

LANGLEY FREQUENTLY ASKED QUESTIONS

Introduction

The Langley Sutton Coldfield Consortium [“the Consortium”] has submitted an outline planning application and a separate full planning application for strategic on site infrastructure to Birmingham City Council [“BCC”] for the development of the Langley Sutton Coldfield Sustainable Urban Extension. The Consortium comprises a mixture of landowners and house builders who are working in collaboration to deliver this development. The Consortium has set out answers within this note to some of the more frequently asked questions about this proposed development. This will continue to be updated as the project progresses.

Theme 1 – Need and Location for the Development

Q. Why are more new homes required?

BCC is required to assess its future housing need on a periodic basis and put in place a plan for meeting this need. For the period 2011 to 2031 the housing need for Birmingham was assessed as 89,000 additional homes. BCC adopted a statutory plan in 2017, called the Birmingham Development Plan, which set out proposals for delivering 51,100 new homes within the Birmingham administrative area over this period. BCC is in the process of producing a new Birmingham Local Plan to cover the period to 2042, which identifies a housing need for Birmingham of 149,180 for the period 2020-2042.

Q. Why is development being proposed on this site?

The Birmingham Development Plan, as part of its housing delivery strategy, allocates the Langley site for the delivery of a residential-led sustainable urban extension to Birmingham with a focus on the provision of family housing and associated infrastructure. The new Birmingham Local Plan proposes to retain the allocation of the Langley site. The Langley site therefore represents a key component of the housing delivery strategy for Birmingham.

The Consortium is currently bringing forward its proposals for this allocated development site through the submission of a site-wide outline planning application and a separate full planning application for strategic on site infrastructure.

Q. Is this site in the Green Belt?

When BCC allocated the Langley site in the Birmingham Development Plan in 2017 for the delivery of a residential-led sustainable urban extension the site was removed from the Green Belt. The site is therefore not in the Green Belt.

Q. Will there be any affordable housing provided?

The scheme is proposing to deliver up to 5,500 dwellings and it is intended that 35% of these will be affordable homes. This will comprise a mixture of social rented, affordable rented and affordable ownership homes, including homes for first time buyers sold at a discount to normal market value. This level of affordable housing is in accordance with BCC’s policy requirements. The Consortium would like affordable housing to be made available to people with a local connection to the Sutton Coldfield area.

Q. How long will it take to complete the development and how will it be phased?

It is currently anticipated that construction will commence in 2025, with first occupation in 2025 / 2026, and continue until around 2040. The development would be undertaken on a rolling programme of site preparation and construction, allowing earlier phases to be completed and occupied whilst subsequent phases are constructed. The first dwellings are likely to be completed on the western side of the site within 12 months of the first development works commencing. The new community facilities and open space will be delivered alongside the delivery of the new houses.

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Q. What is the outline planning application?

The outline planning application was submitted to BCC in December 2021 for the following description of development:

“Outline application for a Langley Sustainable Urban Extension (a residential led mixed use development). Works to include demolition of two semi-detached dwellings to the east of Springfield Road, Langley Park House buildings to the east of Langley Hall, Springfield Farm buildings, Langley Gorse Farm buildings and barn to the south of Fox Hollies House; diversion underground of 132Kv overhead power line, removal of existing pylons and construction of new termination pylons; site clearance/remediation works and engineering works to create a development platform; construction of dwellings (C3); the provision of mixed use floorspaces (E, C1, C2, F1, F2 and SG uses) to be delivered in 1 district and 2 local centres; education facilities comprising 1 secondary school (with sixth form) and up to 3 primary schools or an all-through school (with sixth form) and 2 primary schools, together with up to 6 nursery/early years units; the creation of an internal transport network with connections to the surrounding highway, cycle and pedestrian network; green infrastructure including informal open space, play areas, linear park and the creation of sports hub with a pavilion building; the stopping up/diversion of the existing public highway and public rights of way and the creation of new routes; diversion of Langley Brook; erection of an acoustic fence and bund along A38; and all associated works. Details of strategic highway points are submitted for approval with all other matters reserved”.

BCC Planning Committee resolved to grant outline planning permission on 22nd December 2022 subject to the signing of a S106 Agreement. The S106 Agreement is in the process of being finalised.

The outline planning application establishes the principle of the development and is controlled by a series of parameters, which include defining: the amount of development (up to 5,500 dwellings and up to 71,000sqm non-residential floorspace); the distribution of land uses; the heights of buildings; and the connectivity strategy into and through the Langley site. The outline planning application also includes the design details for the principal vehicular access junctions into the Langley site from the adjacent road network, primarily on the western boundary, but also including access into the Langley site from the A38 on the eastern boundary. All other detailed matters are reserved for future consideration.

Q. What is the strategic infrastructure planning application?

The Langley strategic infrastructure planning application sets out details for: the on-site strategic primary and secondary roads, which connect into the principal access junctions included within the outline planning application; the on-site sustainable drainage network to attenuate the surface water run-off from the development; and the on-site multifunctional interconnected network of strategic green spaces (including parks, footpaths, off-street cycleways, playing pitches, play areas, informal amenity spaces, community growing areas, ecological habitats, tree planting and landscaping).

This strategic infrastructure will service and provide the framework for the tranches of new residential, mixed-use and education built development.

The strategic infrastructure application proposals were submitted to BCC in June 2023 and are still pending determination. Revised plans were submitted to BCC in September 2024 which respond to comments made by statutory consultees. This information is shown across a series of detailed drawings and: is in line with the outline planning application parameters; responds to the strategic infrastructure Design Coding principles; and is in accordance with the Langley SPD strategic Big Moves.

The design details (layout, scale, appearance, access and landscaping) for the residential, mixed use and education built development tranches have not yet been progressed. These details will be submitted in the future under separate reserved matters applications pursuant to the outline planning permission and therefore have not been included in either this full planning application or the separate outline planning application.

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Theme 2 – Highways, Noise and Air Quality

Q. Has a review of the impact of the proposed development on the local highway network been undertaken?

An assessment of the potential impact of the proposed development on the local highway network has been undertaken and has been set out in the Transport Assessment document that was submitted with the outline planning application. As a result of this, and in order to mitigate the impact of the additional traffic that will be created by this development, a suite of off-site highway works and interventions has been identified through discussions with BCC Highways Officers. The assessment of impact on the highways network has cumulatively considered traffic from both the Langley development and the separate but adjacent Peddimore employment site.

Both the Consortium and the developers of the Peddimore employment site are providing funding to BCC to enable the identified off-site highway improvements to be delivered on a phased basis and informed by a 'monitor and manage' approach. The delivery of these highway improvement works will be overseen by the Green Travel District.

Q. Where are the proposed vehicular and pedestrian access points into the site?

The site is proposed to be served by 9no. primary access points (the details for which are included within the outline planning application, as determined by Planning Committee in December 2022). These include the new A38 roundabout which has been built at the south eastern corner of the site and an additional access to the A38 from Ox Leys Road further to the north, as well as additional primary access points from Webster Way, Thimble End Road, Springfield Road and Lindridge Road. There will also be additional smaller junctions and a network of pedestrian and cycle access points into the site from the existing road network.

Q. Why has the new roundabout on the A38 to the east of Langley already been built?

The new roundabout on the A38 which has already been constructed is located between the Langley and Peddimore employment sites. The roundabout design was approved as part of the Peddimore proposals and has been delivered in order to provide vehicular access into the Peddimore site. The Langley internal road network will then link into this new roundabout. Construction traffic will be able to access the southern end of the Langley site directly from the A38 via this roundabout.

Q. When will the northern A38 junction be constructed?

The northern A38 junction (linking to Ox Leys Road) will be delivered early in the development process. This additional junction will include the delivery of south-facing slip roads in both a north and south direction. The early delivery of this junction will enable construction traffic to access the northern end of the Langley site from the A38 from early in the construction process.

Q. How much car parking will be provided within the scheme?

The aim is to provide sufficient car parking within the scheme to meet the needs of the development. The exact quantum and location of car parking within the development is to be discussed with BCC during the course of the detailed design stages, with reference to the provisions of the latest adopted version of the BCC Car Parking Supplementary Planning Document.

Q. Are any improvements to public transport proposed?

Yes. A Public Transport Strategy has been developed as part of the outline planning application. The Strategy identifies ways in which the public transport services in proximity to the development may be enhanced to provide greater accessibility to residents, and increase the modal share of journeys undertaken using public transport. This includes the re-routing of existing routes to serve the site. Bus

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service improvements form part of the package of highways and transportation works which will be delivered through the Green Travel District and funded by the S106 monies paid by both the Langley and Peddimore developments.

The site is being designed to accommodate Bus Rapid Transit services and take advantage of the benefits provided by Demand Responsive bus services. Bus shelters and seating will be provided and bus priority measures have been accommodated within the on-site highway strategy. The Strategy enables new homes which will be constructed within the development to be within 350m walking distance of a new or existing bus stop.

Q. Has an Air Quality Assessment been undertaken?

Yes. An Air Quality Assessment has been undertaken to assess the likely significant effects of changes in local air quality on nearby sensitive receptors, including the existing and future residents of the area. The assessment shows that taking account of the identified mitigation measures, the development is consistent with the BCC initiatives to improve air quality in Birmingham. The Air Quality Assessment was submitted with the outline planning application.

Q. How are impacts (e.g. noise, air quality and dust) on the existing residents during the construction phase going to be managed?

The impacts on existing residents during construction will be managed and minimised through the implementation of specific measures (including site preparation, site management, monitoring and general communication with the local community). These measures will be established through a Construction Environment Management Plan (CEMP), prepared as part of a best practice approach to construction and will be submitted to BCC for approval prior to the commencement of construction. A CEMP was submitted as part of the strategic infrastructure planning application.

Q. Will there be a walking / cycling route along the western boundary of the site?

The outline planning application Access & Movement parameter plan also identifies an indicative location for a walking and cycling route along the western boundary of the Langley site. This route was requested by BCC Highways in order to ensure that a visible, safe and usable route is available from, and could be delivered from, the start of the development process and which could be used by existing residents and future new residents to encourage and facilitate walking and cycling as a mode of travel.

Options have been discussed with BCC Highways officers for achieving this. The preferred option, which is shown on the strategic infrastructure application plans submitted in September 2024, avoids routing pedestrians and cyclists through an active construction site and can be accommodated within or immediately adjacent to the boundary of the adopted highway, linking together the principal access junctions into the Langley SUE which have already been included within the outline planning application.

Significantly, and taking on board the concerns expressed by the local community, this route retains large sections of existing hedgerows along this boundary (which were previously proposed for removal) and incorporates sections of new / replacement hedgerow planting along (recognising that some sections of the existing hedgerow need to be removed from this boundary in any case in order to accommodate the development proposals, notably in relation to the new access junctions). This results in the new walking and cycling route along the western boundary of the Langley development being bordered, on its eastern edge, by hedgerows along the length of the Langley site.

In order to deliver this hedgerow-bordered route alongside the existing highway on the western boundary of the Langley SUE the route comprises a combination of segregated (3m wide cycleway and 2m wide footway) and shared (3.5m wide footway / cycleway) links and also utilises the existing pavement on the eastern side of Springfield Road for part of the route. The route also continues alongside Walmley Ash Lane on the southern boundary of the Langley site.

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Theme 3 – Parameter Plans and Illustrative Masterplan

Q. What are the outline planning application parameter plans?

The outline planning application includes, and is framed by, a series of parameter plans, which set out: the proposed locations of the areas for residential development, mixed-use development and open space within the site; the maximum heights of new buildings within the site; the proposed approach to achieving access into and through the site; and the proposed approach to site levels.

The detailed layout and design of new buildings is not included in the outline planning application. These will form part of subsequent detailed applications. However the outline planning application does include an illustrative masterplan, which provides an indication of how the development might come forward.

Q. Can the site really accommodate 5,500 homes and the associated development proposed?

Extensive technical assessment work has been undertaken to identify the site's development capacity. This has identified that the site has the capacity to accommodate 5,500 new homes and associated open space, community uses and wider infrastructure.

Q. What is the design vision for the scheme?

The development layout, buildings and open spaces will be designed to be of a high quality. The new neighbourhood will have a strong sense of place and distinctive character. Building layouts and designs will be informed by the local topography, landscape and heritage assets and complemented by appropriate use of innovation in design.

The development will be designed to be a safe place, where carefully-considered site layouts and well-designed buildings and open spaces promote positive social interaction, achieve natural surveillance and minimise the potential for crime and anti-social behaviour. Appropriate provision will be made for people with disabilities. The Consortium would like local people to play a meaningful role in shaping development and managing the new neighbourhood, contributing to establishing a sense of community.

Q. How will the development be 'exemplar'?

The outline proposals seek to enable the delivery of an exemplar sustainable development and the approach to achieving this is set out within the Exemplar Vision Statement submitted with the outline planning application, under the themes of 'environmental', 'social' and 'economic' development. Each subsequent planning application is to be accompanied by a statement setting out how the detailed proposals bring forward the exemplar vision.

Q. How does Design Coding fit in to the design process?

The Langley SUE Supplementary Planning Document (SPD) highlights the role that Design Coding can play to inform the delivery of the Langley SUE scheme. Design Coding is not currently a standard formal BCC validation requirement for all major planning applications, but the pre-application discussions with BCC have highlighted the BCC expectation that there will be Design Coding in place for the whole Langley site (including the strategic infrastructure areas).

The approach to Design Coding for the scheme as a whole, which is being taken by the Consortium, reflects the fact that the detailed design for the strategic infrastructure has been submitted within a separate strategic infrastructure full planning application and the detailed design for the built development parcels is coming forward under reserved matters applications pursuant to the outline planning permission. Design Coding is therefore being undertaken in 2 stages: the first stage is the Infrastructure Design Code, which has been submitted with the strategic infrastructure application; and the second stage is the Character Area Design Code.

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The Character Area Design Coding, which will cover the coding framework which will be applied to the built development areas whilst also tying into the Infrastructure Design Coding, will be submitted to BCC pursuant to a condition which will be applied to the outline planning permission and approved prior to the determination of the first reserved matters application.

Theme 4 – Green & Blue Infrastructure

Q. What sport and play facilities are being proposed?

The proposed development includes c.90ha of interconnected, managed and accessible open space, which links into the existing residential areas to the west and countryside to the east. This will include formal open space in the form of a Sports Hub (with pavilion and playing pitches), as well as informal open space in the form of parks, amenity space, equipped play areas and strategic green links. A Green Infrastructure Strategy accompanies the application, which will guide the future development of these spaces, and has been informed by carefully considering sensitive on-site features and the wider context. The intention is for the open spaces will be managed under an appropriate stewardship system, with community involvement, rather than transferred to BCC to manage.

Q. What regard is being given to existing wildlife?

Existing on-site habitats and species have been identified through comprehensive Ecological Assessment work. The proposed green infrastructure has been designed to provide appropriate buffers around the existing retained features and will further enhance the site's biodiversity through the creation of areas of new trees and woodland planting, hedgerows, species rich grassland and ponds.

Q. How is site drainage being dealt with?

The submitted Sustainable Drainage Strategy (SuDS) demonstrates how surface water will be positively managed on site as part of a holistic approach. The surface water drainage from the site will be held within on-site attenuation features prior to release to the existing watercourses and drains in a managed fashion. The strategic infrastructure design approach incorporates the provision of multi-functional SuDS features set within the proposed green infrastructure. The strategy has been designed having regard to climate change.

Theme 5 – Community Facilities

Q. What community facilities will be provided?

The scheme will include a new District centre and two new local community hubs. Within these a wide range of community facilities will be provided to cater for the day-to-day needs of the local community including pubs, restaurants, shops, schools, sports and leisure facilities, community and medical buildings, as well as office space. There will also be opportunities to provide additional flexible community spaces suitable for groups, clubs and other gatherings. The exact range and form of community facilities has not yet been determined and proposals will be developed further at the reserved matters design stage.

Q. Will there be new schools provided in the development?

The scheme incorporates new on-site provision for the delivery of up to 3no. up to 3 Form Entry Primary Schools, 1no. up to 8 Form Entry Secondary School, Post-16 (Sixth form) provision (300 pupils) and facilities for Early Years provision (up to 6no. facilities). Some of this provision may take place through the delivery of an All-Through School.

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Theme 6 – The Next Steps

Q. Where can I view the planning application proposals?

Following the documents submitted to support the outline planning application and strategic infrastructure full planning application have been uploaded to BCC's website to view. BCC is notifying adjoining property owners and advertises the application proposals both on site and in the local media. There will be an opportunity to submit comments directly to BCC on the application proposals during a planning application determination period.

Q. What are the next stages in the planning process?

Following approval of both the outline and strategic infrastructure planning applications detailed (reserved matters) applications will be submitted to BCC for the layout and design of the buildings within each built development tranche.

Q. How to register an interest in the homes to be provided on the site?

If you would like to register your interest in the homes to be delivered on site, please leave your details and a brief message on the 'contact us' page of the website.