

PLANNING COMMITTEE UPDATE NOTE 01/02/2017

PL/2015/02673/PPOL – Stable Cottage, Warwick Road, Chadwick End

The Agent for the application has since the publication of the Committee Agenda, sent in amended plans (drawing numbers 396.02C and 396.01B).

The main difference between these and the original drawings are: -

- Substitution of the drive area for a combined gravel area and grass area; and
- The removal of the proposed decking areas around the footprint of the dwelling with the proposed footprint remaining the same at 120m².

In terms of the Green Belt impact the formation of a driveway and hard-standing, constructed from either tarmac or gravel would still constitute an engineering operation. This would still have a significant urbanising impact and cause harm to the openness of the Green Belt and result in urban sprawl in conflict with paragraph 79 of the NPPF.

While the removal of the proposed decking would remove an engineering feature, the footprint of the proposed building would still remain the same at 120m², materially increasing the built form by 214%, compared to the existing. This would not equate to a 30 % reduction as claimed in the submission by the applicant, but rather a 214% increase, having a significant greater impact on the openness.

The submitted amendments have no material bearing on the assessment of the development and the recommendation remains that of refusal.

PL/2016/02759/PPFL - Land Adjacent To Mount Farm, Tanworth Lane, Shirley

Policy Correction (pages 27 and 28)

Solihull Local Plan 2013

The site is allocated for housing by Policy P5 of the Local Plan (Site Ref.21 Land at Mount Dairy Farm, Tanworth Lane, Cheswick Green).

Solihull Local Plan Review November 2016

The site is not designated as Green Belt in the emerging Local Plan.

Amended recommendation:

Approval subject to conditions and the completion of a Unilateral Undertaking/S106 Agreement

PL/2016/02802/PPRM - Sapphire Court, Streetsbrook Road, Solihull

Additional comments have been received from SMBC's Landscape Architects and Highway Engineers.

The Landscape Architects have commented on a revised soft landscape proposals plan submitted by the applicants and have raised no objections, subject to a condition requiring its implementation (Condition CL06 as set out in the main report).

As set out in the main report, SMBC's Highway Engineers final comments were awaited. They had raised an issue with the servicing of the hotel in terms of vehicle circulation, as it appeared that proposed access arrangement wasn't quite in correlation with that previously approved by the outline consent. Their comments have now been received, and they advise that this issue can be addressed by the inclusion of the following condition to any approval, which would ensure conformity with the previously agreed access arrangements:

(8) Notwithstanding the details indicated on drawing no 15-017-120 or any other submitted plans/documentation, no approval is given or implied to the vehicular/pedestrian access. Prior to commencement of the development further details shall be submitted to and approved by the Local Planning Authority and thereafter shall be completed in accordance with agreed details that clearly demonstrate satisfactory provision for vehicular and pedestrian access/movement in accordance with details previously agreed under PL/2012/01081/FULM.

In the interests of highway safety in accordance with Policies P7 and P8 of the Solihull Local Plan 2013.

PL/2016/03174/MINFDW - Land Adjacent To 12 Bellamy Close, Shirley

An additional 3 letters and emails of objection have been received from nearby residents. The issues they raise have previously been raised by others and are therefore already summarised in the main report.

Additional technical comments have also been received from SMBC's Landscape Architects and Highway Engineers.

The Landscape Architects have commented in particular upon the impact of the proposal upon a large ash tree on the site, following an Arboricultural Survey and Impact assessment that has recently been undertaken. The survey has identified decay and branch failure to the ash and as such recommends its felling. SMBC's Landscape Architects concur with these findings and consequently are content for it to be felled. Based upon this they raise no objections subject to landscaping conditions, which are already proposed in the recommendation (conditions 7 and 8).

SMBC's Highways Engineers have further considered tracking information provided by the applicant. They advise that the proposed development access

will no doubt create displacement of existing on street residential parking activity, though this is considered unlikely to result in severe impact. It is acknowledged that similar impact would be achieved by the creation of a footway crossing.

In relation to the vehicle tracking, in view of the available space and proposed layout, they advise that in reality it is unlikely that the parking layout would conform to that suggested on the submitted drawings. However it is likely that an alternative arrangement for the proposed unit to the south-west of the site would be used – relying on parallel style parking (reversing into out of the site). The proposed unit adjacent to no14 would also need to modify the parking layout – likely echelon style parking. There appears to be a reference to the provision of kerb-edged protection to adjacent properties.

As such, no objections are raised subject to additional conditions requiring the submission of an amended car parking layout and the provision and retention of access to Bellamy Close to be submitted for approval as follows:

(9) Notwithstanding any indications provided within the submitted plans, prior to commencement of development full details of the siting, design and construction of the access into the site from Bellamy Close, together with a revised plan indicating the number, siting and layout of car parking spaces and vehicle manoeuvring/circulation space within the site shall be submitted to and approved in writing by the Local Planning Authority. The details so agreed shall be fully implemented prior to first occupation of the development hereby approved, except the vehicular access element of the scheme which shall be provided up to, but not including, wearing course prior to construction of the approved dwellings and then finished in accordance with the approved scheme prior to first occupation. All elements of the scheme shall thereafter be permanently retained for access and parking purposes at all times in accordance with that scheme.

and

(10) CH13 – Access and mud prevention measures during construction.