



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

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



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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.

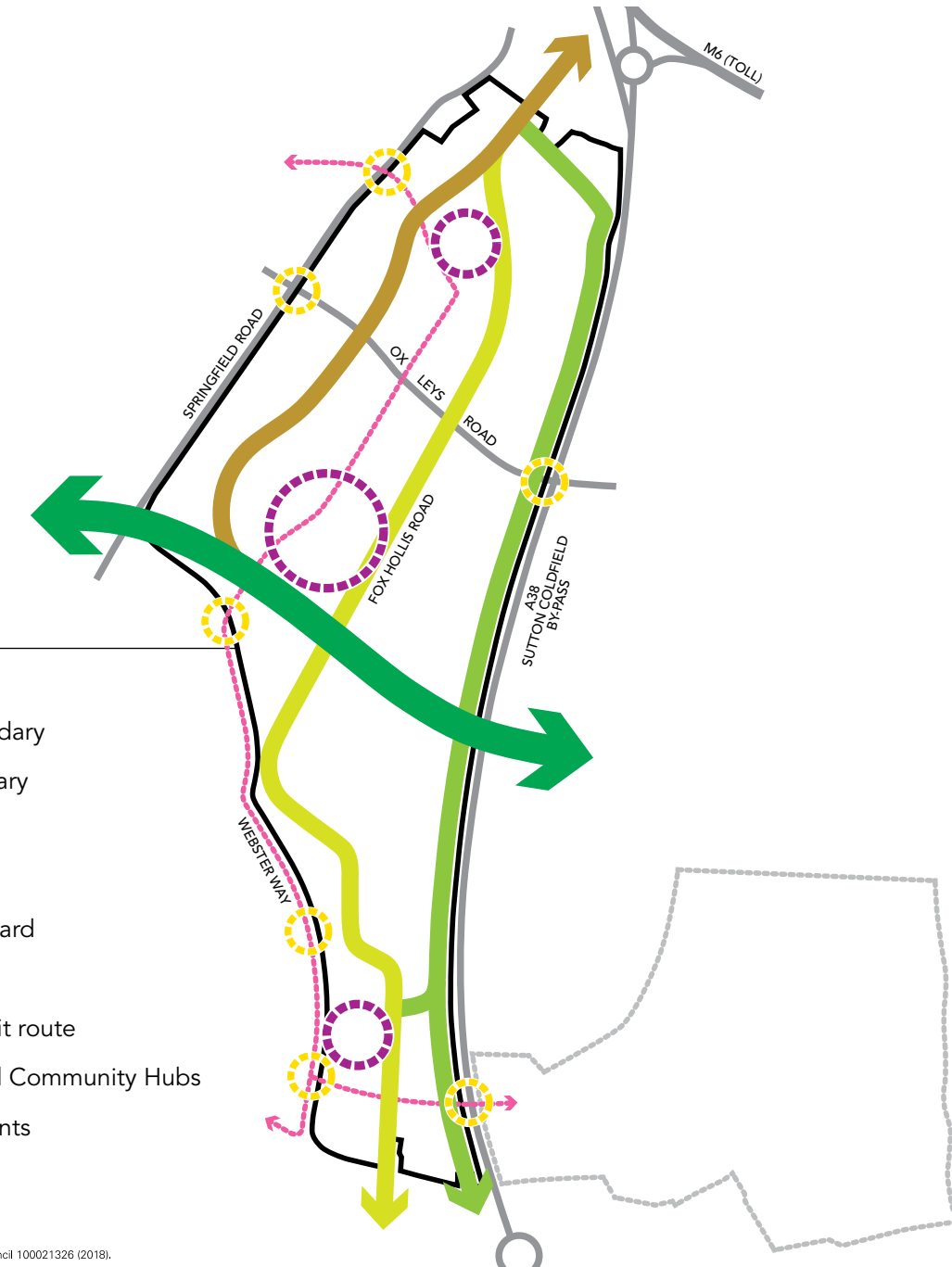
PLAN 3 Big moves

Key

- Langley SUE boundary
- Peddimore boundary
- Langley Park
- Langley Brook
- Fox Hollies Boulevard
- Green buffer
- Sprint/Rapid Transit route
- District Centre and Community Hubs
- Primary access points



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DEVELOPMENT PRINCIPLES

The following site-wide development principles will, alongside the Big Moves, be at the forefront of delivering the vision for Langley SUE 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



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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.

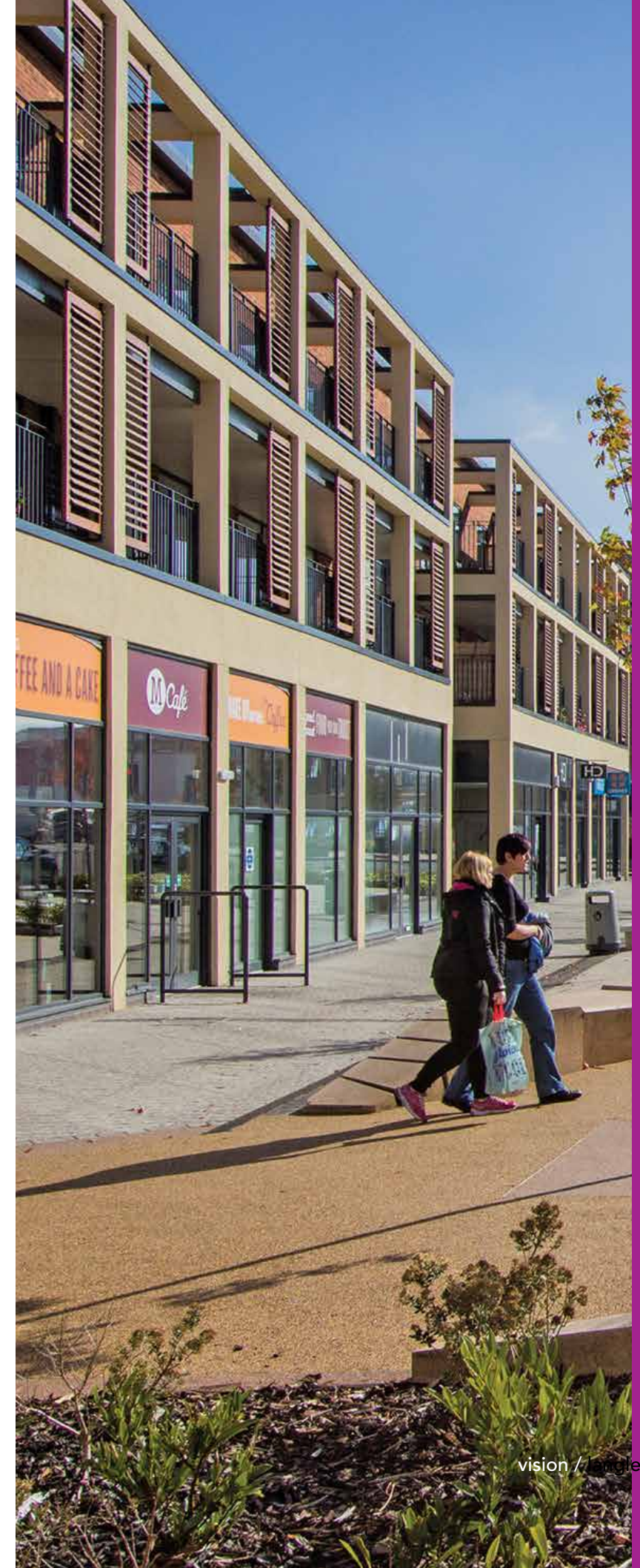
It is anticipated that three primary schools will need to be provided (2.5ha each), and these should be evenly distributed within Langley SUE. The preference is for these to be co-located within Centres to create walkable catchments. They will also need to be located in close proximity to and served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

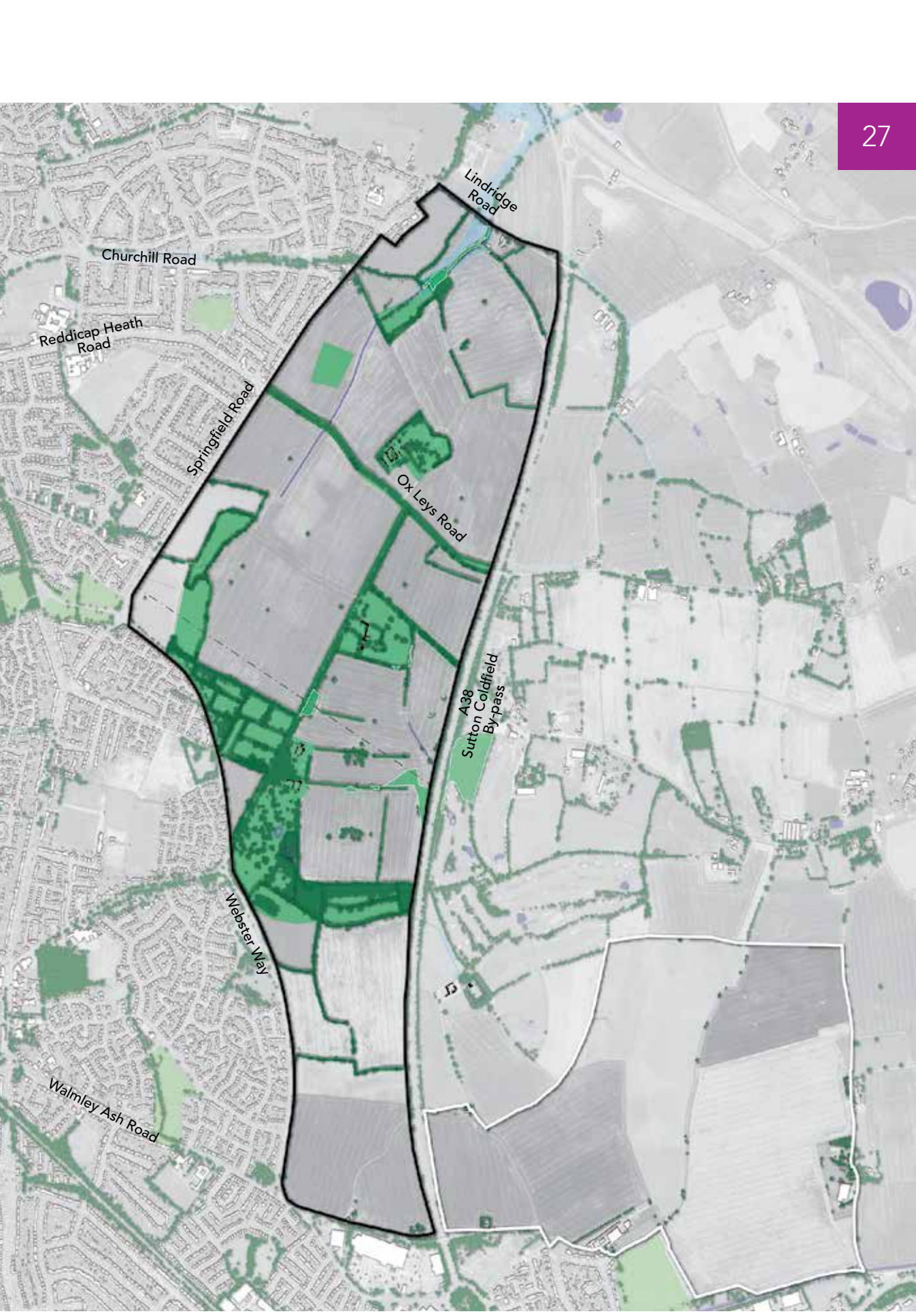
PLAN 5 Green infrastructure and assets

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

NORTH

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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.

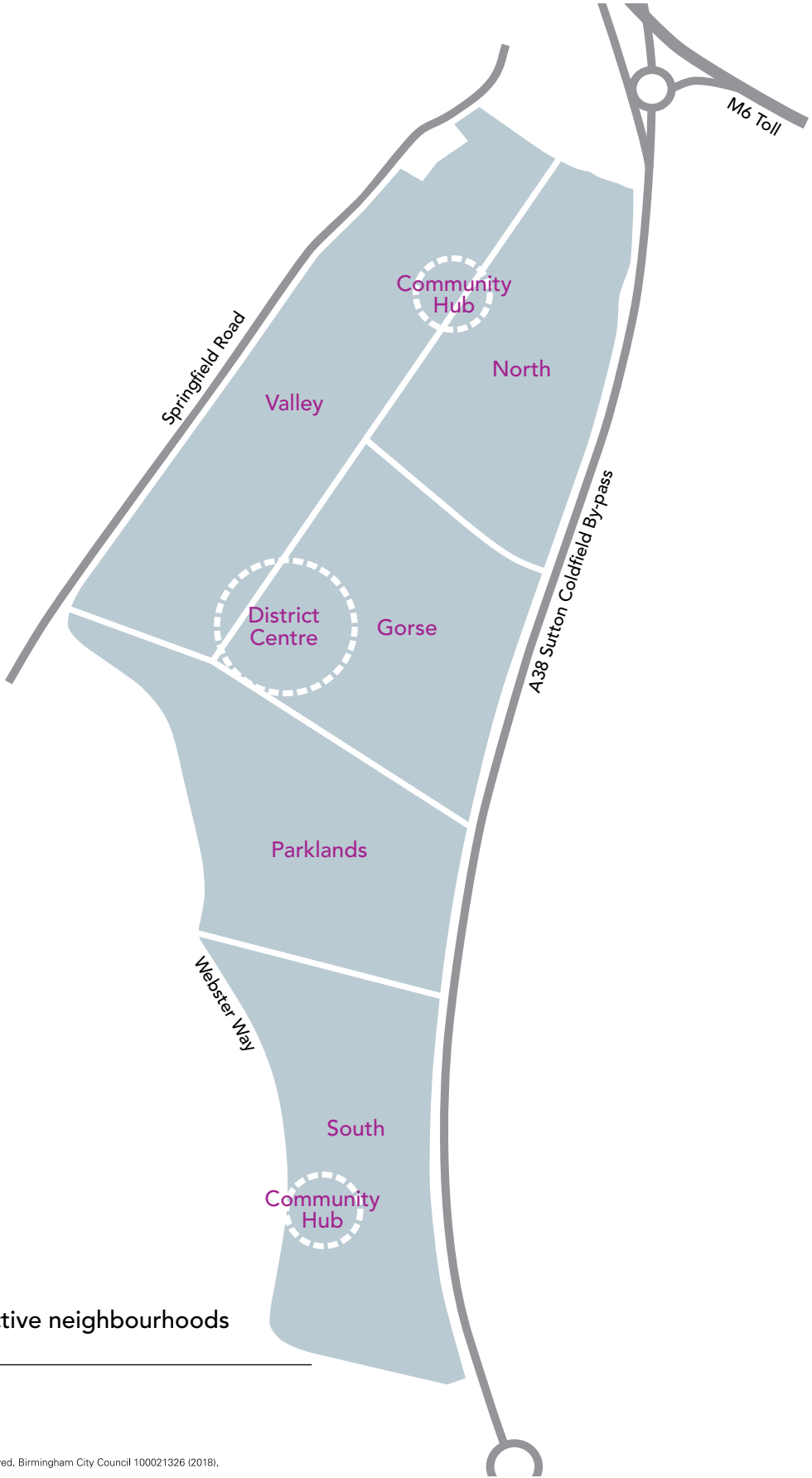
Each Neighbourhood will have a distinctive character that relates well to adjoining places, and well-defined gateways that help people to identify with their local area. Character will arise from the local context, including topography, landscape and heritage assets; and from new carefully considered 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.

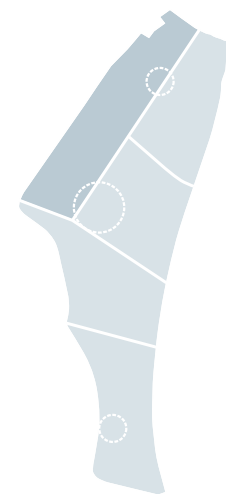
Public art has the potential to enhance place-making in the Neighbourhoods and at key locations, such as Centres and strategic green spaces, and to engage with all people during the development. Different forms of public art - temporary/permanent, site-specific work/wider cultural events - can positively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

PLAN 6 Distinctive neighbourhoods



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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.

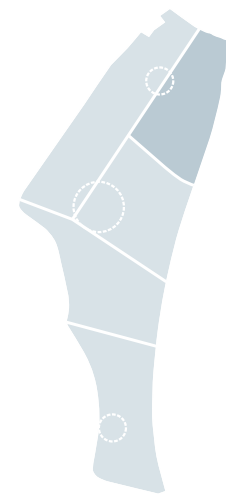
Design and layout

- 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.

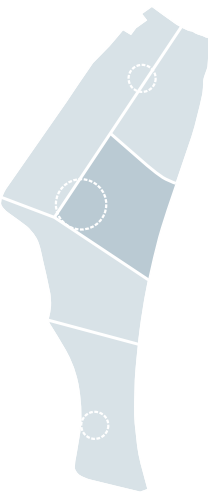
Design and layout

- 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.

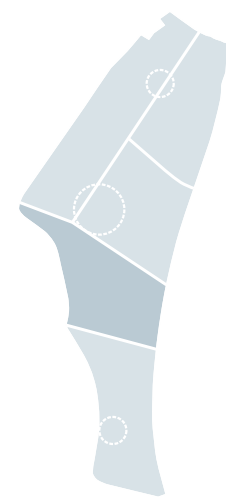
Design and layout

- 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.

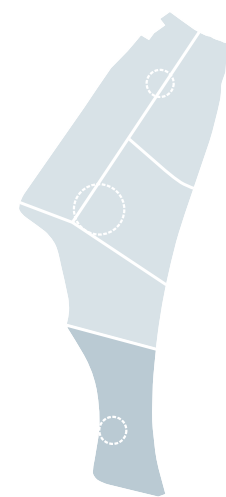
Design and layout

- 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.

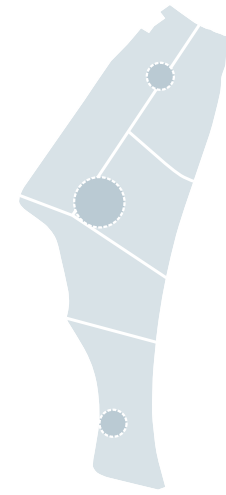
Design and layout

- 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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