

Planning & Highways Committee

3 December 2024

Response to Langley Sustainable Urban Extension Planning application

Agenda Item 61

1. Purpose of Report

- 1.1 This full planning application for the phased delivery of strategic infrastructure at the allocated Langley Sustainable Urban Extension site constitutes a major proposal. Given its significance advice has been sought from the Town Council's planning, urban design and transportation consultants to assist in determining the response to this planning consultation. The advice received is set out within this report.

2. Proposed Development

- 2.1 The application was originally submitted to Birmingham City Council (BCC) in June 2023 and sets out details of the on-site strategic landscaping, highways and drainage infrastructure required to deliver the Langley Sustainable Urban Extension (Langley SUE). This follows on from the earlier separate Outline Planning Application for the Langley SUE in respect of which BCC resolved to grant planning permission at its Planning Committee on 22nd December 2022 linked to which a section 106 Legal Agreement is still in the process of being finalised.
- 2.2 The current application is described as being for:

"Full planning application for the phased delivery of strategic infrastructure at the allocated Langley SUE in Sutton Coldfield. Works to include: the demolition of 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 or alteration of overhead lines; site clearance / remediation works and engineering earthworks to remodel site levels; provision of utilities infrastructure including substations; the creation of an internal primary and secondary highway network with connections to surrounding highway; internal cycle and pedestrian network; strategic green infrastructure comprising formal and informal open space and play areas; the stopping up / diversion of the existing public highway and public rights of way and the creation of new routes; strategic sustainable drainage system; the realignment of the Langley Brook and the creation of a new linear park; and the creation of acoustic mitigation along the eastern boundary with the A38"

- 2.3 The applicants indicate that, having considered the responses provided by statutory consultees and the local community to the previous proposals, a series of revisions have been made which are the subject of this further consultation.

3. Context

- 3.1 The principle of a major urban extension at Langley SUE is well established through the Birmingham Development Plan (BDP) and the Langley SUE Supplementary Planning Document (SPD). The latter was the subject of public consultation in 2018 and was adopted by the City Council as SPD in April 2019. Together these documents provide the local planning policy framework within which this application will be determined.
- 3.2 In December 2022 the City Council also resolved to grant consent to an outline planning application for the Langley SUE which included details of the strategic access points with all other matters being reserved for future determination. This consent has yet to be issued pending finalisation of a related Section 106 Legal Agreement.
- 3.3 The Langley SUE SPD establishes a number of site-wide development principles which include connectivity. The SPD refers to establishing sustainable travel patterns that prioritise walking, cycling and public transport from the outset as a key aim.
- 3.4 A Transport Strategy for the Langley SUE and Peddimore strategic employment sites was included in the adopted Birmingham Development Plan. The site is located adjacent to an area of high car ownership with a number of junctions already operating at over capacity. The Strategy recognised that alongside a step change in public transport and active travel service levels car trips from the development should be minimised. Residual journeys which would need to be made by car are directed onto the A38 rather than permeating through the Sutton Coldfield highway network. To facilitate this, two new junctions are proposed onto the A38 which are intended to minimise the impact of the developments on Sutton Coldfield.
- 3.5 The site comprises a large area of land which was released from the Green Belt. Given its scale and sensitivity the Town Council has committed to closely monitoring the progression of the Langley SUE. The intention is to seek to hold BCC, as the local planning authority, to account in ensuring that good quality place-making principles are embedded in all aspects of the plans and the development is effectively integrated with adjacent communities.
- 3.6 The Town Council have strongly supported the principles outlined above which are also being pursued further through the more recent establishment of a Green

Travel District (GTD). The position outlined underpins the approach in terms of how the application has been assessed and the subsequent advice in this report.

- 3.7 A considerable volume of material accompanies the application. This report focusses on the Town Council's and local residents' main issues of concern as expressed through earlier consultations and the extent to which they may have been addressed through the changes made as part of this current application. Representatives of the Langley Consortium (the group bringing forward the Langley SUE) which includes developers and Homes England have met with the Town Council's consultants during the period the proposed changes have been evolving. This has been much appreciated and hopefully will continue as efforts to improve and shape the scheme are progressed.
- 3.8 Particular areas of significant concerns, previously highlighted, were in relation to landscape impact with associated loss of vegetation on the western perimeter of the site facing the town and issues concerning transportation and the impact on local highways with a lack of clarity around the phasing and delivery of related mitigation measures. These aspects are covered in more detail in the subsequent paragraphs under the '*Landscaping*' and '*Transportation*' sub-headings whilst some other matters which the Town Council may wish to raise are referred to under '*Other Issues*'. Suggested responses to the changes are also set out under the relevant sub-headings.

4. Revised Proposals

4.1 *Landscaping*

To meet adopted policy objectives in relation to Access and Movement and begin the process of integrating the development with the rest of the town, a walking and cycling route is proposed along the western boundary of the Langley SUE. The intention is to ensure a visible, safe and usable route is available very early in the construction of the development for use by existing and future new residents. The preferred option for securing this is to avoid routing pedestrians and cyclists through an active construction site. It is therefore proposed to accommodate it within or immediately adjacent to the boundary of the existing adopted highway around the western perimeter of the site. This links together the primary access junctions into the Langley SUE included in the previous outline application.

- 4.2 Serious concerns were previously expressed by local residents and the Town Council over the loss of existing established hedgerows and trees on the western perimeter on the basis of the significant environmental harm this would cause. A more balanced environmentally sensitive approach to the provision of sustainable transport infrastructure in this location was requested.
- 4.3 The applicants state they have taken on board the concerns expressed in their revisions to the proposals by retaining large sections of existing hedgerows along this boundary (which were previously proposed for removal) and incorporating

new / replacement hedgerow planting where inevitably some have to be lost to facilitate the construction. They state that out of c. 1.5km of existing hedgerow along this boundary previously shown as being lost c. 1.1km is now being retained to be supplemented by replanting in the vicinity wherever possible. It is stated that this results in a significant enhancement in the biodiversity net gain in respect of hedgerow units for the site. Reference is also made to the proposals as a whole resulting in a net increase of nearly 4,000 trees across the wider site more than compensating for the loss of any existing trees along this boundary.

- 4.4 In order to deliver this route a combination of segregated (3m wide cycleway and 2m wide footway) and shared (3.5m wide footway / cycleway) links run along Thimble End Road, Webster Way and Springfield Road. The route also continues east alongside Walmley Ash Lane on the southern boundary of the Langley SUE to connect into the existing Public Right of Way (Peddimore Lane) on through to the new bridge over the A38 linking Langley SUE with the Peddimore employment sites.
- 4.5 The applicant considers, in taking this approach, they have responded positively to the feedback received by minimising the loss of established landscape features from this boundary whilst still facilitating the delivery of an important active travel route which is visible and surveilled from the existing highway corridor.

4.6 Suggested response

Local residents have expressed concerns about the legibility of the plans and their subsequent difficulties in interpreting them insofar as they affect the town facing western perimeter of the site. The applicants' should be asked to submit a more clearer set of plans in this regard to enable residents to better understand the proposals and submit comments.

- 4.7 The western and southern boundaries of the overall development site contain a considerable number of established trees and hedgerows which are closest to the existing adjoining neighbourhoods. These natural features are important in terms of their visual, environmental and ecological contributions. Interpreting the submitted plans / documents to understand the changes is challenging and has involved comparing the plans contained within the aboricultural report with the landscape proposals. Given the difficulties a degree of caution should be applied when considering the findings which are set out in more detail in Appendix A. These appear to show a number of omissions and apparent discrepancies which should be addressed. The Appendix also identifies areas where a less engineered more sensitive environmental approach is advocated.
- 4.8 Whilst the changes made to retain more of the existing hedgerows / trees along the western boundary are welcomed and represent an improvement from the original proposals more could be done to reduce the environmental impact here. Substantial sections of hedgerow are still shown as being lost in certain places. This goes beyond that which would be necessary to construct new junctions to

give safe access to the overall development and successfully integrate it with the town as a whole.

- 4.9 A particular issue resulting in the loss of substantial sections of existing hedgerow relates to the creation of a cycleway within the grass verge adjacent to existing highway. It is considered that much of this loss could be avoided by relocating the cycleway behind the hedgerow. To ensure the cycleway still has good passive supervision the layout of the scheme could be designed to ensure that new houses face towards the existing highway overlooking the cycleway with limited cut throughs to ensure permeability. This approach would be much more sensitive and beneficial in environmental terms compared to that currently being proposed. It would also allow a safer and policy compliant segregated cycleway to be provided all along the western edge of the site whilst maintaining the current hedgerows and trees. The latest designs have downgraded sections of the cycleway to shared surfaces whilst still losing significant hedgerows which is unsatisfactory on both counts.
- 4.10 The cycleway currently stops before it reaches the northern section of the site. If it were switched to the non-development side of the road in this vicinity, then the segregated cycleway could be maintained in the wide verge without losing hedgerow on the development side.
- 4.11 In some areas on-site investigation shows that the existing position depicted in the planning application may be incomplete and attention has been drawn to these situations in the commentary incorporated within Appendix A. There are also two other important points to consider. Firstly, in some locations where new hedges are proposed the applicants have not chosen to include hedgerow trees. As they are a simple way of improving the appearance and environmental benefits of a hedge this should be investigated further and trees included where appropriate. Secondly, there is no reference to a detailed management plan for the hedgerow in order to ensure its longevity and maximise the environmental benefits in accordance with relevant guidance. This should be provided for approval as part of the submission.

4.12 ***Transportation***

The application includes details of the new strategic primary and secondary highway routes through the site including the identification of bus-only priority measures. These routes connect into the new principal access junctions which will be delivered between the Langley SUE site and the adjacent road network which were determined by BCC as part of the original outline planning application proposals.

- 4.13 Following previous feedback the applicants have reduced the width of two primary streets through the site (PS3 and PS4) from 7.3m to 6.5m which is still considered to be suitable for car and bus movements. Secondary streets remain at 6.5m wide to enable these to also operate as bus routes in the future. Indicative bus stop

locations have also now been shown along the primary and secondary route network together with some pavement section and crossing point details. Standard bus stop detail has also been submitted to illustrate the intended layout and dimensions of proposed bus shelters.

- 4.14 The provision of appropriate high quality active travel infrastructure is a critical element of the overall scheme to meet the policy objectives set out in the adopted Langley SPD, encourage modal shift away from the private car and successfully integrate the development with the rest of the town. It is also necessary to meet relevant standards to ensure adequate visibility, surveillance and public safety. These factors are recognised but, as with the footpath / cycling route along the western perimeter, there are outstanding concerns about the width of highways with all the sustainable elements incorporated within them. These concerns are picked up later in the report in the context of the suggested response to the Infrastructure Design Code.
- 4.15 On-site, the early provision of the proposed A38 northern link and the new A38 link to Webster Way are important to mitigate impacts on the local highway network and on Minworth Island. Objections previously raised are not confined to the on-site infrastructure but relate also to the predicted impacts of the development on the highway network more widely. The continued lack of a Comprehensive Delivery and Infrastructure Phasing Plan to provide assurance that necessary off-site highway mitigation works will be carried out in a timely way commensurate with the phased development of the site is of particular concern. These issues are referred to in more detail below to form part of the Council's suggested response to the consultation
- 4.16 Local concerns have been raised regarding the impact of the development on capacity at junctions in the vicinity of the site, including Minworth Island. A Transport Assessment was approved as part of BCC's resolution to grant outline consent which included transport modelling of these junctions. Each junction was analysed and, where required, mitigation measure proposed. A Monitor and Manage approach has been adopted for these off site junctions where 'baseline' traffic surveys were conducted and the level of congestion will be monitored at each junction as the development is progressed. If issues arise then the mitigation measure identified should be delivered using Section 106 funding or an alternative scheme put forward and delivered.
- 4.17 With Peddimore on site, the Monitor and Manage approach is already being delivered through the 'Sutton Connect' GTD. The GTD consists of representatives from BCC, TfWM, developers, public transport operators and the Town Council. It will recommend to BCC the measures that will best mitigate the developments, to be delivered using S106 monies by BCC and through S278 by the developers. This will give the Town Council the opportunity to interrogate the data from the Monitor and Manage approach, including the developments' impacts on sensitive junctions, and influence the mitigation schemes to be delivered. This is likely to

be a far more effective use of resources than the very substantial task involved in seeking to revisit transport models which have already been approved.

4.18 *Suggested response*

As previously stated at the outline planning application stage and subsequently the Town Council has serious concerns over the continued lack of a Delivery and Infrastructure Phasing Plan for the site which should be available to assist consultees in making comments. These concerns are reinforced by the process for producing such a Plan which is apparently being finalised through negotiations between the developers and BCC prior to the issuing of outline consent. This process is not transparent and gives consultees no opportunity to scrutinise and comment upon such a critical element of the proposals.

4.19 The full Transport Strategy was designed for when the sites are fully occupied which will not happen for 15 years or more. The delivery of supporting infrastructure will also be phased to align with key delivery milestones or trigger points. However no clear indications of phasing are given either in the current application or the previous outline. As indicated above this makes it very difficult to make informed comments. Key points which should be considered include:

- At what point the A38 southern junction (already delivered by the Peddimore developers) will be linked into the site, and across to Webster Way. This will reduce congestion on Walmley Ash Road which will be the only link to the A38 for development traffic until the new connections are delivered.
- At what point the A38 northern junction (south bound slips only) will be delivered and linked into the site and Ox Leys Road.
- The Town Council also objected at the outline application stage to the lack of north facing slip roads at this junction. This reflected residents concerns that their absence will result in significant amounts of traffic routing through Sutton Coldfield and rural lanes to the east of the development causing congestion and safety issues. This is likely to be exacerbated by current issues related to the expansion of Sutton New Hall Cemetery and a one-way system which is being proposed in this area to mitigate congestion. Northern slips would alleviate this and, whilst it is appreciated that these are outside the scope of the current application, any required amendments which would need to be made to the internal infrastructure in the adjacent areas and boundaries of the site to allow this to happen are part of this application.
- Given the assumptions in the Travel Demand Modelling that all education trips (and many other non-commuting trips) will be internal to the site, when will key infrastructure and services such as schools and the local centre be built and available to residents to reduce impacts on the surrounding residential areas.

4.20 As indicated in para 3.2 above the strategic points of access to the Langley SUE were resolved to be approved as part of the outline application in 2022. Despite this for their own procedural reasons the developers chose to subsequently

submit new planning applications for the individual junctions which were then withdrawn. The developers have now reverted to relying upon the outline consent and the junctions will be approved through the Section 278 Highways Act related process. Given S278 applications don't involve public consultation unless Traffic Regulation Orders are involved the Town Council should request it is consulted upon the S278 designs either through the Sutton Coldfield GTB meetings or separately before these are determined.

- 4.21 Alongside the strategic infrastructure it is key that a comprehensive sustainable transport network is delivered across the site to allow residents to move around and access services and facilities. Given this is intended to be an exemplar development the infrastructure should meet government guidance set out in LTN 1/20 to ensure that residents can move around safely and quickly. It is noted that, whilst internal roads have been narrowed in the latest designs, some secondary roads are still 6.5m wide which is not seen as safe for cyclists to use with no segregated facilities provided as an alternative. If residents are not able to move around the site safely then this is likely to increase private car use from the site and impact on the surrounding network.
- 4.22 In terms of public transport it is critical to the successful delivery of the site that a fast, reliable bus service is available to allow residents to access easily access employment areas and key services. Given the Cross City rail line is not within easy walking distance and aspirations for the Sutton Park Rail line are currently unfunded this will have to be provided by a bus-based offer. This was originally proposed to be a Sprint BRT service which is now, in the short to medium term at least, coming forward as Cross City Bus in the most recent public consultation. Whichever service is delivered it is important that buses can serve all areas of the site and are afforded priority to avoid delays caused by congestion.
- 4.23 The main sustainable transport corridor proposed through the site is on Fox Hollies Road. Whilst it is fairly clear that the southern end of the route is intended for bus / cycle only it is unclear which modes of transport will be able to use the northern end of the route. How this will interact with the local centre, primary and secondary schools planned for the area is also unclear. Further explanation is needed on how this core area of the site, which is part of the current highway network for local residents if they wish to travel north from Sutton Coldfield, will change as the development is delivered.
- 4.24 As previously indicated, and in the absence of any detail regarding phasing, the Town Council has concerns about the timely mitigation of congestion which may be caused by the development, particularly at key junctions such as Minworth Island. It is critical and BCC is urged to ensure that the S106 Agreement secures adequate funding at an early enough stage of the development to fully mitigate highway impacts and provides the sustainable transport infrastructure and services to enable both new and current residents of the town to travel sustainably when possible.

4.25 ***Other Issues***

Further changes made to the application include the provision of community sports facilities within a Sports Hub. This shows how community playing pitch provision and a Multi Use Games Area could be accommodated within the Hub area. There is also a suggestion that the principle of dual use will apply with facilities being proposed within the Secondary School site. There are however no details of this latter facility which will be the subject of a future separate application. The absence of any further details regarding the phasing and timing of this critical facility links back to the concerns expressed earlier in para 4.19 of the report.

4.26 An Infrastructure Design Code has also been submitted with the revised application. This is an important new document the purpose of which is to inform and guide the design approach to the overall strategic infrastructure application. This is a requirement arising from conditions attached to the outline consent for Design Coding to cover each development phase including the early introduction of infrastructure elements.

4.27 The Code seeks to establish a set of agreed design standards to ensure the well coordinated design and delivery of the important place making elements within the development parcels. These will be the subject of a second stage Character Area Design Code which will cover the coding framework to be applied to the built development areas and does not form part of this application.

4.28 The current Infrastructure Design Code has been prepared for matters related to Movement (highway design standards, primary streets, secondary streets, car parking / access, bus and cycleways), Nature (parks, green and play spaces, trees, sustainable drainage) and Public Realm (physical components such as street furniture, surfacing and public art). It also includes a Building for a Healthy Life Assessment.

4.29 Establishing and following a Design Coding process form part of the applicants' approach towards achieving 'Exemplar' in the context of the planning application process. A revised Exemplar Statement has also been submitted with the application which seeks to explain how the strategic infrastructure will achieve relevant elements of the Vision for the site.

4.30 ***Suggested Response***

In terms of the street typologies illustrated in some instances the overall width between buildings looks excessive and uniform in approach. All of the street cross-sections look similar and would likely mitigate against achieving the different and distinct character areas envisaged in the Vision for the site. It would be preferable to change the ways in which the planting and treed areas are designed so that the width of the overall space was not consistent. This would enable more opportunities for wider and narrower verges on each side together

with some deeper spaces in places providing more scope to create distinctive character areas as would be found in more organically developed small towns and villages.

- 4.31 The A38 link road to Webster Way as illustrated looks like a major ring road. Even if the need for separate bus lanes and the overall width of hard surfacing is accepted the tree and planting zones appear to be in the wrong place. It would be better to use the space to separate the pedestrian and cycleways from the main carriageways both from a safety and visual containment point of view.
- 4.32 In a number of instances the illustrations do not match the cross-sections. For example, in Langley Central the image does not match the plan as the access road on the left hand side is not shown. With improved disposition of parking arrangements towards the back of the properties this would enable more continuous urban style terraces to be constructed instead of an over – predominance of standard estate type houses with drives and garages.
- 4.33 The text refers to houses which face onto principal streets having their vehicular access either from subsidiary streets or rear parking courtyards. As suggested above this is good in principle as it reduces the impact of parked vehicles on the environment and narrows the distance between building frontages. It is however critical that all streets have active frontages facing them and a commitment to this effect should be included within the Code.
- 4.34 At key nodes and focal points the quality of surfacing materials and street furniture will be very important in establishing the overall feel and character of the area. Some of the materials suggested for use hardly meet the exemplar standards the development is meant to be achieving eg the possible use of herringbone concrete pavers in some areas.
- 4.35 There is no mention of the importance of a maintenance strategy to allow wildflower planting to flourish. Where used swales should not just function in a rainwater sense but should also be well planted to add visual interest.

5 Conclusions and Recommendations -

- 5.1 Based upon the details submitted as highlighted in the report and Appendix A there are a number of outstanding strategic issues / concerns and a continued lack of clarity on the delivery and phasing of necessary supporting infrastructure. It is therefore recommended that the Town Council:
- (a) Objects to the application on the basis that the proposals as currently envisaged will have an unacceptable impact upon the environment along the western perimeter of the site contrary to relevant policies in the BDP and Langley SUE SPD and should be amended to reflect a more environmentally sensitive approach to the provision of sustainable transport infrastructure in this area as suggested in the report and supporting Appendix.

- (b) Objects on the basis of the continued absence of an agreed comprehensive Delivery and Infrastructure Phasing Plan to provide assurance that necessary highway mitigation works and provision of supporting infrastructure will be carried out in a timely way commensurate with the phased development of the site. These critical details should form an integral part of the current application and be available for public scrutiny and comment before a decision is made.
- (c) Maintains its previously expressed objection to the lack of north facing slip roads on the proposed northern A38 junction resulting in development traffic attempting to travel north from the site causing congestion on an already congested network. The Town Council considers that the developers and BCC reconsider this omission and request that, as a minimum, the current infrastructure application evidences that the internal infrastructure is future proofed to accommodate north facing slips that may be required as part of the Monitor and Manage approach.
- (d) Agrees that the report and Appendix be forwarded in full to the City Council as constituting the Council's formal response to the consultation with a request that the detailed comments made be fully considered before a decision is taken.
- (e) Expresses its willingness to engage in further dialogue with the Consortium and BCC to help clarify or address apparent discrepancies as referred to in the report / Appendix and in order to secure necessary improvements to the scheme.

Olive O'Sullivan
Chief Executive Officer

DETAILED COMMENTS**Detailed Comments****Appendix A**

The numbering below refers to the numbers on the accompanying drawings. In each case, our comments are the result of comparing a visit to the site with two key documents from the Planning Application. These documents are the relevant sections of the 'Arboricultural Impact Assessment Tree Constraint Plan EDP 1' contained in the 'ESA3 Appendix 4 - Arboriculture Impact Assessment Part 3' document (AIA) - which are intended to record the current situation - and the proposals shown on the Landscape General Arrangement drawings (LGA). The drawing references for both, as used on the BCC Planning Portal, are given at the beginning of each comment.

1: AIA Sheet 1 and LGA drawing edp7372_d100h. For some reason, an existing strip of hedgerow at this point on Springfield Road appears not to be shown on the AIA or the LGA. We would encourage the applicants to retain it.

2: AIA Sheet 1 and LGA drawing edp7372_d100h. It appears that a considerable length of hedgerow at this point on Springfield Road will be removed in order to form a new highway junction opposite Churchill Rd. Although required visibilities splays may be the cause of much of it, it appears that the position of the cycleway is also an important element. We would suggest that other locations for this facility - potentially behind the hedgerow - should be investigated. Around the retained houses and, near to the figure 2 on the drawing, there is a hedgerow and a group of trees which does not seem to be shown on the AIA or the LGA for some reason. Again, this should be investigated as much of it could be retained.

3: AIA Sheet 3 and LGA drawing edp7372_d102d. A substantial length of hedgerow at this point on Springfield Road is shown as being removed and replaced almost immediately adjacent to it. The apparent reason for this is, again, the creation of a cycleway along the existing verge. Although the cycleway itself is to be welcomed we would suggest that the relocation of it behind the hedge should be considered. This is also an example of where any new hedging should be supplemented by hedgerow trees.

3a: Passive supervision of a cycleway or pavement located behind the hedgerow would be important, but the coloured plan, taken from the Outline Planning Application, shows that the first phases of house building – shown red - will be on the western side of the site and could therefore be designed to overlook any cycleway or pavement.

4: AIA Sheet 6 and LGA drawing edp7372_d105f. It is to be welcomed that there is a long run of retained hedgerow at this point on Springfield Road. If the applicant has not taken the opportunity to insert hedgerow trees due to the overhead cables, would they consider relocating the services in order to permit this welcome improvement?

4a: Interestingly, the verge seems to be less than 2m wide in places, and the applicants appear to be proposing the insertion of a pavement/cycleway. Is this feasible?

5: AIA Sheet 12 and LGA drawing edp7372_d111e. These drawings appear to indicate that a number of existing trees are to be replaced at this point on Thimble End Road - apparently in order to permit the insertion of a pavement/cycleway - although the hedge behind them is to be retained. The photograph of the site shows that the existing trees are, in fact, either within the hedgerow or immediately adjacent to it and that, therefore, no new trees could be any more discreetly placed. We wonder if, perhaps, the arboricultural survey does not show the correct location of the trees?

6: AIA Sheet 15 and LGA drawing edp7372_d114e. Although not shown in the AIA, there does appear to be a section of tall shrubs and trees at this point on Thimble End Road which are to be removed due to the geometry of the proposed road junction and cycleway. This arrangement could be reconsidered.

7: AIA Sheet 17 and LGA drawing edp7372_d116d. Although the AIA correctly shows that there is currently a fence, rather than a hedge, along this section of Thimble End Road, we would be interested to know why the developers have not proposed the creation of a hedge with trees. This would considerably improve the character of the area and its ecological benefits. There are also a number of smaller trees which are probably being removed due to the insertion of the pavement/cycleway.

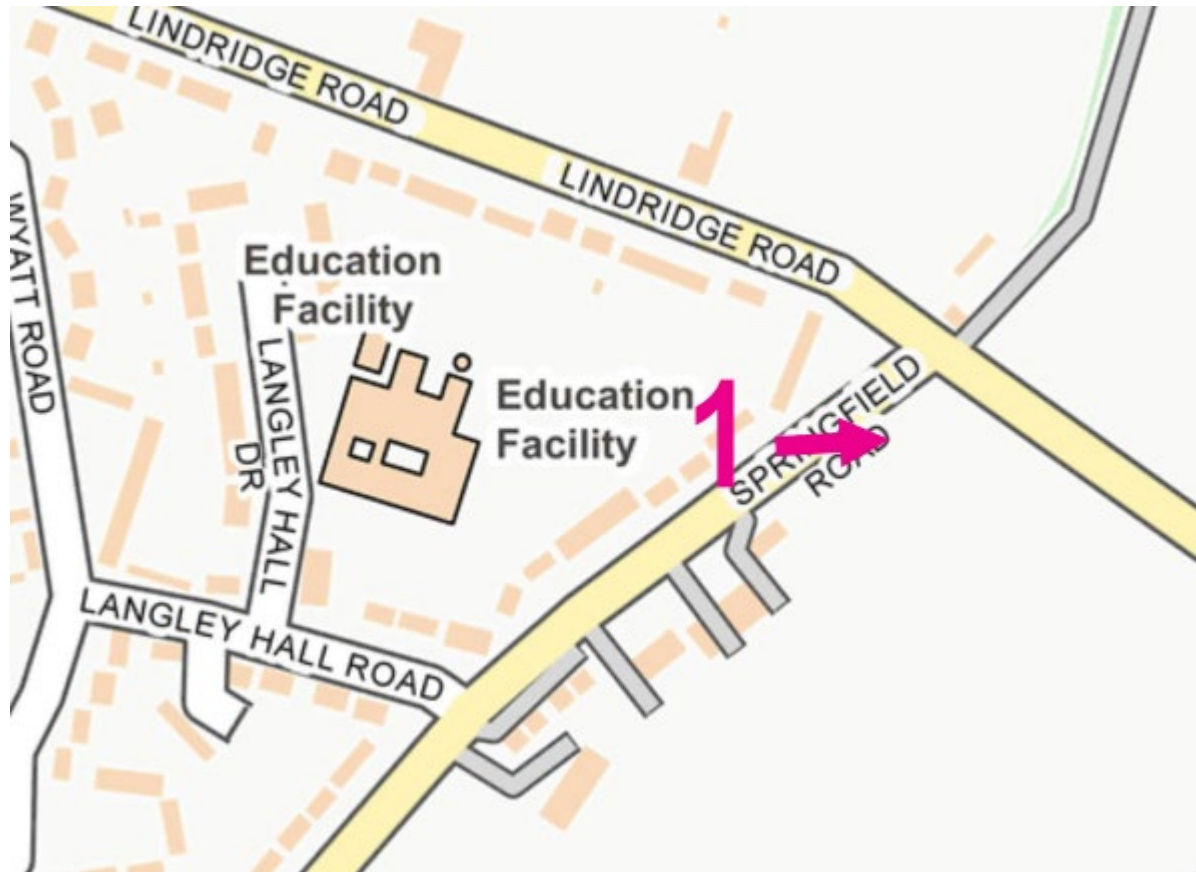
8: AIA Sheet 19 and LGA drawing edp7372_d118f. Although some hedgerow and trees at this point on Webster Way must be removed in order to create new junctions, a larger portion than necessary may have been lost due to the arrangement of the cycleway. An very attractive row of them does not appear to be shown on the AIA. We suggest that alternative arrangements for the cycleway at this point be explored.

9: AIA Sheet 21 and LGA drawing edp7372_d120d & d121e. Again, the length of hedgerow and the number of trees lost at this point on Webster Way might be reduced if an alternative arrangement for the cycleways could be concluded.

10: AIA Sheet 22 and LGA drawing edp7372_d121e. Here on Walmley Ash Lane, the proposal of a new hedge is to be welcomed, but trees could also be added if the overhead cables were repositioned.

Western Boundary
Springfield Road

See point 1 under detailed comments

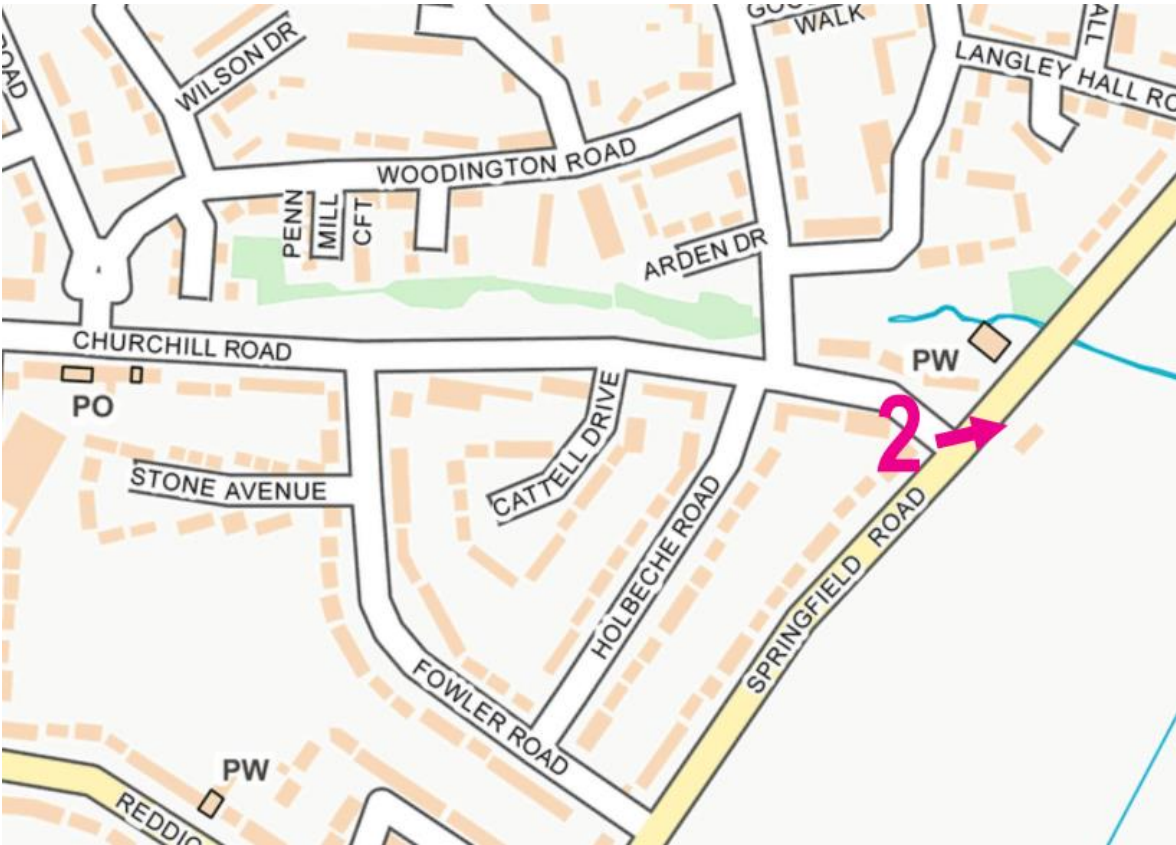


Existing strip of hedgerow



Western Boundary
Springfield Road

See point 2 under detailed comments



Existing trees and hedge



Proposed cycle way could be located behind the hedgerow

Western Boundary
Springfield Road

See point 3 under detailed comments



Proposed cycle way could be located behind the retained hedgerow and trees added



See point 3a under detailed comments

Enabling works for the School site to provide temporary 1 FE Primary School by Yr 3

Landscape Central Available for build out from year 4

Approx 51 dwellings

Primary School Site Available from Yr 4

Primary Sub-Station Commence Yr 2 - Power Required by Yr 3

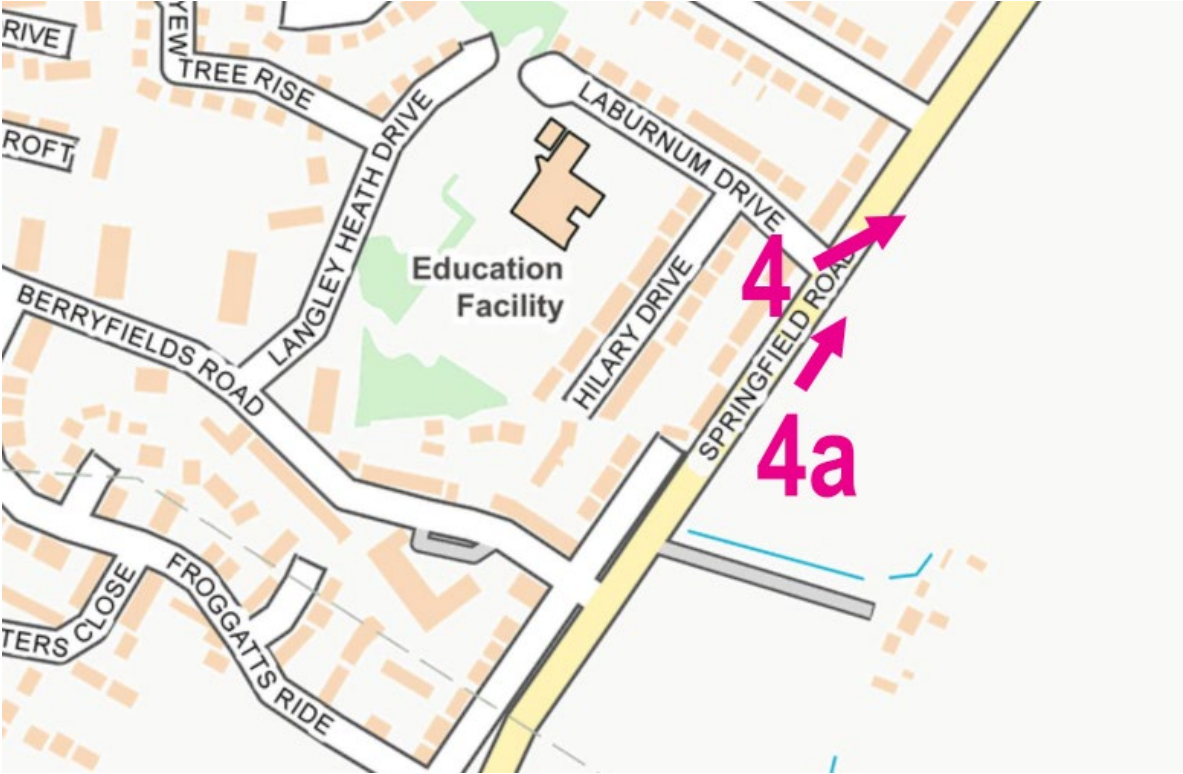
Potential Pump Station Required to support Yr 2 Development (TBC)

Pump Station Required to support BCC development

- 342916 - A/119c - 1

Western Boundary
Springfield Road

See point 4 under detailed comments

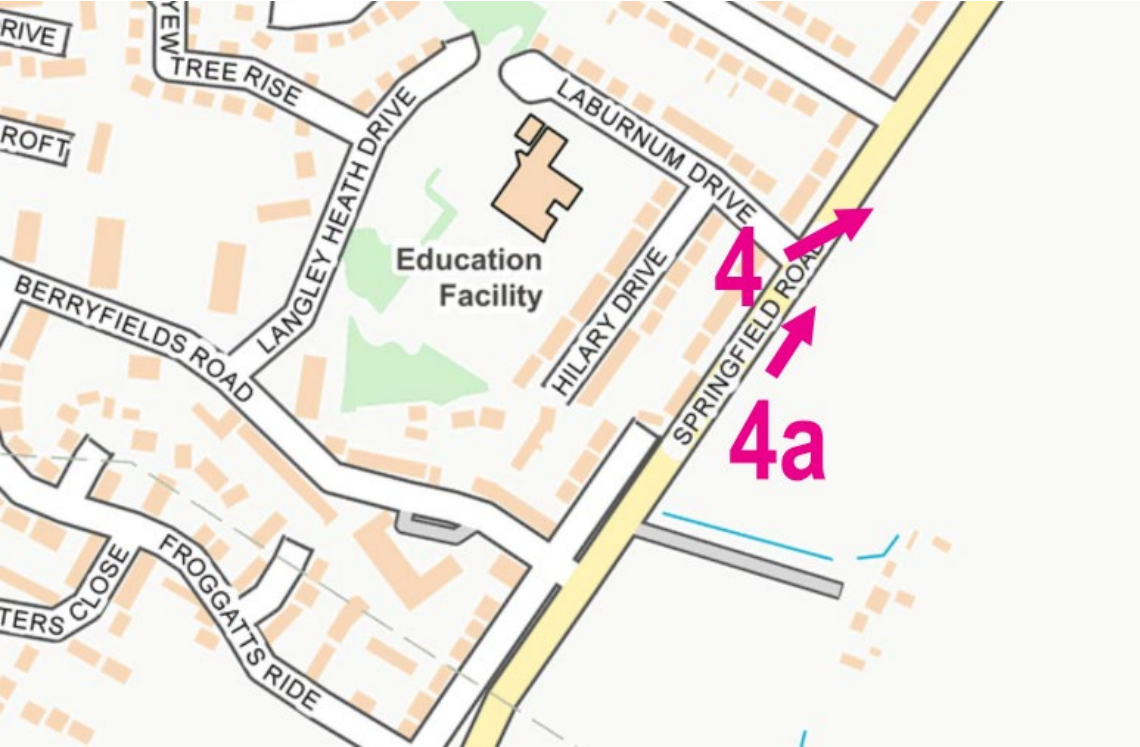


Overhead cables



Western Boundary
Springfield Road

See point 4a under detailed comments

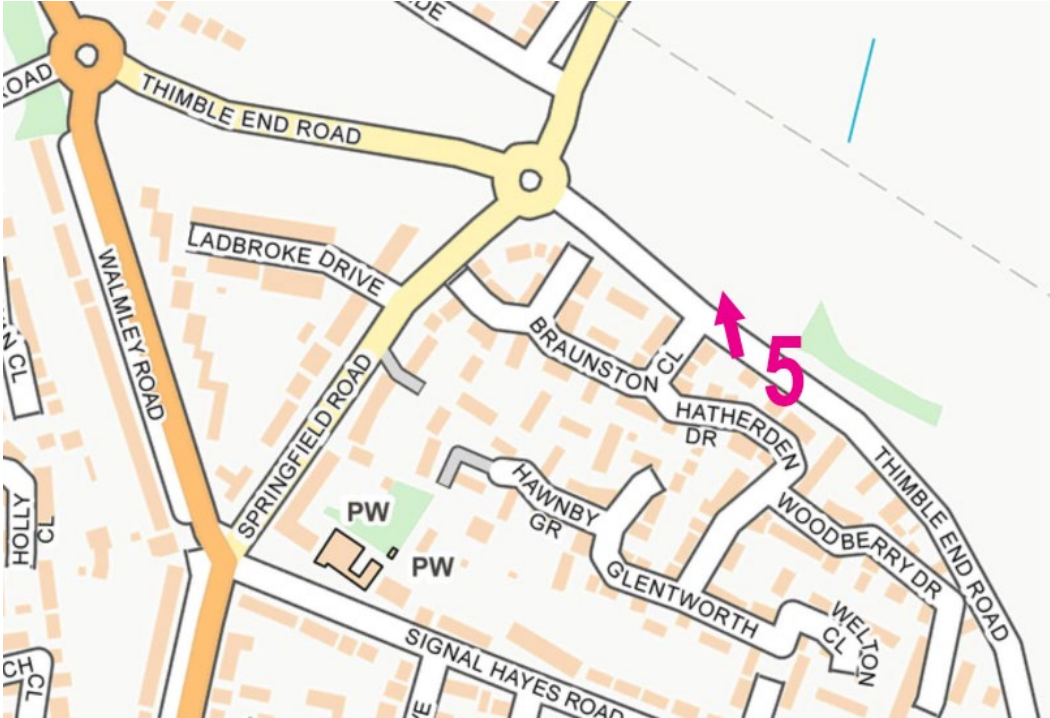


Verge measuring approx. 1.5m in places



Western Boundary
Thimble End Road

See point 5 under detailed comments

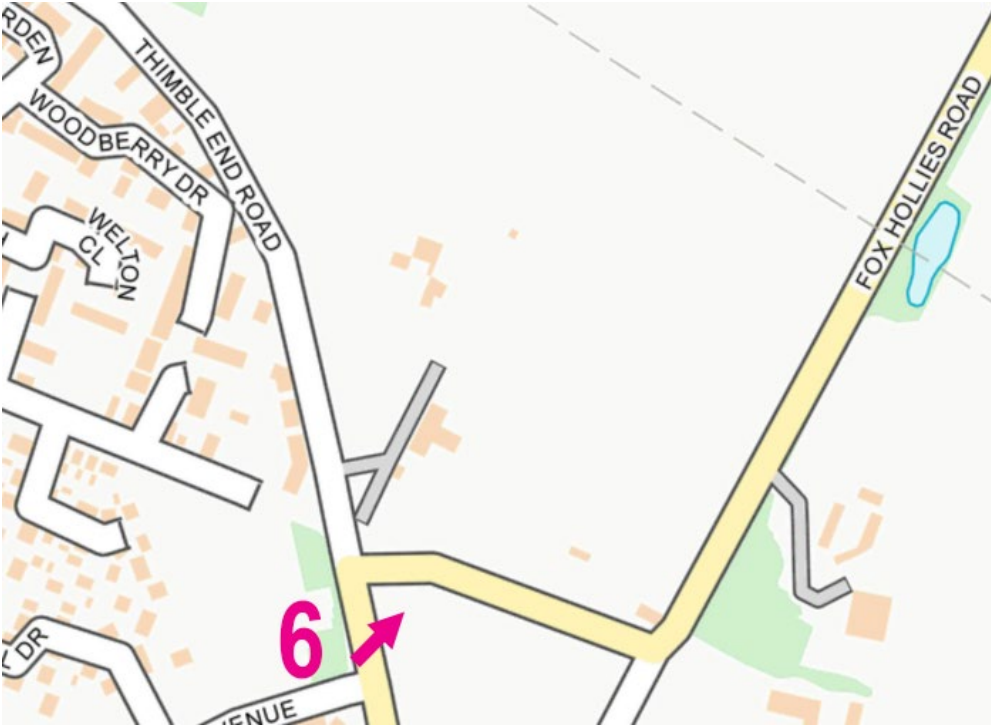


Existing trees and hedgerow



Western Boundary
Thimble End Road

See point 6 under detailed comments

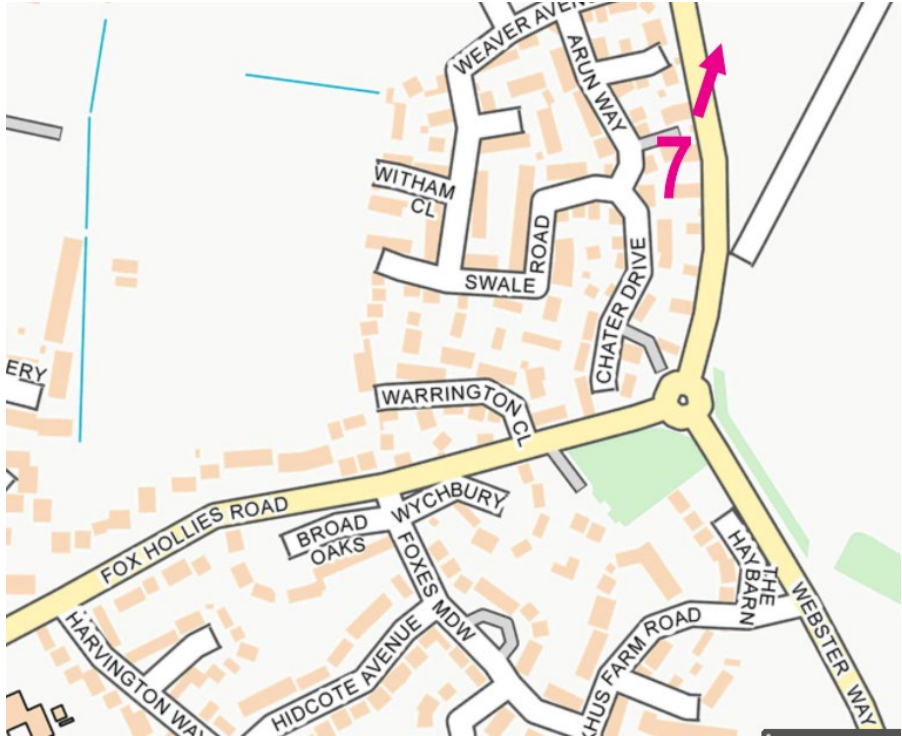


Existing shrubs and trees not shown on proposals



Western Boundary
Thimble End Road

See point 7 under detailed comments

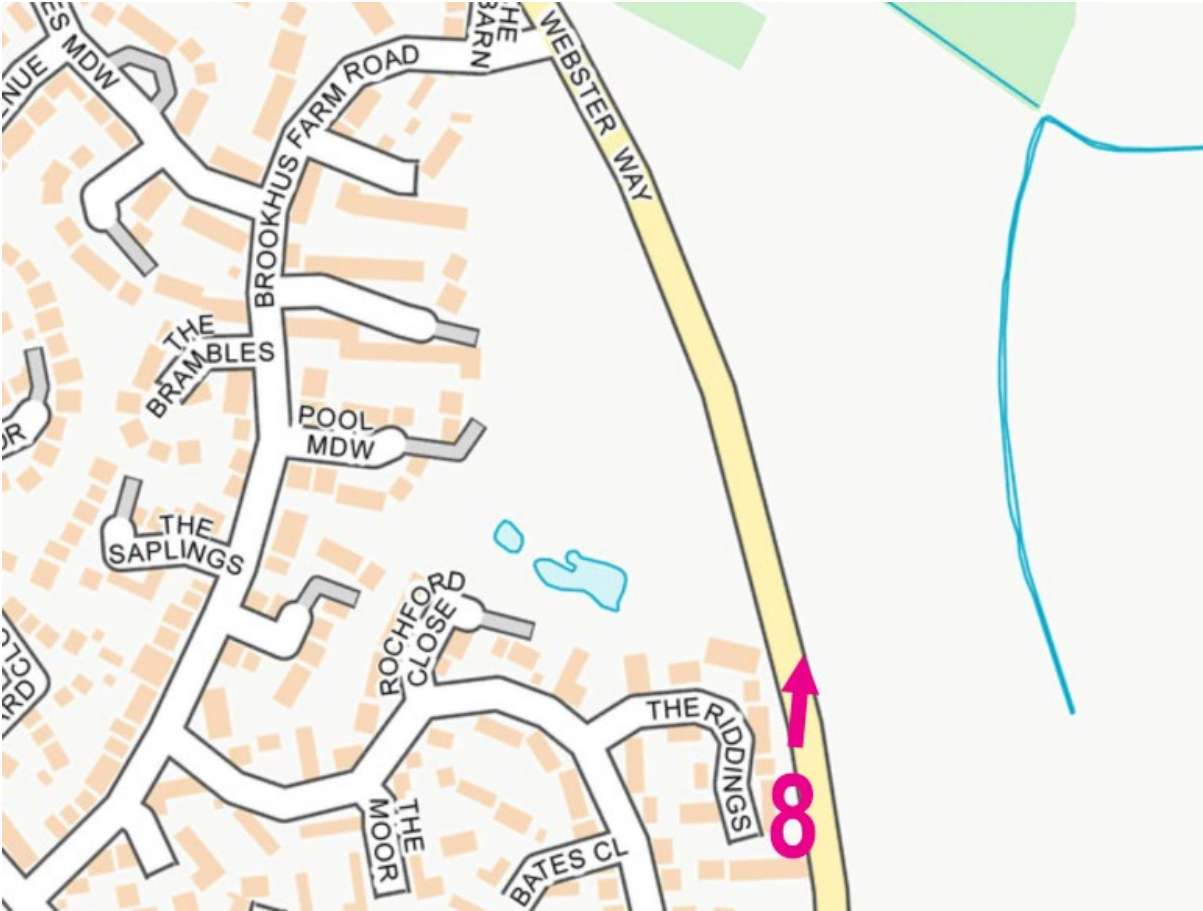


Existing fence

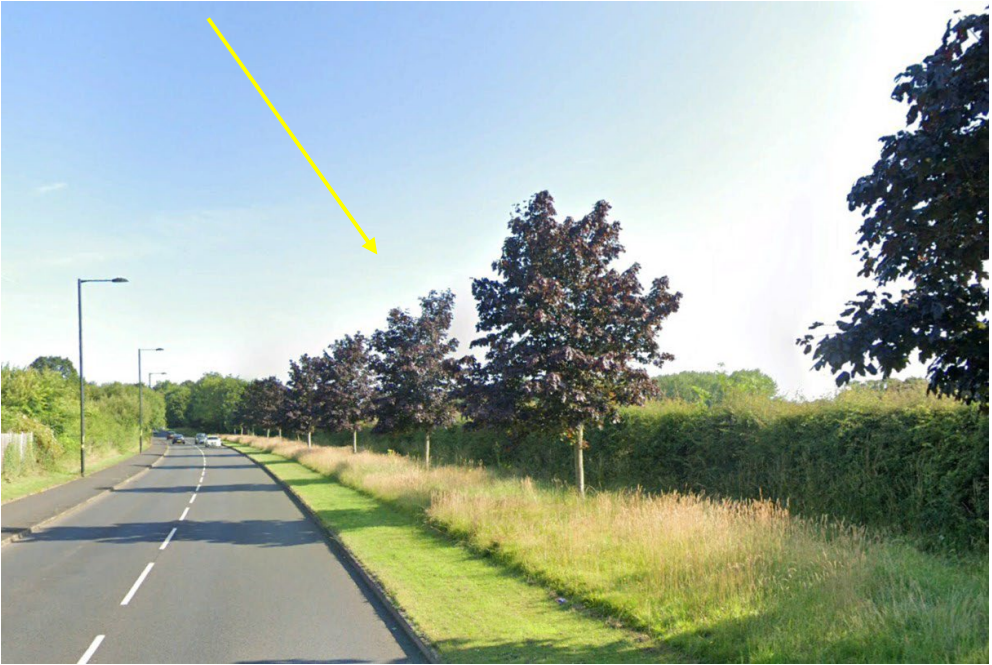


Western Boundary
Webster Way

See point 8 under detailed comments

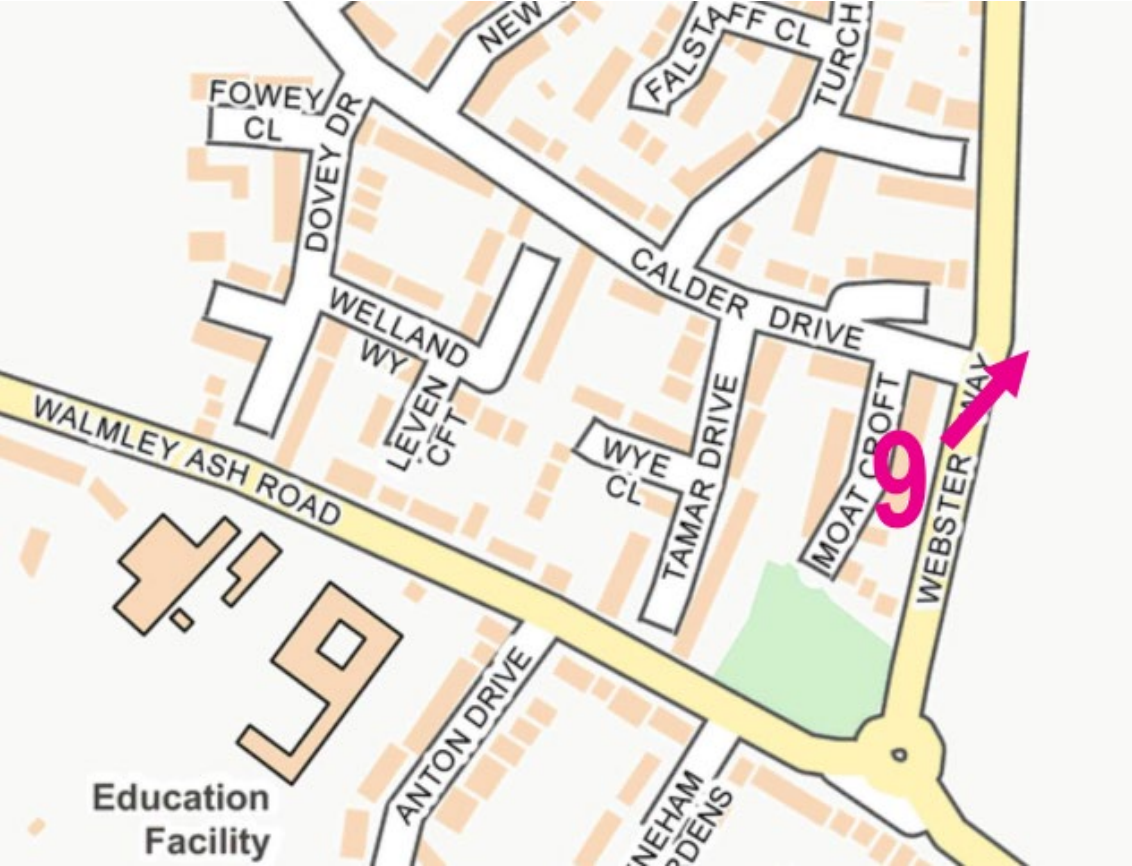


Existing shrubs and trees not shown on proposals



Western Boundary
Webster Way

See point 9 under detailed comments

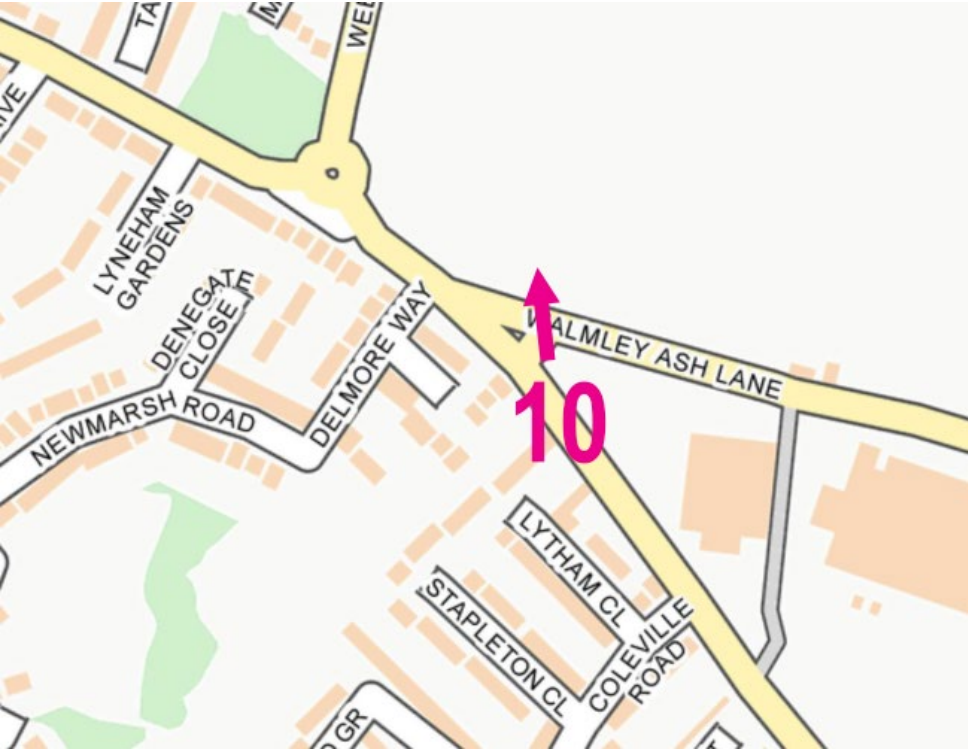


Existing hedgerows and trees



Western Boundary
Walmley Ash Lane

See point 10 under detailed comments



Overhead cables

