

BIRMINGHAM CITY COUNCIL

JOINT CABINET MEMBER AND CHIEF OFFICER

FRIDAY, 24 AUGUST 2018 AT 00:00 HOURS
IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

3 - 26

1 **DISPOSAL OF SURPLUS PROPERTIES**

Report of Assistant Director of Property (Interim)

27 - 88

2 **PUBLIC CONSULTATION ON DRAFT SUPPLEMENTARY PLANNING**
DOCUMENTS FOR THE LANGLEY SUSTAINABLE URBAN EXTENSION
AND PEDDIMORE EMPLOYMENT SITE

Item Description

89 - 102

3 **SALE OF LAND AT KINGS ROAD, KINGS HEATH, BIRMINGHAM**

Report of Assistant Director of Property (Interim)

P R I V A T E A G E N D A

4 **SALE OF LAND AT KINGS ROAD, KINGS HEATH, BIRMINGHAM**
(PRIVATE)

Item Description

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to: LEADER OF THE COUNCIL JOINTLY
WITH THE CORPORATE DIRECTOR
ECONOMY
Report of: ASSISTANT DIRECTOR OF PROPERTY (INTERIM)
Date of Decision: September 2018
SUBJECT: DISPOSAL OF SURPLUS PROPERTIES

Key Decision: No
If not in the Forward Plan: Relevant Forward Plan Ref: N/A
(please "X" box) Chief Executive approved ☐
O&S Chair approved ☐
Relevant Cabinet Member(s) or Councillor Ian Ward – Leader of the Council
Relevant Executive Member:
Relevant O&S Chair: Councillor Tahir Ali – Economy and Skills Overview & Scrutiny Committee

Wards affected: Bartley Green, Bordesley & Highgate, Bordesley Green, Castle Vale, Gravelly Hill, Handsworth, Nechells, Sparkbrook & Balsall Heath East,

1. Purpose of report:

- 1.1 The continued review of the Council's land and property portfolio has identified the individual property interests listed in Appendix 1 of this report as being surplus to Council requirements.
- 1.2 It is proposed that these property interests form part of an agreed programme of land and property sales to be implemented during financial years 2018-19.

2. Decision(s) recommended:

The Leader and Corporate Director Economy are recommended to:

- 2.1 Approve the sales programme detailed in Appendix 1 of this report, authorising the sale of the surplus property interests listed.
- 2.2 Note that in accordance with existing surplus property procedures no internal re-use of the properties listed in Appendix 1 has been identified.
- 2.3 Authorise the City Solicitor where necessary, to advertise the permanent loss of public open Space and consider any objections in accordance with Section 123(2a) of the Local Government Act 1972.
- 2.4 Authorise the City Solicitor to negotiate, execute and complete all necessary legal documents to give effect to the above recommendations.

Lead Contact Officer: Rob King – Business Centre Manager
Birmingham Property Services

Telephone No: 0121 303 3928

E-mail address: robert.king@birmingham.gov.uk

3. Consultation

3.1 Internal

3.1.1 The Leader of the Council has been consulted regarding the contents of this report, and is fully supportive of the report proceeding to an executive decision.

3.1.2 The report has been considered and cleared by the Property and Assets Board at its February 2018 meeting.

3.1.3 Officers from Legal Services, City Finance, and other relevant officers from the Economy, People and Place Directorates have been involved in the preparation of this report and support its proposals.

3.1.4 The relevant Ward Members for each property have been consulted, and no adverse comments have been received to the reports content. The detail of this consultation is set out in Appendix 3 of this report.

3.2 External

3.2.1 No external consultation has taken place regarding the content of this report.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

4.1.1 The proposal contributes towards the strategic outcomes outlined in the 'Council Plan and Budget 2018+', specifically to help deliver a balanced budget and contribute to the Council's plan to rationalise its property portfolio as part of its asset management programme.

4.2 Financial Implications (How will decisions be carried out within existing finances and Resources?)

4.2.1 The disposal of surplus assets will generate capital receipts for the Council to help support the Council Plan and Budget 2018+, and contribute to key business priorities.

4.2.2 The total asset value of the properties listed in Appendix 1 is no greater than £1.0m.

4.3 Legal Implications

4.3.1 The power to acquire, dispose and manage assets in land and property is contained in Section 120 and 123 of the Local Government Act 1972.

4.4 Public Sector Equality Duty

4.4.1 An initial Equality Assessment Ref No. EQUA71 dated 7th August 2018, is attached as Appendix 4. The assessment confirms there is no adverse impact on the protected groups identified in Public Sector Equality Duty statement included in this report under the Equality Act 2010, and that a full Equality Assessment is not required for the purpose of this report.

5. Relevant background/chronology of key events:

- 5.1 The on-going review of the Council's various land and property portfolios has identified those individual property interests listed in Appendix 1, as being surplus to Council requirements. It is proposed that these interests will form part of an agreed programme of property sales to be implemented during 2018-19.
- 5.2 The sites listed in Appendix 1 are deemed non-strategic assets that currently create management pressures (and costs) without contributing to the Council's priorities. Accordingly, their release for potential sale will not only reduce the Council's liabilities and generate capital receipts, but also provide opportunities for infill development, which given the nature of the assets listed will be primarily residential.
- 5.3 All the sites are surplus to Council requirements, and have been fully considered in accordance with current surplus property procedures with no alternative internal use identified.
- 5.4 In addition to this schedule of property it is anticipated that the ongoing review will identify further surplus property interests to supplement the programme going forward. All such opportunities will be the subject of further reports.
- 5.5 The sales methodology to deliver the programme will fully recognise market sentiment and individual circumstance. Accordingly, the interests will be sold via public auction. The proposed delivery strategy and mode of sale adopted is tailored to maximise both the prospect of a sale completion, receipt realisation and demonstrate best consideration.
- 5.6 The rationale for choosing auction sale ahead of alternative modes of sale available is primarily to ensure that there is certainty of delivering receipt realisation by specified dates ie 28 days post auction date, and ensuring interim management costs ahead of sale completion are kept to a minimum.

6. Evaluation of alternative option(s):

- 6.1 The sites have accordingly been considered in accordance with current surplus property procedures with no alternative internal use identified.
- 6.2 As these sites are not considered to be of strategic importance there is no merit in retaining the sites, and their sale will remove an ongoing management liability to the Council.
- 6.3 Options have been considered for the disposal methodology for these assets and the chosen routes are considered to be the best in order to maximise both the prospect of a sale completion, receipt realisation and demonstrate best consideration.
- 6.4 The preferred option, as recommended, is to deliver a focussed disposal programme of land and property sales.

7. Reasons for Decision(s):

- 7.1 To agree a programme of land and property sales to be implemented during financial years 2018-19.

Signatures**Dates**

Cllr Ian Ward – Leader of the Council
Waheed Nazir – Corporate Director Economy

List of Background Documents used to compile this Report:

Relevant Officers file(s) save for confidential documents

List of Appendices accompanying this Report (if any):

1. Appendix 1 – Sales Programme
2. Appendix 2 – Site Plans
3. Appendix 3 – Ward Member Consultation Record
4. Appendix 4 - Equality Assessment

Report Version**Dated**

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in section 4.4 of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty (as an appendix).

Equality Act 2010

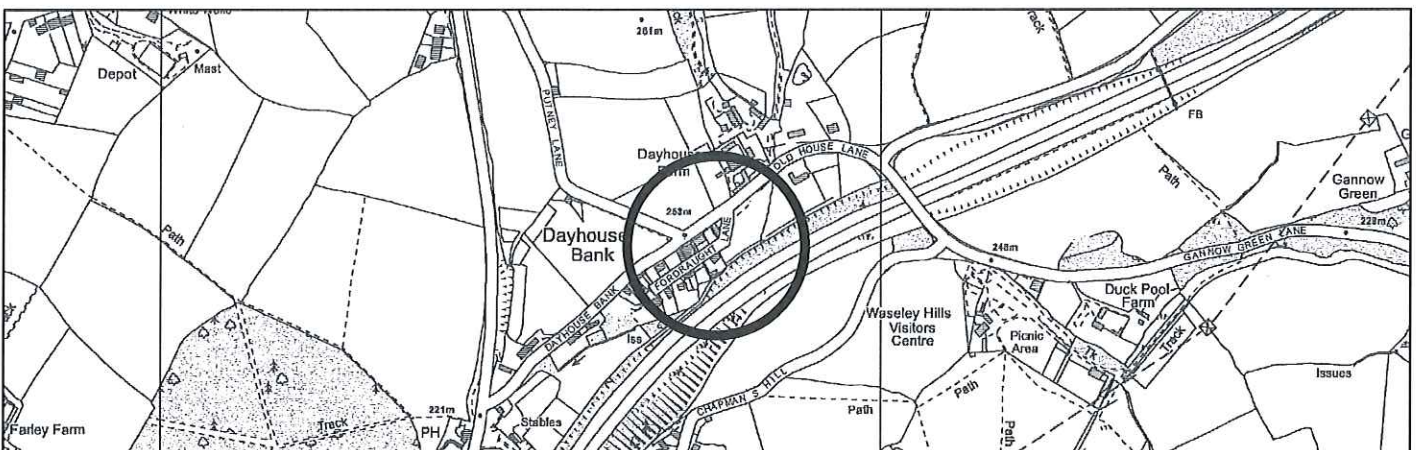
The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) tackle prejudice, and
 - (b) promote understanding.
- 5 The relevant protected characteristics are:
 - (a) marriage & civil partnership
 - (b) age
 - (c) disability
 - (d) gender reassignment
 - (e) pregnancy and maternity
 - (f) race
 - (g) religion or belief
 - (h) sex
 - (i) sexual orientation

Property Disposals Programme 2018-19 Appendix 1 (September 2018)

Plan No.	Address	Description	Property Interest to be sold	Mode of Disposal	Ward
1.	Land off Dayhouse Bank Romsley PAL 05307	Vacant Land Site area 913 sqm approx	Freehold	Public auction 2018 -19	Outside city boundary
2.	Highgate Park Lodge Moseley Road, Highgate PAL 06127	Former Park Lodge Site area 422 sqm approx	Long leasehold	Public auction 2018 -19	Bordesley & Highgate
3.	Land at Herbert Road Small Heath PAL 08744	Vacant Land Site area 38.77 sqm approx	Freehold	Public auction 2018 -19	Bordesley Green
4.	Land at Sattle Cottages Tyburn Road, Erdington PAL 05420	Vacant Land Site area 5685 sqm approx	Freehold	Public auction 2018 -19	Gravelly Hill
5.	Handsworth Park Lodge 197 Hamstead Road Handsworth Part of PAL 01782	Former Park Lodge Site area 633 sqm approx	Long leasehold	Public auction 2018 -19	Handsworth
6.	Land adjacent to 56 Runcorn Road Sparkbrook Part of PAL 01735	Vacant Land Site area 121 sqm approx	Freehold	Public auction 2018 -19	Sparkbrook & Balsall Heath East
7.	134 Church Lane, Aston PAL 00712 & PAL 06807	Former Day Centre Site area 4042 sqm approx.	Freehold	Public auction 2018 -19	Nechells
8.	Bartley Green Neighbourhood Office, Monmouth Road Bartley Green PAL 00717	Former Neighbourhood Office Site area 3422 sqm approx	Freehold	Public auction 2018 -19	Bartley Green
9.	Land adjacent to 1087 Kingsbury Road Castle Vale Part of PAL 06308	Vacant Land Site area 347 sqm approx	Freehold	Solus negotiated sale to adjoining owner 2018-19	Castle Vale



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Waheed Nazir
Corporate Director, Economy
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Birmingham
B2 2GL

Land off
Dayhouse Bank
Romsley



Scale (Main Map)

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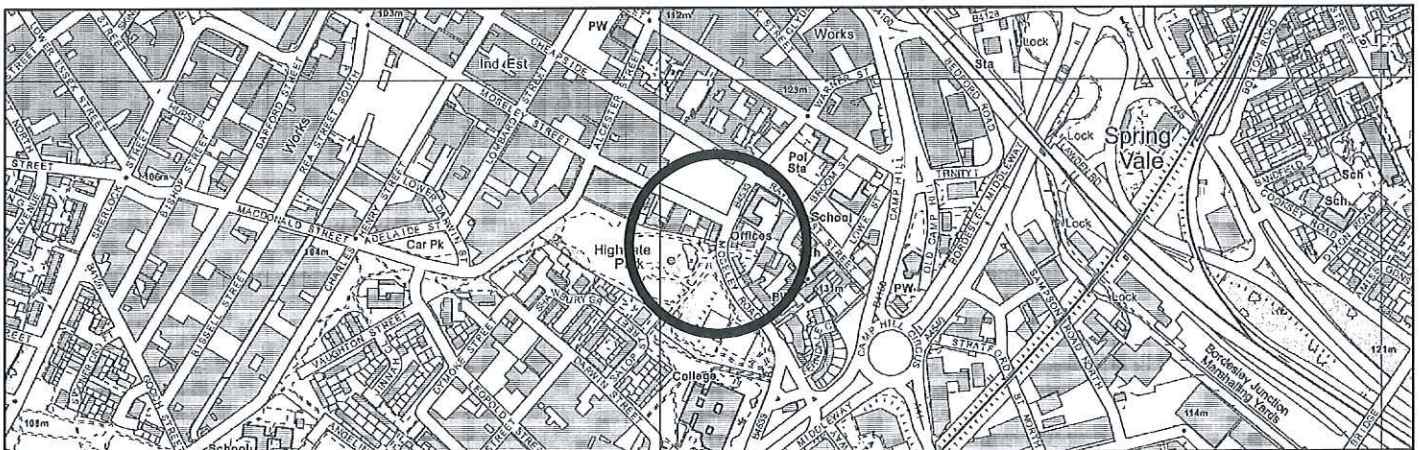
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Bharat Patel

Date

15/06/2018

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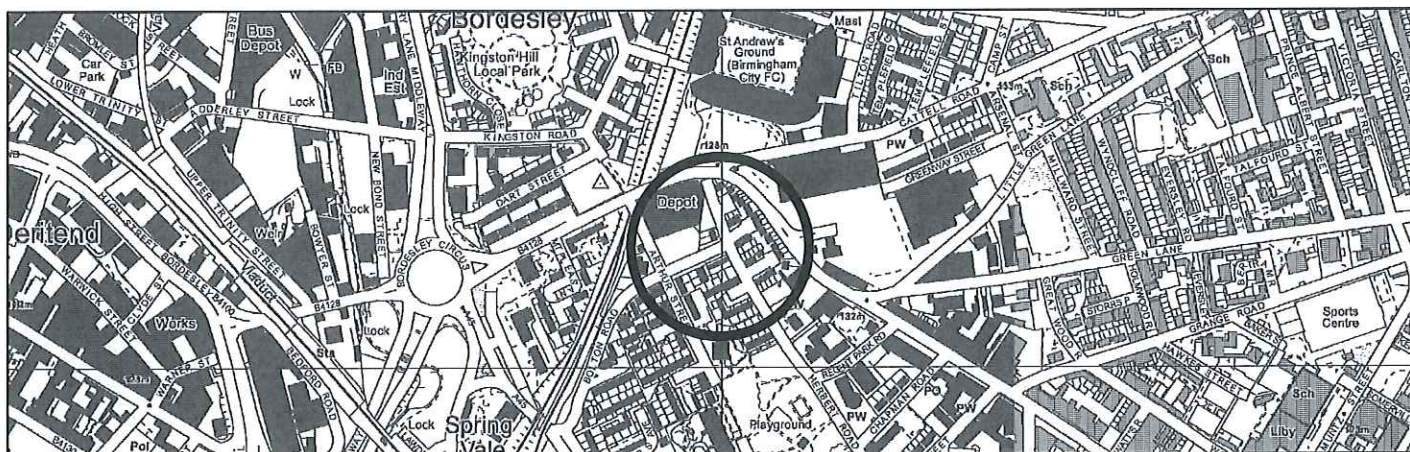
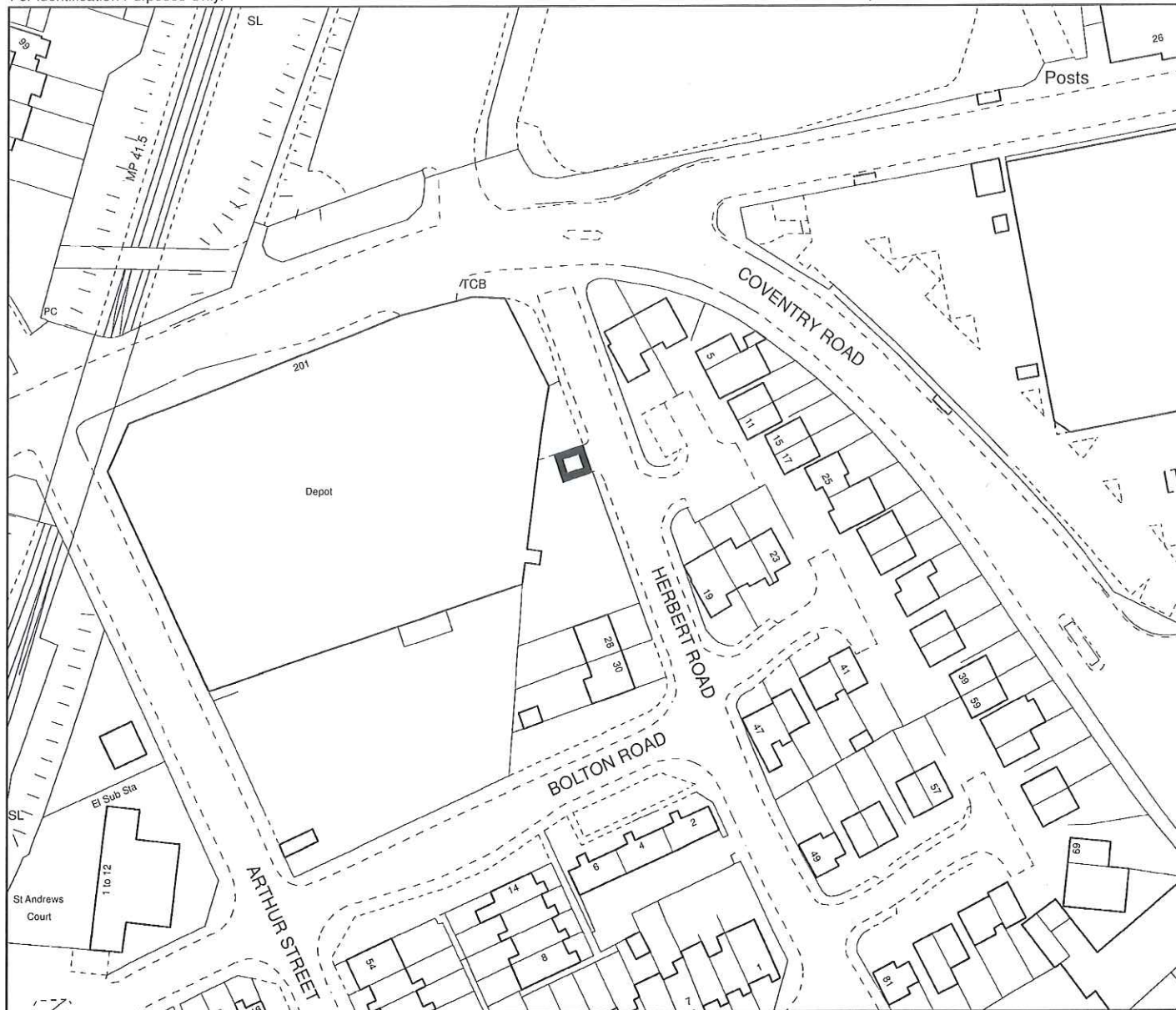
Birmingham
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Highgate Park Lodge
Moseley Road
Bordesley & Highgate



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O.S. Ref SP0855NW



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Herbert Road
Small Heath



Scale (Main Map)

1:1,250

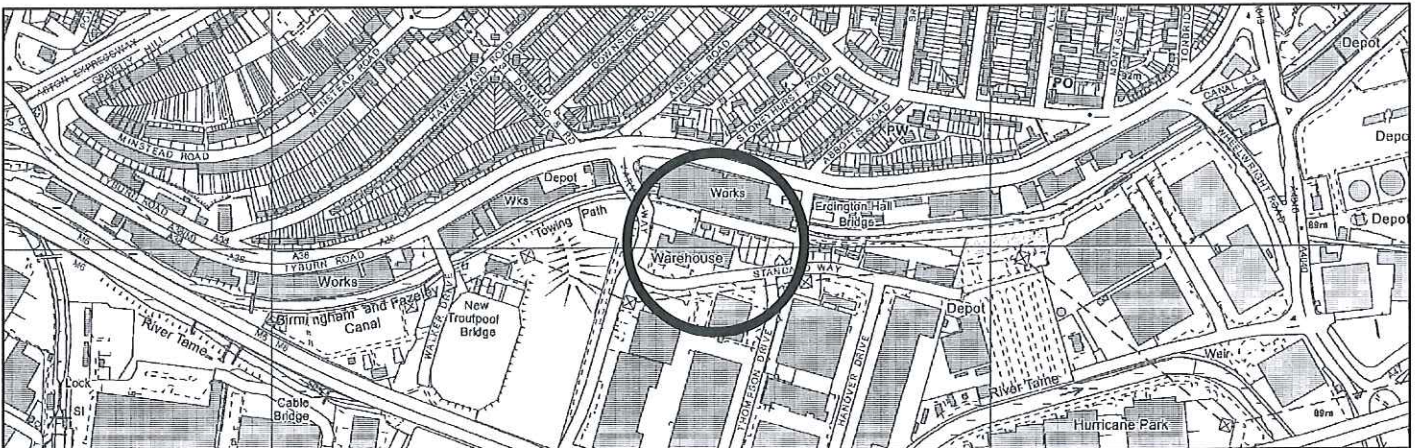
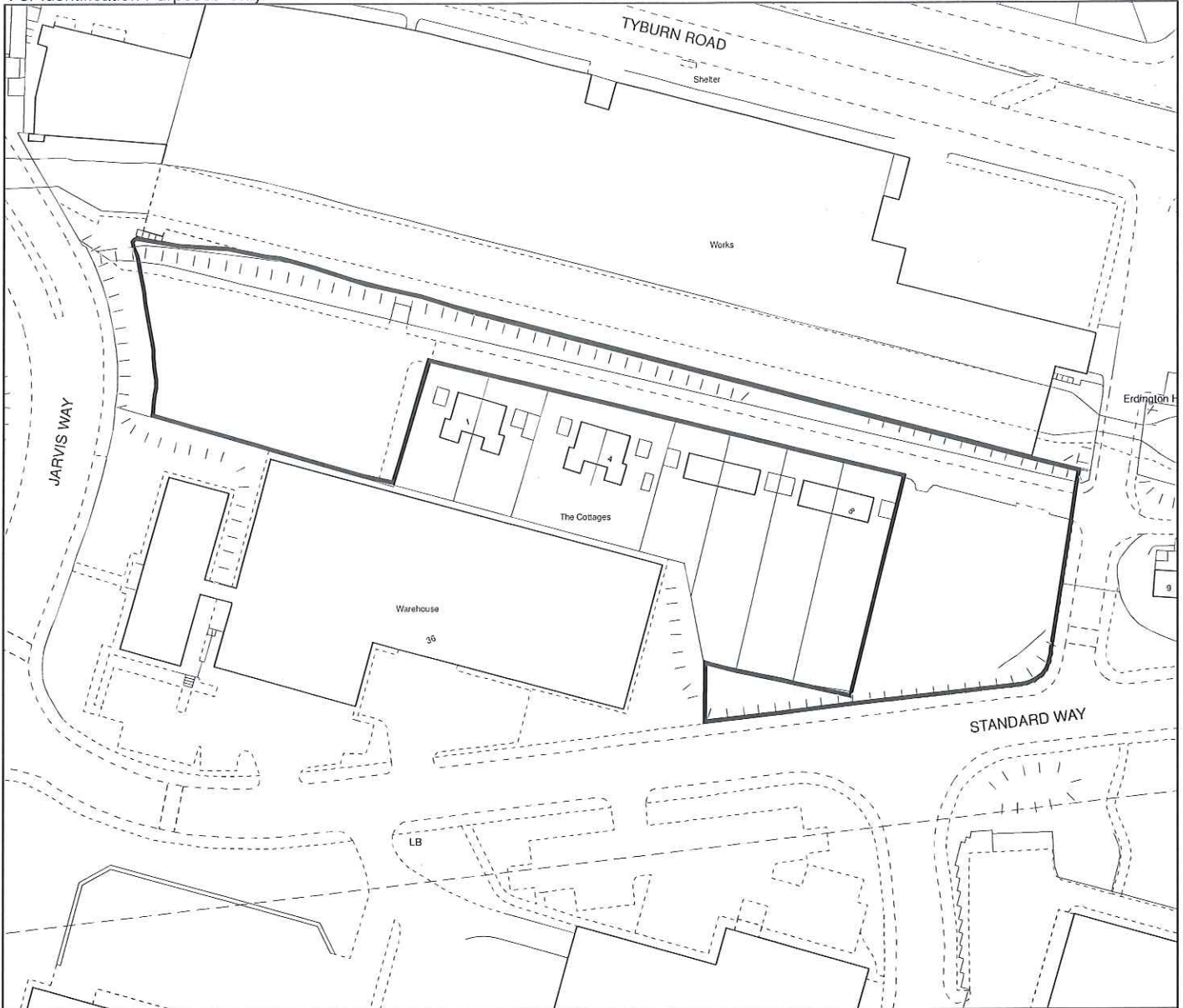
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Date

23/05/2018

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Land Adjacent
Saltley Cottage
Tyburn Road
Erdington



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Scale (Main Map)

1:1,250

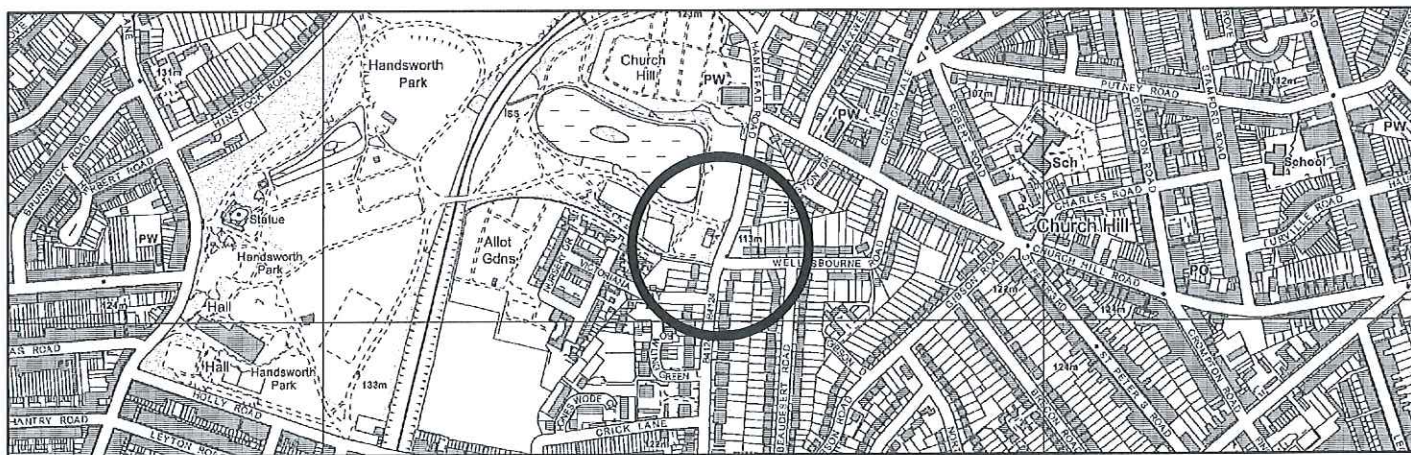
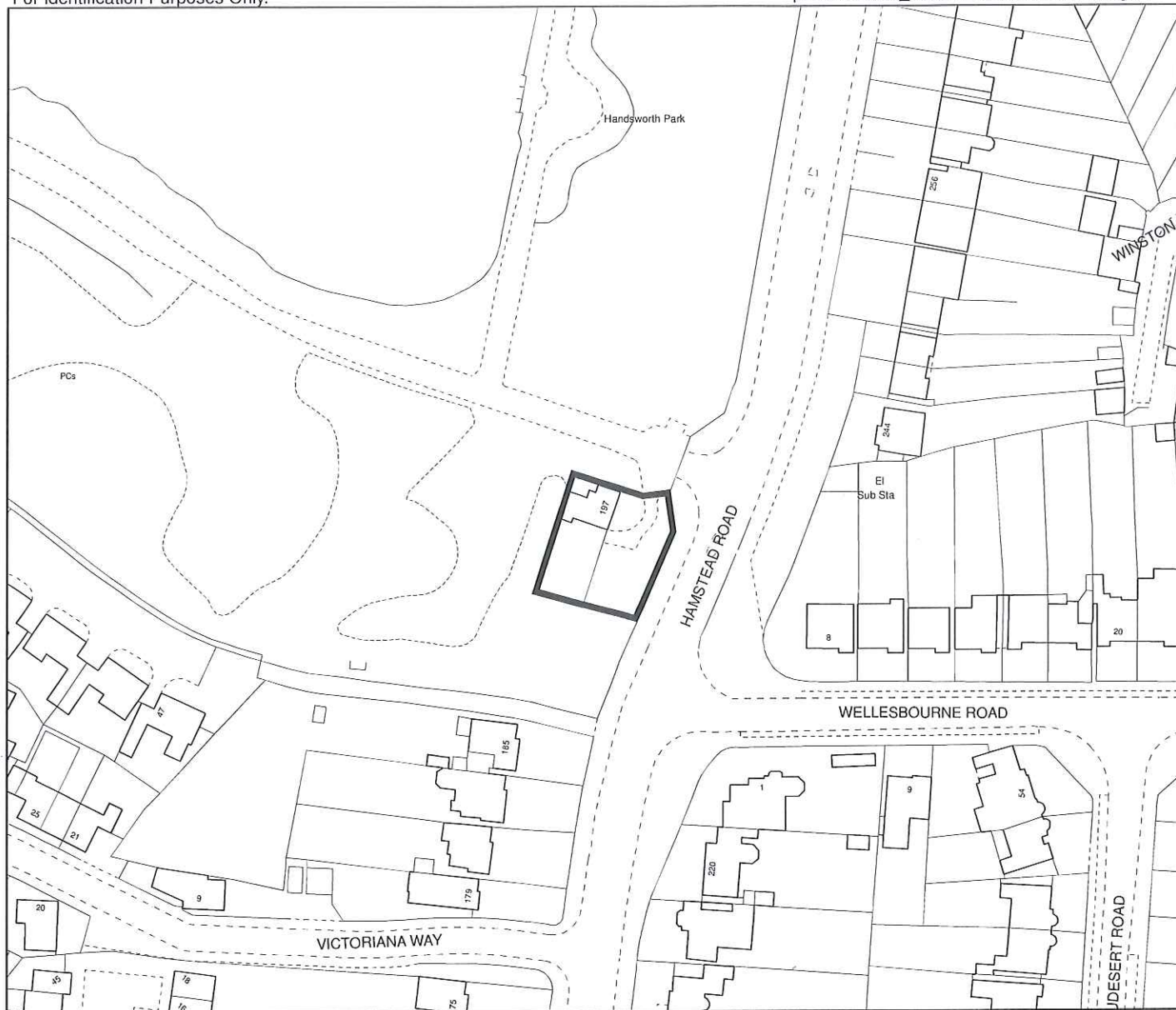
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Date

18/05/2018

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Handsworth Park Lodge
197 Hamstead Road
Handsworth



Scale (Main Map)

1:1,250

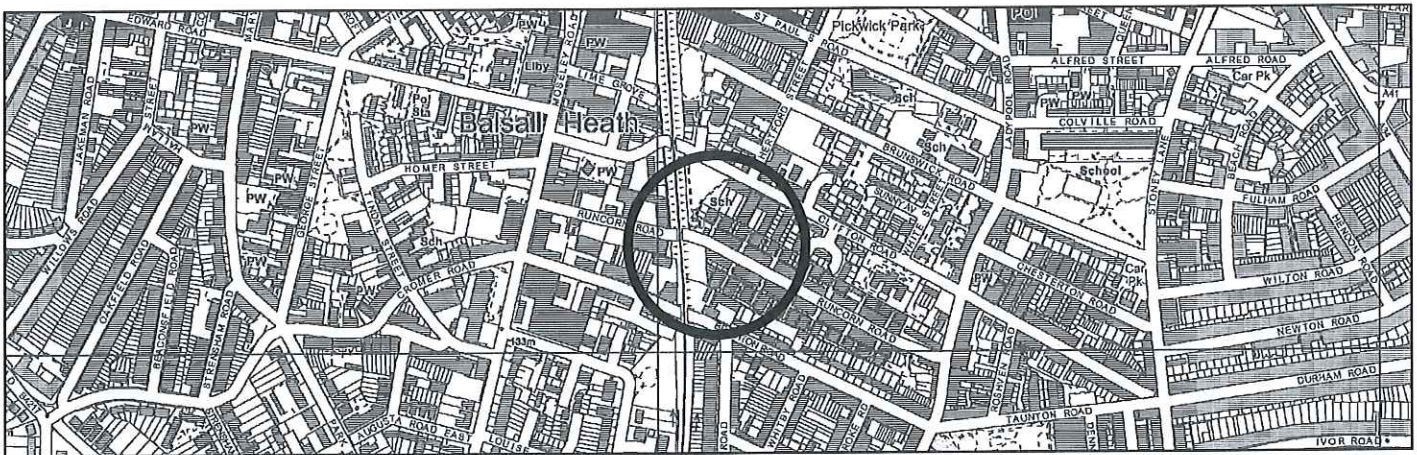
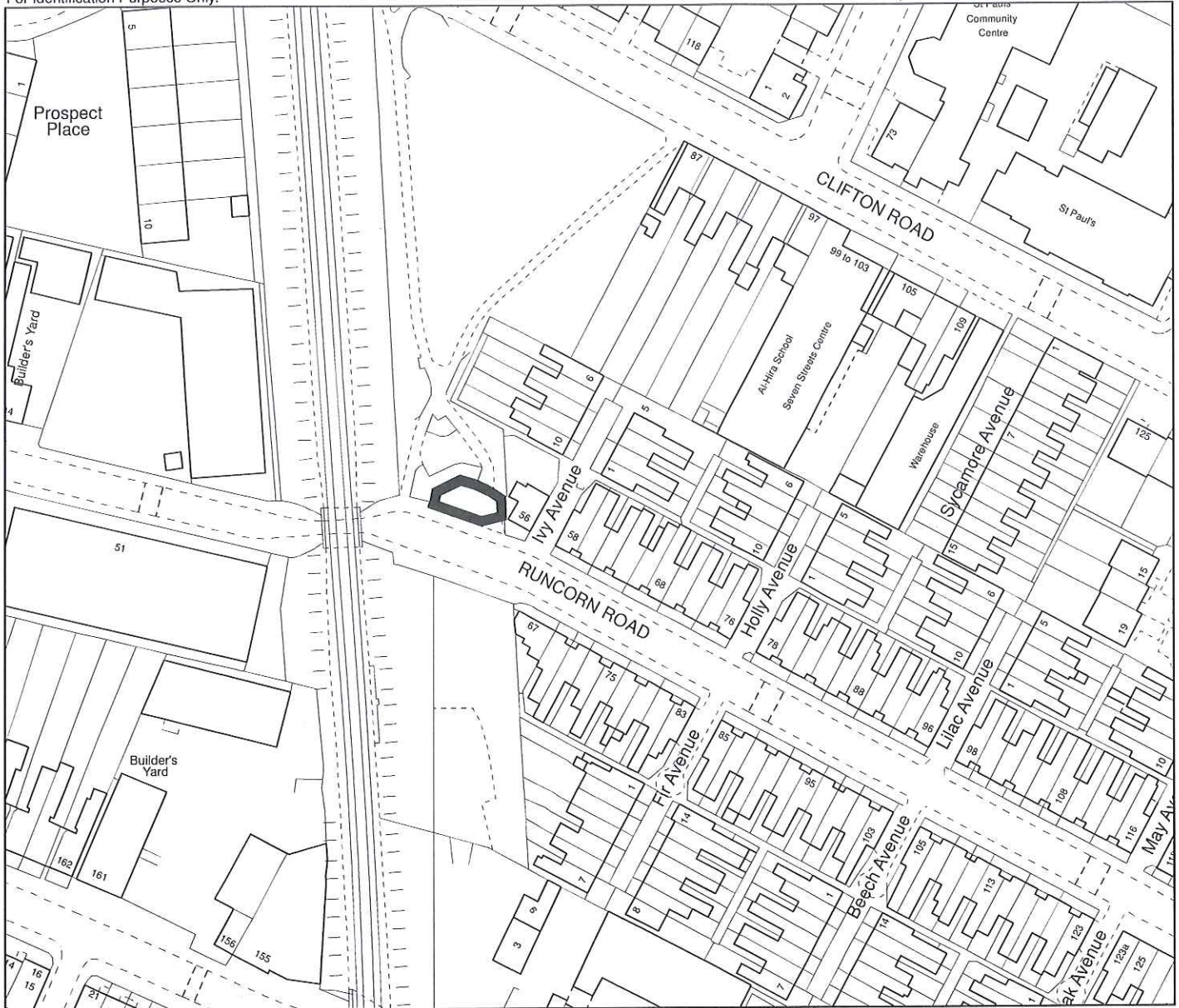
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Land adjacent to
56 Runcorn Road
Sparkbrook



Scale (Main Map)

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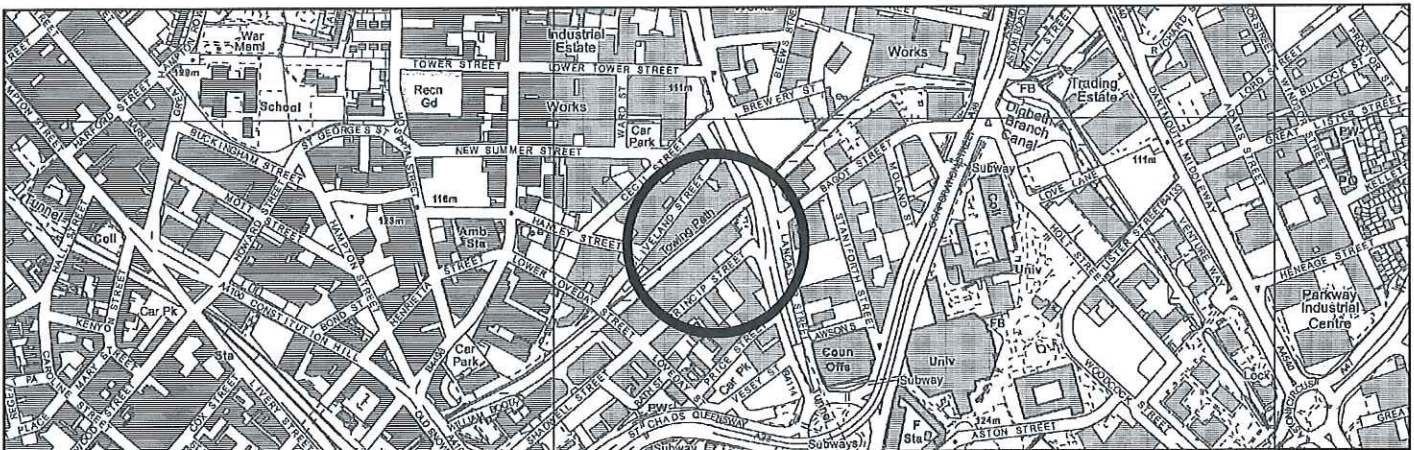
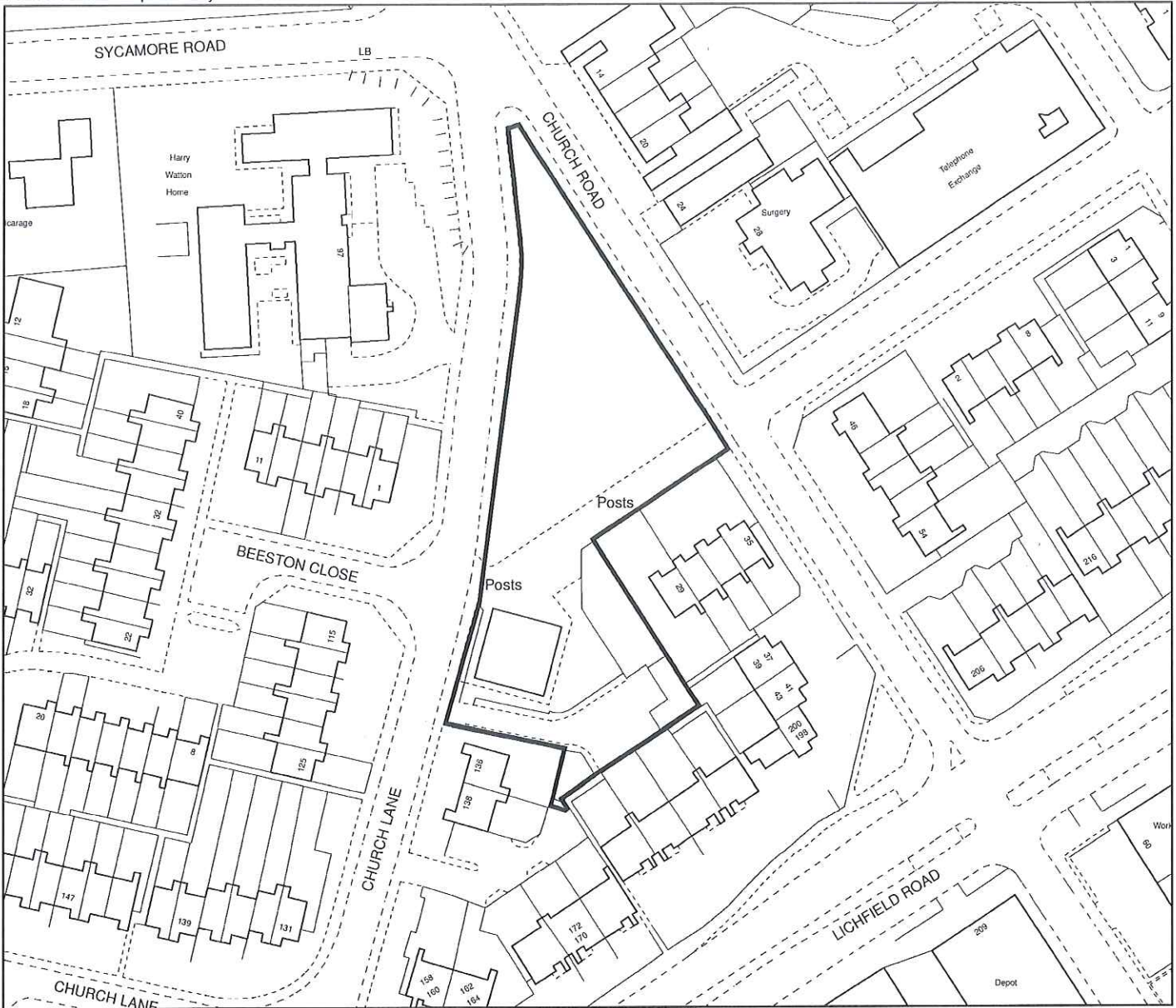
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Date

29/01/2018

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134 Church Lane
Aston



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Scale (Main Map)

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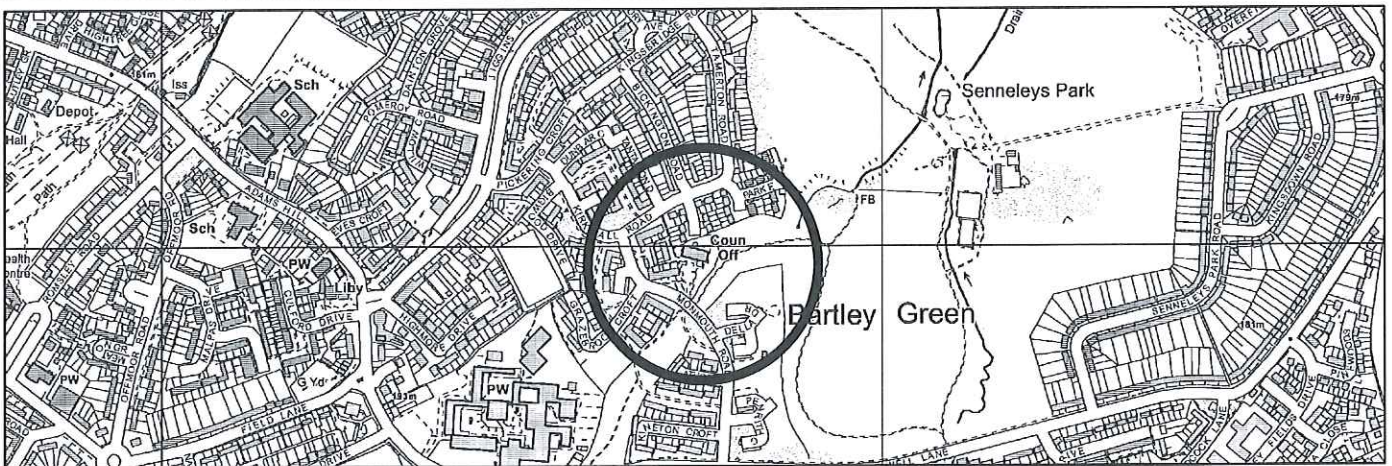
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Date

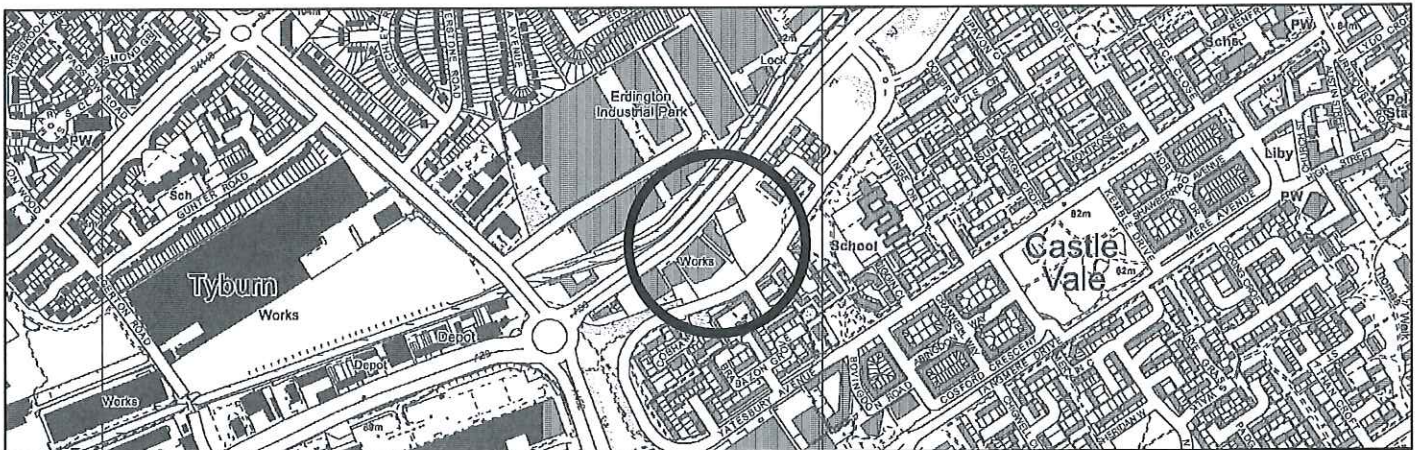
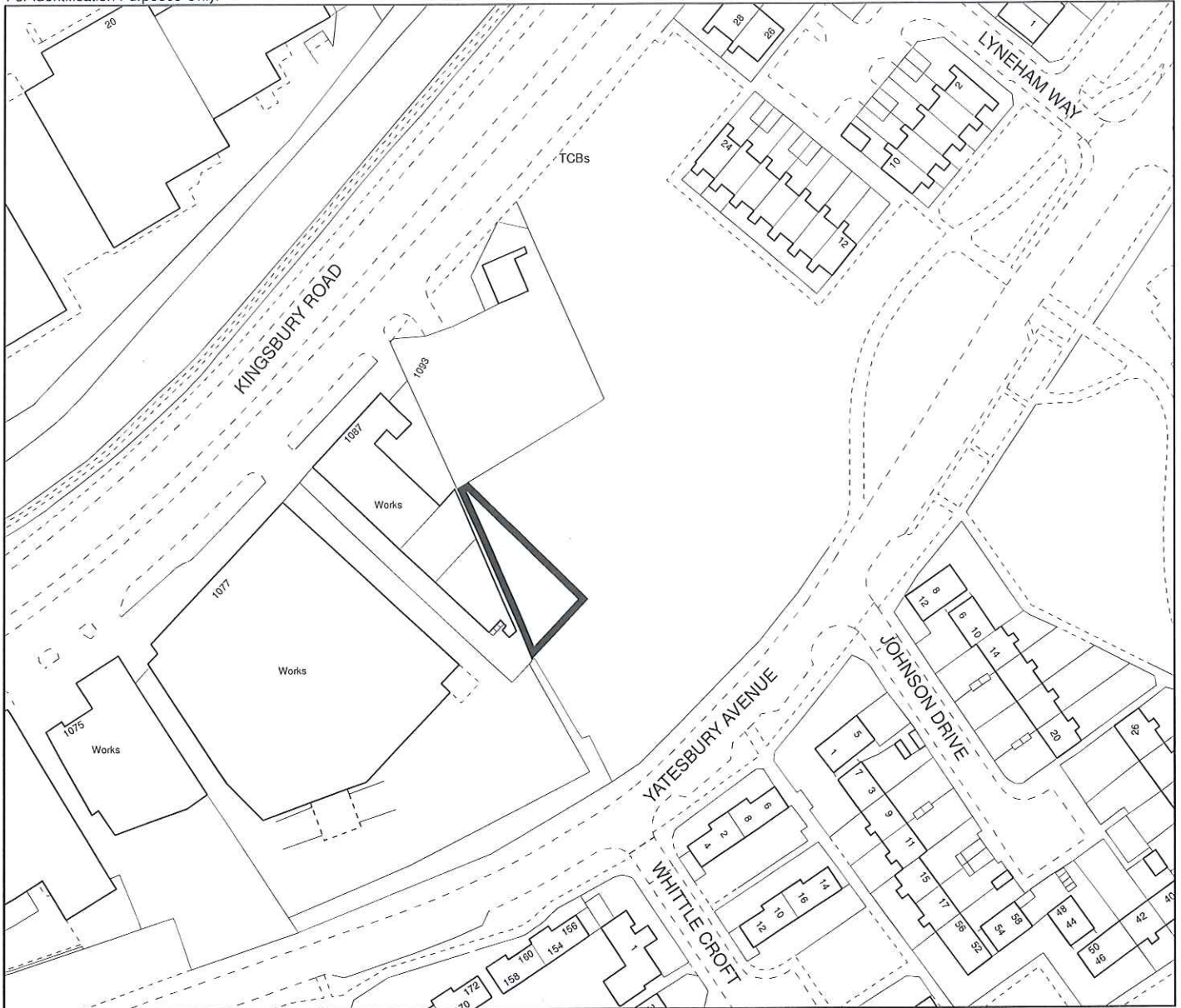
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 Birmingham City Council		Waheed Nazir Corporate Director, Economy 1 Lancaster Circus Birmingham B2 2GL		
Bartley Green N.O. Monmouth Road Bartley Green		Scale (Main Map)	Drawn	Date
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		O.S. Ref No. SP0081NE		



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Land adjacent to
1087 Kingsbury Road
Castle Vale



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Scale (Main Map)

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Drawn

Bharat Patel

Date

20/06/2018

O.S. Sheet: SP1391SE

Ward Member Consultation (September 2018)

PROPERTY ADDRESS	WARD	CONSULTATION	COUNCILLOR RESPONSE	RESPONSE
Land off Dayhouse Bank Romsley	Outside city boundary			
Highgate Park Lodge Moseley Road, Highgate	Bordesley & Highgate	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Yvonne Mosquito – No response received	
Land at Herbert Road Small Heath	Bordesley Green	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Chauhdry Rashid – No response received	
Land at Saltley Cottages Tyburn Road, Erdington	Gravelly Hill	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Mick Brown – No response received	
Handsworth Park Lodge 197 Hamstead Road Handsworth	Handsworth	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Hendrina Quinnen – No response received	
Land adjacent to 56 Runcorn Road Sparkbrook	Sparkbrook & Balsall Heath East	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Shabana Hussain – No response received Cllr Mohammed Azim – No response received	
134 Church Lane, Aston	Nechells	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Tahir Ali – No response received	

Ward Member Consultation (September 2018)

Bartley Green Neighbourhood Office, Monmouth Road Bartley Green	Bartley Green	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Bruce Lines – No response received Cllr John Lines – No response received	
Land adjacent to 1087 Kingsbury Road Castle Vale	Castle Vale	Email dated 1/8/2018 requesting comments by 10/8/18	Cllr Suzanne Webb – No response received	

Title	Disposal of Surplus Properties (Sept 2018)
Reference No	EQUA71
EA is in support of	New Function
Review Frequency	Six Months
Date of first review	02/01/2019
Directorate	Economy
Division	Birmingham Property Services
Service Area	
Responsible Officer(s)	Felicia Saunders
Quality Control Officer	Eden Ottley
Accountable Officer	Eden Ottley
Initial impact assessment	<p>The continued review of the Council's land and property portfolio as identified Bartley Green, Bordesley & Highgate, Bordesley Green, Castle Vale, Gravelly Hill, Handsworth, Nechells, Sparkbrook and Balsall Heath East as being surplus to Council requirements. It is proposed that these property interests form part of an agreed schedule of land property sales to be implemented during the financial years 2017/19.</p> <p>The disposal of surplus properties in Bartley Green, Bordesley Green, Castle Vale, Gravelly Hill, Handsworth, Nechells, Sparkbrook and Basall Heath East. The disposal of surplus properties will provide opportunities for individuals and groups to regenerate the area. The disposals will be through auction and on an open market disposal basis, with the opportunity to purchase made available through market press releases.</p> <p>No direct external consultation is necessary for the disposal of these sites and members of the community have not been disadvantaged or denied access.</p>
Protected characteristic: Age	Not Applicable
Selected age characteristics: add further details	
Protected characteristic: Disability	Not Applicable
Selected disability characteristics: add further details	
Protected characteristic: Gender	Not Applicable
Selected gender characteristics: add further details	
Protected characteristics: Gender Reassignment	Not Applicable
Selected gender reassignment characteristics: add further details	
Protected characteristics: Marriage and Civil Partnership	Not Applicable

Selected marriage and civil partnership characteristics: add further details

Protected characteristics: Pregnancy and Maternity

Not Applicable

Selected pregnancy and maternity characteristics: add further details

Protected characteristics: Race

Not Applicable

Selected race characteristics: add further details

Protected characteristics: Religion or Beliefs

Not Applicable

Selected religion or beliefs characteristics: add further details

Protected characteristics: Sexual Orientation

Not Applicable

Selected sexual orientation characteristics: add further details

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

The Leader of the Council and has been consulted regarding the contents of this report, and is fully supportive of the report proceeding to an executive decision.

The report has been considered and cleared by the Property and Assets Board at its February 2018 meeting.

The Corporate Director, the Strategic Director, Officers from Legal Services, City Finance, and other relevant officers from the Economy, People and Place Directorates have been involved in the preparation of this report and support its proposals.

The relevant Ward Members for each property have been consulted, and no adverse comments have been received to the reports content.

The disposals will be through auction and on an open market basis so all members of the community will have an opportunity to purchase the assets available.

There has been ongoing consultation with members of their respective constituency, who have as representation been consulted on issues of relevance.

There have been no issues raised which impact the wider community negatively, therefore a full equality assessment is not required at this stage.

Submit to the Quality Control Officer for reviewing?

Yes

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer 07/08/2018

Reasons for approval or rejection

Please print and save a PDF copy for your records Yes

Content Type: Item

Version: 31.0

Created at 01/08/2018 11:21 AM by Felicia Saunders

Last modified at 07/08/2018 03:48 PM by Workflow on behalf of Eden Ottley

Close

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to: **LEADER JOINTLY WITH CORPORATE DIRECTOR, ECONOMY**
Report of: Assistant Director for Development, Economy
Date of Decision: 24th August 2018
SUBJECT: PUBLIC CONSULTATION ON DRAFT SUPPLEMENTARY PLANNING DOCUMENTS FOR THE LANGLEY SUSTAINABLE URBAN EXTENSION AND PEDDIMORE EMPLOYMENT SITE
Key Decision: No
If not in the Forward Plan: **Relevant Forward Plan Ref:**
(please "X" box) **Chief Executive approved** ☐
Relevant Cabinet Member **O&S Chair approved** ☐
Relevant O&S Chair: Cllr Ian Ward, Leader
Cllr Tahir Ali, Economy and Skills
Cllr Penny Holbrook, Housing and Neighbourhoods
Cllr Liz Clements, Sustainability and Transport
Wards affected: Sutton Reddicap and Sutton Walmley and Minworth

1. Purpose of report:

- 1.1. To seek authority to undertake public consultation on the Langley Sustainable Urban Extension and Peddimore Employment site draft Supplementary Planning Documents attached in Appendices 1 and 2.

2. Decision(s) recommended:

That the Leader, jointly with the Corporate Director, Economy :-

- 2.1. Approves the draft Langley Sustainable Urban Extension (SUE) and Peddimore Supplementary Planning Documents (SPDs) (Appendices 1 and 2) for public consultation for a period of six weeks commencing 10th September 2018.
- 2.2 Notes that following the consultation, a further report will be produced for Cabinet to adopt the SPDs as part of the City Council's planning framework.

Lead Contact Officer(s): Craig Rowbottom, Development Planning Manager
Telephone No: 0121 303 3959
E-mail address: craig.rowbottom@birmingham.gov.uk

3. Consultation

3.1 Internal

The Cabinet Members for Transport and Environment; Clean Streets, Waste and Recycling; and Homes and Neighbourhoods have been briefed, with comments incorporated into the draft SPDs. Officers from Strategic Planning, City Design and Conservation, Transportation Services, Legal Services and Birmingham Property Services have also been consulted during the preparation of the draft SPDs.

3.2 External

Extensive external consultation on the principle of development at Langley SUE and Peddimore was carried out as part of the consultations on the Birmingham Development Plan (BDP). The preparation of the draft SPDs has been informed by early informal engagement with key external consultees, including the Langley Consortium of landowners / developers, City Councillors for the relevant Wards, Sutton Coldfield Town Council and community representatives. A summary of the sessions with Councillors and Community Representatives is included in Appendix 3. Formal views will be sought from these and other stakeholders as part of the public consultation.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

- 4.1.1 The SPDs will contribute towards the vision contained in Council Plan: 2018-2022 Outcome 4: Birmingham is a great city to live in – Priority 2 We will have the appropriate housing to meet the needs of our citizens. The draft SPDs are in line with the BDP, which was adopted by Full Council in January 2017.

4.2 Financial Implications (How will decisions be carried out within existing finances and Resources?)

- 4.2.1 The draft SPDs have been prepared using existing Planning and Development staff resources, including the use of external consultants to prepare masterplans for the sites. These costs have been funded from the Economy Directorate's approved revenue budgets over a number of financial years, linked to the preparation of the BDP and the procurement of a development partner for the Peddimore site. Costs from undertaking the public consultation on the draft SPDs will be met from approved revenue budgets.

4.3 Legal Implications

- 4.3.1 The relevant legal powers for preparing and undertaking public consultation on the draft SPDs is set out in the Planning and Compulsory Purchase Act 2004 (as amended), with detailed requirements set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), and the Birmingham Statement of Community Involvement. There is a requirement to publicly consult on the SPDs for a minimum of four weeks before they can be adopted. SPDs also need to be consistent with the National Planning Policy Framework and the BDP.
- 4.3.2 The City Council has carried out a screening assessment of the draft SPDs (Appendix 4), under the Environmental Assessment of Plans and Programmes Regulations 2004, and concluded that a Strategic Environmental Assessment is not required. Comments received from the relevant statutory consultees for this process (Natural England, the Environment Agency and Historic England) supported the City Council's opinion.

4.4 Public Sector Equality Duty

- 4.4.1 An Equality Analysis has been undertaken and is attached at Appendix 5. The initial assessment has not identified any specific impacts the draft SPDs will have on the protected characteristics. The developments will lead to improvements for the local population including new homes, job opportunities and infrastructure delivery. The approach to public consultation on the draft SPDs will be informed by the community profile for the area and relevant organisations with an interest in equalities issues will be consulted. The Equality Analysis will be updated following a review of the consultation feedback and will inform the preparation of the final SPDs.

5. **Relevant background/chronology of key events:**

- 5.1 The BDP was adopted by the City Council in January 2017, and is part of the city's statutory planning framework, guiding decisions on development and regeneration activity. The plan allocated land at Langley for a Sustainable Urban Extension (SUE) of approximately 6,000 homes, and 71 hectares of land for employment development at Peddimore (Appendix 6). Both of these sites make important contributions towards meeting the city's overall housing and employment needs to 2031.
- 5.2 Policies GA5 and GA6 of the BDP set out a number of requirements for Langley SUE and Peddimore. They include requirements to prepare SPDs to provide detailed guidance on design, phasing and site access to ensure a comprehensive development and relationship between the two sites.
- 5.3 To inform the preparation of the Langley SUE SPD (as well as the examination in public into the BDP), the City Council appointed David Lock Associates to prepare an illustrative masterplan for the site and advise on the planning requirements for a development of this scale. For Peddimore, GVA Consultants were appointed to prepare an illustrative masterplan, as well as provide advice on property related matters for the City Council as the major landowner. In addition, early engagement has been undertaken with key external stakeholders to inform the preparation of the SPDs (see paragraph 3.2).
- 5.4 Draft SPDs have now been prepared for both sites (Appendices 1 and 2), and views will be sought from the public and other stakeholders on the guidance they contain. In summary the draft SPDs include:

Langley SUE Draft SPD

- A **Vision** to set out what the city expect Langley to be once it is developed, including a number of **Big Moves** that identify the key structuring elements that need to be delivered to make Langley a successful place.
- **Development Principles** to provide planning guidance and advice to developers on matters covering Connectivity, Activity and Design
- **Delivery** requirements to support development, including site-wide strategies, infrastructure delivery and the planning process.

Peddimore Draft SPD

- A **Vision** to set out what the city expect Peddimore to be once it is developed
- **Development Principles** to provide guidance and advice to developers on matters covering Connectivity, Design and Sustainability
- **Delivery** requirements to support development, including partnership working, infrastructure delivery and business support.

- 5.5 The success of development at Langley SUE and Peddimore will rely on the timely delivery of sustainable infrastructure to serve the sites. The key infrastructure requirements and indicative phasing are included in the draft SPDs. Further work is underway to put in place a delivery approach for infrastructure linked to the phasing of development.
- 5.6 An engagement strategy has been developed to set out how the public consultation will be carried out on the draft SPDs, meeting the requirements of relevant regulations and guidance. The broad range of specific and general stakeholders will be informed about the draft SPDs, with a number of drop-in sessions proposed during the consultation period. More detailed engagement work (meetings, workshops, etc) will also be offered to key stakeholders at this time, including City Councillors, the Sutton Coldfield Town Council, the Langley Developer Consortium, and community groups (including Project Fields, Walmley Residents Association and Minworth Residents Association).
- 5.7 The SPDs need to be adopted by the City Council in a timely manner to ensure the guidance and requirements can be used to influence decisions on planning applications for the sites (expected late in 2018 / early 2019). To ensure this happens, the preparation of the SPDs is progressing to the following timetable:
- Public consultation on Draft SPDs – September to October 2018 (6 weeks)
 - Review comments and prepare final SPDs – November to December 2018
 - Adoption of final SPDs by Cabinet – January 2019

6. Evaluation of alternative option(s):

- 6.1 The SPDs are required by policies in the adopted BDP, and without them there is a risk that development on these sites will not meet the requirements and expectations of the City Council, communities and stakeholders. Therefore there is no reasonable alternative to the approach recommended in this report.

7. Reasons for Decision(s):

- 7.1 To further the preparation of the SPDs for these two major development sites in the city, and to allow the public consultation to commence on the draft documents.

Signatures

Date

Councillor Ian Ward
Leader

.....

Waheed Nazir
Corporate Director, Economy

.....

List of Background Documents used to compile this Report:

Adoption of the BDP Full Council Report – 10th January 2017
 Birmingham Development Plan and evidence base
 Langley – From Policy to Place: the Langley Prospectus (David Lock Associates)
 Peddimore Employment Site Cabinet Report – 18th April 2017
 Peddimore – Appointment and Contract Award of the Preferred Bidder, Phase 1 Site Cabinet Report – 6th March 2018

List of Appendices accompanying this Report (if any):

Appendix 1 – Langley SUE Draft SPD

Appendix 2 – Peddimore Draft SPD

Appendix 3 – Summary of Consultation with Councillors and Community Representatives on the emerging draft SPDs

Appendix 4 – Strategic Environmental Assessment Screening for the Langley SUE and Peddimore SPDs

Appendix 5 – Equalities Analysis

Appendix 6 – Langley SUE and Peddimore Development Sites

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in section 4.4 of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) tackle prejudice, and
 - (b) promote understanding.
- 5 The relevant protected characteristics are:
 - (a) marriage & civil partnership
 - (b) age
 - (c) disability
 - (d) gender reassignment
 - (e) pregnancy and maternity
 - (f) race
 - (g) religion or belief
 - (h) sex
 - (i) sexual orientation



Langley Sustainable Urban Extension

Draft Supplementary Planning Document

September 2018



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The images included in this SPD are illustrative to show what development at Langley SUE could look like.



FOREWORD

Foreword

The Langley Sustainable Urban Extension is one of the largest single residential developments in the UK. It will become a cornerstone of the City's growth plans as we deliver 51,000 new homes over the next 13 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.

This draft Supplementary Planning Document 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 are publishing this draft for consultation and engaging with the wider community and partners on how we can create a new standard for residential development.

Councillor Ian Ward

Leader

Birmingham City Council



1 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. David Lock Associates has advised the City Council on the approach that should be in place to deliver a successful urban extension.

Creating a place that 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 and 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.

The delivery of Langley SUE and the associated wider infrastructure will be

coordinated with the new 71 hectares (ha) employment site at Peddimore, where a separate SPD has been prepared to guide the successful development of the site. Together these two developments will not only redefine this part of the City but reposition Birmingham and enhance its standing as one of the UK’s most successful regional centres with international appeal.

Securing the quality of development envisaged by the City Council will require all parties involved to commit to a comprehensive approach. The site is owned by several landowners and developers, the majority of which have formed the Langley Sutton Coldfield Consortium. This approach will start from setting the foundations for a successful place, building the layers of infrastructure and then development to build a cohesive environment for all. Development at Langley SUE will need to be fully integrated with its surroundings and wider communities.

The City Council will work collaboratively to realise the opportunity and create a truly exemplar form of development at the Langley SUE.

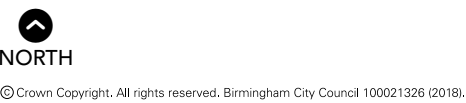
The site is within north Birmingham, in the Royal Town of Sutton Coldfield. It is connected to the major road network with the A38 adjacent to the site and Junction 9 of the M42 nearby. The site adjoins established residential areas of Walmley, Minworth, Falcon Lodge and Reddicap Heath; with New Hall Valley Country Park to the west.

Purpose

The objective of this SPD is to ensure that Langley SUE is a sustainable development to create a great place to live. It complements the statutory Birmingham Development Plan (BDP), expanding upon the core policies that have been adopted to ensure the cohesive and comprehensive development of the allocated site. The SPD will be a material consideration when determining planning applications.

Following consultation on this draft SPD, comments will be assessed and any necessary changes made prior to its adoption.

Plan 1 Location plan





2CONTEXT



Context

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 A38 and M42, and public transport links, including 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 and the Midland Metro Tram extensions are already attracting both private investors and new businesses to the region, with Birmingham becoming a focal point.

As part of this major investment programme, new 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 initially have a service that will connect to the City Centre and Sutton Coldfield Town Centre. 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 people 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 the 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 jobs, improved public transport, green and social infrastructure (such as schools, healthcare, open spaces, leisure and recreation) and enhancements to the highway network.





3VISION

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

With a focus on family homes, with other housing types and tenures provided, the site will support a mixed residential community that 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 the highest quality of place that is resilient 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, the development will be integrated into the Royal Town of Sutton Coldfield and will provide benefits for communities.

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 run through 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 the Centres, 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 strategic green corridor linking New Hall Valley Country Park with the countryside to the east. The space will be publically accessible and support its high biodiversity value.

Langley Brook

Langley Brook offers the opportunity to provide pools and balancing ponds as part of a high quality landscape setting for homes, providing a distinct character for this part of the development.

Fox Hollies Boulevard

As the central walking and cycling spine for the site, this major route will link the northern and southern parts of Langley SUE in an attractive and active landscape setting.

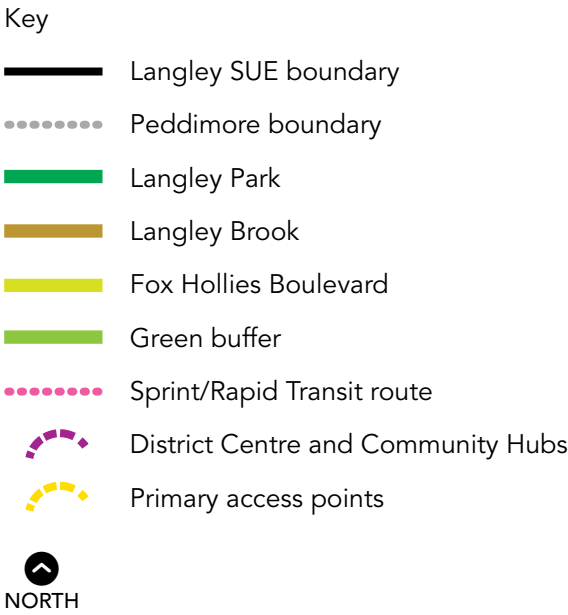
A green buffer

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

Vibrant shopping and community facilities

A new District Centre will be at the heart of the development, acting as a hub for community life with major shopping, community, health, schools, sports and cultural provision. Other clusters of community and local amenities will be integrated into the scheme to support people’s day to day needs.

PLAN 3 Big moves



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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 and creating a truly exemplar development and legacy for future generations.

Connectivity

The layout, design and management of connectivity across 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, 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 dynamic mix of housing, 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 the highest quality of place. The areas landscape and heritage assets will allow development to respond positively to its environment and create distinctive neighbourhoods. Innovative methods for delivering energy, water management, drainage and other decentralised activity to support the local community will be vital to the developments overall sustainability.



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, create a Green Travel District and connect the development 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.

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 cycle routes, prioritising accessibility for high quality public transport services, connecting centres and 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 the District Centre and secondary school, 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.

- 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 achieve journey times acceptable to the City Council and Transport for the West Midlands.

- 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 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, Birmingham and Fazeley Canal and the A38 underpass to the wider countryside. The network should take account of existing routes (including public rights of way) 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 the District Centre and schools. These should 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.

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 District Centres and Community Hubs. Within residential areas pedestrian-focused streets, similar in form to Home Zones, may be appropriate. Safe crossing facilities should be provided at suitable locations, including in the Centres.

The design of streets should follow Sport England's Active Design principles as a minimum standard. All routes should 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 Sprint/Rapid Transit service, as well as other local bus services. The approach should also include arrangements for access to existing, and consideration of access to proposed rail stations in the Sutton Coldfield area. Developers of Langley SUE will need to liaise with the promoters of Peddimore, Transport for West Midlands (TfWM) and bus companies to ensure a coordinated and effective approach to support the phasing and delivery of public transport.

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, 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 TfWM.

The indicative Sprint/Rapid Transit network shown on Plan 4 serves each of the Neighbourhoods and the District Centres 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 with interim arrangements in place by the end of 2021 to be agreed. 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. In addition, a central public transport interchange for the Sprint/Rapid Transit service and other connecting public transport services will be provided in the District 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 Centres 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 should be given priority in the design of streets and spaces.

In addition to the primary access points, local access points will need to be put in place, taking opportunities from existing roads. These will need to be designed to

dissuade through traffic from entering the site whilst providing public transport priority. New housing will generally front on to, as well as having direct access from, these existing roads where appropriate.

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 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 Centres 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

Car parking will need to follow guidance set out in adopted guidelines for the City, currently set out in the Car Parking Standards SPD (2012) and the requirements for low emission vehicles (BDP Policy TP43). As an exemplar of sustainable development, Langley should aim to provide higher levels of electric vehicle charging points and cycle parking than those set out in the SPD. For houses, cycle storage may be in garages or outbuildings, and for apartments, secure communal cycle shelters 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
- District Centre and Community Hubs
- New A38 junction

NORTH

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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 place-making and sustainability. These will be supported by a lively mix of services and conveniences that are an essential part to creating new communities, and to ensure people have access to facilities for their day-to-day lives. The District 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 residential community that the City needs.

Development must aim to create mixed, balanced, vibrant and sustainable neighbourhoods, with a mix of housing by size, tenure and affordability to meet the City's needs in each Neighbourhood, including a primary focus on delivering family housing. 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, which potentially would be suited within lower density housing areas. There is also 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.

District Centres and Community Hubs

Langley SUE will need to provide a range of supporting shopping and other facilities of an appropriate scale to serve new residents and visitors to the site. These should be within defined Centres, and located on the PMN, with convenient access to high quality public transport, and accessed by key walking and cycling routes (as indicated on Plan 4). These Centres should also be the focus for higher density residential development on the site, supporting the creation of vibrant places.

The District Centre should serve the whole site, with shops (including a foodstore), other centre uses (such as restaurants, café's, public houses), community uses (such as schools, leisure, arts and culture, health centres, community halls, places of worship, and public space that could act as a hub for events and activities) and new homes.

Primary schools should be the focus for Community Hubs on the site, potentially with other community uses and smaller 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 scale of the Centres need to fit appropriately within the Centres hierarchy of policy TP21 of the BDP, and should not undermine existing Centres. Community buildings, including schools, health centre and the Sports Hub, should be capable of supporting a number of uses.

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 emerging Playing Pitch Strategy and support formal sports provision. It will become an important facility for Langley SUE residents, as well as nearby communities.

The facility will need to provide a number of sports pitches, a building offering a range of recreation and leisure uses (which could include changing rooms, function rooms, and supporting uses), and associated parking. Shared usage and/or co-location of the facilities at the Sports Hub with schools should be explored to make efficient use of land on Langley SUE. The Sports Hub should be located in the District Centre, and easily accessible by public transport from the wider Sutton Coldfield area.

Schools

A secondary school (approx. 8ha) must be provided as part of the development, and should be located with the District 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. School sports pitches should preferably be shared with the Sports Hub.

It is anticipated that three primary schools will need to be provided (2.5ha each), and these should be evenly distributed within Langley SUE. The preference is for these to be co-located within Centres to create walkable catchments. 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.

The layout and design of schools should be future proofed to accommodate potential for further expansion should the need arise. Provision for special school education will also need to be addressed as part of the development.

Health care facilities

Health Care Facilities must be provided to meet the needs arising from the development. The type and phasing of facilities to be provided will be informed by the standards and requirements of 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 the District 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 design of Langley, its buildings, spaces, streets and infrastructure, will need to be focussed on delivering a strong sense of place that puts the health 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, and should aim for positive 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 in response to variations in topography and integration of site features, with different approaches to built form and architecture. 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.
- Provide a design approach that responds well to differences in residential density. Most of Langley SUE should be medium density (35-40 dwellings per hectare (dph)), and will be highest (50-75dph) in and around the District Centre, Community Hubs and parts of the PMN. Lower density housing (10-25dph) is mainly suitable for the Langley Parkland Neighbourhood.

- Meet residents' needs for space, natural light and quiet. The Technical Housing Standards - Nationally Described Space Standards will be the benchmark to assess the amount of space provided in new homes.
- Consider impacts on listed buildings and other heritage assets on and near the site (see Plan 5) in line with national policy and BDP policy TP12. Site archaeology will need to be fully investigated prior to construction and inform the design of the development.
- Create a place that is resilient to environmental change (BDP policies TP1 to TP6), and take a Fabric First and holistic approach to design of buildings and transport to minimise energy demand and consumption. Technologies to enable new homes to be Smart Grid ready should be explored.
- Offer low/zero carbon energy supply and generation, with 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.
- Make a positive contribution to managing air quality (BDP policy TP44). The approach should take a lead in promoting sustainable energy, green infrastructure and transport which will contribute to mitigating/reducing air quality exceedances across the City.
- 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 well-being of residents (BDP policy TP7). 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, streams and ponds, trees, hedgerows and wildlife habitats (see Plan 5), making a positive contribution to the detailed design of the urban extension. These features should be retained and enhanced unless there are overarching reasons why this is not possible, and impacts can be minimised and fully mitigated to ensure there is a net gain overall on the development.

Approximately a third of the site is expected to be open space and green infrastructure. A minimum of 30ha of public open space is required (based on approximately 6,000 dwellings). The minimum requirement for sports pitches/playing fields is 18ha, which 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.

A network of public green spaces will permeate the site and connect to surrounding networks and paths, designed to be active, safe, and accessible to residents. 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 include local play and multi-use games areas, formal event spaces within the Centres, growing spaces (such as allotments and community orchards) and





sports pitches/playing fields. Where noise mitigation is required (potentially next to the A38) within green spaces, the design should result in living environments that meet national standards, including the WHO Community Noise Guidelines.

Sustainable urban drainage (SuDs) will be integral to development at Langley SUE as part of the approach to flood risk management (BDP policy TP6) and biodiversity enhancements, with Langley Brook and Peddimore Brook on the site. Design solutions should 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.

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. Sites of Local Importance for Nature Conservation (SLINCs) should be retained and sensitively integrated into the development, potentially within informal open space (BDP policy TP8), with overall net gains for biodiversity.

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 green walls/roofs on buildings (especially close to open spaces). The design approach for private gardens should be for robust and low maintenance spaces with wildlife friendly planting.

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 high standards of design and sustainability that contribute 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 the design approach for each Neighbourhood, the PMN and major green infrastructure corridors. It will also need to address areas where land owners are not currently looking to bring forward development.

The Framework will need to identify how character varies to reflect existing assets, topography and other site conditions, as well as their proposed land uses and type of development. The design process should be explained and set out how development phasing will facilitate the approach to place-making.

The Framework should be sufficiently detailed to establish:

- Streets and public spaces typologies, including scale, enclosure, form, typical features, materials and example sections.
- Typical building typologies including scale, massing, heights and appearance, boundary treatments and 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.

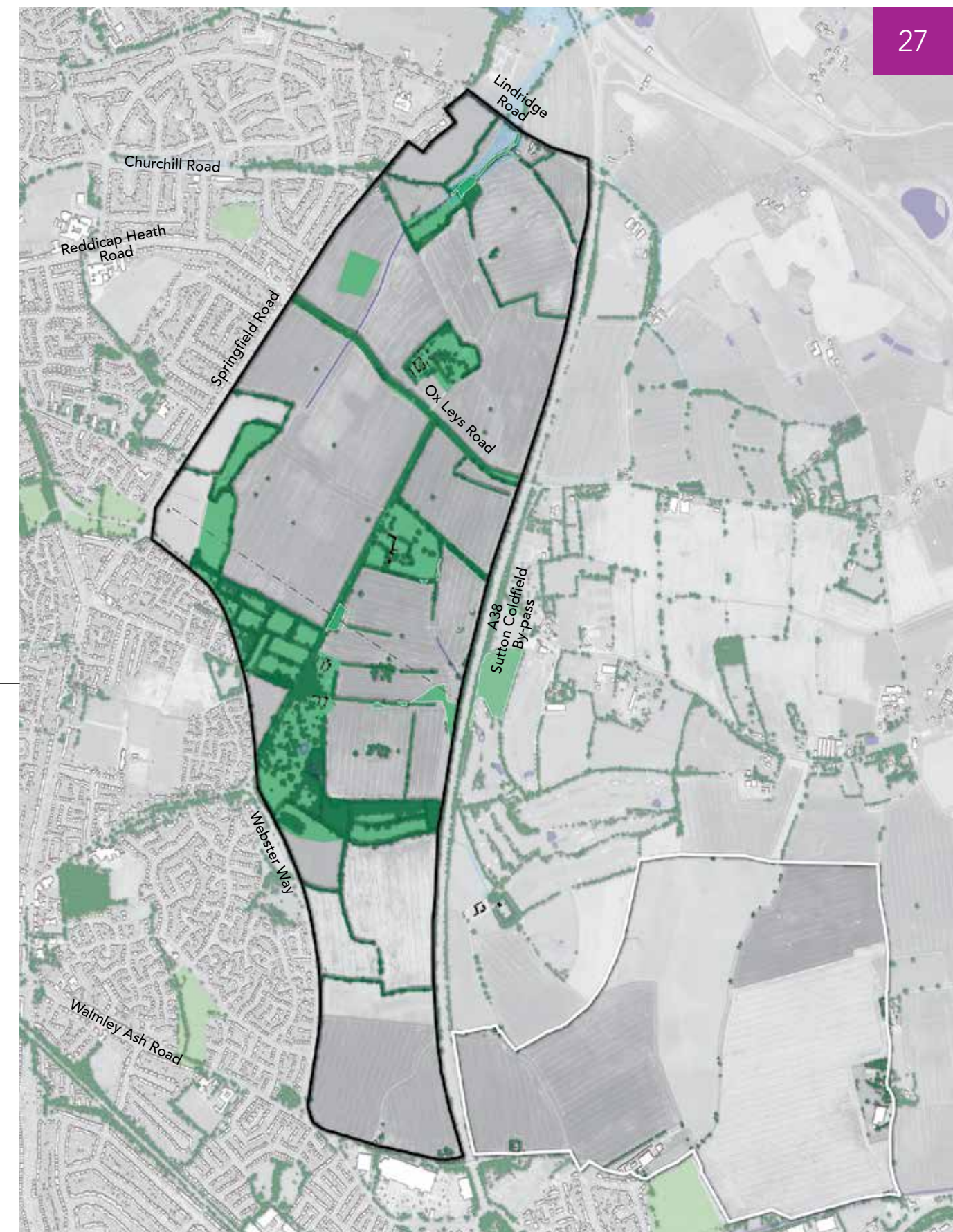
PLAN 5 Green infrastructure and assets

Key

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



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DISTINCTIVE NEIGHBOURHOODS

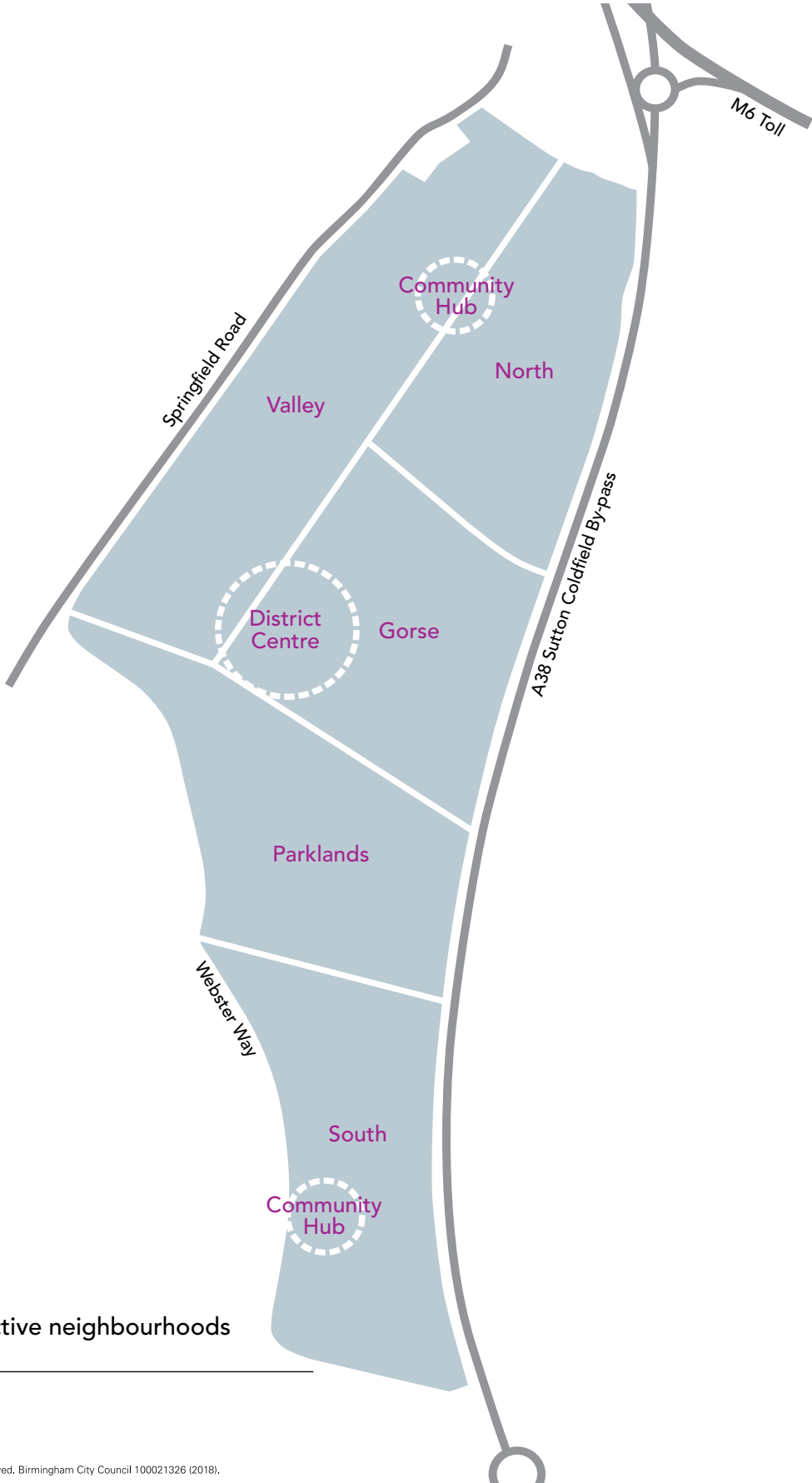
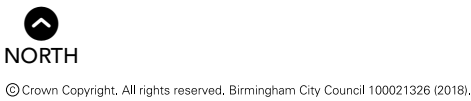
With a development the scale of Langley SUE, it is important to ensure that neighbourhoods of an appropriate scale, high quality design, and distinctive character are delivered as part of successfully creating a new place. To support this design approach, indicative Neighbourhood areas have been identified (Plan 6), setting out important considerations and aspirations which will need to inform the next development design stages.

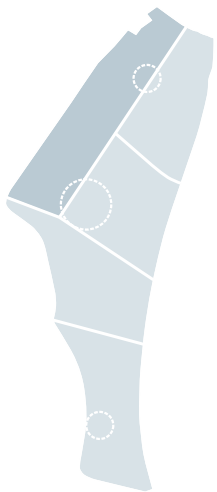
Overall the Neighbourhoods will need to be at a suitable scale that supports how people live and interact within their local area on a day to day basis, with transport services and facilities within reasonable walking and cycling distance.

Each Neighbourhood will have a distinctive character that relates well to adjoining places, and 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 Centres and strategic green spaces, and to engage with all people during the development. Different forms of public art - temporary/permanent, site-specific work/wider cultural events - can positively contribute to Langley's identity.

PLAN 6 Distinctive neighbourhoods





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.

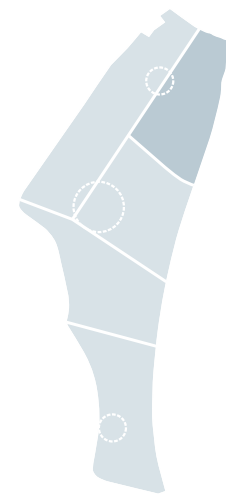
Design and layout

- 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 self/custom build plots. Higher density close to District Centre and PMN.
- Strong edges formed by 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.

Existing assets

- Langley Brook (including SLINC), with walking and cycling crossing points provided.
- Woodland, trees (including TPO's) and hedgerows.
- Ox Leys Road.





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 potentially 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 District Centre, nearby Community Hub and public transport stops.
- Gateways into the development from the A38 as part of the PMN.
- Walking and cycling links to proposed residential development to the north of Lindridge Road (in North Warwickshire) should be explored.

Existing assets

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





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 District Centre, these will help to define character in this Neighbourhood.

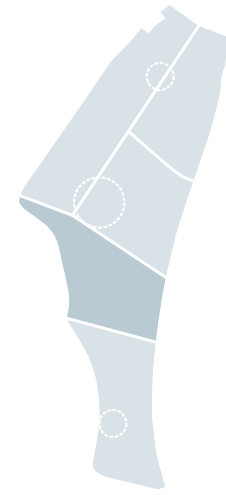
Design and layout

- Major landscape infrastructure, including green space along the A38 (with noise attenuation buffer), with links to Langley Park.
- Fox Hollies Road will be part of a major green corridor and will be a key character feature. It will be a key part of the green infrastructure, and walking and cycling networks on site.
- Medium density housing is the predominant form, with some variations reflecting closeness to the District 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 responds to landform, with the PMN as the key structuring feature. These layouts should consider views into, out of and through the Neighbourhood. Ridges offer the potential to break up built form and mitigate visual impacts.

Existing assets

- Landscape features, including those associated with Fox Hollies Road and surrounding area, including hedgerows, trees and semi-natural habitats (including TPOs and a SLINCs).
- Watercourse on eastern edge.





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 informal 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.

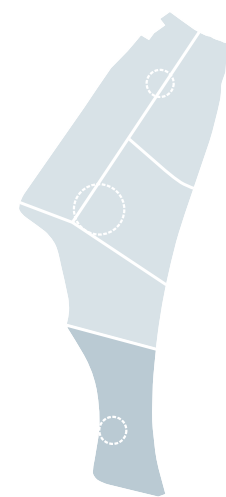
Design and layout

- 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 noise attenuation buffer.
- Fox Hollies Road will be a key landscape character feature and will need to become a key part of the green infrastructure, and walking and cycling networks on site as part of Fox Hollies Boulevard. Where necessary, sections of this road (or alternative alignments) can be considered as part of the sustainable transport strategy (including public transport and localised vehicle movements) where it does not cause a significant impact on the purpose of this corridor.
- Supporting movement infrastructure, including links to the District 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 with self/custom build plots and care homes. Housing layouts, within large well-landscaped plots, should provide appropriate access to the PMN and District Centre.

Existing assets

- 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).





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 potentially a Community Hub. The PMN will help connect the Neighbourhood to the rest of the development and Peddimore.

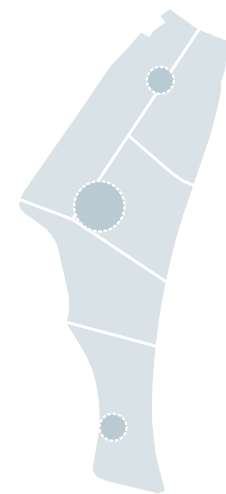
Design and layout

- 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 a 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 District 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.
- Development will need to satisfactorily link to and address existing properties and destinations on Webster Way and Walmley Ash Lane, 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 moated site is a Schedule Monument.

Existing assets

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





At the core of the urban extension is a new District Centre, just to the north of Langley Parkland, offering major facilities and services. Community Hubs should also be provided in accessible locations to serve people's day to day needs in the northern and southern parts of the site. These Centres will be connected to all areas of the site by the PMN, high quality public transport services and key walking and cycling routes.

Design and layout

- Similar design approaches in all Centres, that reflect the role of the District Centre and the scale of the Community Hubs.
- District Centre will include a concentration of shops, commercial and community uses, Sprint/Rapid Transit interchange, an urban square/park, secondary and primary schools and 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.
- Layouts in the Centres will need to enable easy accessibility by walking, cycling and public transport. All Centres should be on the PMN, with a connection from the District Centre to existing residential areas.
- Car and cycle parking should be shared between different uses to minimise the land needed and impacts on the streetscape.
- Higher density is the predominant form for Centres, with upper floors for apartments and potential for town houses. The highest density should be in the District Centre. Servicing and delivery arrangements will need to be designed to support the creation of a high quality residential environment.





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 setting clear strategies for all the elements that will contribute to a development of this scale and deliver social value for the City. David Lock Associates advised the City Council on the approach that should be in place to deliver a successful urban extension.

The City Council, working with key stakeholders, including the Langley Sutton Coldfield Consortium (the Consortium), other landowners, developers, and local communities will have an important role in overseeing and monitoring the quality and stages of the development. 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 used to progress key topics. An appropriate delivery model will need to be put in place, and this could include the establishment of a master developer to ensure a comprehensive and cohesive quality development, and the phasing, coordination and comprehensive delivery of the infrastructure and built form across the whole site. The delivery of Langley SUE and Peddimore will be coordinated to provide a comprehensive approach.

Site-wide strategies

The first step will be producing 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. It will be essential that the following interconnected strategies are put in place by the developers, with key stakeholders, prior to any formal planning application:

- **Community development and governance** - This will set out how local people and businesses, including the Town Council, will be involved in the development and how the new communities on site will be encouraged to have a meaningful stake in their local area. A community development and culture programme, funded by the developer, will be set up to support resident wellbeing and build relations, social networks, groups and activities during all stages of the development. 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.
- **Social infrastructure** - This strategy will need to maximise the coordination, co-location and delivery of schools, health and other community facilities and services serving the site. This will need to have regard to 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.

- **District and other centres** - This should primarily be focussed on how the role and function of the District Centre and other shops and facilities on the site will be co-ordinated in a comprehensive manner, linked to social infrastructure provision. 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 homes will support the successful creation of new communities. It will support the effective and coordinated delivery 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 and other facilities. It will need to be underpinned by a detailed Transport Assessment, informed by the emerging Sutton Coldfield transport model. A Travel Plan will be a key part of the strategy to promote the use of sustainable modes of travel. It will also need to set out a strategy for construction traffic movements.
- **Green infrastructure** - This will need to address all green infrastructure, including open space, landscape, 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. It will need to set out the approach to existing assets and how they will be accommodated (including any mitigation).

- **Sustainable drainage** - This needs to offer a long term sustainable solution which contributes towards the overall character of the site, including the green infrastructure and transport and movement networks. It will need to include flood risk assessment and flood risk modelling for the Langley Brook.
- **Energy and utilities** - Developers should 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. Current and emerging technologies should be considered for future needs, and provided for wherever possible (e.g. electric vehicle charging).
- **Digital infrastructure** - This will to need to accommodate wired and wireless infrastructure to provide high speed ubiquitous internet access that is suitably integrated into the design of the development. It will need to demonstrate a long term view which can accommodate ongoing best practice and innovation in the industry.

TABLE 1 Key infrastructure requirements

Key infrastructure requirements - indicative phasing	Lead delivery organisation
0-5 years (starting 2018)	
New junction with the A38 and Peddimore (Langley South)	BCC/Developer
Sprint/Rapid Transit services (interim arrangements as a minimum)	TfWM
Primary School	BCC/Developer
Health care facilities - early phasing	Developer/Birmingham and Solihull STP
5-10 years	
New junction with A38 (Langley North)	BCC/Developer
Secondary School	BCC/Developer
Primary School	BCC/Developer
Health care facilities	Developer/Birmingham and Solihull STP
District Centre including Sports Hub	Developer
Community Hub	Developer
10+ years	
Sprint/Rapid Transit (full route)	TfWM
Primary School	BCC/Developer
Community Hub	Developer
Health care facilities - remaining requirements	Developer/Birmingham and Solihull STP
Delivered continually throughout development (including initial phases)	
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 urban drainage	BCC/Developer
Low/zero carbon energy infrastructure	BCC/Developer
Community facilities (potential for temporary space in early phases)	BCC/Developer

- **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.

Development phasing and infrastructure delivery

The phasing of the development is crucial to ensure homes and communities are accompanied by the timely and coordinated delivery of infrastructure, both on and off-site. It is estimated that at its peak over 400 homes could be built on Langley each year. The phasing of the key physical and social infrastructure needed at Langley SUE is summarised in Table 1 (based on initial assessments with stakeholders), with potentially more information to be included in the final SPD.

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 costs of development will be funded and delivered. It will need to address how these costs (including ongoing maintenance) and land required for infrastructure will be split proportionally to ensure they are equitable between all current and future landowners and developers on site. Importantly the plan will also need to demonstrate how infrastructure will be brought forward to support the creation and growing of the residential communities, particularly in the early phases of development.

This site-wide strategy will be developed with key partners, including all landowners and taking into account other matters to secure and co-ordinate infrastructure delivery. This will include consideration of relevant standards and innovative ways

to provide infrastructure, and agreement on trigger points for its provision. Further details may be included in the final SPD.

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) may also need to contribute proportionately to Langley’s infrastructure.

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 and management 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 is likely to adopt all highway infrastructure of suitable standard. 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.

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 and maintenance arrangements in place.

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 proposals from this SPD will be agreed as part of determining the outline planning application. Overall developers will need to contribute towards a site-wide masterplan and individual schemes should 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.

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.

Other than for essential infrastructure, 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 a planning application as part of the Peddimore proposals, and this will need to demonstrate how it contributes to 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 captured in a section 106 agreement(s) and, where costs need to be tested, they will be assessed using a viability tool 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 need to 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. 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.

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The Langley SUE Supplementary Planning Document produced by
Birmingham City Council, Planning and Development, Economy Directorate.

BIRMINGHAM
PLAN
2031



Peddimore

Draft Supplementary Planning Document

September 2018



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The images included in this SPD are conceptual or illustrative to show what development at Peddimore could look like.

FOREWORD

Foreword

Peddimore is one of the most significant industrial development opportunities within the UK, with the potential to accommodate 265,000 square metres of new floorspace. Our decision to release 71 hectares of land from the Green Belt will create a world class employment estate and will see major new business space brought forward. Up to 10,000 jobs will be created and a £350 million contribution made to the local economy. It will rival other major UK industrial and distribution developments.

The development will be brought forward in stages, with the first phase of 37 hectares providing the infrastructure to serve the whole site, including a new junction onto the A38, public transport connections and major green infrastructure. In March 2018, the City Council announced IM Properties as our development partner who will deliver this high quality scheme.

This draft Supplementary Planning Document (SPD) sets out the City's vision and expectations for this unparalleled development opportunity. Along with the Langley Sustainable Urban Extension, 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 are publishing this draft for consultation and engaging with the wider community and partners on how we can create a new standard for commercial development.

Councillor Ian Ward

Leader

Birmingham City Council



1 INTRODUCTION

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Introduction

The Birmingham Development Plan (BDP) sets out the City’s growth strategy to deliver over 51,100 new homes, 100,000 jobs and associated infrastructure. With Birmingham’s population projected to increase by 150,000 residents by 2031, the strategy of the BDP is focused on meeting the needs of growth in the most sustainable way.

Peddimore is identified as a key employment allocation in Policy GA6 of the BDP, helping to address the need for land to accommodate major national and international investment in the industrial and logistics sectors. The City has an excellent history of providing high quality space for businesses, particularly for the advanced manufacturing sector.

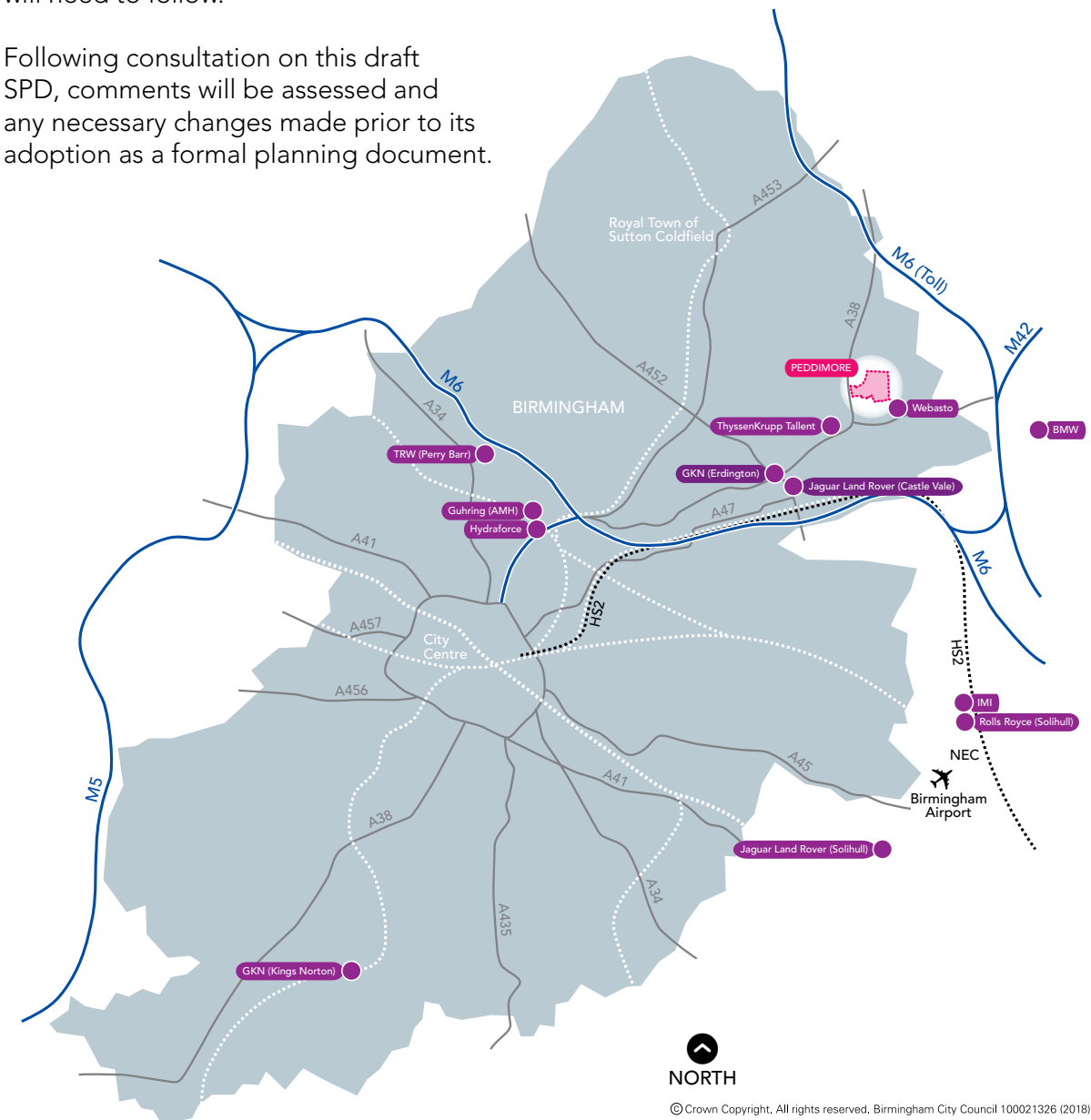
With 71ha of developable employment land available in a highly accessible location, Peddimore has the potential to meet the requirements of large scale businesses, and also provide space for small and medium enterprises. The development can help the City to meet the demands of thriving sectors, capitalise on the emergence of new growth industries and support the delivery of the local industrial strategy.

The provision of infrastructure will be co-ordinated with the development of approximately 6,000 homes on the adjoining Langley Sustainable Urban Extension (SUE). A separate SPD has been prepared for Langley SUE detailing the key principles, providing guidance on design, phasing and access, and ensuring that these developments are effectively integrated.

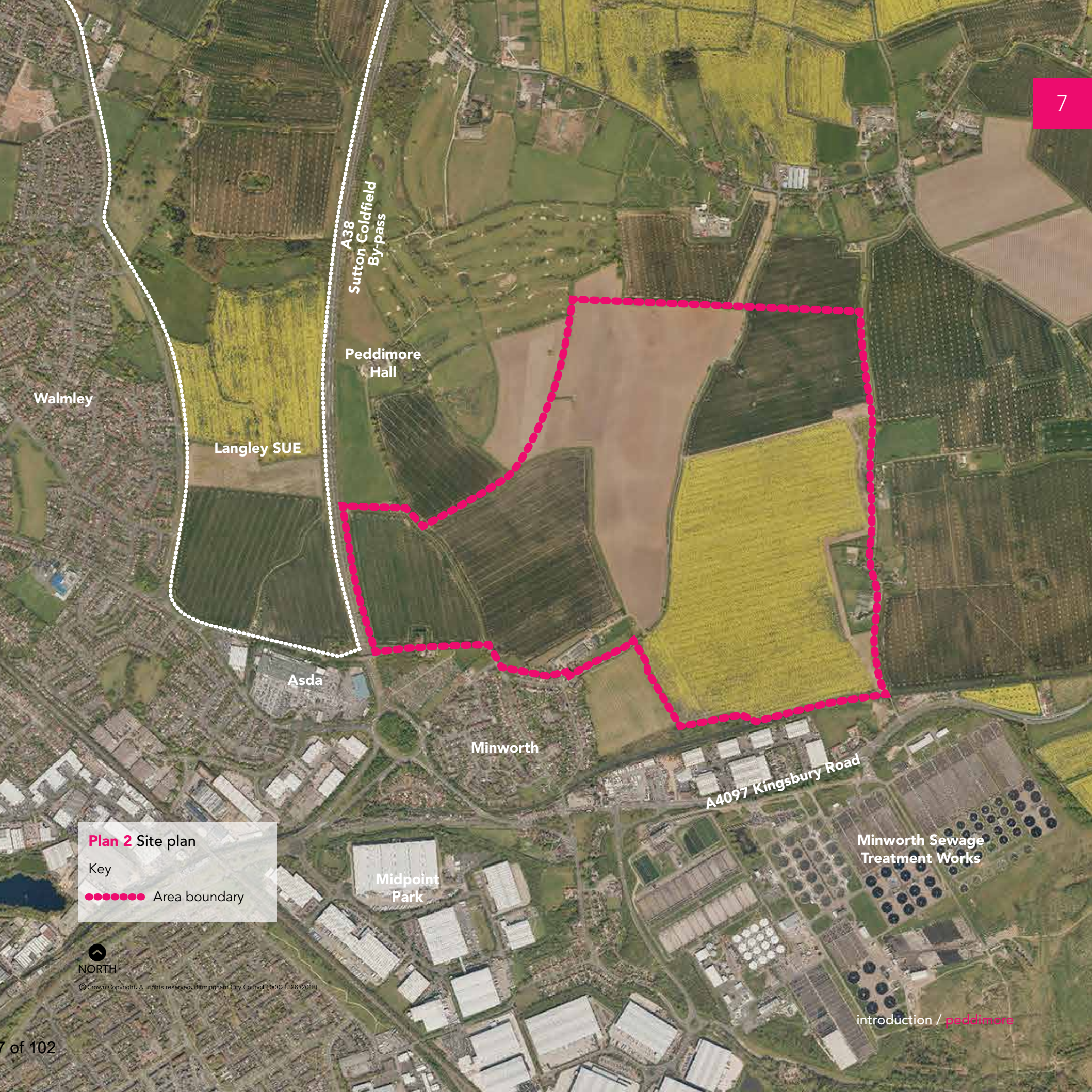
Purpose
In 2017, the City published the Peddimore Visioning Document to set out the high level approach for the development and delivery of the site. The objective of this SPD is to ensure that Peddimore is a sustainable development and creates the right conditions for business investment.

It sets out the requirements, development principles and the process that the project will need to follow.

Following consultation on this draft SPD, comments will be assessed and any necessary changes made prior to its adoption as a formal planning document.



Plan 1 Advanced manufacturing companies - City wide





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2VISION ION

To create an exemplar industrial development that provides high quality space with supporting infrastructure to attract new businesses in key growth sectors.

The site’s scale, access to the motorway network and major conurbations with first class connectivity and availability of skilled local labour, will make Peddimore a highly successful development that is a desirable place for businesses to invest, operate and grow. Through the provision of new employment space, the development will support significant new jobs and training opportunities for local people.

A masterplan-led approach, informed by the illustrative framework (Plan 1), is vital in successfully delivering the vision for Peddimore. This will set out in detail what development is going to take place and where, ensuring that development of business space and supporting infrastructure happens in a comprehensive and co-ordinated way.

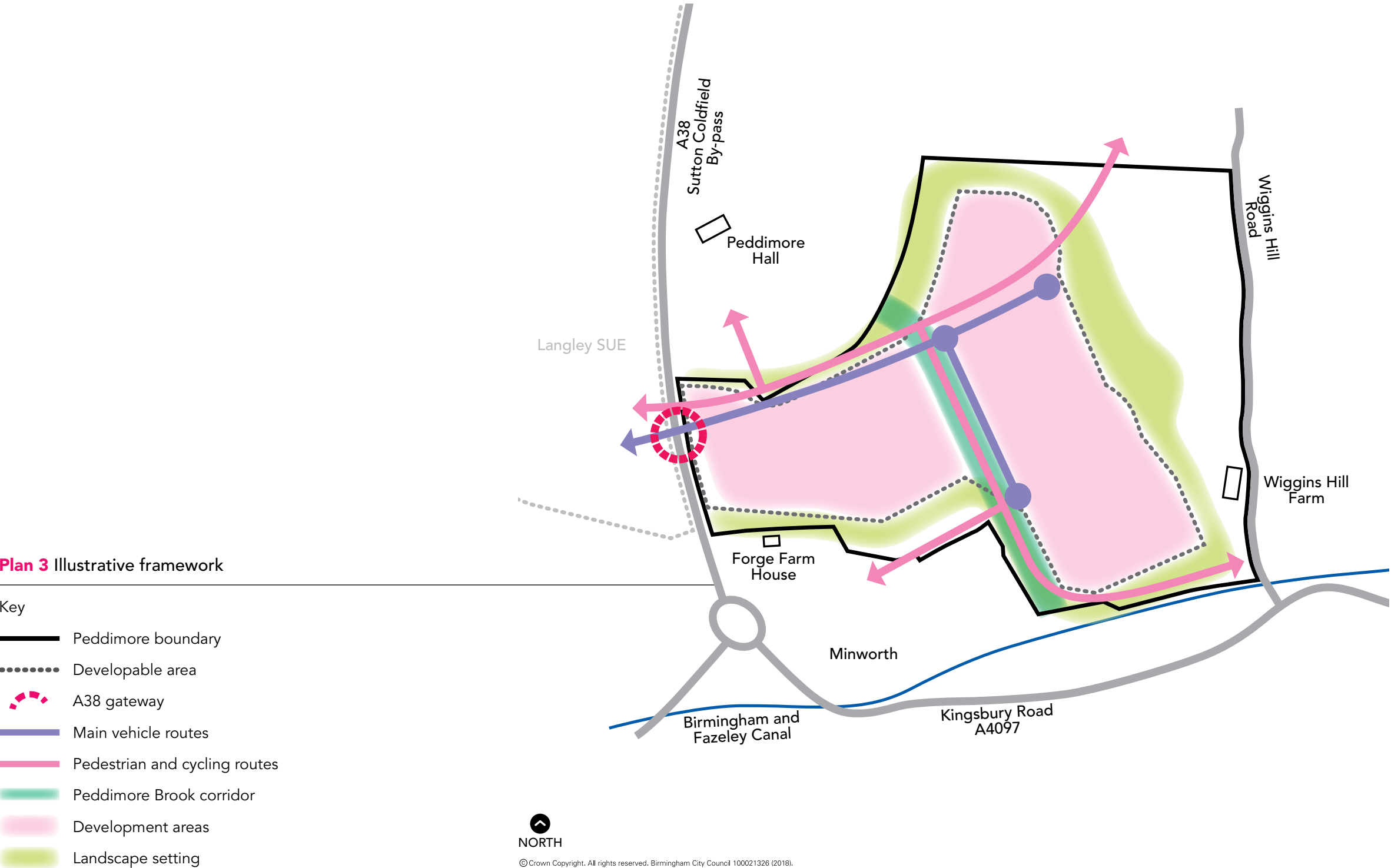
The vision will be secured through key development principles that support BDP policy GA6, and will guide the overall masterplan and quality of place. They will ensure that Peddimore is a success in the long term and is integrated into the local area.

The key development principles are set out as:

Connectivity
Development at Peddimore will provide for sustainable travel, promoting walking, cycling and high quality public transport. A new strategic junction on the A38 and improvements to the existing road network are central to the transformation of the area.

Design
A strong design-led approach will be taken to ensure that buildings and infrastructure contribute towards creating a high quality place that successfully integrates into the surrounding landscape.

Sustainability
Peddimore will deliver a multi-functional green infrastructure network, where valuable landscape and ecological assets are enhanced, increasing biodiversity and habitat connectivity. Buildings will also contribute towards these networks and will meet high sustainability standards.





Establishing sustainable travel patterns that prioritise walking, cycling, public transport and freight movement from the outset is a key aim for Peddimore that will impact on the design, layout and phasing of development.

A clear transport strategy will be put in place, underpinned by a Transport Assessment (informed by the emerging Sutton Coldfield transport model) and travel plan, and delivered through a Green Travel District to promote the use of sustainable modes of travel during construction and operation of the site. The strategy will include investment in the local transport network to mitigate the effects of the development.

Strategic access

A major access into Peddimore will be created on the A38 to connect Peddimore and the adjacent Langley SUE to the local and national road network.

This access point will need to be designed to accommodate high quality public transport, including Sprint/Rapid Transit services, and HGV freight vehicles. It will provide a separate bridge crossing for pedestrians and cyclists into the development. The junction will need to be designed as a high quality gateway to emphasise the sites importance as a leading business destination.

Junction 9 on the M42 will also be vital for Langley SUE and Peddimore. Developers will need to work with Highways England, Warwickshire County Council and Birmingham City Council to deliver an appropriate solution to this junction to accommodate traffic movements.

Walking and cycling

Peddimore will be served by a network of pedestrian and cycle routes that connect into the wider City network. An internal network of routes will serve all buildings to ensure walking and cycling is an option for all. Where appropriate, the design of streets and routes should follow Sport England's 'Active Design' principles.

All routes should be convenient, attractive and designed to an adoptable standard and in line with the Birmingham Cycling Design Guidance, with suitable surface materials, lighting, wayfinding/signage and crossing points. Cycle tracks, separated from vehicle traffic, will be required along the road network, serving both sides of the streets as part of a clear network of routes. Potentially this could be within landscaped areas.

The nature of the industries at Peddimore means employees will be arriving and leaving at various times of the day. Routes will need to be overlooked from building frontages where required and well lit so they can be used at night.

Pedestrian and cycle routes should connect into existing networks in the area, and links via Wishaw Lane, Peddimore Lane, Walmley Ash Lane, Cottage Lane and Wiggins Hill Road will be enhanced. Existing public rights of way will be retained, or high quality, convenient alternatives will be provided.

Cyclists and pedestrians will be able to move between Peddimore and Langley SUE using a dedicated route across the A38, segregated from vehicular traffic. Routes will connect Peddimore with the existing Bike North Birmingham network in Sutton Coldfield and Erdington, which was put in place to encourage more cycling.

Sprint/Rapid Transit and high quality public transport

A public transport strategy will be required for the site to demonstrate how the Sprint/Rapid Transit and other high quality services can serve Peddimore and Langley SUE. It will need to support sustainable commuting to the site, allowing quick and efficient access from the local area, wider City and beyond.

Sprint/Rapid Transit, the regions bus Rapid Transit system, is planned to be extended to Peddimore after 2026 as part of the Sutton Coldfield to HS2 Interchange route. Prior to this high quality bus services will be vital to the early delivery of Peddimore. The Sprint/Rapid Transit route on Langley SUE offers an opportunity for Peddimore to have early nearby connections to this service. A Transport for West Midlands (TfWM) detailed feasibility study will determine the most feasible and effective routing for Sprint/Rapid Transit to serve Langley SUE and Peddimore, both in early and later phases of development.

Developers will need to liaise with the promoters of Langley SUE, TfWM, Birmingham City Council and bus companies to ensure a coordinated and effective approach to support the phasing and delivery of public transport to serve the site. The transport assessment and travel plan for the development should include research about potential occupiers and shift patterns to ensure that public transport services are provided when required, avoiding and managing peak travel times appropriately. Conditions will be attached to planning permissions to ensure the delivery of public transport is linked to the occupation of buildings on Peddimore.

Developers will need to put in place public transport infrastructure to serve the site. The primary routes should be able to accommodate Sprint/Rapid Transit (vehicles of 18m length) and bus services (TfWM design guidance will need to be followed). Stops should be suitably located and, where provided, be within 400m of the main entrance of each building, on roads with appropriate shelters, have real-time travel information, and link to walking and cycling routes. Where possible and viable, turn around areas and layover opportunities should be provided, and comfort facilities for drivers should be explored with bus operators and TfWM.

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.

Access for freight and other vehicles

A hierarchy of streets is needed to serve and give a legible structure to the development, and to ensure safety and ease of access. Primary routes on the site will be via the new junction on the A38, and will accommodate the highest volumes of traffic (designed for speeds of 30mph), with secondary routes providing access to new premises (designed for speeds of 20mph). Impacts from vehicle movements on residents near the site will need to be minimised. An emergency access point will also need to be provided. This is likely to be via the existing highway network on Wishaw Lane.

Roads should ensure City Council standards are achieved for highway management and safety (including visibility splays), as well as contribute to the delivery of successful place-making on Peddimore. This will include landscaping on roads with grass verges and high quality structure planting. Potential conflicts between commercial vehicles and cars will need to be designed out.

Parking

Parking will be provided on site in accordance with guidelines for the City, currently in the Car Parking Guidelines SPD (2012), with appropriate provision for HGVs and freight vehicles (including overnight parking). It will need to be located and laid out to allow safe and suitable access arrangements, minimising traffic congestion. Low emission vehicle charging and fuelling points need to be provided in line with parking standards and BDP policy TP43.

Secure and well lit cycle parking and shelters will be conveniently located close to the entrance of buildings. Cycle storage needs to be provided at high levels to support sustainable transport patterns and minimise vehicle transport impacts on the road network.

The design of Peddimore will be a defining feature of the development. The approach will create a high quality business environment that is functional, attractive, sustainable and integrated with the surrounding landscape and green infrastructure networks.

A site-wide masterplan, informed by pre-application discussions and design review, will be required to visualise and develop a common understanding of the place that Peddimore will become. It will make the most of the sites topography, retain and enhance existing valuable landscape and heritage assets, and consider and create a series of interesting views.

The layout of Peddimore must be within the developable area of the site (71ha), including all employment land uses. The BDP requires a minimum of 40ha to be safeguarded for general and light industrial uses (Use Class B1(c) or B2), and it is envisaged that this will be delivered through both phases of the scheme. There is no limit on the amount of floorspace that development can bring forward, either on a plot by plot basis or overall, as long as it follows the principles set out in this SPD and the BDP, including meeting the requirements of the Best Quality Employment Land Portfolio (BDP Policy TP17). Other enabling works (including utility requirements, infrastructure and landscaping), can fall outside the developable area where they relate to

measures to ensure the successful delivery of the site, are appropriately sited and mitigate visual impacts. The detailed locations for the requirements of this SPD will be agreed as part of the determination of planning applications.

Building design

New buildings at Peddimore will need to be designed to a high standard, contributing to a high quality environment. They should be of high architectural and sustainability standards, with active elements, such as offices, reception areas and stairwells; forming strong features that animate and add interest to the public realm. Glazing areas should be maximised and further interest provided by architectural detailing and use of materials. Design will need to be considered in line with BDP policy TP3 on sustainable construction.

The layout of Peddimore should utilise measures to soften the appearance and break up the scale of buildings to reduce the visual impacts of the development. Subject to topography and local context, buildings should not stand more than 20m high to haunch (giving a clear internal height of 20m) and not more than 23.5m to the apex of the roof (measured from the floor level). In the central parts of the site, taller buildings may be acceptable subject to addressing any adverse impacts, including visual amenity and historic environment considerations.

The use of green and brown roofs will be encouraged to integrate the roofscape into the landscape, and to support ecology networks and sustainable water management.

Plot layouts should be designed so that buildings generally hide service yards from public view, with additional screening provided by structure planting. Service yards will need to allow articulated vehicles to manoeuvre and leave in a forward direction. The need for security fencing should be minimised, and, where required, it should be of a relatively unobtrusive design (such as green mesh), kept as low as possible, set back a significant distance from streets and public spaces, and integrated with landscape treatment to mitigate its visual impact.

Heritage assets

Heritage assets around Peddimore include Listed Buildings at Forge Farm House, Wiggins Hill Farm and Peddimore Hall, where the moated site is a Scheduled Ancient Monument. There are also potential archaeological deposits in the area. Development will need to consider impacts on the settings of these assets and mitigation measures through building and landscape design, in line with national policy and BDP policy TP12. Prior to development, the archaeology of the site will also need to be appropriately examined, particularly on the eastern part of the site where intrusive investigations may be required.

Lighting

Lighting should be appropriate to its purpose to meet the needs of occupiers, and must minimise impacts on the surrounding area, ecological receptors, landscape and visual amenity. It will need to utilise good quality 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution. Consideration should be given to using responsive and solar powered lighting on walking and cycling routes.

For access roads and car areas, all mounting heights for lighting should be between 8m to 10m. For HGV loading, access and docking areas, all mounting heights should be between 10m to 12m. All units will have flat glass and mounted horizontally. Lighting should also comply with national lighting standards and best practice.

Public art

Public art can play a strong role in shaping places and contributing to local identity, supporting the implementation of BDP policy PG3. On Peddimore, public art will need to add to the development's identity, with key opportunities on the A38 gateway and integration into the landscape to mark footpaths and cycleways within and around the site. Feature lighting can be used to highlight building frontages and other site features.



Sustainability and green infrastructure are key elements in making sure that Peddimore is a success in the long term. The environment and buildings on the site all have a role to play in delivering a sustainable development which responds to the site's local context. An Environmental Impact Assessment will be needed for the site which will inform the development of the detailed masterplan.

Green infrastructure

Green infrastructure will be a defining feature of Peddimore, and has a crucial role in delivering high quality development. It will need to provide an attractive landscape setting that integrates development with the surrounding area, and provides for informal recreation, walking and cycling routes and wildlife habitats. A landscape framework will need to be established, and all these assets should be high quality and multi-functional.

Existing landscape and ecological assets should be protected far as possible, including mature trees and hedgerows. Peddimore Brook will be a key feature of the development, within a significant green corridor (around 40m-60m wide) running through the site. The approach will require the Brook to be re-aligned and naturalised, taking the opportunity to open up culverted sections where feasible. Other blue infrastructure, including wetland areas, need to be created throughout the site for sustainable drainage, and should be designed as valuable landscape and habitat features, preferably within publicly accessible green spaces.

Green infrastructure links and wildlife corridors will need to permeate the site and connect to the surrounding networks.

In addition to the main landscaped areas, green corridors should also feature within roads, on buildings and between plots. Measures should include green roofs, green walls, rain gardens as part of sustainable drainage, street trees and amenity planting.

As part of the approach to mitigate the effects of development, woodland planting around the edges of the site should be as naturalistic as possible, and hedgerow planting should reinstate areas of historic field patterns on the higher land north and east of Peddimore.

Planting should create key vistas, enhance the setting and appearance of buildings and screen elements of the development where needed (such as service yards). Planting should also have ecological value, including the use of locally native species, pollinator-friendly and climate-resilient plants, and be managed in an ecologically sensitive manner. Non-native species could be used to highlight key locations, such as site entrances. Features such as bat roost units, bird nesting boxes and refuges for invertebrates should be provided for additional wildlife value.

Habitat creation and enhancement should be informed by the ecological strategy for Birmingham and the Black Country, Birmingham and Black Country Nature Improvement Area themes, and the local Biodiversity Action Plan.

Planting design needs to be considered from the outset alongside utility easements, building layout and landform. This will ensure appropriate conditions, phased plant establishment and growth to fulfil its role, and ongoing management and maintenance arrangements.

Sustainable drainage and flood risk management

Peddimore will incorporate Sustainable Urban Drainage (SuDs) in line with BDP policy TP6. The surface water drainage strategy will be integral to the development masterplan and proposed measures should make a positive contribution to the green infrastructure, streets and buildings on the site.

The fluvial flood risk from Peddimore Brook will need to be assessed and opportunities taken to naturalise and re-align it, including de-culverting, to restore its natural character and integrate it into the landscape and walking and cycling routes on the site. The Brook should remain as an open water habitat running north to south, linking to off-site blue infrastructure to the north and Birmingham and Fazeley Canal to the south. Reduction in the risk of blockage should be achieved by minimising crossings over watercourses (where necessary, these should be a minimum of 600mm above the 1 in 100 year plus climate change flood level).

Initial Flood Risk Assessment and hydraulic modelling has identified the need for new ponds/wetlands, and these should be part of the landscape of the site.

Surface water discharge rates shall be limited to the equivalent site-specific greenfield runoff rates for all return periods up to the 1 in 100 year plus climate change event. Consideration will also need to be given to exceedance flows (greater than the 1 in 100 years plus climate change rainfall events). A perimeter drain should be installed around the site to intercept any runoff coming from higher ground, with the discharge route to be agreed with the City Council.

The overall strategy should also consider building and plot-level measures, such as rain water harvesting, and permeable paving. Surface water conveyance systems should give precedence to swales and filter trenches over traditional pipework. Information on the operation of the drainage network should be set out, outlining the details of the responsible party and the site specific management and maintenance schedules.

Energy and utilities

Enhancing the environmental performance of buildings on Peddimore is an important part of making sustainable development, and will have a number of benefits for occupiers in achieving lean and green future operations. Buildings will need to aim to achieve BREEAM excellent accreditation as a minimum in line with BDP policy TP3, and are expected to achieve an Energy Performance Certificate (EPC) A rating.

Developers will also need to ensure that other sustainability policies of the BDP are addressed by examining every aspect of building and infrastructure design and operation. Design and siting of energy and utility infrastructure needs to be considered from the outset to ensure it fits in with building and landscaping design. Developers should liaise closely with relevant agencies and service providers to ensure that sustainable power, water, waste and digital infrastructure services are delivered when required and maintained.

The masterplan and subsequent development proposals will need to demonstrate a site-wide energy strategy for the use of low/zero carbon energy generating technologies (BDP policy TP4). A holistic approach to energy consumption across buildings and transport should be deployed. This will need to include

consideration of how the power, heating and cooling demand can be met by on-site energy generation from low/zero carbon sources. Where possible, local renewable energy supply should be utilised and consideration should also be given to:

- Potential connection to off-site sources of local renewable energy supply.
- The use of solar photovoltaic panels, solar thermal, and air and ground source heat pumps.
- Alignment between building energy use and vehicle charging or fuelling infrastructure.
- Energy from gases from the Minworth sewage works.
- Monitoring and smart metering; lighting and boiler specification and controls.

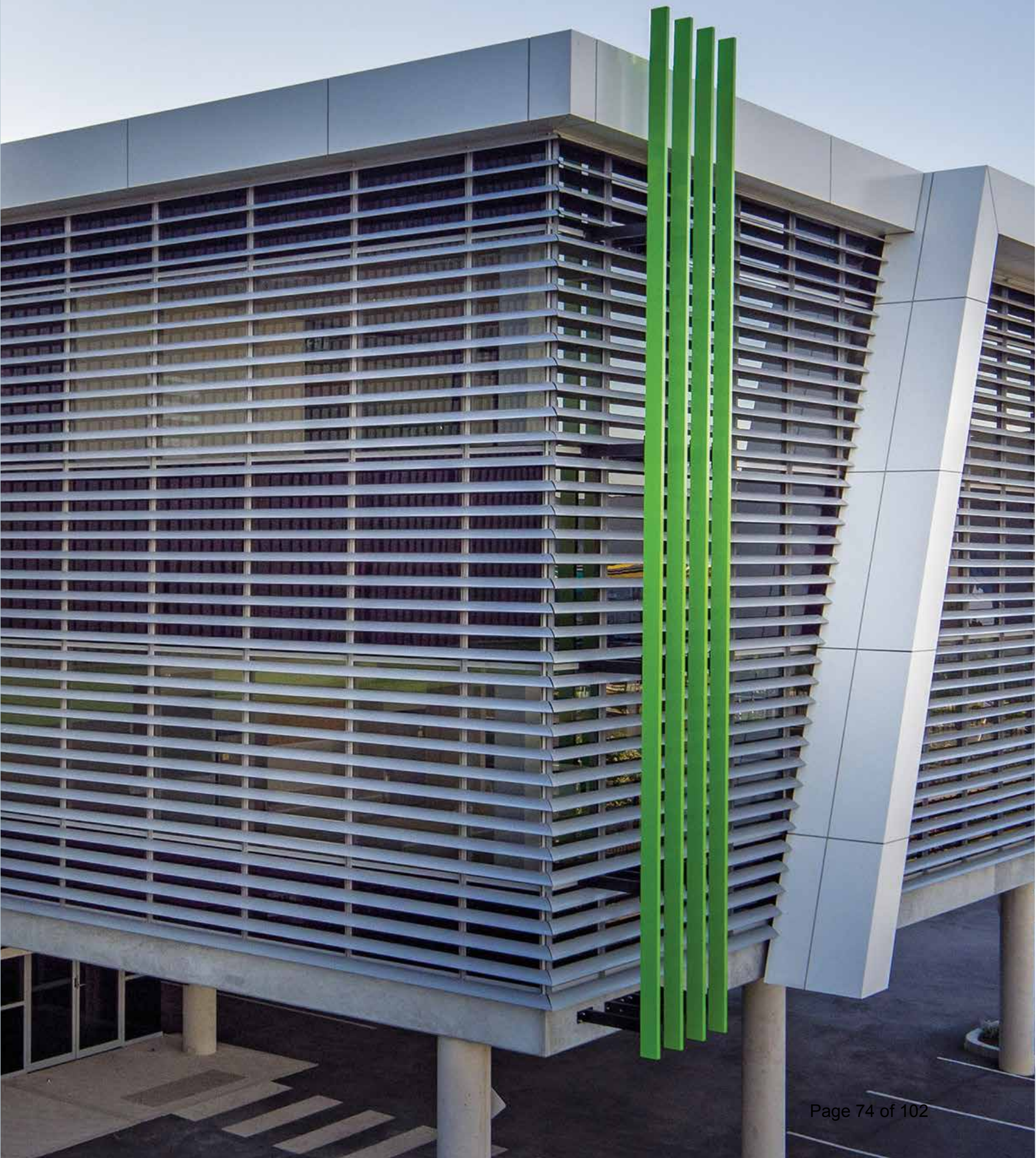
Air quality

Peddimore will need to take a proactive approach to its master planning and infrastructure development to make a positive contribution to managing air quality in the City (BDP policy TP44). This should be a clear requirement in promoting sustainable energy, green infrastructure and transport to reduce its environmental impact, and contribute to mitigating/reducing air quality exceedances in the City.

Waste as a resource

Development will need to support the City's waste strategy in prioritising reduction, reuse, recycling and then recovery of waste. This includes allowing appropriate space for waste collection arrangements for businesses on streets and plot layouts. Infrastructure on Peddimore should support the management of waste up the waste hierarchy, during construction and operation, with opportunities explored to link this to the site-wide energy strategy.





3 DELIVERY

In order to achieve the quality of place that is required by the BDP and this SPD, a comprehensive approach to the sites planning, development, delivery and long term maintenance is needed. Making this happen requires commitment from developers, the City Council and other stakeholders to deliver this shared vision.

Working in partnership

The City Council, as the owner of the majority of the site, is implementing a delivery strategy to realise the development potential. IM Properties has been appointed as the development partner to bring forward key infrastructure and the first buildings on Peddimore, with the remaining land being kept within the City Councils ownership.

Working with key stakeholders (including other landowners/developers, the Town Council and local communities), the City Council will continue to have an important role in overseeing and co-ordinating all stages of the development. There is a need to:

- Ensure the infrastructure and phasing of development in accordance with relevant delivery plans, and coordinated with the development of Langley SUE.
- Require and monitor the delivery of consistent high quality of development in accordance with the guidance and principles set out in this SPD and the BDP.
- Agree the delivery of long term management and governance arrangements for the development.

There will need to be a Public Engagement Strategy for the site, setting out how local people and businesses will be encouraged to have a meaningful stake in the estate as it develops. Co-ordination should be made with the Langley SUE development to build community relations.

Development phasing and infrastructure delivery

New employment space at Peddimore will need to be accompanied by the timely delivery of infrastructure, including major highway works, public transport, health, green spaces and utilities. The development will come forwarded in phases, the first of which will provide the key infrastructure to serve the whole site. This will provide essential services for future occupiers, assist in place-making and establish Peddimore as a premier place to invest and work.

A Delivery and Phasing Plan will need to accompany proposals, and this should fix the key elements required from development and be flexible enough to respond to changing market conditions. Periodic reviews of this plan will be carried out by the City Council and partners to ensure that they remain relevant during delivery. This will be informed and supported by site-wide strategies covering key infrastructure to ensure a clear approach is in place to deliver the vision.

The costs of infrastructure will be met by developers and landowners, including the City Council from the value generated by the development. These are expected to be secured through appropriate planning conditions and/or captured in a section 106 agreement attached to planning permissions.

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 funding and management 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 is likely to adopt all highway infrastructure of suitable standard. In the case of green spaces and landscaping, the City Council may not adopt these assets, or may do so on an interim arrangement, with a view to transferring the asset to a management company or other suitable organisation. Support will be given to communities to facilitate this process.

Where infrastructure is not adopted by the City Council, the developer will need to demonstrate that it is sustainable, City Council standards have been applied, it meets recognised quality standards, and it has long-term management and maintenance arrangements in place.

Business support and training packages

Local people in Birmingham have a wealth of skills and knowledge that will be invaluable to businesses located in Peddimore. As the development partner, IM Properties has made a commitment to support communities by helping disadvantaged people into work, funding people onto the Building Birmingham Scholarship, and directing 50 per cent of its spend with local suppliers and small and medium size enterprises. The City Council will explore further local employment opportunities through the use of targeted employment strategies to link training to employer demand (BDP policy TP26).

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The Peddimore Supplementary Planning Document produced by
Birmingham City Council, Planning and Development, Economy Directorate.



Appendix 3 – Consultation with Councillors and Community Representatives on the emerging draft Langley SUE and Peddimore SPDs

Date	Stakeholder	Engagement on Emerging draft SPDs
17 th April 2017	Sutton Coldfield Town Council (SCTC) Councillors	Goals and Outcomes
27 th April 2017	City Councillors for Sutton New Hall and Sutton Trinity	Goals and Outcomes
3 rd May 2017	SCTC Councillors	Development Principles and Masterplan
14 th June 2017	SCTC Councillors	Transportation
5 th July 2017	SCTC Councillors	Other Infrastructure
6 th July 2017	Langley SUE and Peddimore Consultative Forum	Goals, Outcomes, Development Principles and Masterplan
13 th July 2017	Langley SUE and Peddimore Consultative Forum	Transportation
27 th July 2017	Langley SUE and Peddimore Consultative Forum	Other Infrastructure
2 nd August 2017	SCTC Councillors	Feedback
9 th November 2017	SCTC Councillors	Feedback
8 th February 2018	Langley SUE and Peddimore Consultative Forum	Feedback
14 th June 2018	City Councillors for Sutton Walmley and Minworth and Sutton Reddicap	Draft Cabinet Member Report
28 th June 2018	Langley SUE and Peddimore Consultative Forum	Feedback

Notes -

Membership of the Langley SUE and Peddimore Consultative Forum includes:

- City Councillors for Sutton Walmley and Minworth and Sutton Reddicap,
- Representation from SCTC Councillors, and
- Representation from key community groups, including Project Fields, Walmley Residents Association, Minworth Residents Association, St Johns Church, Holy Cross and St Francis, and Friends of Jones's Wood

Statement of Reasons - SEA screening for the Langley Sustainable Urban Extension (SUE) and Peddimore Supplementary Planning Documents (SPD)

Criteria (from Annex II of SEA Directive and Schedule I of Regulations)	Birmingham City Councils Response
Characteristics of the plan or programme	
(a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	The SPDs will amplify the existing policies of the Birmingham Development Plan (BDP), with particular reference to policies GA5 and GA6. These policies have been subject to detailed Sustainability Appraisal, incorporating the SEA regulation requirements. The SPDs will provide further guidance on the requirements in respect of design, phasing, and site access to ensure coordination, and the comprehensive development of these sites. The SPDs will therefore supplement existing policies rather than setting the framework.
(b) The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	As noted above, the SPDs will supplement policies contained within the BDP. As such it is influenced by other higher level plans, rather than influencing them.
(c) The relevance of the plan or programme for the integration of environmental considerations, in particular with a view to promoting sustainable development.	Some relevance. The SPDs will promote sustainable development by putting in place indicative frameworks for these two sites. However, this will be done in line with adopted policies in the BDP, where environmental considerations on the sites were subject to Sustainability Appraisal (see a) above). It will provide guidance rather than specific policy and will therefore not have a significant effect on environmental considerations which have not already been considered.
(d) Environmental problems relevant to the plan or programme.	None.
(e) The relevance of the plan or programme for the implementation of Community (EU) legislation on the environment (for example, plans and programmes linked to waste management or water protection).	None.
Characteristics of the effects and of the area likely to be affected	
(a) The probability, duration, frequency and reversibility of the effects.	The SPDs will amplify policies contained within the BDP, providing guidance on design, phasing and site access allowing the sites to come forward in a comprehensive way. It will not in itself bring development forward, which will need to go through separate approval processes (i.e, planning applications subject to Environmental Impact Assessments). The guidance set out in the SPD will promote sustainable development. As such there is no mechanism for significant environmental effects to arise from the SPDs which have not already been considered as part of the production on the BDP, which met the requirements of the SEA.

	It is noted that the developments may have potential to give rise to significant environmental impacts, however it will be for individual planning applications to address this matter. It is also likely that there could be environmental improvements, and negative effects mitigated.
(b) The cumulative nature of the effects	As noted above, there is no mechanism for significant environmental effects to arise from the SPDs. It is therefore unlikely that any cumulative impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(c) The trans-boundary nature of the effects	As noted above, there is no mechanism for significant environmental effects to arise from the SPDs. It is therefore unlikely that any trans-boundary impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed.
(d) The risks to human health or the environment (for example, due to accidents)	As noted above, there is no mechanism for significant environmental effects to arise from the SPDs. It is therefore unlikely that any risks to human health or the environment impacts will arise. Where these effects are likely to arise, the City Council will, through the determination of planning applications, ensure such issues are appropriately addressed, including ecology and flood risk assessments.
(e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	The SPDs applies to part of Sutton Coldfield in north west Birmingham, with Langley SUE covering 274 hectares and Peddimore 71 hectares. The sites are mostly greenfield, with only a few residents on the sites. The four Wards in Sutton Coldfield are home to just over 95,000 people. The SPDs are only concerned with ensuring comprehensive development, including design, phasing and site access, in line with policies in the BDP. It does this by setting out guidance and indicative frameworks. It is considered that any effects not previously considered as part of the BDP will be limited in magnitude.
(f) The value and vulnerability of the area likely to be affected due to: i) Special natural characteristics or cultural heritage; ii) Exceeded environmental quality standards or limit values; iii) Intensive land-use.	<p>Given the nature of the document:</p> <ul style="list-style-type: none"> i) None; ii) None; iii) None <p>Historic assets, areas of flood risk and impact on locally important habitats are considered in the design guidance and indicative frameworks in the SPDs in line with the policies contained within BDP. The SPDs does not replace other statutory considerations in this regard, such as the Planning (Listed Buildings and Conservation Areas) Act 1990.</p>
(g) The effects on areas or landscapes which have recognised national, Community or international protection status.	No significant effects are considered to arise on the adoption of the SPDs in line with BDP policies.

Title	Public Consultation On Langley Sustainable Urban Extension And Peddimore Draft Supplementary Planning Documents
Reference No	EQUA80
EA is in support of	New Policy
Review Frequency	No preference
Date of first review	03/12/2018
Directorate	Economy
Division	Planning and Development
Service Area	
Responsible Officer(s)	<input type="checkbox"/> Craig Rowbottom
Quality Control Officer(s)	<input type="checkbox"/> Richard Woodland
Accountable Officer(s)	<input type="checkbox"/> Richard Cowell
Initial impact assessment	<p>The draft SPDs for Langley SUE and Peddimore are localised planning documents providing supplementary detail / guidance to the strategic statutory policies of the Birmingham Development Plan (BDP). The draft SPDs have to be in line with the BDP policies, which were subject to an Equalities Analysis.</p> <p>The draft SPDs have been informed by an evidence base, including design advice by masterplanning consultants. This has not identified any specific impacts on the protected characteristics, and there will be positive outcomes for the local population from the development, including new homes, job opportunities and infrastructure delivery. There is reference in the draft SPDs on matters which do not require a Full Equalities Assessment, with specific points set out under each protected characteristic sections.</p> <p>Any projects identified in the SPDs will need to be subject to their own Equalities Analysis as part of their development where the City Council has involvement (e.g. considering mobility issues and the protected characteristics in developing transport projects). Equalities issues will also be assessed in relevant ways as part of the determination of planning applications for these sites.</p>
Protected characteristic: Age	Service Users / Stakeholders; Wider Community
Age details:	<p>- A mix of housing is required to be provided on the site, with potential for homes for the elderly and for people with particular needs. It is for the developer to propose a suitable mix of homes rather than the SPD being prescriptive on this matter.</p> <p>- Education provision needs to be provided on the development, with land safeguarded for 3 primary schools and 1 secondary school, and a need to address requirements for Special Education Needs. There is also a requirement for</p>

	a Health Centre identified for the site. This is to ensure that the City Councils and the NHS Trusts duties in ensuring school and health facilities are available due to the need for places arising from the development.
Protected characteristic: Disability	Service Users / Stakeholders; Wider Community
Disability details:	- The design of development is referenced in the draft SPDs, however technical design matters are addressed in other SPDs (e.g. Access for People with Disabilities SPD).
Protected characteristic: Gender	Service Users / Stakeholders; Wider Community
Gender details:	See Consulted people or groups section
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Service Users / Stakeholders; Wider Community
Pregnancy and maternity details:	See Age
Protected characteristics: Race	Service Users / Stakeholders; Wider Community
Race details:	See Consulted people or groups section
Protected characteristics: Religion or Beliefs	Service Users / Stakeholders; Wider Community
Religion or beliefs details:	- Places of worship are identified as a type of use that could be accommodated on the development in suitable locations. It is for the developer to bring forwarded proposals for this type of use if they consider it appropriate.
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	
Consulted People or Groups	<p>The decision of the Cabinet Member at this stage is to approve the public consultation on the draft SPDs. This will be carried out in line with the Statement of Community Involvement, which is adopted City Council policy. The approach to public consultation will be made relevant to the community of the population of the Wards where the two sites are located, and will be informed by the community profile for the area (ensuring protected characteristics inform the approach, such as Age, Gender, and Race). Relevant organisations with an interest in equalities issues will also be consulted.</p> <p>An engagement strategy has been developed to set out how the public consultation will be carried out on the draft SPDs,</p>

meeting the requirements of relevant regulations and guidance. The broad range of specific and general stakeholders will all be informed about the draft SPDs (letters, press release, etc), with a number of drop-in sessions proposed during the consultation period. More detailed engagement work (meetings, workshops, etc) will also be carried out with key stakeholders at this time, including City Councillors, the Sutton Coldfield Town Council, the Langley Consortium, and community groups (including Project Fields, Walmley Residents Association and, Minworth Residents Association).

Informed People or Groups

Summary and evidence of findings from your EIA

A Full Assessment is not needed at this stage.

The results of the public consultation on the draft documents will be used to update the Equalities Analysis and inform the final SPDs when they are adopted by the City Council (programmed for January 2019). The preparation of the SPDs is progressing to the following milestones:

- . Public consultation on the draft documents (6 weeks)
- . Review comments and prepare final SPDs
- . Adoption of final SPDs by Cabinet

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

No

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

21/08/2018

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

Content Type: Item

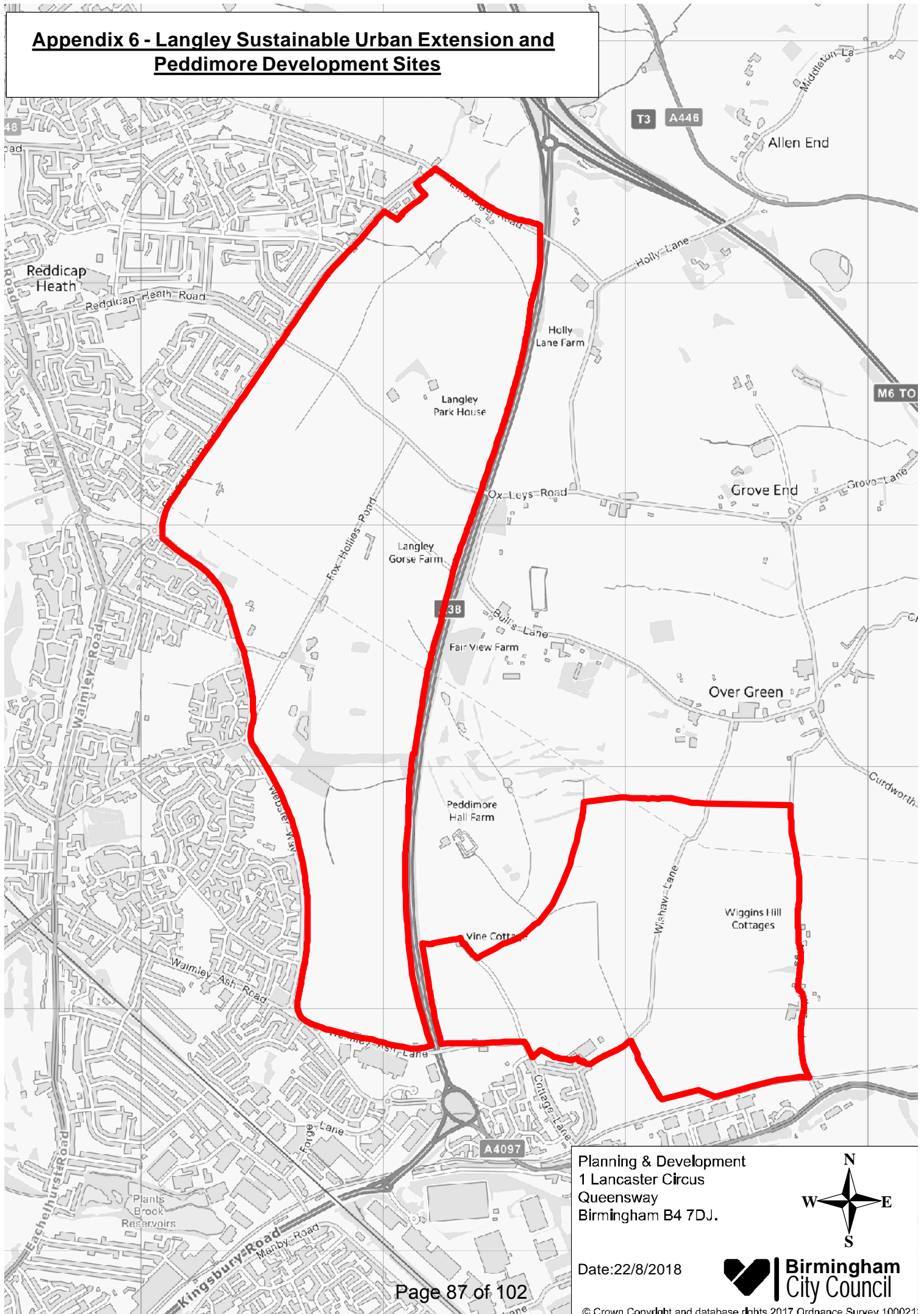
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Last modified at 21/08/2018 11:55 AM by Workflow on behalf of ☐ Louise Cavanagh

Close

Appendix 6 - Langley Sustainable Urban Extension and Peddimore Development Sites



Planning & Development
1 Lancaster Circus
Queensway
Birmingham B4 7DJ.

Date: 22/8/2018



BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to: LEADER OF THE COUNCIL JOINTLY
WITH THE CORPORATE DIRECTOR
ECONOMY

Report of: ASSISTANT DIRECTOR OF PROPERTY (INTERIM)

Date of Decision: September 2018

SUBJECT: SALE OF LAND AT KINGS ROAD KINGS HEATH
BIRMINGHAM

Key Decision: No

Relevant Forward Plan Ref: N/A

If not in the Forward Plan: Chief Executive approved ☐
(please "X" box) O&S Chair approved ☐

Relevant Cabinet Member(s) or Councillor Ian Ward – Leader of the Council
Relevant Executive Member:

Relevant O&S Chair: Councillor Tahir Ali – Economy & Skills

Wards affected: Brandwood & Kings Heath

1. Purpose of report:

- 1.1 To note the surplus declaration of the Council's freehold interest in land fronting Kings Road Kings Heath, and the intention to conclude solus negotiations with the proposed developers of adjoining privately owned land, for the sale of the land.
- 1.2 The subject land is shown edged black on the enclosed plan at Appendix 1 extending to 0.30 hectares (0.74 acres).
- 1.3 An accompanying Private report contains confidential information on the negotiated sale.

2. Decision(s) recommended:

The Leader and Corporate Director Economy are recommended to:

- 2.1 Note the surplus declaration and freehold disposal of land fronting Kings Road Kings Heath as shown edged black on attached plan at Appendix 1.
- 2.2 Approve solus negotiations for the sale of the land with the proposed developers of adjoining privately owned land, as special purchasers.

Lead Contact Officer: Rob King – Business Centre Manager
Birmingham Property Services

Telephone No: 0121 303 3928

E-mail address: robert.king@birmingham.gov.uk

3. Consultation

3.1 Internal

3.1.1 The Leader of the Council has been consulted regarding the contents of this report, and is fully supportive of the report proceeding to an executive decision.

3.1.4. Officers from Legal Services, City Finance, and other relevant officers from the Economy, Place Directorates have been involved in the preparation of this report..

3.1.5 The relevant Ward Members have been consulted, and no adverse comments have been received to the reports content. The detail of this consultation is set out in Appendix 2 of this report.

3.2 External

3.2.1 No external consultation has taken place regarding the content of this report.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

4.1.1 The proposal contributes towards the strategic outcomes outlined in the 'Council Plan and Budget 2018+', specifically to help deliver a balanced budget and contribute to the Councils plan to rationalise its property portfolio as part of its asset management programme.

4.2 Financial Implications (How will decisions be carried out within existing finances and Resources?)

4.2.1 The disposal of surplus assets will generate capital receipts for the Council to help support the Council Plan and Budget 2018+, and contribute to key business priorities.

4.2.2 As the land to be sold is within the HRA, then the receipt may be used either for public sector housing investment or to meet wider Council priorities. In the latter case, an equivalent reduction to the HRA Capital Financing Requirement will also be required.

4.3 Legal Implications

4.3.1 The power to acquire, dispose and manage assets in land and property is contained in Sections 120 and 123 of the Local Government Act 1972, and Section 32 of the Housing Act 1985, in respect of land held for housing purposes.

4.4 Public Sector Equality Duty

4.4.1 The Public Sector Equality Duty statement is included in this report. An Equality Assessment Ref EQUA77 dated 7th August 2018, is attached as Appendix 3. The assessment confirms there is no adverse impact and that a full Equality Assessment is not required for the purpose of this report.

5. Relevant background/chronology of key events:

- 5.1 The subject land comprises a derelict area of land fronting Kings Road Kings Heath, and is currently held by the Housing Revenue Account (HRA).
- 5.2 The proposed buyer has successfully agreed terms for the acquisition of the privately owned land shown hatched on the enclosed plan, and intends to seek planning consent for the comprehensive redevelopment of private and Council owned land in the form of 41 residential dwellings.
- 5.3 In order to maximise their proposed scheme development outputs it is essential for the proposed developer to acquire all land ownerships, and for all landowners to work collaboratively.
- 5.4 A report detailing the outcome of the solus negotiations with the buyer for the sale of the Council's land holding is included on the private agenda.

6. Evaluation of alternative option(s):

- 6.1 A sale of the subject land and its sale will remove an ongoing management liability to the Council.
- 6.3 Not to proceed with the sale would mean that the subject land would remain under-utilised and the opportunity to realise a capital receipt, and maximise the housing development potential of the land would be missed.

7. Reasons for Decision(s):

- 7.1 To note the property's surplus status and approve solus negotiations for the sale of the subject land with the proposed developers of adjoining privately owned land, as special purchasers.

Signatures		Dates
Cllr Ian Ward – Leader of the Council
Waheed Nazir – Corporate Director Economy

List of Background Documents used to compile this Report:

Relevant Officers file(s) save for confidential documents

List of Appendices accompanying this Report (if any):

1. Appendix 1 - Site Plan
2. Appendix 2 – Ward Member Consultation Record
3. Appendix 3 - Equality Assessment

Report Version 2

Dated 2 August 2018

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in section 4.4 of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) tackle prejudice, and
 - (b) promote understanding.
- 5 The relevant protected characteristics are:
 - (a) marriage & civil partnership
 - (b) age
 - (c) disability
 - (d) gender reassignment
 - (e) pregnancy and maternity
 - (f) race
 - (g) religion or belief
 - (h) sex
 - (i) sexual orientation

Ward Member Consultation Land At Kings Road Kings Heath (Sept 2018)

PROPERTY ADDRESS	WARD	CONSULTATION	COUNCILLOR RESPONSE	RESPONSE
Land at Kings Road Kings Heath	Brandwood & Kings Heath	Email dated 2/8/2018 requesting comments by 10/08/18	<p>Cllr Lisa Trickett – Email reply 3/8/18 “my concern is possibly more for one of planning - unless the development is sold as a car free complex or underground provision is provided there is quite simply not room for a further 40-60 cars in the vicinity - I see the value in the sale just a concern on the impact of infill and development on an already congested area”.</p> <p>Cllr Mike Leddy – Email reply 3/8/18 – “I have two concerns, the first being the total land will be developed to provide a MINIMUM of 49 homes, building more than that number would in my opinion be over development of the whole site. My second concern relates to the existing problem of car ownership, which already gives local councillors a headache, creating a minimum of 49 homes will no doubt increase car ownership in this locality by another fifty, sixty and possibly seventy vehicles, which will be hard accommodate in and outside of the proposed development area as there will be a loss to existing parking places in Kings road. With the above points being taken in to consideration, I do support the sale of the HRA land for a housing development”.</p>	<p>Email response 3/8/18 - The principle of residential development for the site has been established, and the concerns you raise will be a key design issue to be considered and addressed by the purchasers in their detailed planning application.</p> <p>Email response 3/8/18 – As per my earlier response to Cllr Trickett, the principle of residential development for the site has been established, and the concerns you raise will be a key design issue to be considered and addressed by the purchasers in their detailed planning application. Please note that the purchasers propose to develop a total of 41 units. The transaction report has been amended accordingly.</p>

Title	Sale of Land Fronting Kings Road, Kings Heath (August 2018)
Reference No	EQUA77
EA is in support of	New Function
Review Frequency	Six Months
Date of first review	07/01/2019
Directorate	Economy
Division	Birmingham Property Services
Service Area	Projects & Programmes
Responsible Officer(s)	<input type="checkbox"/> Felicia Saunders
Quality Control Officer	<input type="checkbox"/> Eden Ottley
Accountable Officer	<input type="checkbox"/> Eden Ottley
Initial impact assessment	<p>To note the surplus declaration of the Council's freehold interest in land fronting Kings Road Kings Heath, and the intention to conclude solus negotiations with the proposed developers of adjoining privately owned land, for the sale of the land.</p> <p>The sale of this land will offer opportunity to regenerate the area, and provide new property and business opportunities to individuals and groups. No direct external consultation is necessary for the disposal of this land. The Community has therefore not been disadvantaged or denied access to these opportunities.</p>
Protected characteristic: Age	Not Applicable
Selected age characteristics: add further details	
Protected characteristic: Disability	Not Applicable
Selected disability characteristics: add further details	
Protected characteristic: Gender	Not Applicable
Selected gender characteristics: add further details	
Protected characteristics: Gender Reassignment	Not Applicable
Selected gender reassignment characteristics: add further details	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Selected marriage and civil partnership characteristics: add further details	
Protected characteristics: Pregnancy and Maternity	Not Applicable
Selected pregnancy and maternity characteristics: add further details	
Protected characteristics: Race	Not Applicable
Selected race characteristics: add further details	

Protected characteristics: Religion or Beliefs

Not Applicable

Selected religion or beliefs characteristics: add further details

Protected characteristics: Sexual Orientation

Not Applicable

Selected sexual orientation characteristics: add further details

Consulted People or Groups

The Leader of the Council has been consulted regarding the contents of this report, and is fully supportive of the report proceeding to an executive decision.

Officers from Legal Services, City Finance, and other relevant officers from the Economy, Place Directorates have been involved in the preparation of this report.

The relevant Ward Member have been consulted, and no adverse comments have been received to the reports content:

Informed People or Groups

Summary and evidence of findings from your EIA

The proposal contributes towards the strategic outcomes outlined in the 'Council Plan and Budget 2018+', specifically to help deliver a balanced budget and contribute to the Council's plan to rationalise its property portfolio as part of its asset management programme.

The disposal of surplus assets will generate capital receipts for the Council to help support the Council Plan and Budget 2018+, and contribute to key business priorities.

As the land to be sold is within the HRA, then the appropriate adjustment will be made to the capital financing charge to the HRA.

The proposed sale represents best consideration, based on an analysis of the proposed transaction.

The proposed transaction will result in the Council disposing of its freehold interest in land fronting Kings Road, Kings Heath.

There has been ongoing consultation with members of their respective constituency, who have as representation been consulted on issues of relevance.

There have been no issues raised which impact the wider community negatively, therefore a full equality assessment is not required at this stage.

Submit to the Quality Control Officer for reviewing?

Yes

Quality Control Officer comments

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

07/08/2018

Reasons for approval or rejection

Please print and save a PDF copy for your records

Yes

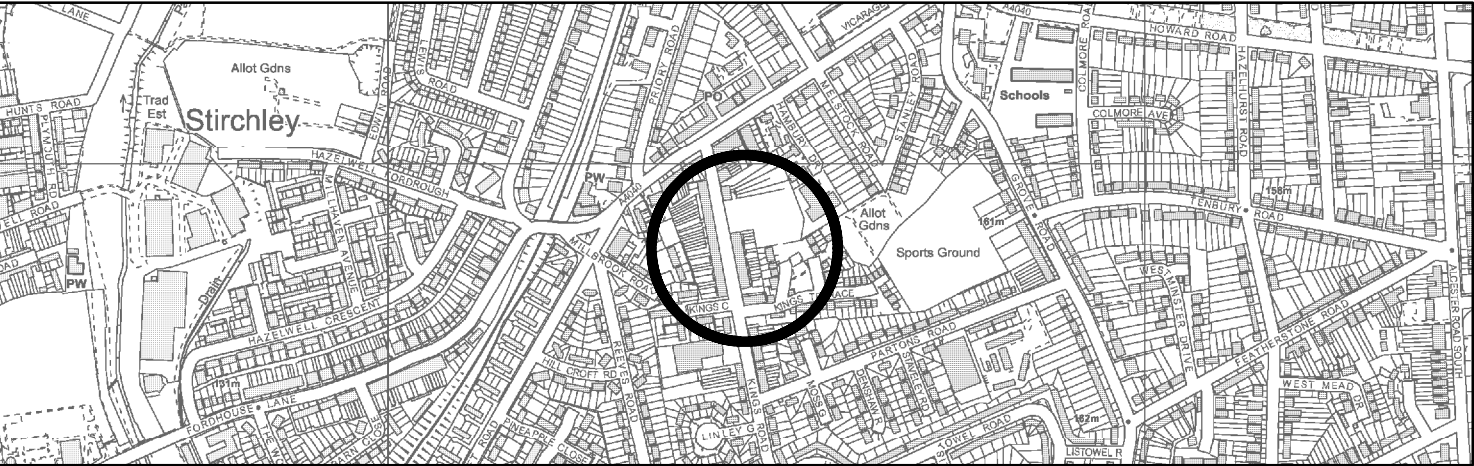
Content Type: Item

Version: 16.0



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Last modified at 07/08/2018 03:50 PM by Workflow on behalf of Eden Ottley

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 Birmingham City Council		Waheed Nazir Corporate Director, Economy 1 Lancaster Circus Birmingham B2 2GL		
Land At Kings Road Brandwood		Scale (Main Map)	Drawn	Date
		1:1,250	BP / JW	27/06/2018
		Page 101 of 102 of SP0680NW		

