



Peddimore

Draft Supplementary Planning Document

September 2018



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

FOREWORD

Foreword

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

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

This draft Supplementary Planning Document (SPD) sets out the City's vision and expectations for this unparalleled development opportunity. Along with the Langley Sustainable Urban Extension, this is a great opportunity for Birmingham and the Royal Town of Sutton Coldfield to create thousands of homes, skilled jobs and modern infrastructure.

I am delighted that we are publishing this draft for consultation and engaging with the wider community and partners on how we can create a new standard for commercial development.

Councillor Ian Ward

Leader

Birmingham City Council



1 INTRODUCTION

Introduction

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

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

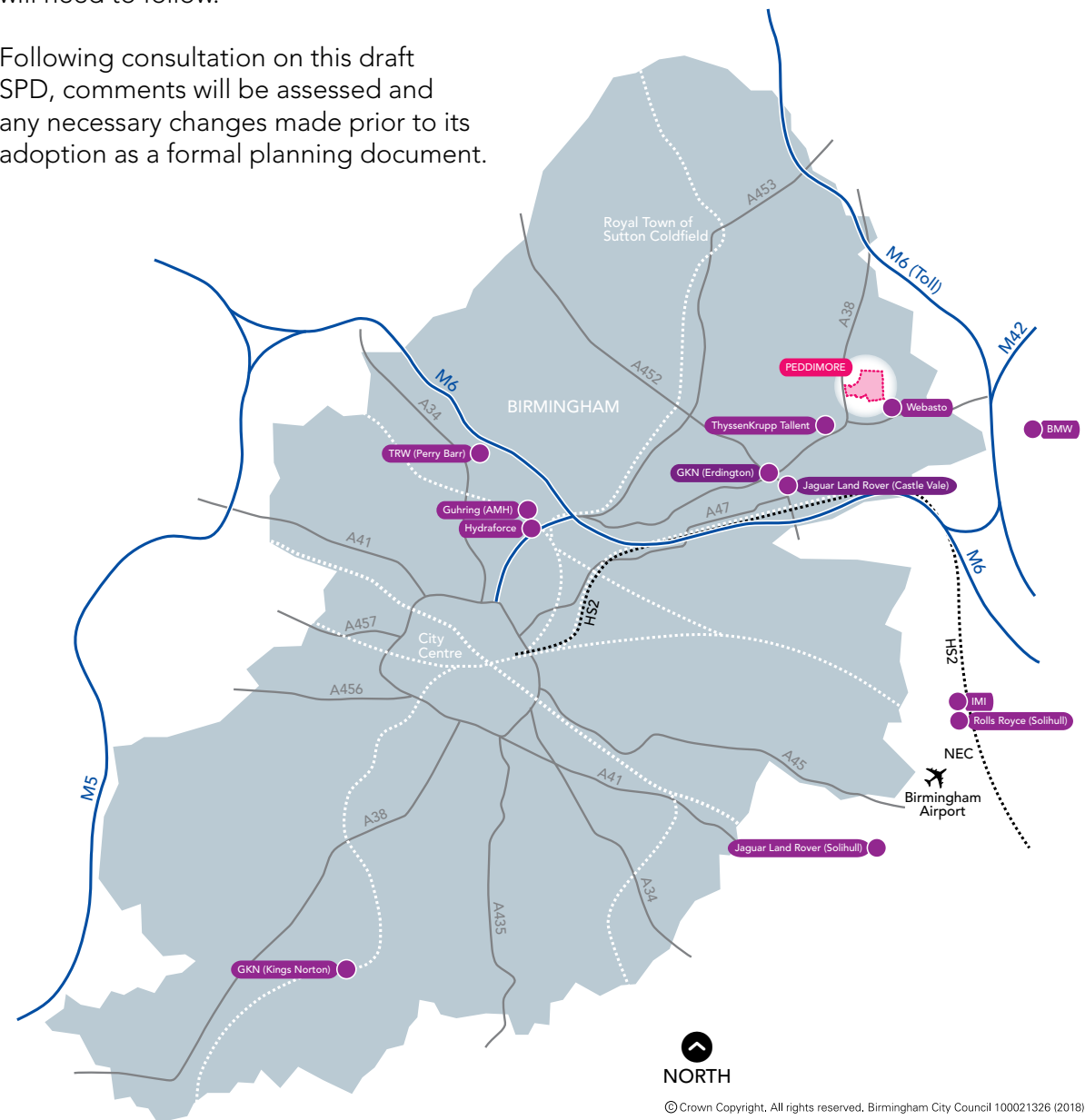
With 71ha of developable employment land available in a highly accessible location, Peddimore has the potential to meet the requirements of large scale businesses, and also provide space for small and medium enterprises. The development can help the City to meet the demands of thriving sectors, capitalise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

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

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

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

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



Plan 1 Advanced manufacturing companies - City wide





2VISION ION

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

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

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

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

The key development principles are set out as:

Connectivity

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









Design

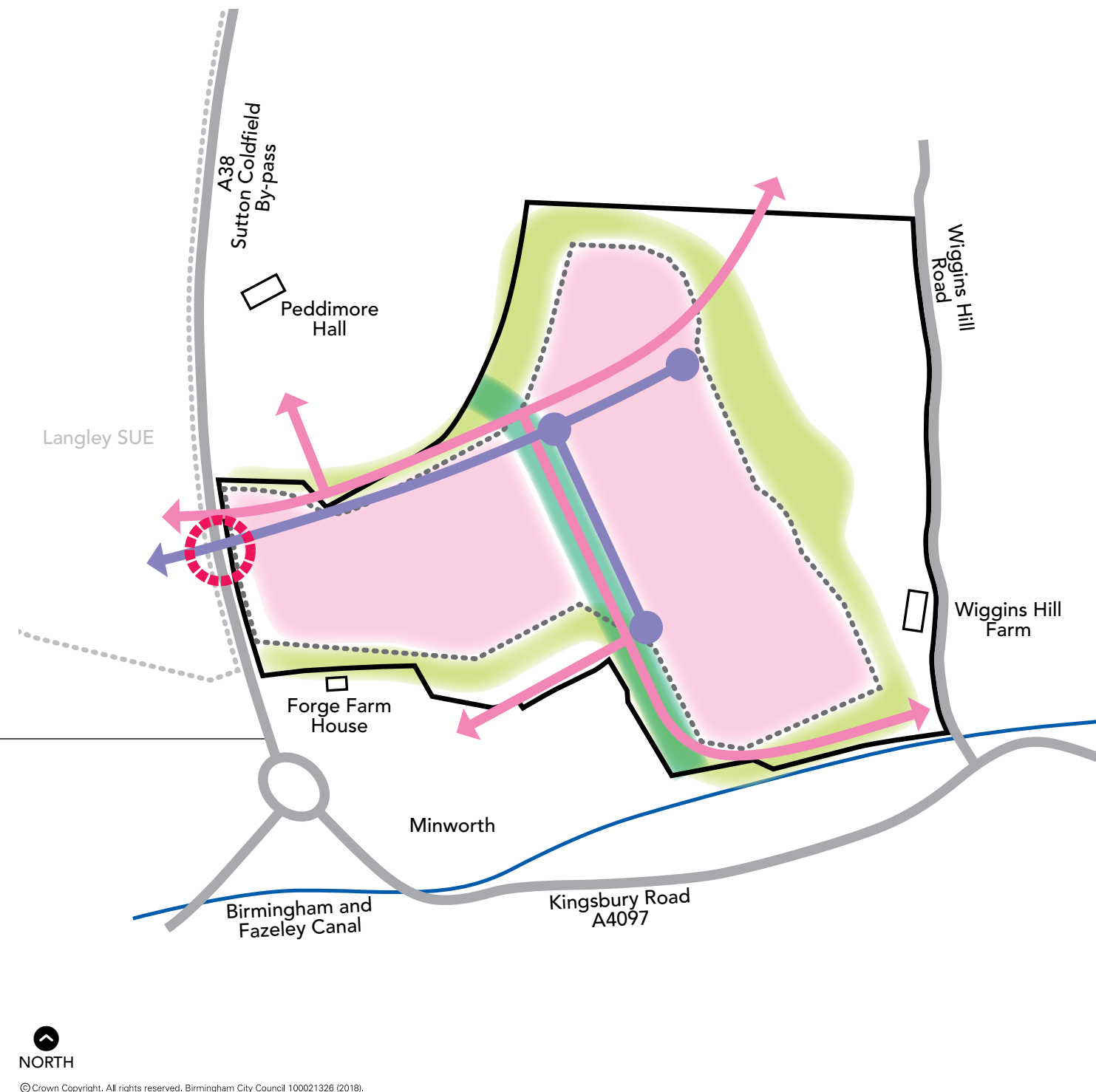
A strong design-led approach will be taken to ensure that buildings and infrastructure contribute towards creating a high quality place that successfully integrates into the surrounding landscape.

Sustainability

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

Plan 3 Illustrative framework

- Key
-  Peddimore boundary
 -  Developable area
 -  A38 gateway
 -  Main vehicle routes
 -  Pedestrian and cycling routes
 -  Peddimore Brook corridor
 -  Development areas
 -  Landscape setting





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

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

Strategic access

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

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

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

Walking and cycling

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

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

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

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

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

Sprint/Rapid Transit and high quality public transport

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

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

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

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

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

Access for freight and other vehicles

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

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

Parking

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

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



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

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

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

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

Building design

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

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

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

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

Heritage assets

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

Lighting

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

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

Public art

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



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

Green infrastructure

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

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

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

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

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

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

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

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

Sustainable drainage and flood risk management

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

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

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

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

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

Energy and utilities

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

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

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

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

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

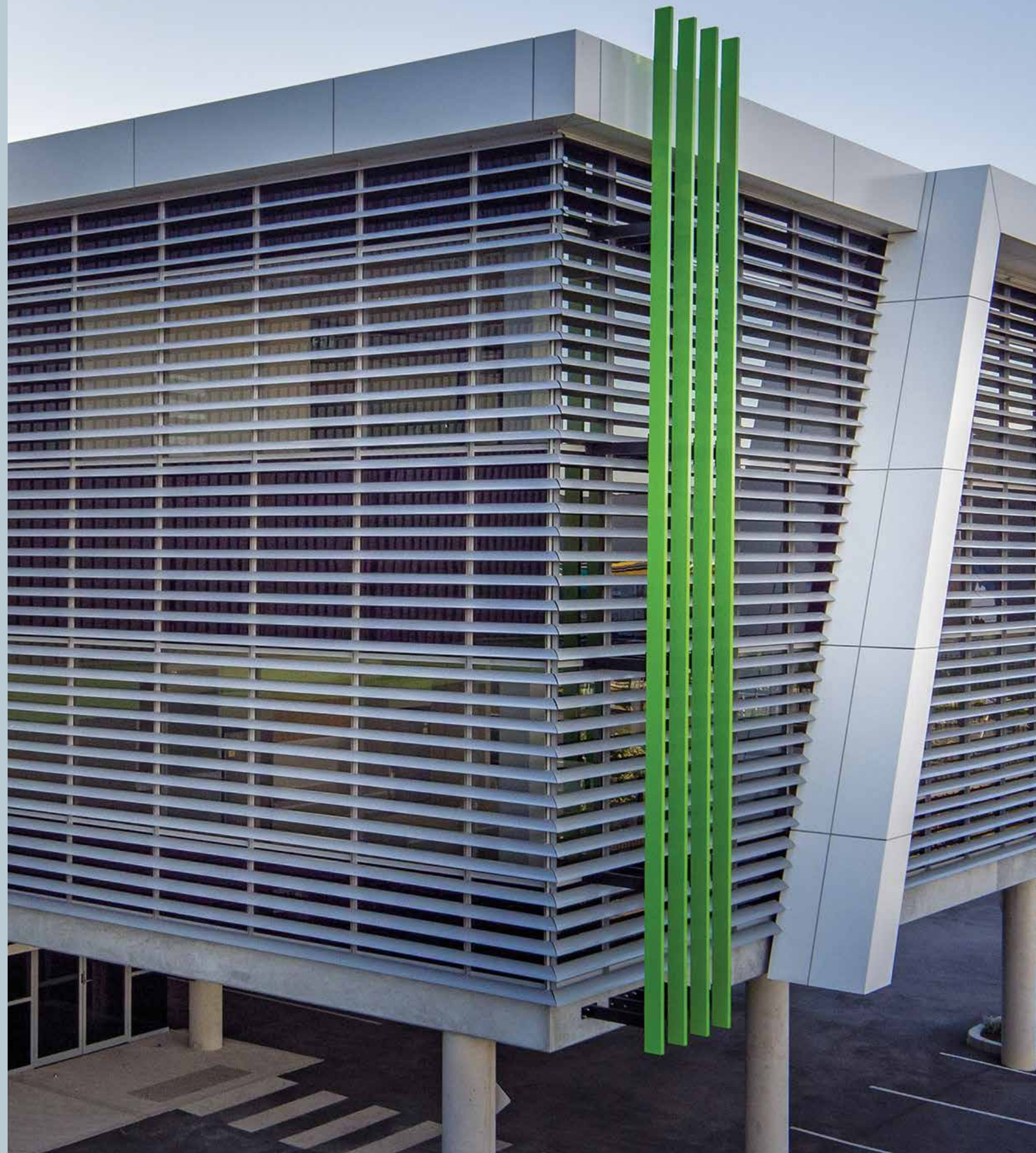
Air quality

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

Waste as a resource

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





3 DELIVERY

ERY

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

Working in partnership

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

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

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

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

Development phasing and infrastructure delivery

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

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

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

Management and maintenance

Through the site-wide strategies, developers will need to demonstrate that a long-term strategy and business plan is in place for the funding and management of infrastructure and assets.

Infrastructure to be adopted by the City Council must be built to appropriate standards, with funding provided by the developer to cover maintenance and other appropriate costs (such as the management, implementation and monitoring of Travel Plans), with the period of payments to be agreed with developers.

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

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

Business support and training packages

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

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

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