Birmingham City Council

Langley Sustainable Urban Extension and Peddimore Supplementary Planning Documents

Consultation Statement

1. Introduction

Birmingham City Council consulted on the Langley Sustainable Urban Extension (SUE) and Peddimore draft Supplementary Planning Documents (SPDs) in September and October 2018. This statement explains the development proposals, describes the level and type of responses received, the main issues raised and how they have been addressed in the final SPDs. The statement has been prepared in accordance with Regulation 12 (a) of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Birmingham Statement of Community Involvement.

2. Purpose

Langley SUE and Peddimore development sites were allocated through the Birmingham Development Plan for approximately 6,000 homes, 71 hectares of employment land and supporting infrastructure.

The Langley SUE Draft SPD sets out:

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

The Peddimore Draft SPD sets out:

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

Public consultation on the draft SPDs was carried out for six weeks, from 10th September to 21st October 2018, when views were sought from stakeholders and the public on the guidance contained within the documents.

3. Engagement Strategy

An engagement strategy was developed to set out how the public consultation will be conducted on the draft SPDs, meeting the requirements of relevant regulations and guidance.

In 2017, the Langley SUE and Peddimore Consultative Forum was established by City Councillors for Walmley and Minworth to facilitate early engagement with community representatives. It includes:

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

The engagement strategy was based on two key approaches:

<u>Methods to Inform</u>

- The draft SPDs were uploaded onto the City Council's website with an opportunity to comment via BeHeard (the City Councils engagement website) through a structured survey

- They were publicised through a press release that was also put on the City Council's social media channels.

- Emails and / or letters were sent to all specific and general consultees (required by the relevant Regulations) identified in the Planning and Development Consultation Database, including:
    - Residents associations
    - Community groups
    - Neighbourhood forums
    - Ward Councillors
    - Sutton Coldfield Town Councillors
    - Local Members of Parliament
    - Local educational institutions
    - West Midlands Combined Authority
    - Neighbouring Local Authorities
    - Sutton Coldfield Town Council
    - Chambers of Commerce
    - Local Business Improvement Districts (BIDs)
    - Greater Birmingham and Solihull Local Enterprise Partnership
    - Disability User Groups
    - Landowners
    - Developers and agents

- Local Ward Councillors and resident groups were provided with leaflets to publicise the consultation.

Methods to Engage

- Meetings were held with the Consultative Forum and Sutton Coldfield Town Council to discuss and capture views on the draft SPDs.

- A briefing session was held for City Councillors of local Wards and two briefing sessions were held for Sutton Coldfield Town Councillors. Several meetings were held with Town Council Officers and a briefing was also provided to the MP. There was also a session conducted with Birmingham City Council's Planning Committee.

- A joint briefing session was arranged with the Sutton Coldfield Town Centre BID and Sutton Coldfield Chamber of Commerce, and meetings were held with other key stakeholders, including the Langley (Sutton Coldfield) Consortium and IM Properties. Separate from the consultation, Public Health also carried out a Health Impact Assessment of the SPDs and this led to some points of clarification being added to the documents.

- Eight public drop-in sessions were held in the areas surrounding the development sites to ensure the main community areas had chance to comments. Details of the events were published on the consultation website and materials. Two sessions were conducted on weekday afternoons, one on a weekday morning, two on weekday evenings and three sessions took place on weekends in order to provide options throughout the week for people to attend different sessions depending on their availability. This helped to capture responses from as wide a catchment as possible. Officers and consultation material were available to help discussions with members of the community. The venues were:

    - Falcon Lodge Community Centre
    - Holy Cross Church Hall
    - Walmley Library
    - Asda Minworth
    - Sutton Coldfield Library
    - Gracechurch Shopping Centre
    - St George's Church

The consultation on the SPDs was responded to by over 200 people / organisations. This includes almost 900 individual comments on the Langley SUE draft SPD, and over 400 on the Peddimore draft SPD.

4. Summary of Consultation Responses – Langley SUE

Vision

Theme:	Main issues raised:	How these are addressed in the SPD:
Principle of development	Comments were raised regarding the principle of development, mainly the decision to release land from the green belt, and the environmental implications development would have.	No change is required as the site area, and principle of development, has already been established in the Birmingham Development Plan which had a separate consultation process.
Delivering the vision	Several respondents provided general support for the vision. However, numerous respondents expressed concerns that the vision will not be delivered. Numerous respondents also raised concerns regarding the potential impact of construction, and stressed the important of future community engagement.	The role of the SPD, and other relevant policies, is to ensure the delivery of the vision set out in the document. The site-wide strategies and partnership approach proposed by the SPD will ensure this happens, with the majority of developers / landowners already working together. The SPD has been amended to: • Clearly state that developers need to engage with local communities (including the Consultative Forum), provide updates on progress, including the impact in the local area during construction.
Off-site highway improvements	Several respondents shared concerns regarding the impact the development on the road network, and stated the need for highway improvements throughout the area. Numerous respondents also expressed doubts that the proposed highway improvement works will be	The SPD sets out that the development will support investment in the wider transport network to mitigate its effects in the Connectivity Development Principle. The SPD has been amended to: • Clearly set out the need for off-site highway

	delivered.	improvements as part of the Vision.
Sprint	Numerous respondents have questioned the justification for the decision to introduce Sprint into the transport strategy. Comments received regarding the use of Sprint mirrored the concerns raised in the Connectivity section. These included concerns over the width of the vehicles, the routes proposed, and their capacity to meet increasing demand.	Sprint provides a step change in the public transport offer for this area of the city, providing fast and reliable journey times to Birmingham City Centre, providing a viable alternative to the private car. Sprint can be delivered at less than a quarter of the price of Midland Metro, is faster to deliver, and is flexible enough to evolve its routing throughout the phasing of a developments build out. This part of the transport strategy was assessed as part of the Birmingham Development Plan. Therefore no change is required to the SPD.

Connectivity

Theme:	Main issues raised:	How these are addressed in the SPD:
Congestion/capacity	Numerous respondents expressed concerns that the existing road infrastructure will not cope with the increasing demand the development will generate. It was suggested that the roads should be widened in places. Respondents also raised concerns that the road network will have 'rat-runs' and will witness an increase in heavy goods vehicles using the road network. There were also concerns that the traffic surveys will be undertaken during the school holidays, when there is less traffic on the roads.	The SPD requires developers to mitigate the potential impact on the existing road network arising from the development (not to address existing issues). Some traffic will use existing roads; these will be improved where the development has had an impact. A key part of the transport strategy for Langley is to direct traffic to the A38 to minimise impacts on the local area. The detail of the proposed layout and transport strategy will be worked through at the detailed transport assessment stage through the planning application. Heavy Goods Vehicle access will be considered in detail as part of the planning application. Traffic surveys will be carried out at 'neutral times' in accordance with national guidelines. This was the case with the surveys that informed the Sutton Coldfield Transport Model. The SPD has been amended to: • Provide clarity that the details of the transport strategy and off-site improvements (including traffic management) will be established through the planning application process. • State that the Birmingham Development Plan evidence base should inform the approach as part of the planning application process (this includes initial details of off-site improvements that need further development).

Connectivity	Respondents stated that the Principle Movement Network should be better integrated with the existing network. It was also suggested that a pedestrian crossing should be provided at the Asda footpath.	The SPD has been amended to: • Include reference to the need for the Principle Movement Network to facilitate connections into the local area. • Require links to Asda from the site.
Sprint / Rapid Transit	Several respondents expressed concerns with the Sprint proposal for the site (and wider area). Respondents stated the Sprint would be insufficient to meet the increasing demand. Numerous respondents were not satisfied with the routes proposed off-site. It was stated that Sprint vehicles are too wide for the roads, and should be shorter and double decker. It was also suggested that Sprint vehicles should be electric given the environmental impact of increased traffic in the area.	Sprint provides a step change in the public transport offer for this area of the city. It provides fast and reliable journey times to Birmingham city centre, and is a viable alternative to the private car. Sprint can be delivered at less than a quarter of the price of Midland Metro, is faster to deliver, and is flexible enough to evolve its route throughout the phasing of a development. Sprint is one part of the transport strategy, and is proposed in conjunction with a variety of sustainable transport modes. Improvements will be made to the existing road network as part of the Sprint project. Further detail of Sprint will come through the work being undertaken by Transport for the West Midlands. A number of these matters go beyond the SPD consultation and Sprint on the site. The issues raised have been shared with the Sprint team at Transport for the West Midlands. The SPD has been amended to: • Provide some points of clarification on Sprint / Rapid Transit.

Public transport	Overall there was general support for the integration of improved public transport infrastructure, particularly the emphasis on encouraging walking and cycling. Although numerous respondents expressed concerns that people are unlikely to use sustainable modes of transport if they have the option to use a private car. Several respondents stated that the existing bus service is poor. Respondents also stated that the vision for public transport improvements should not be limited to Langley, and should extend to the wider area. It was also highlighted that transport infrastructure needs to be phased alongside residential development. Numerous respondents stated there should be improved rail provision in the area, and the Sutton Park line should be reopened.	The transport strategy for the development recognises that some people will need to drive, and new access routes are proposed to the A38 and links into the local area. The detail of the transport strategy will come forward as part of the transport assessments with the planning application. The details of phasing of public transport improvements will be agreed as part of the planning application process, linked to the delivery of new homes. A travel plan for the site will ensure there is a choice of high quality sustainable transport modes to encourage people to use other modes rather than the private car. Measures to encourage walking and cycling to schools will be included in the Travel Plan. Access to rail stations is included in the SPD, and is part of the public transport strategy. The Sutton Park line reopening is supported by Birmingham City Council. New development offers the opportunity to improve the viability of bus services in the wider area. In relation to the wider transport strategy, Birmingham City Council and Transport for West Midlands are working with developers to assess the wider pubic transport strategy, and ensure proposed transport infrastructure is successfully integrated into the existing network. The SPD has been amended to: • Emphasise the need for clear arrangements to

		encourage sustainable travel to schools. • Be clearer on the links the development needs to put in place to existing rail stations (including the Cross City North Line) and future stations (on the Sutton Park Line).
Health and Safety	Several respondents expressed concerns that additional traffic will have a detrimental effect on air and noise pollution in the area. Numerous respondents requested that cycle lanes be separated from motorised vehicles to improve safety. It was also suggested that walking and cycling routes should be well-lit.	The approach to air quality is set out in the SPD and will require assessment as part of the planning application process. The SPD requires cyclists to the separate from vehicle traffic on the Principle Movement Network and on key routes. The SPD has been amended to: • State that the design of development should contribute towards reducing exposure to air pollutants. • Set out that walking and cycling routes need to be safe.
Car parking	Several respondents expressed concerns regarding potential levels of parking (both high and low provision). It was suggested that parking should be minimised in the local centres, and park and ride facilities were suggested as an alternative (Although concerns were also raised on the inclusion of park and ride).	These matters are set out in the SPD in terms of the standards to be applied, design considerations, and the potential for park and ride facilities along the Sprint corridor (not specifically on this site). The SPD has been amended to: • State that parking standards will be set out in an updated Car Parking Standards SPD, due for consultation in 2019.

Activity

Theme:	Main issues raised:	How these are addressed in the SPD:
Services and facilities	Concerns were raised regarding new facilities not complementing, and integrating with existing provision in the area. It was stated that independent shops should be encouraged, and concerns were also expressed regarding the viability of shops given the challenges on the high street. Several respondents queried whether an additional supermarket is required, given the existing Asda store at Minworth. Alternative locations were suggested for the Hub in the south of the site. Further clarity was requested on how the Centres will fit within the hierarchy of Centres in the Birmingham Development Plan.	The SPD already sets out that social infrastructure provision has to have regard to, and complement existing facilities in the area. With retail provision, the SPD supports an appropriate scale to fit in with the Centres hierarchy from the Birmingham Development Plan. The location of the Community Hub in the south is indicative; there is flexibility to locate the Hub elsewhere as long as the key requirements of the SPD are met. The SPD has been amended to: • Encourage independent, niche retailers, as well as those that support healthy food choices. • Provide some flexibility on where the Centres fit within the hierarchy of Centres in the Birmingham Development Plan • Provide clarity that new Centres / Hubs on site should not undermine the vitality and viability of the existing Centres. Reference to major shopping facilities has been amended, and acknowledges the role Asda could perform in meeting retail needs in the south of the site.
Education and healthcare infrastructure	Responses showed support for a variety of education and health care facilities to be encouraged and stressed that infrastructure must be delivered alongside houses. However,	The SPD sets out an indicative phasing plan for infrastructure. The SPD has been subject to involvement with NHS Trust and Education officers to ensure a strategy will be in place to provide services for additional homes. Discussions are taking place with

	concerns were expressed regarding the lack of an additional hospital, and phasing of school places, particularly for the secondary school.	the NHS Trust to ensure facilities support their overall approach in the local area, including how hospital services could be delivered in the future. This could involve the health care facility on site providing additional services. The SPD has been amended to: • Include the approach to the early phasing of secondary school provision. • Be clear that health facilities should be in suitably located near to homes for the elderly and other people with particular needs.
Provision of Church of England Church and School	Numerous respondents requested the provision of a Church of England School and Church with community facilities.	The SPD sets out requirements for schools. Places of worship and leisure uses are supported by the SPD. It is not considered appropriate for the SPD to set out who will operate / manage the schools. The SPD has been amended to: • Be clear that a social infrastructure strategy has to consider the likely community that will live on the development to ensure appropriate provision is made.
Sport facilities	There was general support for leisure and recreation uses, with a need for a sports hall also identified. It was suggested that the location of the Sports Hub should be separate from the district centre, where there are good transport links, sufficient space for sports pitches to be provided, and facilities can grow to meet future demand. It was also suggested that Sports	Leisure facilities will be supported in Centres and Hubs. In relation to the provision of a swimming pool, the development does not generate enough need for a new swimming pool. The SPD has been amended to: • Add in the requirement for a sports hall, and state that sports pitches can be artificial or natural.

	England Design Guidance should be followed and that sports facilities could include the provision of AstroTurf to support a variety of sports. Several respondents requested a swimming pool be included in the development.	• Provide some flexibility on the location of the Sports Hub, as long as a functional relationship is maintained with Langley Centre. • Require guidance and standards relevant to aspects of the development to be referenced, and proposals illustrated by referring to best practice case studies
Safety	Several concerns were raised regarding the promotion of safety in the development. It was stated that anti-social behaviour, litter, and vandalism are existing problems. West Midlands Police requested funding towards infrastructure.	Based on the submitted information, no additional infrastructure requirements have been added to the SPD. The SPD has been amended to: • Include safety as a requirement of the Design Development Principle. • State that other needs arising from the development will also be considered where they meet the legal tests for planning obligations.

Design

Theme:	Main issues raised:	How these are addressed in the SPD:
High quality design	There was general support for high quality architecture and a mix of designs, however several respondents expressed concerns that high quality design will not be delivered, including some concerns that the images only depict contemporary designs. Other respondents voiced concerns that housing on the edge of the development will not integrate with existing buildings. Some respondents also felt the wording of the SPD should be more certain, and use words such as 'will' rather than 'should'.	The SPD has been amended to: • Strengthen the wording on design expectations, and add annotations to images to illustrate the requirements. • Use language such as 'will' and 'need to' rather than 'should' in appropriate ways. • Set out a clear approach for design is required on the edge of the site near existing homes.
Housing Density, Design, Scale and Quantity	Concerns were raised regarding the density of development, and the potential impact this will have on existing communities. Comments suggested low-density housing would be suitable, particularly towards the edge of the site. Several comments received stated the design would not integrate with the existing built environment. There were also concerns regarding the scale of development and quantity of houses.	The SPD sets out the overall approach to place making and high quality design, this includes a range of densities. Space standards from new homes are set out in the SPD. There is a need to create a variety of characters across Langley that reflects contemporary design and construction. The quantum of development has already been established in the Birmingham Development Plan. The SPD has been amended to: • Provide clarity on the overall design approach expected on the site, and add annotations to images to illustrate

		the design principles. • Require the design of the site be informed by local context, and integrate into the local area. • Emphasise the need for suitable design approaches on the edge of the site next to residential areas.
Biodiversity and Environmental Assessments	Several respondents stressed the importance of creating a green environment with a variety of trees, hedges and shrubs. However, numerous respondents expressed concerns that further development will have a detrimental impact on the wildlife of the area. Concerns were also raised that biodiversity in the area has not been taken into account in the SPD process. Several respondents questioned whether an Environmental Impact Assessment had been completed. Other respondents requested the development include ecologically sensitive lighting. A respondent also suggested reference to blue infrastructure should be added to the SPD.	The SPD sets out an approach to retain and enhance existing assets, including biodiversity, unless there are overarching reasons as to why not, and these would therefore need to be mitigated. The Birmingham Development Plan evidence base included an ecological assessment of areas proposed for release from green belt, and was subject to a Strategic Environmental Assessment. An Environmental Impact Assessment will be required through the planning application process. The definition of green infrastructure in the Birmingham Development Plan includes blue infrastructure so a change to the SPD is not required. The SPD has been amended to: • Be clearer on the need for measurable net gains for natural capital and biodiversity. • Include a reference that ecologically sensitive lighting strategies will be implemented.

Green space	Responses highlighted the need for existing green space to be protected, and additional green space to be provided in the new developments, particularly on the edge of sites (as a buffer for the development). Several respondents requested the provision of playing fields, orchards, and community allotments.	The SPD sets out the approach to the provision of new green infrastructure, and indicates the quantum of open space and landscaping required on the development. It also identifies the types of open space to be provided, including those requested. The SPD has been amended to: • Emphasise the need for suitable design approaches on the edge of the site adjacent to residential areas.
Sustainability	Numerous respondents requested new buildings should be low or zero carbon, and of Passivhaus and BREEAM standards. It was also suggested that buildings should use low carbon or recycled materials, include solar panels, rainwater harvesting, electric charging points and use renewable energy sources. Concerns were also raised regarding the need for efficient waste management and recycling.	The requirement for low / zero carbon is set out in the Design Development Principle and Delivery sections of the SPD. However, the SPD needs to be consistent with the Birmingham Development Plan so cannot require Passivhaus standards. In relation to waste management, the SPD sets out the approach for waste collection arrangements to be considered. The SPD has been amended to: • State that the highest standards of sustainability need to be achieved (this is consistent with the Birmingham Development Plan). • Specify where BREEAM standards are required in line with the BDP.
Flooding / drainage	Several respondents expressed concerns regarding potential flooding, and stated that flood management needs to be considered and addressed in more detail.	The SPD requires sustainable urban drainage systems, and flood risk assessment and management. The SPD has been amended to:

		• Provide further details on the requirements and standards for the assessment of flood risk, and the design approach to reduce flood risk, where possible.
Heritage	Several respondents stressed that heritage assets, such as listed buildings, should be protected in the development.	The SPD has been amended to: • Place greater emphasis on the historic environment requirements and the need for consistency with the policies in the Birmingham Development Plan.

Neighbourhoods

Theme:	Main issues raised:	How these are addressed in the SPD:
Neighbourhoods	Several respondents supported the principle of distinctive neighbourhoods designed in a more 'human-scale'. One comment stated there should be more differentiation between neighbourhoods, and another respondent commented that neighbourhoods are not required, and communities should develop organically.	The SPD sets out an approach to address the scale of development proposed. The Neighbourhood areas have been included to ensure the principles are in place to ensure the development integrates into existing communities, is at an appropriate scale, design and character, and has flexibility to allow communities to grow naturally. Therefore no change is required to the SPD.
Community	Community was a recurring theme in the responses received. Numerous respondents stated that high-quality community facilities were imperative to secure a sense of community and identity. Suggested community uses included: multi-purpose community centre, health facilities, as well as outdoor and indoor play facilities for children. Concerns were raised that the distinctive neighbourhoods will lead to segregation and have a negative impact on existing communities nearby.	The SPD seeks to put in place a design approach to create a community and deliver character in the Neighbourhoods. It supports community uses on the site, and states that the provision of new facilities must have regard to existing provision in the area. It is unlikely each Neighbourhood will be able to sustain its own facility; however the Centres and Hubs and more localised facilities such as play equipment and public art can support communities. The approach in the SPD supports an inclusive and cohesive development, and reflects the scale of the site, and how communities may become established. Therefore no change is required to the SPD.
Mix of housing	Comments received highlighted general support for the inclusion of social and affordable housing within the development. Several respondents stated that controls should be put in place to ensure it is provided. Numerous respondents	The SPD requires a mix of housing in each Neighbourhood, including affordable housing (examples are available where careful design has ensured the successful integration of affordable housing). The approach to affordable housing delivery will be set out in the planning application process and should not

	stated that affordable housing should be well integrated throughout all of the neighbourhoods. Concerns were raised that affordable homes are likely to stand out due to their design. One respondent suggested a definition of 'affordable' needs to set out clearly in the SPD. Several respondents also requested the provision of homes for the elderly.	then be subject to individual applications for phases of development. High level viability assessments for the site indicate that developers can provide 35% affordable housing; this will be confirmed through the planning application stage. Furthermore, a housing strategy for the site is required by the SPD. The affordable housing approach within the SPD is consistent with the definitions in the Birmingham Development Plan and National Planning Policy Framework. The SPD has been amended to: • Require the location and appearance of affordable housing to be indistinguishable from market housing.
Biodiversity and heritage conservation	Several respondents advised there were further biodiversity and heritage assets in and around the site. Respondents welcomed the protection of these assets.	The SPD has been amended to: • Address the suggested additional assets on the site.

Delivery

Theme:	Main issues raised:	How these are addressed in the SPD:
Infrastructure and phasing	There was general support for the provision of infrastructure alongside the delivery of housing. However concerns were raised that insufficient infrastructure will be provided to meet the demand the development will generate, particularly in relation to school places and health care facilities. Several respondents also requested that education, health care and road infrastructure be delivered prior to new residents moving into the development. It was also suggested that the demand generated from the development should be under constant review. Numerous respondents requested greater clarity regarding when site-wide strategies will be agreed, with an additional suggestion for a Local Employment strategy.	The SPD puts in place a strategy to ensure development provides infrastructure to meet the additional demand, and mitigates its impacts in the local area. Discussions have and will continue to take place for service provides to ensure the need arising from the development is met. Indicative infrastructure phasing is included in the SPD. The phasing plan will be developed further through the planning application stage. Key infrastructure will be provided at agreed / identified trigger points. A partnership approach will be put in place for the development, including the delivery of infrastructure. The SPD supports the delivery of infrastructure linked to the delivery of new housing, rather than providing all up front. The phasing of transport infrastructure has to be informed by transport assessments and the delivery of housing. The SPD has been amended to: • Include the approach to the early phasing of secondary school provision and the Sports Hub. • Add in a requirement for a Local Employment site-wide strategy based on the requirement of BDP policy TP26. • Set out that the site-wide strategies will be agreed as part of the planning application process.
Accountability and	Several respondents expressed concerns that the details set out in the SPD will not be delivered.	The role of the SPD, and other relevant policies, is to ensure the delivery of the vision set out in the document. The site-wide

Partnerships	Respondents also questioned who will ensure delivery. There was general support for partnership working. However, concerns were raised that a cohesive development will not be brought forward due to the number of landowners. It was also suggested that a Community Development Trust could be established to manage community facilities.	strategies and partnership approach proposed in the SPD will ensure this happens. The majority of developers / landowners are already working together. The SPD has been amended to: • The SPD has been amended to state that a Community Development Trust could be an option for community governance on the site.
Construction works	Several respondents expressed concerns that the construction work will disrupt local residents, and cause a detrimental impact on noise and traffic.	The SPD has been amended to: • Clearly state that developers need to engage with local communities, and provide updates on progress, including the impact in the local area during construction.
Affordable housing	It was stated that affordable housing should be delivered as a priority at the early stages of the development. It was also suggested that the site-wide housing strategy should provide more detail regarding the role of Birmingham Municipal Housing Trust, and future management of affordable housing.	The SPD states that affordable housing is required in the initial phases of development; the details will be set through the planning application process. The details of delivery of affordable housing will be set out in the site-wide strategy. The SPD has been amended to: • Ensure the site-wide housing strategy includes future management arrangements.
Funding	Several respondents asked how the development will be funded; some suggested that a tariff per dwelling should be applied in the SPD to fund infrastructure requirements.	High level viability assessments for the site indicate that developers can fund the required infrastructure. This will be confirmed in the planning application process. It is not considered appropriate to set development tariffs in the SPD. This approach is in line with the SPD and other policy

	Numerous respondents requested the developer contribute to the unfunded service costs and facilities required to make the development sustainable.	requirements. The SPD has been amended to: • State that other needs arising from the development will be considered where they meet the legal tests for planning obligations.
Comprehensive Approach	The SPD should be clearer on the tools that will be used to deliver a comprehensive development.	The SPD sets out the approach that landowners and developers should follow, and how the City Council will manage this through the planning application process. The SPD has been amended to: • Provide further clarity on the use of planning conditions and contributions to ensure a comprehensive approach is taken by all interested parties.

Other

Theme:	Main issues raised:	How these are addressed in the SPD:
Other	A number of concerns were raised that were also raised in the Activity, Design, Connectivity and Delivery sections. These include: the principle of development, the request for a Church and Church of England School, the need for high quality design, concerns regarding congestion, and the use of Sprint. Several respondents expressed concerns regarding the impact of construction works on existing communities.	These issues have been addressed in the Activity, Design, Connectivity and Delivery sections. Therefore no change is required to the SPD.
Lack of detail in the SPD	Numerous respondents raised concerns that the SPD did not provide sufficient details.	The SPD intends to provide further detail to policy GA5 in the Birmingham Development Plan. It sets a framework to help inform decisions, whilst providing some flexibility. The SPD requires developers to bring forward site-wide strategies for key infrastructure, and sets out clear partnership arrangements that will ensure the project phases move forward positively. Therefore no change is required to the SPD.
Flexibility	The scope and flexibility within the SPD should be made apparent	The SPD has been amended to: • Be clear that there is flexibility within the SPD, and that detailed approaches will be established through the planning application process.

5. Summary of Consultation Responses – Peddimore

Vision

Theme:	Main issues raised:	How these are addressed in the SPD:
Principle of development	Comments were raised regarding the principle of development, mainly the decision to release land from the green belt, and the environmental implications development would have.	No change is required, as the site area, and principle of development, has already been established in the Birmingham Development Plan which had a separate consultation process.
Delivering the vision	Several respondents provided general support for the vision. However, numerous respondents expressed concerns that the vision will not be delivered. Numerous respondents also raised concerns regarding the potential impact of construction, and stressed the important of future community engagement.	The role of the SPD, and other relevant policies, is to ensure the delivery of the vision set out in the document. The site-wide strategies and partnership approach proposed by the SPD will ensure this happens. The SPD has been amended to: • Provide clarity that developers need to commit to continuous engagement throughout the development.
Businesses	Several respondents supported the provision of local businesses in the area. One respondent questioned whether the development would attract appropriate businesses. It was also requested that the SPD specify what type of businesses would choose to locate to the development.	At the Birmingham Development Plan inquiry, evidence was provided to show industrial land in the City, and the need for additional sites of this size. IM Properties are leading on the promotion of future occupiers. The SPD has been amended to: • State that advanced manufacturing is a key growth sector that could be attracted to the site due to its high quality

Connectivity

Theme:	Main issues raised:	How these are addressed in the SPD:
Congestion/capacity	As with Langley SUE comments, numerous respondents expressed concerns that the existing road infrastructure across Walmley and Minworth struggles to cope with demand and the development will exacerbate the existing problems of congestion with increased Heavy Goods Vehicles on the roads. Respondents also expressed concerns that there will be an increase in heavy goods vehicles using the road network. Many respondents were concerned about the resulting impact on air quality from increased congestion.	The SPD requires developers to mitigate the potential impact on the existing road network. Some traffic will use existing roads; these will be improved where the development has had an impact. A key part of the transport strategy for Peddimore is to direct traffic to the A38 to minimise impacts on local area. The transport strategy recognises that some people will need to drive and highway mitigation measures as well as local access points will be provided. Heavy Goods Vehicle access will be considered in detail as part of the planning application. The approach to air quality is set out in the SPD and will require assessment as part of the planning application process. The SPD has been amended to: • Specify that the details of the transport strategy and off-site improvements (including traffic management) will be established through the planning application process and state that the Birmingham Development Plan evidence base should inform the approach as part of the planning application process (this includes initial details of off-site improvements that need further development).

Access	Many respondents suggested that additional connections to the A38 would be required with suggestions that a flyover for the A38 would be required. Some respondents said they would like to see improved links to the M6. Several respondents were concerned by the location of the emergency access route. Respondents felt that Plan 3 should show a vehicle access to Peddimore Hall.	The SPD sets out that the development will support investment in the wider transport network, including the M6, to mitigate its effects in the Connectivity Development Principle. This detail and the layout and transport strategy will be worked through in the transport assessment as part of the planning application process, including suitable junction designs and mitigation measures. The SPD sets out an indicative location only for the emergency access route and the details will be worked through in at planning application stage. The SPD has been amended to: • Provide clarity that the details of the transport strategy and off-site improvements (including traffic management) will be established through the planning application process. • State that the Birmingham Development Plan evidence base should inform the approach as part of the planning application process (this includes initial details of off-site improvements that need further development). • Provide some clarity on the emergency access arrangements • Show a local access road to Peddimore Hall on Plan 3
Public Transport	Many respondents wanted rail to be considered	Birmingham City Council supports the principle of the reopening

	as a means of access and it was suggested that the Sutton Park Line be reopened. Some respondents raised concerns regarding the suitability of public transport arrangements for those outside the catchment area. Several respondents were opposed to the Sprint proposals (and if it was clear how the site can accommodate this service) and questions were raised regarding the viability of new bus routes and the inclusion of park and ride.	of the Sutton Park Line, and the SPD supports sustainable commuting to the site. Reference is made to Park and Ride potential along the Sprint corridor in the SPD, not specifically on this site. The SPD must be consistent with the Birmingham Development Plan which requires new bus connections such as Sprint / rapid transit services to the development. Whilst not shown on Plan 3, the text is clear how the site should accommodate Sprint. The Transport Strategy will set out a plan for high quality public transport service, and delivery partners will set out how the proposed services will provide this. The SPD has been amended to: • Rail access is included in the transport strategy for the site and the SPD has been amended to provide clarity.
Safety	Some respondents were concerned that the proposed development would negatively impact road safety, particularly for cyclists.	The SPD sets out that cycle tracks should be separate from vehicle traffic. The SPD has been amended to: • Set out that routes need to be safe

Sustainable travel	Many respondents were supportive of the approach to walking and cycling. One respondent raised concerns regarding the impact of driverless vehicles on car ownership and the implications for parking requirements on the development site.	The SPD supports a sustainable approach to travel. The SPD has been amended to: • Require the transport assessment as part of the planning application for the site to consider mobility options such as autonomous vehicles.
Parking	Several respondents questioned the strategy for parking.	The approach to parking is set out in the SPD in terms of the standards to be applied, design considerations, and the potential for park and ride facilities. The SPD has been amended to: • State that parking standards will be set out in an updated Car Parking Standards SPD, due for consultation in 2019.

Design

Theme:	Main issues raised:	How these are addressed in the SPD:
High quality design	There was general support for the principle of high quality design. Several respondents requested the wording of the SPD with regard to design be more robust and expressed concerns that high quality design will not be delivered.	The SPD sets out the approach for high quality design, the details of which will come forward at planning application stage. The SPD has been amended to: • Provide some clarity on the design approach and principles.
Uses	A respondent felt that the SPD should set out more details on ancillary uses that should be on the development to serve the site.	The SPD has been amended to: • Set out an approach for acceptable ancillary uses on the development.
Safety and Security	Concerns were raised regarding the security of the site given its good accessibility.	The SPD has been amended to: • Make safety a clear driver of design.
Heritage	A number of respondents have requested that the archaeology and heritage of existing site be respected and were keen to see enhancements of historic features and respect for the archaeology in the final design.	The SPD has been amended to: • Place greater emphasis on the historic environment requirements and the need for consistency with the policies in the Birmingham Development Plan.

Sustainability

Theme:	Main issues raised:	How these are addressed in the SPD:
Landscape	Numerous respondents raised concerns over the negative impact the development will have on the landscape and emphasised the need to ensure high quality landscaping.	The SPD puts in place an approach to integrate the development into the surrounding area and mitigate its impact on the natural landscape with a major landscaping strategy. The SPD has been amended to: • Make clear that buildings will be visible in some areas external to the site, and details the mitigation measures required to reduce the visual impact. • Clarify that key infrastructure that is to be delivered in the first phase includes landscaping.
Loss of biodiversity	Many respondents expressed concerns that the proposals will lead to a significant loss of birds and wildlife in the area due to loss of habitats. Respondents requested an Environmental Impact Assessment be carried out. Concerns were raised regarding the treatment of Peddimore Brook.	The SPD states that an EIA will be required to inform the detailed masterplan, which will assess impacts on biodiversity in suitable ways. The SPD states that existing valuable landscape and ecological assets will be protected and enhanced wherever possible. The proposals for Peddimore Brook shown in the SPD are illustrative only; detailed designs will be agreed with the developer as part of the planning application process for the site. The principle is supported in the SPD.

		The SPD has been amended to: • Be clearer on the need for measurable net gains for natural capital and biodiversity.
Sustainable energy and delivery	Responses showed strong support for sustainable approach to development and the high standards for design. Concerns were raised with regard to the enforcement of the sustainability principles. Responses showed there is strong desire for the development to provide low-carbon/zero-carbon/renewable energy. A query was received with regard to the difference in sustainability standards set out in Langley SUE SPD versus Peddimore SPD.	The SPD sets out the approach to sustainability and the requirements of developers. This will be detailed as part of the planning application process. The strategy for low and zero carbon energy is set out in the SPD. Details will be developed at the planning application stage. The SPD has been amended to: • Be consistent with Langley SUE and the Birmingham Development Plan policies GA5 and GA6 on sustainability standards.
Outdoor spaces	Concerns were raised by some respondents regarding a lack of social/communal outdoor spaces for employees.	The SPD has been amended to: • Include a clear requirement for social spaces to serve the site.
Flooding	Several respondents shared concerns regarding potential flooding and stated that flood management needs to be considered and	The SPD requires sustainable urban drainage systems, and flood risk assessment and management. Flood management will be addressed at the planning application stage when detailed flood modelling is carried out. Flood management will be considered

	addressed.	at both the strategic and detailed design stage. The SPD has been amended to: • Provide further details on the requirements and standards for the assessment of flood risk, and the design approach to reduce flood risk, where possible.
Noise/Pollution	Many respondents shared concerns regarding the impact of noise and pollution on existing residents during construction and operation.	The SPD sets out the requirements for the development to mitigate its effects. The approach to air quality is set out in the SPD and will require assessment as part of the planning application process. • Be clear that mitigation includes noise impacts. • State that the design of development should contribute towards reducing exposure to air pollutants.

Delivery

Theme:	Main issues raised:	How these are addressed in the SPD:
Maintenance	Concerns were raised over who has responsibility for maintenance and the potential for vacant units.	The approach to open space maintenance is set out in the SPD, therefore no change is required to the SPD.
Accountability	Several respondents expressed concerns that what is set out in the SPD will not be delivered. Respondents also questioned who will ensure delivery.	A delivery strategy is set out in the SPD detailing the partnership approach being taken which will ensure quality of development. Therefore no change is required to the SPD.
Phasing and Construction works	Several respondents expressed concerns that the construction work will disrupt local residents, and cause a detrimental impact on noise and traffic. Several respondents also requested more detail on the phased infrastructure plan.	A detailed phasing plan will be set out as part of the planning application process. The SPD has been amended to: • Clearly state that developers need to engage with local communities, provide updates on progress, including the impact in the local area during construction.
Partnerships/engagement	There was general support for partnership working. However, concerns were raised that residents will not be meaningfully engaged.	The SPD is part of the approach that will bring landowners together and ensure ongoing engagement with local residents. The partnership arrangement will ensure it is taken forward in the appropriate manner and a commitment to continued community engagement is set out in the SPD. Therefore no change is required to the SPD.

Other

Theme:	Main issues raised:	How these are addressed in the SPD:
Images	A suggestion was made to label the imagery contained within the document as indicative.	The SPD has been amended to: • Add label to CGI imagery to make clear that these images are indicative only.