

LANGLEY FREQUENTLY ASKED QUESTIONS

Introduction

The Langley Sutton Coldfield Consortium (“the Consortium”) has submitted an outline planning application (ref. 2021/10567/PA) and a separate full planning application (ref. 2023/04517/PA) for strategic on-site infrastructure to Birmingham City Council (“BCC”) for the development of the Langley Sutton Coldfield Sustainable Urban Extension (“Langley”). 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 and these two planning applications. This will continue to be updated as the project progresses.

Development Need, Location, Delivery & Phasing

Q1. 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 (“BDP”), which set out proposals for delivering 51,100 new homes within the Birmingham administrative area over this period. The revised housing need figures released by the Government in December 2024 propose that there is now a need to deliver 4,448 additional homes per year in Birmingham. BCC is in the process of producing a new Birmingham Local Plan to plan for this need.

Q2. Why is development being proposed on this site?

The BDP, as part of its housing delivery strategy, allocates Langley 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 Langley allocation. Langley therefore represents a key component of the housing delivery strategy for Birmingham. BCC adopted a Supplementary Planning Document (“SPD”) in 2019 to guide the delivery of development of Langley. 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.

Q3. Is this site in the Green Belt?

No. When BCC allocated Langley in the BDP in 2017, for the delivery of a residential-led sustainable urban extension, the site was removed from the Green Belt.

Q4. Will there be any affordable housing provided?

The site-wide outline planning application (see the answer to Q6) 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. This provides a potential opportunity for people living in / connected to Sutton Coldfield to purchase or rent a house if they are otherwise unable to do so.

Q5. How long will it take to complete the development and how will it be phased?

It is currently anticipated that construction at Langley will commence in mid 2026, with first occupations in 2027, 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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One of the requirements of the outline planning permission will be a need to submit a phasing plan. This will be submitted by the Consortium prior to the commencement of development and will set out the location and delivery phasing for each of the areas of built development, green infrastructure, on-site highways, footpaths & cycle links, drainage infrastructure, schools, noise attenuation, strategic utilities and access junctions (including the new A38 junction at Ox Leys Road).

Q6. What is the outline planning application?

The Langley 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 Langley. The outline planning application also includes the design details for the principal vehicular access junctions into Langley from the adjacent road network, primarily on the western boundary, but also including access into the Langley site from the A38 at Ox Leys Road on the eastern boundary. All other detailed matters are reserved for future consideration.

Q7. 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 areas of new residential, mixed-use and education built development to be designed and built within.

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 to respond to comments received. Further plans were then submitted to BCC in May and June 2025. This information is shown across a series of detailed drawings and is in accordance with both with the outline planning application parameters and the Langley SPD strategic Big Moves.

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The design details (layout, scale, appearance, access and landscaping) for the residential, mixed use and education built development areas 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 the full planning application for strategic infrastructure or the separate outline planning application.

Connectivity, Noise & Air Quality

Q8. Has a review of the impact of the proposed development on the local highway network been undertaken?

Yes. 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, and considered by BCC as part of the determination of, 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 highways 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 via S106 Agreements to enable 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 (Sutton Connect).

Q9. Where are the proposed vehicular and pedestrian access points into the site?

The site is proposed to be served by 9no. primary vehicular and pedestrian 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 now 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 accesses and a network of pedestrian and cycle access points into the site from the existing road network.

There is still a need for BCC to grant the further Technical Approval required for the detailed designs for the principal access junctions. BCC has commenced this Technical Approval review process based on the designs included within the outline planning application, so there is no need for these designs to be resubmitted in additional stand-alone planning applications.

Q10. 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.

Q11. When will the northern A38 junction be constructed?

The northern A38 junction (linking to Ox Leys Road) will be delivered early in the development programme. 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. Details for the timing of the delivery of this junction will be included in the submitted phasing plan (see Q5).

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Q12. 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.

Q13. 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 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 Agreement monies paid by both the Langley and Peddimore developments.

The Langley internal highway network has been 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.

Q14. 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, and considered by BCC during the determination of, the outline planning application.

Q15. 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.

Q16. Why is there a walking & cycling route proposed along the western boundary of the site?

The Langley outline planning application Access & Movement Parameter Plan identifies the principle for a walking and cycling route along the Langley western boundary. The inclusion of this route was prescribed by BCC Highways in order to: enhance the sustainable travel opportunity along this existing highway; and ensure that a visible, safe and usable route can be delivered and made available from the start of the Langley development process and which can then be beneficially used by both existing residents and future new residents to encourage and facilitate walking and cycling as a mode of travel.

The Consortium recognises the importance placed in planning policy at both a national and local level of identifying, promoting and prioritising walking and cycling through offering a genuine choice of transport modes within an environment that is both safe and attractive. There is not an existing off-carriageway cycling route along the length of the Langley site along Springfield Road, Thimble End Road and Webster Way. The Consortium has accordingly put forward proposals within the strategic

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infrastructure planning application which enable this route to be achieved along the Langley western boundary within the early phases of the development, and which would ultimately be supplemented by a new network of routes throughout the wider development as site is built out.

Q17. What is the proposed routing for the western boundary walking & cycling route?

The options for delivering early walking and cycling provision along the western boundary of the Langley SUE, as an enhancement to the existing highway provision in this location, have been considered and developed in conjunction with BCC Highways Officers. The proposed routing alignment shown on the submitted strategic infrastructure planning application plans, which has been agreed with BCC Highways Officers, avoids routing pedestrians and cyclists into unsurveyed fields / an active construction site and can be accommodated within or immediately adjacent to the boundary of the adopted highway, linking together the primary access junctions into the Langley SUE which have already been included within the outline planning application.

The revised submitted strategic infrastructure planning application plans seek to achieve this alignment through the retention of as much of the existing western boundary hedgerow as possible, except where it is necessary to create new / amended access points and their associated visibility splays. In order to achieve this the route predominantly comprises a combination of segregated (3m wide cycleway and 2m wide footway) and shared (3.5m wide footway / cycleway) links. The route also continues alongside Walmley Ash Lane on the Langley southern boundary.

The new cycleways and footways will be constructed adjacent to the existing carriageway and separated from the adjacent carriageway through the use of kerbing. Pedestrians and cyclists will therefore be segregated from the vehicles using the adjacent carriageway. Where it is still necessary to remove sections of hedgerow to accommodate the new vehicular access junctions and their associated visibility splays new hedgerows will be planted along the edge of these new junctions to maintain a landscaped boundary into the Langley site in these locations. Furthermore additional hedgerow planting is proposed along Thimble End Road in place of the existing fence.

It has however not been possible for the Consortium to retain the c.400m section of existing hedgerow alongside Springfield Road between Churchill Road and Reddicap Heath Road. The existing verge in this location is too narrow to accommodate even a shared footway and cycleway between the carriageway and the existing hedge. As a result the Consortium is proposing to remove this section of hedgerow to accommodate a walking and cycling route adjacent to the carriageway. Nevertheless, in order to maintain and enhance the visual impact, ecological function and screening currently afforded by this existing section of hedgerow, the Consortium has committed to replanting a native species-rich mature 'instant' hedgerow immediately adjacent to this new route which will be circa 1.8m high in the first year of planting (broadly equivalent to the height of the existing hedge).

This new hedgerow will incorporate new tree planting and can be allowed to grow to significantly higher than 1.8m high. This will provide an enhancement to biodiversity when compared with the existing single non-native species hedgerow and can immediately reinstate the visual screening function provided by the existing hedgerow in this location. Therefore the proposal put forward by the Consortium involves both the delivery of a new footway & cycleway adjacent to the existing Springfield Road carriageway, in line with the preference expressed by the Local Highway Authority, and the planting of a new replacement instant hedgerow to the east of this new connectivity route.

The proposed routing would also: benefit from the existing illumination on Springfield Road; have unobstructed visibility from the Springfield Road carriageway; benefit, from early on in the construction programme, from the surveillance which arises from the presence of vehicular traffic, other road users and existing houses along Springfield Road, without diverting pedestrians and cyclists into a field / construction site behind a hedgerow; and provide a permanent awareness of the presence of this route from those travelling along Springfield Road, which should increase both the use of the route and the effectiveness of this route for encouraging modal shift.

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It should be noted that the whole walking and cycling route along the western boundary, including the section alongside Springfield Road, has been designed to be in accordance with the provisions and core design principles of LTN1/20. The route does not require cyclists to cycle on the carriageway, but instead creates a direct, safe, convenient, dedicated, consistent, protected, attractive and comfortable route alongside the existing carriageway on the edge of Langley incorporating clear crossing points across the access junctions. The planting / retention of an adjacent high quality and well maintained hedgerow will assist with the creation of an attractive route. There will also be other additional recreational leisure cycling routes within Langley which link through the new on-site green spaces.

Q18. Why is the new walking and cycling route alongside Springfield Road not proposed on the eastern side of the existing hedgerow?

The further dialogue held between the Consortium and BCC Highways Officers has identified that, from a BCC Highways perspective, there is still a requirement for the key elements of highways connectivity infrastructure in this immediate location to not be separated by hedgerows / fencing. It is not good practice to provide a tall hedgerow between a road carriageway and footway / cycleway. In addition, the inclusion of a footpath and cycleway to the east of the hedgerow from the commencement of development is considered to give rise to:

- A need to create additional accesses through the hedgerow to ensure that the route can be effectively and safely accessed from the west, resulting in increased loss of hedgerow;
- The need to provide additional lighting within the Langley site along this route, in close proximity to the hedgerow, for safety reasons, which may have implications for ecology;
- Obscuring the visibility of this route from the carriageway, causing potential safety issues when cyclists, in particular, emerge through gaps the hedgerow to join / cross the carriageway;
- The diverting of walkers and cyclists into an unsurveilled field (because at the start of the construction process the new houses which are to be built to the east of the existing hedgerow would not have been constructed and occupied), which will over time then turn into a construction site;
- A lesser overall degree of passive surveillance of users of the route when the adjacent houses are built, than would be experienced if the route was visible from Springfield Road; and
- A reduction in the awareness of this route from those travelling along Springfield Road, which may impact its use and decrease its effectiveness for encouraging modal shift.

If the existing hedgerow is retained between the carriageway and proposed cycleway & footway then it would need to be significantly trimmed in height (down to c.0.9m in height alongside the carriageway and potentially as low as 0.3m at junctions) in order to mitigate some of these visibility and safety concerns. The hedgerow would then need to be maintained at this height in order to maintain a visibility envelope between vehicles and pedestrians / cyclists. This gives rise to a wider question over whether the existing hedgerow would still survive at all and achieve an effective ecological function if trimmed and maintained in this manner.

Q19. What are the ecological implications of the proposed new western boundary hedgerow planting alongside Springfield Road?

The impact of the loss of existing hedgerows has been assessed by professional ecologists and appropriate mitigation has been set out which follows the mitigation hierarchy. The Consortium's ecological advisor has been in discussions with the BCC ecologist and EcoRecord during the assessment of impacts on, and mitigation for, the habitats of higher ecological importance.

Works to hedgerows will be undertaken outside of bird nesting season, but where this is not possible the hedgerows (and other suitable habitat for nesting) will be checked by a suitably qualified ecologist and the clearance of vegetation overseen. This will ensure that no harm comes to any nesting birds. Hedgerow planting can be undertaken outside of nesting season, in the Autumn and early Spring, without impacting nesting birds. Planting will be timed to ensure the success of the specimens.

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Nevertheless if any works are due to be carried out within 5m of a retained hedgerow, checks will be carried out to ensure no disturbance to nesting birds occurs.

The growth and establishment of the hedgerow will be controlled by a maintenance regime set out within a detailed Landscape and Ecological Management Plan ("LEMP"), which would be submitted following the granting of planning pursuant to a planning condition requirement. The LEMP will also set out prescriptions for hedgerow (and other suitable vegetation) maintenance to avoid the bird nesting season (widely accepted as being March-August inclusive) or ensure that works will be overseen by an ecologist during this time. New bird nesting boxes will also be provided on retained trees and on new buildings, to provide nesting opportunities for a range of bird species.

The existing hedgerow alongside Springfield Road between Reddicap Road and Churchill Road has been classified an 'intact species-poor hedgerow' with low habitat distinctiveness. The intense management of this hedge would be expected to further reduce the ecological function and value of this hedgerow. The new proposed replacement hedgerow would provide an opportunity to create habitat which supports a greater variety of wildlife over the longer term, resulting in the creation of a larger and more species diverse hedgerow. There will also be additional tree planting along this section of the boundary, comprising 35no. new trees within the new hedgerow and an additional 6no. trees within the verge, along with further tree planting within the new green infrastructure links leading into the Langley site from Springfield Road.

The inclusion of a range of native plant species within the extensive landscaping proposals will benefit mammals and also provide foraging and nesting opportunities for birds and will include the provision of fruit/berry and nut producing species. The development proposals therefore present an opportunity for significant overall biodiversity and landscape enhancements, incorporating the creation of new and diverse habitats, and maintained through the provisions in the LEMP.

Q20. Will there be additional / replacement tree planting alongside the remainder of the western boundary walking & cycling route?

Yes. New trees, and replacement trees for those existing trees which will need to be removed from the verge, will be planted along the verge as part of the development proposals, alongside the proposals to plant thousands of new trees within the strategic green infrastructure on the wider Langley site.

Parameter Plans & Illustrative Masterplan

Q21. 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 design of the on-site strategic roads, drainage and green infrastructure, which connect into and provide the framework for the built development areas, have however already been submitted to BCC within the strategic infrastructure planning application which is currently pending determination. The detailed layout and design of new buildings is not included in either the outline planning application or the separate strategic infrastructure planning application. These will form part of subsequent detailed reserved matters applications, influenced by the site-wide Design Coding which still needs to be submitted and approved. However the outline planning application does include an illustrative masterplan, which provides an indication of how the development might come forward.

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Q22. 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.

Q23. 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 approach to achieving the delivery of an exemplar development 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 will be accompanied by a statement setting out how the detailed proposals bring forward the exemplar vision.

Green & Blue Infrastructure

Q24. 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 includes 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, leisure routes, equipped play areas and strategic green links. The design detail for these areas has been included within the strategic infrastructure planning application proposals. The sports hall and playing pitches being provided as part of the new schools at Langley will also be available for community use. The intention is for the open spaces to be managed under an appropriate stewardship system, with community involvement, rather than transferred to BCC to manage.

Q25. 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.

Q26. 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.

Q27. Can the primary substation be moved closer to the sports hub in the centre of the site?

In response to feedback received, the Consortium has reviewed the potential to move the primary electricity substation previously proposed to be located on the Langley southern boundary, including options elsewhere within Langley, and has been in discussion with network operators. The Consortium

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has managed to identify a solution which does not require the inclusion of a primary substation within the Langley scheme at all.

Community Facilities

Q28. 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.

Q29. 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.

Next Steps

Q30. Where can I view the planning application proposals?

The documents submitted to support the outline planning application and strategic infrastructure full planning application have all been uploaded to BCC's website to view. The outline planning application has been determined by Planning Committee and there is no further opportunity to comment on these proposals. There is still an opportunity to comment directly to BCC on the detailed on-site strategic infrastructure proposals which form the basis of the separate full planning application, following the submission of updated plans in May and June 2025. BCC has notified adjoining property owners. The application proposals have also been advertised both on site and in the local media.

Q31. 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 area.

Q32. 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 Langley Sutton Coldfield website.