of an inclusive strategy will be explored with developers, contractors and their supply chains, local training providers and the City Council. The approach should consider an on-site jobs and skills training hub within Langley Centre or Community Hubs, with the potential for this to become a learning hub once the development is complete. These arrangements should be coordinated with those at Peddimore.

### Development phasing and infrastructure delivery

The phasing of the development is crucial to ensure homes and communities are accompanied by the timely, suitably located and coordinated delivery of infrastructure, both on and off-site, and that the overall scheme integrates successfully into the local area. It is estimated that at its peak over 400 homes could be built on Langley each year. Based on the latest assessments with stakeholders, the phasing of the key physical and social infrastructure arising from the development at Langley SUE is summarised in Table 1 (to be provided on-site, unless stated otherwise), and further details will be set out through the planning application process. Other needs arising from the development will also be considered where they meet the legal tests for planning obligations.

A comprehensive site-wide delivery and infrastructure phasing plan will need to accompany the development. As the site is in multiple ownerships, the strategy will need to put in place an approach which shows how the development will be funded and delivered across all of the allocation. It will need to address how these costs (including ongoing maintenance and off-site requirements) and land required for social and physical infrastructure (including schools and public open spaces) will be split proportionally to ensure they are equitable between all landowners and developers bringing development forward on the site. Importantly the plan will also need to demonstrate how infrastructure will be brought forward to support the creation and growth of the residential communities, particularly in the early phases of the development. This includes long term low/zero carbon energy solutions that benefit from and drive forward the ongoing national energy system transformation. The strategy could include expansion of existing facilities

in the local area, such as school provision, or the combined use of facilities on-site as an interim measure.

This site-wide strategy will be developed with key partners, including all landowners and taking into account other matters to secure and coordinate delivery. This will include consideration of relevant standards and innovative long term ways to provide sustainable infrastructure, and agreement on trigger points for its provision. This will be agreed through the planning application process, and coordinated with Peddimore in appropriate ways.

Periodic reviews of agreed phasing plans and strategies will be carried out by the City Council and partners to ensure that they remain relevant during the construction period. Other proposed developments in the area (including North Warwickshire) which impact on the infrastructure from Langley will need to contribute proportionately to these costs. The City Council will work with neighbouring authorities to ensure this is coordinated and arrangements put in place.

### Management and maintenance

Through the site-wide strategies, developers will need to demonstrate that a long-term strategy and business plan is in place for the governance, funding, management and upgrade of infrastructure and assets. Infrastructure to be adopted by the City Council must be built to appropriate standards, with funding provided by the developer to cover maintenance and other appropriate costs (such as the management, implementation and monitoring of Travel Plans), with the period of payments to be agreed with developers. The City Council will adopt the highway infrastructure.

Where infrastructure is not adopted by the City Council, the developer will need to demonstrate that the approach is sustainable, City Council standards have been applied, it meets recognised quality standards, and it has long-term management, maintenance and renewal arrangements in place. This could involve establishing a Community Development Trust.

In the case of parks, green spaces and potentially some facilities, the City Council may not adopt these assets, or may do so on an interim arrangement, with a view to transferring the assets to a suitable organisation or community at the earliest appropriate opportunity. Support will be given to communities to facilitate this process.

### Planning application and funding

Developers will need to deliver a comprehensive approach and demonstrate that planning applications at Langley SUE reflect the agreed vision and objectives, and meet the policies and requirements of the BDP, this SPD and other relevant planning documents. The detailed locations for the requirements of this SPD will be agreed as part of the determination of planning applications. Overall developers will need to contribute towards a site-wide masterplan and individual schemes must not prejudice the overall development of the site.

The City Council will put in place an approach for planning applications which ensures comprehensive and coherent development, as well as the timely and appropriate phasing, funding and delivery of infrastructure. This will need to be flexible enough to respond to changing market conditions, housing needs and technology, as well as fixing the key elements required from development.

**TABLE 1** Key infrastructure requirements

Key infrastructure requirements - indicative phasing	Lead delivery organisation
<b>0-5 years (from commencement of development)</b>	
New junction with the A38 and Peddimore (Langley South)	BCC/Peddimore Developer
Sprint/Rapid Transit services (interim arrangements as a minimum)	TfWM
Primary School	BCC/Developer
Secondary School (interim arrangements, potentially off-site provision)	BCC/Developer
Health care facilities - early phasing (interim arrangements as a minimum)	Developer/Birmingham and Solihull STP
<b>5-10 years</b>	
New junction with A38 (Langley North)	BCC/Developer
Secondary School	BCC/Developer
Primary School	BCC/Developer
Health care facilities	Developer/Birmingham and Solihull STP
Langley Centre	Developer
Sports Hub (interim arrangements for sports provision may be needed in early phases)	Developer
Community Hub	Developer
<b>10+ years</b>	
Sprint/Rapid Transit (full route)	TfWM
Primary School	BCC/Developer
Community Hub	Developer
Health care facilities - remaining requirements	Developer/Birmingham and Solihull STP
<b>Delivered continually throughout development (including initial phases)</b>	
Affordable housing (35% of total homes)	BCC/Developer
Green infrastructure including at least 30ha of public open space (based on 6,000 homes), playing fields, play areas, etc.	BCC/Developer
Principal movement network	BCC/Developer
Walking and cycling routes	BCC/Developer
Other high quality public transport services	BCC/Developer
Off-site highway improvements	BCC/Developer
Sustainable drainage systems and flood risk mitigation	BCC/Developer
Utilities, including low/zero carbon energy and digital infrastructure	BCC/Developer
Community facilities (potential for temporary space in early phases)	BCC/Developer



There will need to be a comprehensive, site-wide outline planning application for all of the allocation, which commits all landowners and developers to the overarching approach for development and infrastructure in a proportional and equitable manner. This will allow the next stage of key requirements and parameters to be set for the development. The Langley (Sutton Coldfield) Consortium is managed through a legal Collaboration Agreement to bring forward an outline planning application for the site.

An approved comprehensive, site-wide approach needs to be in place before detailed planning applications/proposals on individual sites will be considered positively by the City Council. The southern access point onto the A38 is likely to be subject to an initial and separate planning application as part of the Peddimore proposals, and this will need to demonstrate how it contributes to this comprehensive site-wide approach for the development of Langley SUE.

Key place-making information will need to be submitted with the outline planning application, and detailed schemes will need to show how they fit within the agreed site-wide approach. This includes:

- Site-wide illustrative masterplan to help all stakeholders to visualise and develop a common understanding of the place that Langley SUE will become.
- Parameter plans showing the spatial distribution of land uses, maximum building heights, a layout and street hierarchy (primary and secondary), gateways, urban design requirements and green infrastructure, with which future proposals must also comply. These plans must clearly relate to existing site assets and landform.

- Langley Design Framework setting out the design principles that will guide future development, including residential density, blocks (including edges), parking, built form and appearance of the Neighbourhoods, access and movement, and key public spaces. It should also include the approach to public art. Images should be included to illustrate these principles and how they relate to the overall masterplan (including 3D models, building elevations, street scenes, precedent images, and others as necessary). Design Briefs for specific sites and design codes may be used as an alternative or to support the Framework approach where details are not yet available.

- Design and Access Statement (DAS), to set out how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed. It should set out the principles underpinning the design and how these have taken on board pre-application consultation and design review. The DAS has a different role to the Framework and could be incorporated within it.

- Site-wide strategies, including the Delivery and Infrastructure Phasing Plan.
- An Environmental Impact Assessment for the site as a whole.

The infrastructure funding strategy will need to be secured through appropriate planning conditions and/or captured in a section 106 agreement(s) and, where costs need to be tested, they will be evaluated using a viability assessment methodology to be agreed with the City Council to ensure transparency and consistency across the whole site. This will take into

account relevant legislation, best practice and guidance to secure appropriate contributions from all developers and landowners. To ensure the approach is fair and equitable, a protocol will be established through the outline planning application, and the Section 106 will set out the method for calculating proportionate contributions based on the proposed use of land. Planning Conditions will be used to ensure that all landowners and developers on the site contribute towards this approach. Where land is not provided, landowners and developers will need to make contributions (land or funding) to ensure the requirements are provided elsewhere. Affordable housing will be agreed as part of each Reserved Matters application in the context of the approved site-wide approach.

The City Council will establish Planning Performance Agreements (PPA) with developers within which the required project management and decision making structures will be agreed, coordinated and maintained for the project. It will capture the spatial vision and development objectives along with a project plan, programme and key terms of reference and responsibilities.

#### Waheed Nazir

Director of Inclusive Growth  
Birmingham City Council







*Langley SUE will be a place that is connected, inclusive, resilient, green and vibrant*





## Contact

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