

APPLICATION REFERENCE: PL/2018/02731/MAJFOT**Site Address:** The Green Stratford Road Shirley Solihull B90 4LA

Proposal:	A hybrid planning application for the demolition of the existing buildings; an outline planning application for up to No. 330 (C3) residential dwellings and for up to 100,000 square feet (GIA) of car dealerships including MOT facilities (Sui generis) with all matters reserved apart from access and scale; and a full planning application for No. 242 (C3) residential dwellings and a full planning application for a single car dealership including MOT facilities (Sui generis) including a new vehicular access from Dog Kennel Lane, a new vehicular access from the existing A34 Cranmore Boulevard roundabout, tree removal works, landscaping, infrastructure upgrades and drainage works
Web link to Plans:	Full details of the proposal and statutory consultee responses can be found by using the above planning application reference number at: https://publicaccess.solihull.gov.uk/online-applications/

Reason for Referral to Planning Committee:	The approval of an application which in the opinion of the Head of Development Management would have a significant impact outside of its immediate vicinity.
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Recommendation:	APPROVAL SUBJECT TO CONDITIONS AND THE COMPLETION OF A UNILATERAL UNDERTAKING & S106 AGREEMENT
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PROPOSAL

This application seeks hybrid planning consent for a comprehensive mixed-use development at The Green, Stratford Road, Shirley, comprising both Full and Outline elements.

Whilst the hybrid format is technically and legally an application for outline planning permission, there is a clear distinction between those parts of the site for which all matters of detail are specified for approval, and those elements where all matters are reserved for subsequent approval (taken forward through future applications for reserved matters approval).

The description of development for which planning permission is sought is set out above.

Detailed Elements

This planning application seeks full detailed permission for 242 (C3) residential dwellings, and a full planning application for a single car dealership including MOT facilities, as well as a new vehicular access from Dog Kennel lane, a new vehicular access from the existing A34 roundabout, tree removal works, landscaping, infrastructure upgrades, play provision and drainage works.

Outline Elements

This planning applications seeks outline consent for up to no. 330 (C3) residential dwellings on the remainder of the site, and for up to 100,000 square feet of car dealerships including MOT facilities (Sui generis)

A parameters plan has been submitted in conjunction with the application. This demonstrates that the maximum height of the car dealerships is 16.75m to eaves above ground level. Whilst the maximum height of residential is 10.5m (above ground level) for the 2-3 storey properties and 14.0m (above ground level) for the 3-4 storey properties across the site.

EXECUTIVE SUMMARY

Policy P3 of the Local Plan recognises that sustainable economic growth is important to making Solihull's success as an attractive place to live, work and invest. The policy seeks to ensure that an adequate supply of land remains available for employment purposes, therefore sites will be protected for their allocated purposes.

The application site is allocated within the Local Plan as part of a wider employment site. However, the applicant has adequately demonstrated that the marketing of the site for B1 use has not been successful and that the existing buildings on site are unsuitable for retention and re-use. Furthermore it is noted that the Council currently cannot demonstrate a 5 year housing land supply and that the NPPF supports the use of allocated sites for alternative uses where sites are unable to be suitably used for their allocated use. Therefore the mixed use of the site for housing and car dealerships is considered acceptable in this instance.

The design and layout of the scheme is acceptable in terms of scale, design and appearance. The full permission sections of the development have been designed to prevent any undue overlooking, overshadowing or over bearing effect and the amenities of nearby and future residents are considered to be adequately safeguarded. The outline sections would be determined at the submission of reserved matters stage. The proposal is therefore in accordance with Policy P14 and P15 of the Solihull Local Plan, and positive weight should be given in the planning balance.

The proposal would result in the loss of trees from the site, however it is considered that key landscape features would be retained wherever possible, with trees safeguarded by protective measures and mitigation provided where any trees cannot be safeguarded against adequately. Furthermore the hard landscaping of the site would be well designed to respect the transition between residential and commercial areas.

In terms of other matters, namely ecology, noise and lighting no material harmful impacts have been identified and neutral weight should be attributed to these considerations.

The applicant has submitted information demonstrating that there would be no detrimental impact to highway safety implications and that sufficient car parking provision would be provided to both residential and commercial areas of the site. Therefore subject to conditions the proposals would not cause any undue highway safety implications and would accord with Policies P7 and P8 of the Solihull Local Plan.

MAIN ISSUES

The main issues in this application are the effects of the development:

- Firstly, the principle of the development and the loss of employment land as designated within the Local Plan;
- Secondly, whether the proposal provides for an appropriate residential use in accordance with relevant local and national planning policies;
- Thirdly, whether the design of the development pays due regard to the character of the area in accordance with the Local Plan; and
- Fourthly, the effect of the proposal on highway safety and the free flow of the road network.

Other Material Considerations

- Impact of the development on neighbouring amenities;
- Affordable housing & Housing Mix;
- Education;
- Landscape;
- Ecology;
- Drainage;
- Impact on Designated Heritage Assets;
- Heads of terms – S106 Agreement/Community Infrastructure Levy (CIL); and
- Other Issues (open Space and play provision, noise impact, air quality, lighting impact, and other issues)

CONSULTATION RESPONSES

Statutory Consultees - The following Statutory Consultee responses have been received:

Environment Agency – No objection

Non Statutory Consultees - The following Non-Statutory Consultee responses have been received:

SMBC Drainage – No objection subject to conditions

SMBC Ecology – No objection subject to conditions and S106 to ensure net gain in biodiversity is met.

SMBC Education – No objection subject to offsite financial contribution (S106) towards Secondary education

SMBC Heritage Assets – No objection subject to conditions

SMBC Highways - No objection

SMBC Housing Strategy – No objection subject to securing affordable housing provision through S106

SMBC Landscape – No objection subject to conditions and securing Green Infrastructure, Public Open Space, play provision, maintenance and management through S106

SMBC Policy and Spatial Planning – No objection

SMBC Public Protection – No objection subject to conditions

SMBC Urban Design – No objection subject to conditions

West Midlands Fire Service – No objection subject to compliance with building regulations and distances to fire appliances

West Midland Police – Recommend that the proposal is built to enhanced security Standards.

PRE CONSULTATION EXERCISE

The NPPF recognises that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties.

The Council's adopted Statement of Community Involvement suggests examples of pre-application community involvement. For large scale applications, it suggests considering holding public exhibitions/drop in sessions, public meetings and providing a newsletter to keep people up to date with the progress of the scheme.

The applicant held a public consultation event to share information about the proposed development and to canvass thoughts and views about the project. This event provided the opportunity for local residents to raise concerns regarding the proposal, and are summarised below:

- Boundary treatment, where the site abuts the rear boundary of the gardens of the properties that front on to Blackford Road.
- The loss of trees, in particular trees at the Blackford Road boundary.
- The development layout.
- Traffic effects.
- Flooding and drainage.
- Need for more housing and this being an appropriate site for development.
- Need for more dealerships.

These concerns form a material consideration in the assessment of this planning application and the concerns raised have been addressed within this report.

PUBLICITY

The application was advertised in accordance with the provisions set down in the Town and Country Planning (General Development Procedure) Order 2015.

7 responses were received including 2 from the same property. All correspondence has been reviewed and the main issues raised are summarised below (Planning Committee Members have access to all third party correspondence received):

Flooding and surface water

- gardens are already waterlogged as they are hard clay and a high water table.
- Removal of trees would have a huge impact on water levels.
- Neighbouring village hotel car park regularly floods

Impact on residential amenities

- Loss of privacy as a result of removal of trees and removal of high bund
- Increase in noise and disturbance from new homes and removal of large bund would increase noise from hotel and car park

Environmental Concerns

- Loss of trees would have huge environmental impact
- Increased traffic would increase pollution levels
- Light pollution from dwellings and hotel extension
- Are the proposed ponds deep enough to prevent flooding

Road Safety and traffic congestion

- Already traffic issues along Dog Kennel Lane, Blackford Road and Stratford Road and this would be made worse
- Increased vehicle numbers and impact on traffic between Shirley, Solihull and M42
- Development would generate 24 hr traffic issues
- Proposed development offers insufficient car parking as many homes have at least 2 cars
- Driveways not long enough to parking areas
- Play area too close to spine road and Dog Kennel lane

Infrastructure

- Concerns of pressure on infrastructure, schools, GP services

Other non-material planning considerations

- Little public consultation – single meeting one evening with little advertisement

PLANNING ASSESSMENT

Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that: -

‘Where in making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise’.

The National Planning Policy Framework at paragraph 2 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

This report considers the proposal against the Development Plan (Solihull Local Plan), the relevant policies of the National Planning Policy Framework (“NPPF”) 2018, the National Planning Practice Guidance

Site History & Relevant Planning History

‘The Green’ was originally agricultural land until it was first developed in the 1960s as the headquarters of Lucas Engineering. The original campus has a secure perimeter and a single vehicular access from Dog Kennel Lane, which passed the gate house and provided access to the Technical Centre. Over time additional buildings were added at a low density and extensive surface level car parking was provided, which is visible on site today. The only Lucas building to have been demolished since the 1960s was the data centre, which was located on the site now occupied by The Village Hotel.

Over the last 50 years a succession of businesses have merged on the site and occupied the buildings. A number of the original buildings have been converted to office and laboratory use, but these buildings no longer meet modern operational requirements, are inefficient and require further alteration to meet disability standards. These buildings are not fit for modern use in terms of their fabric, efficiencies and layout.

A number of outline, hybrid and full planning permissions have been secured for development at The Green within the last 15 years. In 2005, an outline planning permission (reference 2004/2519) was issued for the development of a car dealership, a hotel and a care home at The Green, together with the retention of the Lucas buildings and the development of an additional 350,139 sq ft of employment buildings on the vacant parts of the site. This permission also included the creation

of the roundabout and new vehicular access from the A34, together with the provision of the estate road and upgraded services. This planning permission was varied in 2006 (reference 2006/2632) to enable the development to be implemented in phases. The A34 roundabout, estate road, Audi dealership and Sunrise Care Home were built out under the 2006 permission. The Village hotel, whilst included in the 2006 outline permission, was developed under a standalone permission subsequently secured by the hotel operator.

In 2009, the Prudential secured a hybrid planning permission (reference PL/2008/2183/OLM) for the comprehensive redevelopment of the site (see Annexure A2.1.4). Unlike the 2006 permission, the 2009 proposed development did not retain any of the existing Lucas buildings at the site and, instead, proposed the demolition of all buildings and the construction of modern replacement office premises. The 2009 permission permitted a total of up to 945,803 sq ft of employment buildings, together with up to 2,312 car parking spaces in surface and decked car parks. This permission remains extant, with the deadline for reserved matters being October 2019 and the expiry for the implementation of development being October 2020.

The current owners of the site secured a variation to the 2009 permission in 2017 (reference PL/2016/03181/VAR) to enable the parameters of the 2009 permission to be amended to allow a building of up to 220,000 sq ft to be developed for ZF on the vacant area of the site adjacent to Audi (see Annexure A2.2). This permission also permitted the development of a multi-storey car park and the creation of a new vehicular access from Dog Kennel Lane to service the proposed ZF building.

In addition, the developer has recently secured planning permission for a care home (PL/2017/03229/PPFL), an extra care facility (PL/2017/03218/PPFL) and a car dealership (PL/2017/03382/PPFL) at The Green. These developments related to vacant parts of the overall site.

ASSESSMENT

The main issues in this application are the effects of the development:

Firstly, the principle of the development and the loss of employment land as designated within the Local Plan

The redevelopment of The Green can be viewed in 3 stages. Stage 1 is the two care facilities and Aston Martin car dealership which already have consent (reference numbers PL/2017/03229/PPFL, PL/2017/03218/PPFL and PL/2017/03382/PPFL), Stage 2 is for the Nissan dealership and 242 dwellings, the detailed part of the hybrid application considered here, and Stage 3 is for car dealerships and up to 330 dwellings which is the outline element of this scheme.

The NPPF is based on the principles of sustainable development and requires the planning system to balance economic, social and environmental factors.

Para.8 of the NPPF sets out how the Government intends to achieve sustainable development. From an economic perspective this means “to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right

types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”.

The NPPF at paragraph 80 advises that decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

Planning policies and decisions need to reflect changes in the demand for land and should be informed by regular review of land allocations and land availability. Where there is no reasonable prospect of an application coming forward for the use allocated, the Local Planning Authority should re-allocate to a more deliverable use that can help address identified need (or de-allocate the site). In the interim, prior to plan update, applications for alternative uses should be supported where the use proposed would contribute to meeting unmet need in an area.

Within the adopted Local Plan ‘The Green’ is allocated for employment land in the mature suburbs. It is notable that the application site does not occupy Green Belt land. The Local Plan acknowledges the challenge of accommodating more development while conserving the qualities of the ‘mature suburbs’ that make them attractive and sets objectives to meet the challenge including by ensuring high quality design and conserving the qualities of the environment that contribute to character and distinctiveness and ensuring development doesn’t adversely impact on residential or other amenities.

A key element of the spatial strategy is to focus employment and housing growth in accessible locations and corridors, taking account of needs and opportunities (para.5.4.6). The area spatial strategy in the local plan (at para. 5.5.2) seeks to contribute to economic growth and lists how this will be achieved, including protecting the environmental quality and attractiveness of the mature suburbs. The plan also seeks provision in the mature suburbs for new housing to contribute towards the borough’s local needs.

Allocated general business sites are included in Fig 13 of the local plan and the site is included for B1, B2, B8 purposes. At 18.5ha the site is the biggest allocation of general business land in the adopted local plan and is significant in terms of the supply of the identified 27.5 ha of readily available business land. The 6ha allocation at Solihull Business Park has been developed further reducing the available supply. The local plan acknowledges that Solihull does not have substantial amounts of PDL suitable for employment purposes and that it is important to protect the limited supply of employment land and premises from alternative uses (para. 7.7.9).

Alternative uses may however be accepted in circumstance set out in Policy P3 (a) i-iv of the local plan and mixed-use may be enabled on employment sites where this will help to support sustainable development principles.

Within the submitted planning statement the applicant has put forward justification for the loss of the employment land. In summary, the applicant refers to the NPPF requirement to support alternative uses where the allocated use isn't likely to come forward, the unsuitability of the site for B2 and B8 use because of the proximity to residential occupiers, that B1 is unsuited to market demand despite marketing, the unsuitability of existing buildings to re-letting as old and not fit for purpose.

The applicant contends that there is sufficient employment land elsewhere, even without the site, alternative development will support employment provision and a significant number of jobs will be retained at the site (related to residential uses of car showrooms and other commercial activity).

The Peter Brett Associated Employment Land Review (ELR - January 2017) is Solihull's most recent employment land review and was commissioned as part of the evidence base to the local plan review. The Employment Land Review (ELR) accepts that B2 and B8 has limitations for the site because of amenity issues. It also says that due to the high vacancy rate and availability of additional land, the site presents an opportunity for re-development but that it is questionable whether the site will come forward for further employment use.

Furthermore the ELR market analysis indicates that offices in this location are not viable. It states that where sites are promoted and allocated for a mix of uses that include employment, planning obligations should be used to ensure employment land is phased into the overall development and that evidence suggests a lack of market demand for employment space consideration should be given to securing a smaller quantity of employment land offered serviced, preferably freehold and in smaller units as identified in the ELR market demand review.

The draft local plan review accepts that the site should be for mixed housing and employment however as a draft at the early stage of the review process, it carries little weight in the decision making process in accordance with the NPPF.

The loss of business class use at the site would raise questions in regard to the adequacy of the allocated business land supply to serve the borough. This would require further consideration, through the review of the Local Plan and could potentially require further provision for employment land in the review plan to ensure an adequate employment land supply over the plan period.

In 2005 consent was granted for redevelopment of the site (then larger) to provide new offices, hotel, nursing home, and car dealership with highway works to the A34 to provide a new access from a traffic island (a further major BI business development consent was granted in 2009). Priming the site in this way has not however succeeded in bringing forward new business class development (allocated as a business site in the Unitary Development Plan 2006 and in successive plans since then)). The site has however, seen the development of car showrooms, a hotel and a residential care home.

In all of the above circumstances, and accepting that the NPPF favours alternative uses on sites that do not come forward for their allocated use, the lack of success

over a long time in bringing forward business class development on the site and the pressing requirement to meet housing need in the borough (a strong focus for the local plan review), a policy objection to the application may prove difficult to sustain unless a strategy can still be found to bring forward employment use.

As referred to above, the ELR in acknowledging merit in a better balance of supply and demand for employment land over the review plan period suggests the site might offer a smaller quantum of employment land, serviced and preferably in freehold smaller units.

In terms of addressing the loss of employment land and to ensure that all employment options for the site have been explored the applicant provided additional information. This information highlighted that potential demand for smaller B1 units has been explored but there has been insufficient market interest and that such redevelopment would affect the wider viability of uses across the site. Therefore in light of this, there is no policy objection to the loss of employment uses in the form of B1, B2 and B8 uses from the site given the lack of market demand on this site and in this location. This carries neutral weight in the planning balance.

The principal for a mixed use development without B1 commercial office is therefore accepted.

Secondly, whether the proposal provides for an appropriate residential use in accordance with relevant local and national planning policies.

Policy P5 'Provision of Land for Housing' refers to the Borough's housing land requirement, proposed site allocations and other sources of housing provision to meet the Borough's housing need.

The policy goes on to state: 'New housing will be supported on unidentified sites in accessible locations where they contribute towards meeting identified borough-wide housing needs and towards enhancing local character and distinctiveness.'

The proposal would contribute 242 dwellings within the first phase of this development (full planning permission) and seeks consent for up to 330 dwellings on phase 2. In total that would contribute 572 dwellings towards the Borough's housing requirements.

The Council are currently unable to demonstrate a five year supply of housing and there is a drive at national level to 'boost significantly' the supply of housing (paragraph 73 of the NPPF). Given the lack of a 5 year housing supply, paragraph 11 of the NPPF is engaged and permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole. The principle of development for housing in this location is therefore supported and this carries positive weight in the planning balance.

Thirdly, whether the design of the development pays due regard to the character of the area in accordance with the Local Plan.

The NPPF at paragraph 124 states that “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

The NPPF at paragraph 127 advises that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130 confirms that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Policy P15 of the Solihull Local Plan requires all development to achieve good quality, inclusive and sustainable design, which conserves and enhances local character, distinctiveness and streetscape quality and ensures the scale, massing, density, layout, materials and landscape of the development respects the surrounding natural, built and historic environment. Developments will be expected to create a sense of place. Policy P15 of the Local Plan is consistent with policies set out in the Framework and full weight can be attributed to this Local Plan Policy.

Throughout the application process the applicant has worked to ensure that the development on the site represents high quality design and aspirations of place

making. Whilst it is recognised that the Master plan for the site is illustrative, as a result of the hybrid nature of the application, there are elements which are sought in full, and when read as a whole the development seeks to create a good relationship between the existing and new commercial buildings around the site and the proposed housing. It is noted that where possible attention has been paid to ensure that the housing areas are not in conflict with the existing hotel and the existing and proposed car dealerships in both design terms and the relationship to ensure neither are overbearing to each other.

The illustrative Masterplan for the housing development has been designed to demonstrate and provide for a good movement framework, offering site linkages both through and within the site, indicating close proximity to key amenities, pedestrian crossings, public footpaths and bridleways. The development would be situated close to Sears Retail Park to the north-west, Hillfield Park to the north-east and Cheswick Green and Dickens Heath to the south. The primary pedestrian route through the site to Stratford Road and Sears Retail Park from Cheswick Green Bridal way would have a clear design approach in order to reinforce the legibility both through and within the site. The masterplan identifies varying widths to the primary route through the site, and therefore when the remaining outline element of the scheme is brought forward through the submission of reserved matters, it will be important to ensure consistency between these elements.

Turning to the design of the properties it should be noted that throughout the application process changes have been made to the design of some of the house types and the appearance of the large block of apartments on the corner of Dog Kennel Lane, and the entrance into the site. The applicant has broken up the massing of the apartment building by stepping the roof line and adding shadow lines to the exterior to the building with changes in materials and the building footprint. In addition, a sun-shade analysis has been provided to demonstrate that the apartment buildings would not cause an over bearing impact on the adjacent areas. Likewise the proportion of the windows and doors of the apartments have been altered to improve the ratio of brick to openings, and the palette of materials have been designed to mirror that of the housing to develop a character area to this part of the development.

The proposed apartments would 3-4 storeys in height and would measure 12.5m high at the highest part of the mono-pitch roof, on the corners of the development. The design of the apartments is such that the height would vary as a result of undulations in the roof heights of varying sections, and the lowest height would be 9.0m.

The apartment block would form an internal courtyard area which would be utilised to provide parking for the apartment blocks. Whilst it is accepted that this would result in a large swathe of hardstanding, it is noted that this elements of the scheme would be largely concealed by the massing of the apartment block itself and where there would be views into the site landscaping in the form of shrubs and trees can be provided to soften this approach.

In terms of the house types these have been altered and designed to provide a character area for this section of the site, demonstrating a small palette of materials which reflect a quality to the design of the buildings. Changes have been made to

the house types across the site and where necessary additional side facing windows have been provided which ensure overlooking to both street frontages and also offer architectural interest to side elevations. The house types have been designed with a palette of materials to complement the apartment block through the use of brick and coloured cladding. Whilst the palette of materials is minimal, it is considered that this will ensure high quality design through the choice of high quality materials.

The house types would vary from two-storey maisonette blocks to three-storey town houses with the town houses having a height of 10.1m. The houses would drop to 9.3m in height for the smaller properties and 8.5m for the maisonettes. Given the high density of the development at 43.4 dwellings per hectare it is noted that smallest garden provided is 7.8m in depth. This depth is for the smallest house type and is located in a position where there is no-back to back relationship between properties. It should be noted that the majority of properties are able to demonstrate a minimum garden depth of 10.0m, and it is considered that the separation distances between properties with a back to back relationship is sufficient to avoid overlooking. It is considered that sufficient amenity space would be provided to the proposed new dwellings.

In terms of pedestrian and vehicular routes through the site, during the application lifetime, additional vehicular routes have been provided to encourage inclusive design principles. Streets and areas of the site are now permeable and do not limit movement or create exclusive courtyards and cul-de-sacs/private roads. Through routes also provide ease of movement for vehicles and waste collection, and reduces the need for turning heads. Alterations have also been made to provide opportunities for improving the parking relationships to properties to ensure that parking is as close to dwellings as possible, and offer additional visitor parking areas. The layout of the remainder of the site is still to be determined and would be reviewed under the submission of reserved matters, and again attention would be paid to ensuring sufficient visitor parking provision can be accommodated. Car parking has been designed to be easily accessible from the dwellings and apartments; however this is discussed in more detail later in this report.

With regards to the boundary treatments, hedges rather than dwarf walls are encouraged to retain the soft approach to landscaping around the site, given its current title of 'The Green', which can be secured through condition 39. Areas of close boarded fencing will be visible from the public realm and it is noted that there are many areas of incidental open space adjacent to properties. Whilst these areas help to provide a softer approach to landscaping in the wider context of the scheme, it is important to establish both areas of defensible space and those which will fall under a management company. This element of the proposal is being dealt with under the S106 agreement to deal with open space and landscape maintenance.

It is noted that in order to provide sufficient car parking for the development some site areas are dominated by expanses of car parking and therefore the quality of the landscape treatment is paramount to the success of the scheme. It is therefore considered reasonable and necessary to condition submission of further landscape details to encourage robust planting schemes to these areas in order to help improve the overall streetscene.

The submitted Design and Access Statement illustrates a play strategy for the site as a whole. Whilst detailed designs of the play areas proposed for the Charles Church (the 242 dwelling housing scheme with full detail) development have not been submitted it is considered reasonable to secure these by condition to ensure sufficient provision of play in accordance with P20 of the Local Plan. This condition (condition 34) would further ensure the high quality of the play provision to serve the area as a whole and establish the amount of territory required for these facilities and whether additional barrier or fencing would be required.

The layout provides for external bin storage within the rear gardens of individual dwellings as well as external bin and cycle storage provided for the apartment buildings.

The outline element for the proposed additional housing for up to 330 dwellings seeks only scale and access at this stage and does not deal with the detailed design of the housing. However, the submitted parameters plan does indicate that the proposed dwellings to be positioned within the outline areas of the development would be of a similar scale in terms of storey heights and limits the maximum heights to the same as those within the full planning permission section of this hybrid. The density of this phase of the development would be 46.5dph. The following plot parameters are set out within the submitted Parameters Plan and are as follows:

	Use	Number of Units	Max Number of Units	GIA Area	Max GIA Area
Plot 1	Residential	242	-	-	-
Plot 2	Car Dealership	-	-	28,177 Sqft	-
Plot 3	Residential	-	330	-	-
Plot 4	Car Dealership	-	-	-	100,000 Sqft

The maximum height of the car dealerships as set out within the parameters plan is 16.75m to eaves above ground level. Whilst the maximum height of residential is 10.5m (above ground level) for the 2-3 storey properties and 14.0m (above ground level) for the 3-4 storey properties across the site.

The reserved matters would look at the layout and design of the dwellings to ensure that they are appropriate to the site and achieve adequate separation between the dwellings and proposed and existing other uses, and are of a suitable design in relation to the site as a whole and the surrounding area.

Turning to the proposal car dealership it is considered that the design reflects the nature of the use of the building, and in addition the large expanse of car parking around the building is a reflection of the use of the building and the level of car parking provision required to ensure no overspill parking from staff. The building itself would be clearly visible from residential properties around the site, however it would be situated close to the existing development of car dealerships along Stratford Road, and would be viewed very much as a part of this area of development rather than the residential section.

At 8.5m in height to the top of the main flat roof element, and 10.0m to the central element, the building in terms of its disposition would be akin to the surrounding residential uses in scale, and would be separated from the residential uses by the areas of car parking to ensure that it does not appear as an overbearing structure. Design alterations have been made to the scheme to introduce a dense hedging along the frontage of the internal access road to ensure that those residential properties facing the site are not looking over a sea of car parking, and it is considered that this is a positive move in improving the visual appearance of the site as a whole and when viewed within the streetscene. In addition the landscaping would assist in providing a transition between the commercial and residential elements of the site.

The outline element of the scheme seeks to provide additional car dealerships on land to the north of the site, facing Stratford Road. The detail of these car dealerships at this stage is minimal as the outline element of the application only seeks consent for the access, via a new arm off the existing A34 roundabout, and scale in terms of the maximum floor area of the car dealerships (excluding Nissan) of up to 100,000sqft and a maximum height of 16.75m, as set out within the submitted parameters plan. Having regard to the size of the site area for the proposed for car dealerships and the height of buildings in this location these details are considered suitable and would be respectful of the character of the area and height of existing buildings along the frontage of Stratford Road. The adjoining site which recently gained consent for a care facility has this building set at 14.6m in height. The relationship of the car dealership and dwellings to the rear would be determined under the submission of reserved matters, and it should be noted that the height of 16.75m is a maximum, and should the situation arise where the relationship with the dwellings to the rear demands that this is lowered, or separation is increased this would be dealt with at reserved matters stage.

Throughout the application process the architectural design approach across the site has been re-visited to ensure that multi-modal through-routes have been incorporated and a more consistent architectural theme between the commercial areas and the apartments and houses has been adopted. As such it is considered that the application meets with the provisions of P15 of the Local Plan and would conserve and enhance the setting of 'The Green' as a whole. This carries positive weight in the planning balance.

Fourthly, the effect of the proposal on highway safety and the free flow of the road network.

The NPPF indicates that developments should only be prevented if a safe and suitable access to the site cannot be achieved.

Paragraph 105 (of NPPF 2018) states, "If setting local parking standards for residential and non-residential development, policies should take into account: -

- The accessibility of the development;
- The type, mix and use of the development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and

- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

The Solihull Local Plan (December 2013) contains a number of transport related objectives including:-

- Improve accessibility and ease of movement for all users to services, facilities, jobs and green infrastructure.
- Reduce the need to travel.
- Manage transport demand and reduce car reliance.
- Enable and increase the modal share of all forms of sustainable transport.
- De-couple economic growth and increase in car use.
- Encourage the use of public transport by ensuring that new development is located in areas of high accessibility or potential high accessibility.
- Providing better transport links within and between areas and improving access to a range of facilities within 800 metres walking distance of residential areas (i.e. walkable neighbourhoods).
- Ensuring that the role of the A34 Stratford Road as key transport corridors is balanced with the need to provide attractive places for people to live, work and shop

Paragraph 109 (of NNPF 2018) states, “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Policy P8 of the Solihull Local Plan states that development which results in a reduction in safety for any users of the highway will not be permitted. Policy P8 of the Local Plan is consistent with policies set out in the Framework and full weight can be attributed to this Local Plan Policy.

A Transport Assessment has been submitted with the application which sets out the significant highways works which are required as a result of the development. The key alterations to the highway network are as follows:

- alterations to the existing Dog Kennel Lane/Site Access Junction
- Construction of a second Dog Kennel Lane/Eastern Site Access Junction
- Changes to internal road layout, pedestrian cycle connections

The Transport Assessment highlights that the site is currently occupied by the offices of ZF TRW with associated parking and that the current permitted use of the site is B1a Office. It also refers to the recently consented developments of the 66 unit extra care development, the 86 bed care home, the Aston Martin Car dealership and the extension to the Village Hotel. It is also noted that there is a current extant planning permission on the site which could create 87,868sq.m of B1a office use within the site.

The submitted transport Assessment has identified an 800m walking catchment area around the application site as well as a 2km catchment area. Within the previously consented care facilities and car dealership facing Stratford Road, a footway/cycleway connecting the Cranmore Boulevard Roundabout to Marshall Lake roundabout is proposed. Within this current planning submission a continuation of

this footway/cycleway is proposed within the site which would allow for pedestrian and cycle access to the centre of the proposal site and on to Dog Kennel lane. Internal footway connections would also be provided between the new Dog Kennel Lane site access and the remainder of the site. As a result of the plotted catchment areas, the Transport Assessment is able to confirm that employment, retail, healthcare, leisure and education facilities are all within reasonable distance of the site, making walking a viable and applicable mode of travel to and from the application site. Furthermore the site has nine bus stops located within 400m of the site boundaries and has good connectivity to the surrounding cycle and road networks.

- Proposed Site Access Arrangements

The site is currently accessed via the Cranmore Boulevard Roundabout and via the existing Dog Kennel Lane / Site Access (priority junction). As a result of alterations the proposed development would be accessible via a total of three vehicular access points: The Cranmore Boulevard Roundabout, the existing Dog Kennel Lane / Site Access (priority junction) and a proposed Dog Kennel Lane / (Eastern) Site Access (priority junction).

Vehicular access for two of the car dealerships (proposed in outline) will be from the new, fifth arm of the Cranmore Boulevard Roundabout which is sought in full under this application. Vehicular access to the third car dealership will be formed via new accesses along the existing privately maintained site access road.

Pedestrian and cycle access to the site will be provided from the new footway / cycleway at the northwest of the site (a continuation of the footway / cycleway from the Care Home and Extra Care applications), from the Cranmore Boulevard Roundabout and from the two junctions off Dog Kennel Lane and from a new footway / cycleway included in these proposals.

- Car Parking provision

The car parking provision for the housing development sought in full would comprise 2 spaces per unit, with the exception of the 1 bed maisonette properties which would only have a single space per unit. In addition, areas of visitor parking which could be accommodated along the roadside have been indicated. The parking provision for the outline housing development would be determined and set at the time of the submission of the reserved matters.

It is anticipated that overall the proposal will include a total provision of approximately 1100 car parking spaces for the car dealerships - anticipated to be designated as follows:

- A total of 480 "Display / General" spaces.
- A total of 166 "Storage" spaces.
- A total of 330 "Staff" spaces.
- A total of 124 "Visitor" spaces.

- Traffic Assessment

The submitted assessment considers the impact of proposed development related traffic on the local highway network. The local highway network “study area” includes the following junctions:-

- Marshall Lake Road (Roundabout);
- Cranmore Boulevard (Roundabout);
- A34 Stratford Road / Dog Kennel Lane / Friars Gate (Roundabout);
- The existing Dog Kennel Lane / Site Access (Priority Junction);
- The proposed Dog Kennel Lane / Eastern Site Access (Priority Junction)
- B4102 Blackford Road / Dog Kennel Lane (Roundabout);
- B4102 Blackford Road / Tanworth Lane (Priority Junction);
- B4102 Blackford Road / Dickens Heath (Roundabout);
- A34 Stratford Road / Monkspath Hall Road (Roundabout);
- A34 Stratford Road / Tesco Extra Access Road; and
- M42 / A34 Stratford Road / A3400 (Grade Separated Junction).

Details of the existing traffic flows for the majority of the local highway network junctions have been obtained from surveys undertaken during March 2016.

The assessment considered the worst-case “peak-period” local highway network traffic flows at: -

- Weekday AM Peak – 07:45 to 08:45 Hours; and
- Weekday PM Peak – 17:00 to 18:00 Hours.

It is acknowledged that at the time of these surveys, some 18.5% of the existing B1a “Office” floor area was not occupied.

In terms of the committed developments, the impact of traffic flows associated with committed (local) developments have been acknowledged within “future year” assessment scenarios.

The submitted Transport Assessment includes network impact analysis of the proposed development within the context of a phased development profile - assuming that all development buildings are immediately occupied upon construction, and all buildings being vacated are occupied at their current rates until the date of closure. In reality, occupation of the new development and the vacation of the existing floor area are likely to be more gradual, making the transition smoother than the development traffic impact profile used within supporting documents.

The site is currently occupied by the ZF Offices (a combination of office and technical space, (planning use class B1a Offices throughout, is assumed), an Audi car showroom, a hotel/gym, and a multi-let office building (known as, 3 The Green). The existing attraction of the site has been established from the March 2016 traffic surveys. The existing trip attraction (observed) of the site is:

Peak	Existing Access Road Attraction		
	Arrivals	Departures	Total

AM Peak Hour	493	145	638
PM Peak Hour	179	315	494
Peak	Existing Access Road HGV's		
	Arrivals	Departures	Total
AM Peak Hour	0	2	2
PM Peak Hour	2	2	4

*Note that only 81.5% of office floor area was occupied at this time

Based on the total observed trips (above) and TRICS attributed proportions, the resultant trips assigned to each on-site use and potential trips associated with unoccupied office floor area are set out below:

Peak	Office Trips (occupied floor area)		
	Arrivals	Departures	Total
AM Peak Hour	398	72	471
PM Peak Hour	63	257	320
Peak	Remaining Trips (for other existing uses)		
	Arrivals	Departures	Total
AM Peak Hour	95	73	106
PM Peak Hour	116	58	72
Peak	Office Trips (associated with unoccupied office use class floor area)		
	Arrivals	Departures	Total
AM Peak Hour	90	16	106
PM Peak Hour	14	58	72

Therefore the potential ("fall-back") office floor area associated traffic flow is estimated at:

Peak	Office Trips (occupied floor area)		
	Arrivals	Departures	Total
AM Peak Hour	398	72	471
PM Peak Hour	63	257	320
Peak	Office Trips (associated with unoccupied office use class floor area)		
	Arrivals	Departures	Total
AM Peak Hour	90	16	106
PM Peak Hour	14	58	72
Peak	100% office floor area occupied		
	Arrivals	Departures	Total
AM Peak Hour	488	89	577
PM Peak Hour	77	315	392

Distribution of the existing site trips has been based on the surveyed traffic turning proportions (at the site access junctions) along with census data for work trip destinations local to the site.

- Proposed Development Trip Generation - Residential

The trip attraction of the proposed residential development has been assessed using survey data contained within the “TRICS” database, for categories “Houses -privately owned” and “Flats - privately owned”.

Peak	Houses – Privately Owned		
	Arrivals	Departures	Total
08:00 – 09:00	47	134	180
17:00 – 18:00	116	64	181
Peak	Flats – Privately Owned		
	Arrivals	Departures	Total
08:00 – 09:00	18	60	78
17:00 – 18:00	65	29	94
Peak	Total Residential		
	Arrivals	Departures	Total
08:00 – 09:00	65	194	258
17:00 – 18:00	181	94	275

- Proposed Development Trip Generation - Car Dealerships

The trip attraction(s) of the proposed (*and consented*) car dealership(s) have been assessed using survey data contained within the “TRICS” database, for categories “Car Showroom – England weekday (excluding Greater London, Town Centre and Edge of Town Centre sites)”.

Peak	Car Showroom		
	Arrivals	Departures	Total
08:00 – 09:00	100	46	146
17:00 – 18:00	45	69	114

- 2020 “Interim Scenario” Assessment (network impact):

- The unoccupied existing floor space is not assumed to be re-occupied.
- 9% of existing B1a Office traffic is removed.
- All committed developments (Extra care units, care home and one car dealership) are constructed and fully occupied.
- 120 residential dwellings, (approximately 50% houses and 50% flats) are constructed and fully occupied.
- One proposed car dealership is constructed and fully occupied.

Local Highway Network - Interim Scenario (comparison with the 2020 Baseline scenario)

Junction	AM Peak Hour	PM Peak Hour
Marshall Lake Roundabout	20	25
Cranmore Boulevard Roundabout	17	25
A34 Stratford Road/Dog Kennel Lane/Friars Gate Roundabout	-20	-7
A34 Stratford Road/Monkspath Hall Road	-35	-25

Roundabout		
Tesco Access	-30	-21
A34 Stratford Road/A3400/M42 Roundabout	-31	-23
Existing Dog Kennel Lane/Site Access	-84	-50
B4102 Blackford Road/Dog Kennel Lane Roundabout	-51	-21
Permitted A34/Left In Left Out Junction	20	25
Tanworth Lane/Blackford Road Junction	-51	-21
Dickens Heath/Tanworth Lane Roundabout	-58	-24
Proposed Dog Kennel Lane/Eastern Access	-7	0

2025 “Final Scenario” Assessment (network impact):

- The unoccupied existing floor space is not assumed to be re-occupied.
- 100% of existing B1a Office traffic is removed.
- All committed developments (Extra care units, care home and one car dealership) are constructed and fully occupied.
- 576 residential dwellings, (approximately 60% houses and 40% flats), are constructed and fully occupied.
- All car dealerships are constructed and fully occupied.

Local Highway Network - Final Scenario (comparison with the 2025 Baseline scenario)

Junction	AM Peak Hour	PM Peak Hour
Marshall Lake Roundabout	93	118
Cranmore Boulevard Roundabout	106	146
A34 Stratford Road/Dog Kennel Lane/Friars Gate Roundabout	-111	-64
A34 Stratford Road/Monkspath Hall Road Roundabout	-126	-82
Tesco Access	-109	-70
A34 Stratford Road/A3400/M42 Roundabout	-113	-77
Existing Dog Kennel Lane/Site Access	-301	-170
B4102 Blackford Road/Dog Kennel Lane Roundabout	-186	-77
Permitted A34/Left In Left Out Junction	93	118
Tanworth Lane/Blackford Road Junction	-187	-78
Dickens Heath/Tanworth Lane Roundabout	-220	-91
Proposed Dog Kennel Lane/Eastern Access	-88	-65

The existing traffic effect of the site, including the potential for re-occupation of any unoccupied floor space, has been compared to the proposed development in two scenarios: *An Interim Scenario*, where part of the proposed development has been constructed and some of the existing floor space remains occupied, and *a Final Scenario*, where all of the proposed development has been constructed and all of the existing floor space has been vacated.

During the *Interim Scenario* (compared with the existing traffic effect of the site) the majority of local junctions will see a negligible change or decrease in volume of traffic, while the Marshall Lake Road Roundabout and the Cranmore Boulevard Roundabout will see an increase.

During the *Final Scenario* (compared with the existing traffic effect of the site) the majority of local junctions will see a decrease in volume of traffic, while the Marshall Lake Road Roundabout and the Cranmore Boulevard Roundabout will see an increase.

Note: Whilst the assessment does not make a direct comparison between the proposed development and the permitted “employment” development (*planning reference: 2008/2183*), it is to be noted that the traffic impact of the proposed development on the local highway network would be significantly lower than the previously consented/permitted “employment” development.

The submitted Transport Assessment includes capacity analysis at the following junctions (for both 2020 “Interim” and 2025 “Final” scenarios, including both “with” and “without” proposed development flows) for comparison purposes.

- The Cranmore Boulevard Roundabout (*modified layout*).
- The Marshall Lake Road Roundabout.
- A34 Stratford Road / Dog Kennel Lane / Friars Gate Roundabout (Friars Gate Roundabout).
- B4102 Blackford Road / Dog Kennel Lane Roundabout.
- Existing Dog Kennel Lane / Site Access Junction (*with proposed alterations*).
- Proposed Dog Kennel Lane / Eastern Site Access Junction.
- Consented A34 / Left in - Left out Access Junction.

The analysis illustrates that:-

- The Cranmore Boulevard Roundabout (modified) - will operate within capacity in all assessment scenarios.
- The Marshall Lake Road Roundabout – will operate within capacity during the PM peak in all assessment scenarios. During the AM peak hour the modelling process predicts the junction will operate over capacity in both with and without proposed development scenarios.
- A34 Stratford Road / Dog Kennel Lane / Friars Gate Roundabout (Friars Gate Roundabout) – will operate within capacity in all assessment scenarios.
- B4102 Blackford Road / Dog Kennel Lane Roundabout – will operate within capacity in all assessment scenarios.
- Existing Dog Kennel Lane / Site Access Junction (with proposed junction geometry alterations) – will operate within capacity in all assessment scenarios.
- Proposed Dog Kennel Lane / Eastern Site Access Junction – will operate within capacity in all assessment scenarios.
- Consented A34 / Left in - Left out Access Junction – will operate within capacity in all assessment scenarios.

Taking account of the information and data contained within the Transport Assessment and Analysis has demonstrated that the site is accessible by a choice of

travel modes and will reduce reliance on the private car. This is considered to be consistent with national and local planning policy. The report on road traffic collision data has been reviewed for the most recent 5-year assessment period and the frequency of accidents within the study area is lower than the national average for road/junction types reviewed and no pattern of collisions has been identified.

A traffic assessment has been conducted that shows the traffic effect of the development results in a reduction of traffic flow, at times, on most junctions, with moderate increase to two junctions within the local highway network study area,. The capacity analysis of the study network provides satisfactory evidence that the new impact of the proposed development will not introduce unacceptable impact, highway safety concerns or lead to severe residual cumulative impact.

The proposed parking level for the Nissan car dealership is considered to be sufficient and it has been demonstrated that the parking provision would accommodate the staff members and visitors to the site without resulting in overspill parking on to neighbouring roads, subject to conditions to secure the operating practices of the dealership with regards to car parking.

The proposed level of residential car parking is considered to be acceptable and would be in accordance with the Council's car parking standards to ensure adequate off street provision of parking for each unit.

Taking account of the above it is considered that the proposal accords with Policies P7 and P8 of the Solihull Local Plan in terms of highways matters and neutral weight can be attributed to the matter in the planning balance.

Other material considerations

- Impact of the development on neighbouring amenities

Policy P14 of the Solihull Local Plan seeks to protect and enhance the amenity of existing and potential occupiers of houses, businesses and other users in considering proposals for new development. Policy P14 of the Local Plan is consistent with policies set out in the NPPF and full weight can be attributed to this Local Plan Policy.

The application site itself is well contained by clearly established defensible boundaries, and all elements of the proposed development are well separated from nearby dwellings. As the application is a hybrid, there is a large proportion of the proposed residential element which is seeking to establish the principle of developing this area of land for housing and as such the layout and type of housing has not been determined at this stage. This outline element of the scheme is the section which has the closest relationship with existing residential properties and during the submission of the Reserved Matters application measures would be taken to ensure that the layout and type of housing would not have a detrimental impact on neighbouring amenities in accordance with Policy P14 of the Local Plan.

The proposed housing to the south of the site, which has been submitted in full has been designed to ensure sufficient separation between the residential units. Whilst, it

is noted that the scheme is of a high density in this location, sufficient separation is achieved to avoid having an over-bearing impact or resulting in loss of privacy through overlooking. Furthermore it is noted that this section of the application is situated well away from existing residential uses and would therefore not result in any detrimental impact.

The application includes commercial development in the form of car dealerships, and these have the potential to create more impacts. The proposed car dealerships would be situated in a run, facing onto Stratford Road, with the exception of Nissan which would be inset into the site as a result of the curve of the internal access road. The dealerships would however be presented with a buffer strip along the rear boundaries to separate from residential development to the south of the site, and sufficient separation between Nissan and the proposed new residential development is achieved to avoid overbearing impact or privacy issues. Throughout the application amended plans have been submitted to indicate an increase buffer strip of planting between the proposed residential units and the car showroom of Nissan to improve visual outlook for the residential dwellings directly facing the car showroom.

The design and layout of the outline elements of the scheme, namely the remaining car dealerships (up to 100,000 sqft) and the residential phase of development up to 330 dwellings), are reserved matters at this time, and the masterplans for these areas are purely indicative. Therefore, any concerns over the impact of these elements of the development on neighbouring amenities in terms of overlooking, loss of privacy, loss of light or overbearing impact would be reviewed during the reserved matters submission and at this stage would be designed to ensure that they pay due regard to the relationships with neighbouring uses to avoid any conflicts or negative impacts. A condition (condition 40) is suggested to ensure that any new residential development on the perimeter edge facing towards the residential street of Blackford Road will have a suitably respectful relationship to its neighbours.

Having regard to all of the above, given the separation distances involved between the existing and proposed development, it is not considered that any undue impact will occur upon residential amenity due to either overbearing impact, loss of privacy or noise or other types of nuisance (further detail with regard to noise is set out later in this report). Furthermore the existing and proposed businesses and care facilities along Stratford Road would not be negatively impacted as a result of the proposed development. The proposal therefore, accords with Policy P14 of the Local Plan and would protect and enhance the amenities of neighbours. Neutral weight can be attributed to the matter in the planning balance.

- Affordable Housing & Housing Mix

On the 19 May 2016 the Government announced changes to national planning guidance in respect of the thresholds at which affordable housing contributions may be sought and a vacant building credit, which applies where developments re-use existing buildings or include the demolition of existing buildings.

The amended National Planning Practice Guidance also affects the extent of affordable housing that should be provided in relation to developments that either re-

use existing buildings or include the demolition of existing buildings. This is called the 'vacant building credit'.

The Council has approved the approach to calculating the Vacant Building Credit as outlined in the Addendum to Solihull 'Meeting Housing Needs' Supplementary Planning Document.

The detailed application for this site proposes 242 dwellings; this would normally mean an on-site contribution at 40% of the total dwellings with 97 affordable dwellings. However taking into account the vacant building credit from the existing buildings, this obligation is reduced to around 21/22% affordable obligation.

The following breakdown of accommodation has been provided after discussion with the application regarding the mix, and appropriate house types.

Accommodation Type	Private (No)	Affordable (No)	Total (No)
1 bed apt	6	0	6
1 bed maisonette	0	10	10
2 bed apt	68	12	80
2 bed house	0	10	10
3 bed house	86	15	101
4 bed house	32	3	35
TOTAL	192	50	242
%	79%	21%	100%

The breakdown of the housing provision in terms of private and affordable in terms of rented and shared ownership is broken down as follows:

Private	Type	No. of units	% Mix	
	1 bed Apartment	6	3%	
	2 bed Apartment	68	35%	
	3 bed house	86	45%	
	4 bed house	32	17%	
		TOTAL = 192	79.3%	
				Affordable mix %
Rent	1 bed maisonette	10		31.3%
	2 bed house	10		31.3%
	3 bed house	9		28.1%
	4 bed house	3		9.4%
		TOTAL = 32	13.2%	
Shared	2 bed apartment	12		67%
	3 bed house	6		33%
		TOATL = 18	7.4%	

Based on the above mix of housing in terms of the percentage of provision of affordable units, and mix of affordable units Housing Policy have raised no objections.

In addition to the above breakdown of housing types being deemed acceptable, the proposed layout plan for the 242 units has been reviewed and it is considered that the affordable housing is suitably integrated onto the site and made tenure blind in accordance with the Meeting Housing Needs SPD. The affordable housing percentage for phase 2 of the development (reserved matters stage) would be calculated using the formula as set out within the Meeting Housing Needs Addendum SPD 2016 and would be set out within the S106 agreement to secure this moving forward.

- Housing Mix

The proposed mix of housing has been reviewed by Housing Policy Officers who have confirmed that the mix is suitable in terms of tenure and being in compliance with the Meeting housing Needs SPD. Furthermore, confirmation is being secured that a Registered Social landlord would be willing to take on the 2-bedroom shared ownership properties.

The proposed market housing mix results in the following

1 bed	3%
2 bed	35%
3 bed	45%
4 bed	17%

This mix of housing would provide a more generous supply of housing of 2 and 3 bed properties than the Borough-wide mix as advised within the latest Strategic Housing Market Assessment (2016). However, this mix would provide much needed housing opportunities for young professions and families as well as those wishing to down-size, and as such Housing Policy Officers raise no objection to the proposed housing mix.

The Section 106 Agreement will make provision for an affordable housing scheme to be approved by the Council in respect of each phase of development. This shall Identify details such as the position, size, type and tenure of the affordable dwellings.

Subject to the 21% affordable housing being suitably defined in the Section 106 Agreement, the Council's Housing Policy Officer raises no objections to the proposal.

Having regard to the above it is accepted that whilst the proposal would not deliver the standard 40% affordable housing, the proposal would be policy compliant given the vacant building credit on the site. Furthermore it would provide for a policy compliant mix of housing sizes, and the applicant has provided additional low cost market housing (sold at 80% of the market rate) in order to bolster the affordable housing level to 25%. The proposal is therefore considered to be compliant with both Policy P4 and the SPD Meeting Housing Needs and neutral weight should therefore be attached to this in the balancing exercise.

- Education Provision

The application site is not of a size/quantum of development to require the provision, on site, of its own dedicated school (either primary or secondary). As such, the payment of a sum towards the improvement/expansion of nearby facilities would be expected of a development of this nature. This would take the form of an element of the Community Infrastructure Levy (CIL) fee payable for development attracting a CIL charge and for elements which are not CIL liable but a payment is required, a S106 agreement would be secured.

In relation to education, it is expected that the development will generate overall 144 no. children of primary age and 110 no. secondary age pupils. In order to accommodate this level of demand additional school places both at primary and secondary age will be required. The S106 agreement will seek to secure £3,474 per unit for Secondary school places towards contributions towards increasing provision for the Light Hall School and Catholic Secondary schools within the catchment area.

In terms of primary school provision this would be dealt with via CIL. Education have advised that Cranmore Infant and Widney Junior Schools would be able absorb the additional demand as an interim measure, and would require £1.75m in order to do so. The CIL regulation 123 list includes provision of money for primary school facilities, and as such the Education Officer is aware that they would need to bid for the money in order to facilitate this additional capacity at the primary schools.

Having regard to the above no objections are raised to the impact of the proposal upon this to education facilities and neutral weight should be attached to this in the balancing exercise.

- Landscape & Play Provision

Policy P10 of the SLP recognises the importance of a healthy natural environment in its own right. Policy P14 requires new development to safeguard important trees, hedgerows and woodlands.

Due to the hybrid nature of the application, it is noted that some of the information provided is illustrative and that there are landscape elements which require additional information, however the Council Landscape Architect has no objection in principle to the landscape elements of the scheme.

The landscape information submitted in relation to the residential phase sought in full is minimal, and therefore landscape elements in relation to planting, play provision and public open space need to be robustly conditioned to ensure that an acceptable scheme is brought forward, executed and adequately maintained and that continuity between the outline and reserved matters elements is secured. Furthermore it is considered that landscape management should be conditioned to ensure satisfactory establishment of the new soft landscaping works and the continued welfare of the existing/retained vegetation. Details of this can be found at condition 22. However, based on the information indicated on the submitted master plan, and the details relating to the retention of trees within the site, it is considered that sufficient

landscaping in the form of the retention of key trees, and replacement of other trees would be sufficient to retain adequate landscaping to The Green. Although it is likely that there will still be some shortfall to tree loss mitigation on site, however this can be secured via an off site contribution through the S106 mechanism,

The Council's Landscape Architect has prepared an initial assessment of the trees that are being removed at The Green and compared those to the tree planting shown on the Masterplan. A weighting has been applied to the existing trees that are being removed, to identify the level of new planting required to mitigate tree removal. It has been agreed that a detailed landscaping scheme and management plan are still required to be prepared and approved for each development parcel, in order to review in detail the trees that are being removed and the planting that is proposed as part of the landscaping works. This will allow the tree loss and tree replacements works to be more accurately assessed. Whilst the Council's preference would always be to seek mitigation on site, where this is not possible, it has been agreed that a financial contribution of £400 (per tree) would be made for any replacement trees to be provided off-site. This is based on the mitigation required for proposed tree losses on the site, and an assessment has been made using the applicants Arboricultural Impact Assessment/Tree Removal Plan to ensure that any trees lost on site would be adequately mitigated for within the development. This tree mitigation would be secured via wording set out within the S106 relating to this development to ensure consistency throughout the development as a whole.

As set out previously within the report, there are significant areas of hard standing to accommodate parking bays, and there are also areas of open space which contribute to the overall landscaped areas of the site and mark areas between the highway and the private amenity spaces for dwellings. These areas are to be managed via a management company and would be included within the details of the S106, however further details in relation to the proposed landscaping of these areas would also be conditioned to ensure continuity throughout the development and high quality landscape areas to mitigate for large areas of hard standing.

Turning to the commercial element of the full planning permission section, the proposed Nissan car dealership does include detailed planting scheme, however it is not considered that the submitted planting densities are adequate and therefore require alterations. However, subject to the alterations as set out by the Landscape Architect (which can be conditioned), there are no objections to the scheme and the proposed hedging along the front boundary of the site is welcomed in an attempt to soften the commercial appearance of the site at the junction with the proposed neighbouring residential development.

Policy P20 of the Local Plan requires a Green Infrastructure payment in relation to the site works population for the commercial developments. Green Infrastructure is a levy on commercial uses, in order to recognise the multi-functional benefits of open space to improve people's quality of life and provide new open space. As this element is a strategic requirement and not a site specific requirement the GI contribution would be spent within the Borough and not necessarily within the immediate surrounding area of the application site and could include the re-provision of open space, enhancement of facilities or open space, or contribute to the existing infrastructure network. The GI calculation to cover the commercial areas of the

whole development would result in a payment of £35,310.21 through a S106 financial contribution.

Based upon the proposed residential population of the development, both the public open space and play provision (for the phase 1 housing development) appear from the information provided to be insufficient as they would fall below the requirement to provide 2.86ha per 1000 head of population. In addition, based on the proposed site population a NEAP (neighbourhood equipped area for play) should be provided rather the LEAP (locally equipped area for play) that is proposed.

With regards to the public open space it is noted that there is a short fall of provision indicated for the full planning permission housing development (phase 1). It is also noted that in order to provide more public open space this would require a reduction in population and density of the development, and vice versa if the population were to increase additional public open space would be required. Whilst it is accepted that there would be a shortfall it is considered that subject to areas of SUDS being at a maximum 1:4 gradient and not fencing off, these areas would contribute towards the public open space would be planned to ensure sufficient provision of open space within these areas and ensure a qualitative approach to the first phase of development.

As set out above the development of phase 1 as shown on the masterplan would trigger a need for a NEAP. However, it is also accepted that the area dedicated to the proposed NEAP is constrained by existing trees on the site and unlikely to be in a position to support a quality NEAP. Therefore, it has been concluded that the proposed play areas indicated on the masterplan should be designed in such a matter as to provide for a higher quality and increased number of smaller play areas. For example a greater number of higher quality LEAPs and additional door stop play areas. In particular it has been agreed that the area in front of the Village Hotel was an appropriate place for a substantial play area (high quality LEAP) and that the provision of the features shown dotted throughout the open spaces were appropriate so that play areas were provided close to every dwelling. Qualitative improvements are secured in principle and will be delivered through the condition 34.

Taking account of the above it is considered that suitable play provision and open space provision can be provided on site in phase 1 of the development, and moving forward the details of the outline section of the application can be designed to accommodate high quality play provision and open space provision. Adequate tree mitigation can be provided where possible on site, with a clause in a S106 to allow for mitigation through financial contributions where necessary, and in addition payment of Green Infrastructure payments. Taking account of the above the development is considered to be acceptable in landscape terms and this would carry positive weight in the planning balance.

- Ecology & Drainage

Solihull Local Plan Policy P10 seeks to protect habitats and to conserve, enhance and restore biodiversity. Local Plan Policy P11 of the SLP advises that new development will not normally be permitted within areas at risk of flooding. The site does not lie within a flood plain and the risk of flooding is considered to be low.

A comprehensive suite of ecological surveys has been carried out and the results submitted in support of the application.

- Habitats

The most important areas from a habitat perspective are the mature oak trees that are located across the site. In addition to having high ecological value, these trees are important landscape and amenity features. The submitted proposals retain all of these trees, and how they have been integrated into the design of the areas subject to full application is welcomed.

Whilst only subject to outline planning permission at this stage, the area along the western boundary of the site contains a number of trees. A portion of these trees are to be retained, with the Landscape Masterplan showing additional planting to connect these retained areas. Lighting in this area will be particularly important to ensure that it can function as a commuting and foraging corridor for bats. Mitigation for the loss of these trees will be required.

- Protected Species

Following the submission of the protected species survey results, the species requiring further consideration are badgers, bats and nesting birds.

A disused badger sett was recorded at the north-western end of the site amongst an area including several mature oak trees which are to be retained. No badgers or current badger activity was recorded during the surveys, however given the transient nature of badgers it is possible that they may colonise the site or start using the disused sett at any time. An updated walkover badger survey will be required prior to the commencement of any site clearance. Details of this can be supplied in the Construction Environmental Management Plan (CEMP).

Nesting birds could be present in any of the areas of vegetation across the site. Any vegetation clearance should be undertaken outside of the bird nesting season, otherwise a pre-commencement check by a suitably qualified ecologist will be required. Details of this can be supplied in the CEMP.

No evidence of roosting bats was recorded during the site surveys, however one tree marked for removal (T24) and Building 5 were assessed as having low potential to support roosting bats. Soft felling of T24 is recommended, the detail of which is provided in the Ecological Appraisal and can be secured in the CEMP. Further assessment of Building 5 will also need to be undertaken prior to demolition; details of this can also be supplied in the CEMP.

A completed Biodiversity Impact Assessment (BIA) has been submitted in support of the application, which shows a gain of 0.89 biodiversity units (based on the current design). This value is potentially subject to change given the hybrid nature of the application; however it demonstrates that the site has the capacity to deliver a net gain which is important at this stage.

As set out above, and based on the submitted information the scheme would provide a net increase in bio-diversity on site however in order to secure this as the development moved forward through the reserved matters it is considered reasonable and necessary to include a clause within the S106 as a mechanism for providing a financial contribution to SMBC for an offsite biodiversity scheme in the event that the proposed development results in a net loss to biodiversity (negative score in the BIA) and that in this even the developer is unable to deliver a suitable offsite compensation scheme. This clause would be worded in such a way that a financial contribution would not be required if the development (after all phases have been designed and approved) results in a net gain to biodiversity (positive score in the BIA) as is currently anticipated, and this has positive weight in the planning balance.

- Lighting

The application site is located in an environmental zone 'E3' which is defined as a medium district brightness area, such as industrial or residential suburbs.

A lighting plan will be required for the Charles Church housing development area, and all other future development parcels, however it is considered that this can be secured via condition.

The submitted lighting plan for the Nissan car dealership shows that the western boundary adjacent to retained mature oak trees (albeit outside the Nissan development parcel), appears to be fairly heavily lit from an ecological perspective (levels of 5 lux in some areas). However, it is not completely clear from the plan how the adjacent boundaries relate to the lighting plan and therefore how they will be affected by this new lighting, therefore it is considered that this element should be conditioned for a clearer plan to be submitted to ensure that no detrimental impact occurs. Condition 23 secures a suitable lighting scheme and its implementation.

- Drainage

Paragraph 156 of the NPPF confirms that when determining applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where it is informed by a site-specific flood risk assessment.

Policy P11 of the Local Plan advises that all new developments shall incorporate sustainable drainage systems, unless it is shown to be impractical to do so.

The submitted drainage proposals have been reviewed by the Council's drainage engineer who has advised that they are considered to represent an ideal drainage solution for the site, with the water being dealt with in a distributed way across the site as a whole.

Based on the submitted plans the proposed swales and water storage areas have been designed to be wet when it rains as they would take the highway water. There is scope for the swales also to take some of the roof water from the development; however it is considered that this could be dealt with via the submission of additional

information via condition. Overall it is however considered that the use of the swales adjacent to the highway would remove the need for highway gullies and this is viewed positively.

It should be noted that the drainage within the full planning permission area of the development is proposed to be managed through a Management Company and that this would be secured via wording set out within the S106 agreement.

It is noted that the Environment Agency raise no objections to the proposal, nor do the SMBC Drainage team, subject to conditions to tweak and improve the design going into the detail design phase as set out above. Subject to the suitable submission of the details as set out above, and at condition 26 the proposal would therefore, accord with Policy P11 of the Solihull Local Plan and guidance in the NPPF. Therefore, taking account of the above, neutral weight can be attached to drainage in the balancing exercise required.

- Impact on Designated Heritage Assets

Section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special regard should be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. S66(1) requires the decision maker to ask whether there would be some harm to setting of listed buildings. If there would be, the Council shall refuse planning permission unless that harm is outweighed by the planning benefits of the proposed development. This is a statutory presumption in favour of preservation (Barnwell Manor Wind Energy Ltd).

Paragraph 189 of the NPPF states that 'in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.'

Paragraph 190 advises that 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.'

Paragraph 193 confirms that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater

the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance’.

To the east of the site is a grade 2 listed cast iron pillar box of the later 19th Century. This is situated on Dog Kennel lane near to the existing Toyota Garage. Whilst to the south of the site lies the Grade 2 listed Light Hall farmhouse, an 18th century polite farmhouse of two and a half storeys, with attached outbuildings.

The layout of the development has been designed to leave the area beneath the tree canopies along Dog Kennel lane clear, so that the new access drives and footpaths do not harm their health and ensure their retention. Maintaining the existing tree belt and planting in the gaps will help to provide screening of the new building, in a similar manner to the way that the existing buildings are partially screened from Dog Kennel Lane.

The new buildings will clearly present a more continuous line of development than the more sporadic commercial buildings on site currently. In addition some of the new buildings will be of a greater height, of at least a further storey, and near to the Toyota dealership and the listed post box the development will approach twice the height of the dealership buildings. The new buildings would occupy additional space along the Dog Kennel Lane boundary and would clearly be significantly easier to see through and between planting, with these views greater through autumn and winter when there is less leaf cover.

The new buildings would occupy additional space along the Dog Kennel Lane boundary and opposite the Light Hall drive. The Village Hotel lies back some distance behind the trees, shrubs and grassed areas, at a slightly lower level than that of the road. Further east, the site access and gatehouse are prominent buildings and beyond those two storey low pitched roof office buildings continue to a point near to the footpath to Cheswick Green. The impacts of the proposals upon the setting of Light Hall and of the pillar box would occur as a result of the construction process itself, as a result of the appearance of new buildings, and through light overspill from within and around buildings. Although the care home, Village Hotel and commercial buildings already create impacts upon its setting, the proposals would clearly increase the impression of the urban area reaching the opposite edge of Dog kennel lane. The removal of the security gatehouse would be beneficial to the wider setting of Light Hall farmhouse.

The most significant views of Light Hall Farmhouse as a building of some quality and design distinction are from Dog Kennel Lane towards its façade. To the south the elevation seen from Tanworth Lane is deliberately imposing too but is slightly obscured by former farm buildings and stables. The drive to the house still runs from Dog Kennel Lane southward, with the former working buildings access to the west meeting the junction of Tanworth Lane and Dickens Heath Road. This drive entered the outbuilding group whilst the carriage drive from the north entered the house forecourt with a turning area and front lawn. The proposed further development at the southern edge of this site would not significantly alter this experience of the designated heritage asset. The Heritage Statement suggests that:

'Light Hall is set back from Dog Kennel Lane by an agricultural field. There are clear views over this towards its main elevation, in which its architectural interest can be experienced. However, the interior of the site is partly obscured by its planted boundary and, regardless, views in this direction to a large extent include the current modern built form of the industrial estate. Therefore, the removal of these buildings and their replacement by housing would not result in harm to the heritage significance of this asset.'

The Councils Heritage Officer has reviewed the submitted heritage statement and does not think that this statement accurately reflects the impact of the new development in comparison to the significantly lesser scale and massing of current buildings. It is considered that the proposals would adversely affect views northwards from the house as the three and four storey development proposed in long blocks would be of substantially greater massing than that of the existing office buildings. Looking north eastwards the two to three storey housing divided into smaller blocks would appear less intensive at this edge with glimpses between blocks and a greater distance separating many of the blocks from the southern site edge.

As set out previously the level of impact upon the setting of Light Hall Farm and the pillar box will vary through the seasons dependent upon the amount of leaf cover in place. Lighting on site will also create a new impact and it is therefore important that tree retention is extensive and that protection of those during and after construction is optimal. This is reflected by comments made from the Councils landscape architect with regards to retention of planting and proposed new planting within this site. However, planting is impermanent and so the impacts could only be considered to be temporarily reduced, but this benefit would extend if long term management of the boundary retains them. In addition external lighting should be agreed under a condition so that the levels of light overspill are not apparently worse than those currently experienced from light on the site and along Dog Kennel Lane. Again this is something which is echoed site wide by the Environmental Protection officer and ecologist.

The Heritage Statement concludes that the setting of the post box is dominated by the car dealership and the adjacent roads and this statement is agreed with. The setting of the pillar box from the backdrop of plants when seen from Dog Kennel lane, and the main building in the setting is the Toyota dealership. The increased traffic locally together with Stratford Road and car dealership lighting levels affect the formerly rural setting significantly. Given the views and experiences of the pillar box that are currently available, the new dwellings would produce very little harm to its setting as the proposed buildings would lie beyond the grass verge with trees and hedge plants, two bungalows and the proposed block of planting at the site edge. If the use of the box increased due to the number of nearby dwellings proposed that might well be a benefit as it might ensure the viability as a working post box.

The Lucas Research centre now badged ZF is a fine example of early 1960s campus development that took established and profitable companies technical functions and offices out to the city edge whilst manufacturing continued in traditional buildings with a labour pool close to hand. The campus setting with extensive grounds and new planting to support retained trees and hedges was key to the

successful visual impact sought. A private individual requested an assessment of the building for listing several years ago, and the Secretary of State declined to add it to the statutory list. As a Heritage Asset it is considered that the building ought to be retained and re-purposed if necessary. In time it will be an increasingly rare example of its type and would continue to lend distinction to this part of the site even with further development around it and the subsequent loss of much of the campus green space. This statement has been shared with the applicant and the potential to re-purpose part of the building, including the entrance frieze has been put forward. However, due to the time period at which the building was constructed it is not considered viable to re-purpose the entire building.

The development of the apartments and houses closes to the Dog Kennel Lane southern boundary of the site is considered to produce 'less than substantial' harm to the setting of Light Hall Farmhouse by virtue of the appearance of the new buildings and the lighting overspill from these, and new residential areas at night. This 'less than substantial harm' is to be balanced in the planning consideration against public benefits delivered by the proposal. In terms of the public benefits it is considered that the scheme would provide for much need housing within the Borough as well as the provision of affordable housing in this location. In addition the development would result in job creation for the proposed car dealerships along the frontage of Stratford Road and the creation of jobs during the construction process for the site as a whole. Taking account of the less than substantial harm balanced against the public benefits it is considered that neutral weight should be attached to this in the planning balance.

Other Issues

- Noise

The noise assessment submitted with the application determines the impacts of the proposed car dealership development on existing noise sensitive receptors in the vicinity of the site and includes consideration of operational noise sources within the proposed development, delivery activities, use of car parking and noise from proposed fixed plant noise sources.

The Council's Environmental Protection Officer has assessed the details provided. The applicant has suggested conditions to control plant noise and an hours condition to restrict the opening hours of the workshop element to the dealership. These conditions would mirror those at nearby car dealerships however the condition relating to the workshop would be altered to allow diagnostic testing during the night, provided that this is not audible beyond the site boundary. It is considered that this can be reasonably conditioned and would be enforceable, as demonstrated at condition 29.

- NHS contribution

These sorts of financial contributions are capable in principle of satisfying all limbs of the CIL reg 122 / NPPF para 56 tests. This scheme would result in inward migration rather than existing population moving to a new location.

Thus as a matter of overall planning balance/judgment, not every potentially CIL-compliant contribution needs to be insisted on. But there would have to be a coherent reason/justification for not insisting on such a contribution, once the identified level of harm in its absence meets CIL reg 122. As a matter of principle these sorts of financial contribution are lawful and compliant with the CIL reg 122 and NPPF para 56.

As a result of the above, in this instance the Applicant is proposing to enter into a Unilateral Undertaking to provide a phased payment to the NHS of £147,037 for Phase 1 of the development and £170,376 for Phase 2 of the development.

Heads of Terms – S106 Agreement/Community Infrastructure Levy (CIL)

Paragraph 34 and 54 of the NPPF confirms that planning obligations and developer contributions should only be sought where they meet the following tests: -

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

Policy P21 – Developer Contributions and Infrastructure Provision of the Local Plan accord with and re-affirm the test set out in the NPPF.

Should this application be approved, it will be accompanied by a comprehensive S106 agreement that will secure the following:

Education

- £3,474 per dwelling for secondary education per unit (as at March 2017), index linked to RPI, which would give a figure of £3,670 as at October 2018, being the most recent RPI Index date currently available. This payment will be made in respect of each dwelling, with the sum per unit being calculated on the most recent published RPI Index figure as at the date of payment. The payment triggers reflect those agreed at other schemes:
 - * 25% within 14 days of commencement of a phase or sub-phase
 - * 25% prior to the occupation of 25% of dwellings in a phase or sub-phase
 - * 50% prior to the occupation of 50% of dwellings in a phase or sub-phase

The housing development (sought in full at this stage) is to be undertaken in three sub-phases and payment triggers will therefore be dictated by the timing of each sub-phase.

Housing

- 21% to be affordable housing

Public open space / recreation facilities

- Creation of a Management Company and Management Plan to operate and maintain the proposed areas of public open space, drainage system and sports and recreation facilities.

Landscape

- Payment of £35,310.21 towards Green Infrastructure
- Tree loss mitigation of £400 per tree

Ecology

As set out above, a mechanism for providing a financial contribution to SMBC for an offsite biodiversity scheme in the event that the proposed development results in a net loss to biodiversity (negative score in the BIA) and that in this even the developer is unable to deliver a suitable offsite compensation scheme. This clause would be worded in such a way that a financial contribution would not be required if the development (after all phases have been designed and approved) results in a net gain to biodiversity (positive score in the BIA) as is current anticipated.

Community Infrastructure Levy

- The Council adopted the Community Infrastructure Levy (CIL) Charging Schedule at Council on 12th April 2016, after which point it became operational on 4th July 2016.

As such, depending upon the location of any site within the Borough due to zonal variations in charging, a CIL charge usually applies to developments within the above use classes. In relation to this site CIL payments are relevant to the proposed C3 housing and sui generis car dealerships. However, given that some of these elements of the proposal are in outline format, and that there are number of buildings on the site to be demolished any calculations of amounts and issuing of liability notices is not necessary/possible until the reserved matters stage of the development process. Due to the hybrid nature of the development this would result in a phased payment of CIL across the site, and furthermore some elements remain in outline and therefore an exact figure cannot be determined at this stage. However the CIL payment taking account of varying factors would result in a minimum contribution of £2,508,657 and a maximum potential payment of £2,980,003.

Other material considerations

- Other issues
- Public Sector Equality Duty

In making your decision, you must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions)

The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149 is only one factor that needs to be considered, and may be balance against other relevant factors.

It is not considered that the recommendation to grant permission in this case will have a disproportionately adverse impact on a protected characteristic.

- Human Rights

In making your decision, you should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority to act in a manner that is incompatible with the European Convention on Human Rights.

You are referred specifically to Article 8 (right to respect for private and family life), Article 1 of the First Protocol (protection of property). It is not considered that the recommendation to grant permission in this case interferes with local residents' right to respect for their private and family life, home and correspondence, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation to grant permission is considered a proportionate response to the submitted application based on the considerations set out in this report.

CONCLUSION

Policy P3 of the Local Plan recognises that sustainable economic growth is important to making Solihull's success as an attractive place to live, work and invest. The policy seeks to ensure that an adequate supply of land remains available for employment purposes and that, sites will be protected for their allocated purposes.

The application site is allocated within the Local Plan as part of a wider employment site. However, the applicant has adequately demonstrated that marking of the site for B1 use has not been successful and that the existing buildings on site are unsuitable to retention and reuse. Furthermore it is noted that the Council currently cannot demonstrate a 5 year housing land supply and that the NPPF supports the use of allocated sites for alternative uses where sites are unable to be suitably used for their allocated use. Therefore the mixed use of the site for housing and car dealerships is considered acceptable in this instance.

As the Framework indicates that the planning system should perform an economic, social and environmental role in fostering 'sustainable' development, the planning balance can be considered in those terms. In terms of whether the scheme would be sustainable and the weight to be attached to each element in the overall planning balance, it is considered the scheme provides:-

- Significant benefit to the economic and social role of sustainable development would be delivered through economic activity both in relation to the construction phase and future occupants of the car showrooms and further opportunities for job creation at 'The Green' as well as the delivery of market and affordable housing on a site where the Council cannot demonstrate a 5 year housing land supply.

- Positive benefit to the environmental role of sustainable development as the design and layout produces an acceptable design response to the site and its surroundings, responding acceptably to the built character of the locality and its landscape setting.

The design and layout of both the proposed car dealerships and the residential units is considered acceptable in terms of scale, design and appearance. The developments have been designed to prevent any undue overlooking, overshadowing or over bearing effect and the amenities of nearby and future residents are considered to be adequately safeguarded. The proposal is therefore in accordance with Policy P14 and P15 of the Solihull Local Plan.

The proposal would result in the loss of trees from the site, however it is considered that key landscape features would be retained wherever possible, with trees safeguarded by protective measures and mitigation provided where any trees cannot be safeguarded against adequately. Furthermore the hard landscaping of the site would be well designed to respect the transition between residential and commercial areas.

In terms of other matters, namely ecology, noise and lighting no material impacts have been identified and neutral weight should be attributed to these considerations.

The applicant has submitted information demonstrating that there would be no detrimental impact to highway safety implications and that sufficient car parking provision would be provided to both residential and commercial areas of the site. Therefore subject to conditions the proposals would not cause any undue highway safety implications and would accord with Policies P7 and P8 of the Solihull Local Plan.

RECOMMENDATION

A resolution of a grant of planning permission is recommended subject to a S106 Agreement and Unilateral Undertaking and the following précis of conditions a full list of standard conditions is available using the following link:

<http://www.solihull.gov.uk/Resident/Planning/searchplanningapplications>:

Members are requested to note that the Town and Country Planning (Pre-Commencement Conditions) Regulations 2018, which came into force 1st October 2018, requires all proposed pre-commencement conditions that would apply on the granting of planning permission be agreed with the applicant. At the time of writing this report the pre-commencement conditions have not been agreed with the Applicant and an update will be provided to Members at your meeting.

1. Compliance with approved plans (CS00)
2. Approval of the details of:
 - (a) appearance;
 - (b) landscaping; and

(c) layout (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced.

Pursuant to Article 3 (4) of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006.

3. Plans and particulars of the reserved matters referred to in condition no. 2 above, relating to the access, appearance, landscaping and scale, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

Pursuant to Article 4 of the Town and Country Planning (General Development Procedure) Order 1995.

4. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Pursuant to the requirements of Section 92 of the Town and Country Planning Act 1990.

5. The development hereby permitted shall be begun before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved whichever is the later.

Pursuant to the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

6. No 'above-ground' building works shall proceed above damp-proof course level or equivalent on any buildings or structures hereby approved until a schedule and samples of all bricks, tiles and other materials to be used in the external elevations have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

To safeguard the visual amenities of the area in accordance with Policy P15 of the Solihull Local Plan 2013.

7. No phase of the development hereby permitted shall be occupied until such time as access road(s), footpaths and visibility splays have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

In the interests of amenity, convenience and traffic safety in accordance with Policy P8 and P15 of the Solihull Local Plan 2013.

8. No phase of the development hereby permitted shall be begun until the developer has made up the proposed access road(s) up to and including any impervious tarmac layer, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, before the construction commences of any building served by the access road(s).

In the interests of the convenience and safety of the users of the building in accordance with Policy P8 of the Solihull Local Plan 2013.

9. No phase of the development shall take place until the vision splays for proposed roads within the site shall be provided and marked out physically on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall be maintained free of any visual obstruction thereafter.

To ensure adequate visibility for road users in accordance with Policy P8 of the Solihull Local Plan 2013.

10. No phase of the development shall commence before the vehicle access(es) hereby approved is/are first used, vision splays within the site are to be provided and marked out physically on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall be maintained free of any visual obstruction thereafter.

To ensure adequate visibility for access users in accordance with Policy P8 of the Solihull Local Plan 2013.

11. Before the development hereby approved is occupied the existing access(es) to the site shall be permanently closed and the kerb/s made up in accordance with details to be Submitted to and agreed in writing with the Local Planning Authority.

To ensure that the superseded access(es) are closed, in the interests of traffic safety and in accordance with Policy P8 of the Solihull Local Plan 2013

12. The car dealership buildings shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

In the interests of road safety and amenity to accord with Policy P8 of the Solihull Local Plan 2013.

13. No dwelling shall be occupied until that part of the service road which provides access to the site has been constructed in accordance with the approved plans.

To ensure a satisfactory access to the property to accord with Policy P8 of the Solihull Local Plan 2013.

14. No phase of the development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (a) The parking of vehicles of site operatives and visitors;
- (b) Loading and unloading of plant and materials;
- (c) Storage of plant and materials used in constructing the development;
- (d) Wheel washing facilities; and
- (e) Permitted hours of work.

In the interest of highway safety in accordance with Policy P8 of the Solihull Local Plan 2013.

15. No phase of the development hereby approved shall be occupied until, turning and passing areas have been provided and maintained within the site to enable vehicles to enter and leave the site in a forward gear.

In the interest of traffic safety and convenience to accord with Policy P8 of the Solihull Local Plan 2013.

16. All the parking spaces within the red line on the approved plan shall be surfaced, drained and marked out on site before the development is first used and thereafter retained for parking purposes at all times in accordance with that scheme.

In the interests of satisfactory and efficient parking in accordance with policy P8 of the Solihull Local Plan 2013.

17. No phase of the development hereby approved shall be occupied until cycle parking/storage facilities have been provided within the site in accordance with a scheme to be submitted to and approved by the local planning authority

In the interests of satisfactory and efficient parking in accordance with policy P8 of the Solihull Local Plan 2013.

18. Before the development hereby approved is occupied (or at such later time as may be agreed in writing with the Local Planning Authority) a Green Travel Plan shall be submitted to and approved by the Local Planning Authority. Thereafter, the occupier of the premises shall review the Green Travel Plan on a biennial basis. The review report shall be submitted biannually to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details.

To promote more sustainable transport choices in accordance with policy P8 of the Solihull Local Plan 2013.

19. Notwithstanding Condition 1 of the permission a revised site layout plan shall be submitted and approved in writing by the Local Planning Authority to satisfactorily demonstrate provision for vehicle transporter to enter, manoeuvre within the site, load, unload and exit the site.

Thereafter the scheme shall be implemented in accordance with the approved details and the vehicle transporter shall load and unload vehicles within from within the site in perpetuity.

In the interest highway safety in accordance with Policy P7 and P8 of the Solihull Local Plan.

20. No development shall take place until:

a) a Written Scheme of Investigation (WSI) for a programme of archaeological evaluative work shall be submitted to and approved in writing by the LPA.

b) the programme of archaeological evaluative work and associated post-excavation analysis, report production and archive deposition detailed within the approved WSI shall be undertaken. A report detailing the results of this fieldwork shall be submitted to the planning authority.

c) An Archaeological Mitigation Strategy document (including a Written Scheme of Investigation for any archaeological fieldwork proposed) shall be submitted to and approved in writing by the LPA. This should detail a strategy to mitigate the archaeological impact of the proposed development and should be informed by the results of the archaeological evaluation.

The development, and any archaeological fieldwork post-excavation analysis, publication of results and archive deposition detailed in the Mitigation Strategy document, shall be undertaken in accordance with the approved Mitigation Strategy document.

21. No phase of development shall commence until a Construction Environment Management Plan (for that phase) which deals with the treatment of any environmentally sensitive areas on that phase, and includes the following information, has been submitted to and approved by the LPA, in consultation with Highways England:

- Details of construction traffic management and delivery routeing.
- Hours of Construction.
- Measures to control the emissions of dust, dirt and pollution during construction.
- Measures to control the impact of vibration on surrounding buildings.
- Noise control measures.
- A scheme of supervision/site monitoring for the arboricultural and ecological protection measures which shall include details of an Arboricultural and Ecological Clerk of Works appointed to the development (if required).
- Details of pre-commencement checks for protected species including badgers, bats (Building 5 and the soft felling of T24) and nesting birds.
- Information on the persons / bodies responsible for particular activities associated with the method statement.

The works shall be carried out in accordance with the approved method statement.

In the interests of highway safety, residential amenity and the ecological value of the site in accordance with policies P7, P8, P10 and P14 of the Solihull Local Plan 2013.

22. A Landscape and Ecology Management Plan - to be incorporated into the existing plan on the site - including long term design objectives, management actions, responsibilities, future monitoring and maintenance schedules for all landscape areas under the control of the Management Company, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of

any residential phase of the development and shall be updated as necessary with details of each residential phase. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing with the local planning authority.

The management plan shall include the following elements:

- Details of maintenance regimes.
- Details of management responsibilities.
- Details of the management of new areas of landscaping
- Details of treatment of site boundaries and / or buffers around water bodies.

In the interests of protected species and habitats and trees and hedgerows of significance in accordance with Policies P10 and P14 of the Solihull Local Plan 2013.

23. No phase of development shall be commence until:

- (a) Details of a scheme of external lighting to be installed at the site, including measures to prevent light spillage, shall be submitted to and approved in writing by the local planning authority prior to the commencement of each phase of the development hereby approved.
- (b) Any such external lighting as approved under part (a) shall be installed in accordance with the approved drawings prior to the first occupation of each phase of development and retained thereafter.

In accordance with Policies 7 and 15 of the Solihull Local Plan 2013.

24. No phase of the development hereby approved shall be commenced unless and until a Biodiversity Monitoring Scheme to ensure that there is no net biodiversity loss as a result of the development (at Blythe Valley Park as a whole) has been submitted to and agreed in writing by the Local Planning Authority (hereinafter known as 'the Approved Scheme'). The approved scheme shall include:

- A) prescriptions to measure and monitor biodiversity gains or losses for each phase of the development (whether completed, underway or yet to commence) in accordance with the Defra Biodiversity Offsetting Metric as applied in the area in which the site is situated at the relevant time;
- B) details of any offsetting measures together with a management plan for the provision and maintenance of such offsetting measures for not less than 30 years from the date of implementation of the Scheme (hereinafter known as the 'Offsetting Measures Scheme') and the provision of contractual terms to secure the delivery of the offsetting measures where there is biodiversity loss identified in A) above;
- C) Any other mechanisms to account for biodiversity loss identified in A) above.

The Approved Scheme shall be implemented in accordance with the requirements of the scheme or any variation approved by the Council.

In the interests of protecting valuable ecologically important land in accordance with Policy P10 of the Solihull Local Plan 2013.

25. No phase of the development shall be commenced until details of Ordnance Datum of existing and proposed contours of the site, adjoining land and highways and finished floor levels of building/s have been submitted to be approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

To ensure a satisfactory layout and development of the site in accordance with policy P15 of the Solihull Local Plan 2013.

26. No above-ground works shall commence until such a time as a scheme to manage the surface water runoff from the development has been submitted to and approved in writing by the Local Planning Authority, with no occupation until the scheme is operational. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of sustainable drainage systems (SuDS), and the results of the assessment provided to the Local Planning Authority. The submitted details shall:

- Provide engineering detail of all drainage features including:
 - Attenuation tanks,
 - Flow control chambers,
 - Permeable paving,
 - Cross sections and details of the ponds and swales ensuring that side slopes are kept to 1:4 at steepest,
 - Headwalls showing how they will be sensitive to the aesthetics of the site rather than pre-cast concrete headwalls.
- Evidence of proposed surface water network performance for the 1 in 1 year, 1 in 30 year, and 1 in 100 year plus climate change events including models as well as outputs.
- Maintenance Schedule for all drainage features defining which party(ies) are responsible for the future maintenance of each feature.
- Detailed overland flow paths in the event of blockage or exceedance of the drainage system demonstrating that buildings will not be at risk in such an event.
- Maintenance Schedule for all drainage features defining which party(ies) are responsible for the future maintenance of each feature.

The scheme shall be implemented, maintained and managed in accordance with the approved details.

To secure the satisfactory drainage of the site in accordance with the NPPF, as well as Policy P11 and P15 of the Solihull Local Plan 2013

27. The rating level of noise from all plant installed pursuant to this permission wherever it may be located, shall not exceed the existing background noise level at

any time at the outside noise sensitive buildings in the vicinity of the development hereby permitted. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:1997.

To protect the neighbourhood from any increase in ambient noise levels in accordance with policy P14 of the Solihull Local Plan 2013.

28. The car dealership hereby permitted shall not be open to customers outside the following times 07:00 - 20:00hrs Monday- Saturday and 09:00 - 17:00 hours on Sundays and Bank Holidays.

To minimise the effect of the proposal on the neighbourhood in the interests of the character of the site and amenities of the area in accordance with Policy P14 and P15 of the Solihull Local Plan 2013.

29. No audible works beyond the site boundary shall be carried out in the workshop outside the following times 0730 - 19:00 hrs Monday- Saturday.

To minimise the effect of the proposal on the neighbourhood in the interests of the character of the site and amenities of the area in accordance with policy P14 and P15 of the Solihull Local Plan 2013.

30. Before the development of the car dealership hereby approved is first occupied a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the layout and provision for staff and customer parking and servicing within the development and how it will be managed. Thereafter the management plan shall be implemented in accordance with the approved details and spaces kept available for the identified purpose in perpetuity.

To ensure the development provides appropriate parking provision within the site and does not displace parking onto the public highway in accordance with Policies P7 and P8 of the Solihull Local Plan.

31. The development shall not be occupied until a residential Travel Plan has been submitted to and approved in writing by the local planning authority. The residential Travel Plan shall include details of:

- (i) Residential surveys.
- (ii) The role of the Travel Plan coordinator over the life of the plan.
- (iii) The implementation of Travel Plan measures over a period of 5 years and incentives to promote sustainable modes of transport.

To promote more sustainable transport choices in accordance with policy P8 of the Solihull Local Plan 2013.

32. Before any phase of the development begins a scheme (including a timetable for implementation) to secure at least 10% of the energy supply of the development from decentralised and renewable or low carbon energy sources shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained as operational thereafter.

To ensure resilience to the impacts of a change of climate for the anticipated lifespan of the development through consideration of a range of adaption measures in accordance with Policy P9 of the Local Plan.

33. Prior to the submission of any reserve matters applications for remaining residential phases of the scheme, a Design Guide for the residential character areas should be submitted to and approved in writing by SMBC. This guidance should provide further detail with regard to each of the residential character areas and should provide design quality assurance for future reserved matters applications.

For each character area this should include:

1. A materials options palette which includes boundary treatment options.
2. Consideration of opportunities for active frontages.
3. Illustrate how each of the character areas will respond to the approved parameter plans, and the green infrastructure and play strategy.
4. Illustrate how the identity of the different character areas enhances the legibility of the site.
5. Options for the promotion of multi modal routes through the development.

To safeguard the visual amenities of the area in accordance with Policy P15 of the Solihull Local Plan 2013.

34. Prior to the commencement of the residential phase of development on site, full details and specifications of doorstep play spaces/activity zones and an enhanced LEAP play area shall be submitted to and agreed in writing with the Local Planning Authority. Details should include the specific location, type, materials and extend of the proposed elements/structures and surfacing and details to provide work and material method statement with regards to the proximity of play facilities to root protection areas of adjacent trees.

Thereafter the scheme shall be implemented in accordance with the approved details.

To secure full details of the proposed play facilities in accordance with Policy P10 of the Local Plan.

35. Prior to the commencement of work on any phase of the site, details of tree protection measures shall be submitted on a phase by phase basis. Details should include tree protection fencing, surface protection and porous 'no dig' construction measures where required. Any 'No Dig construction' information must include details regarding materials and a work method statement. Any works permitted within the RPA of any trees must be carried out by suitably qualified personnel and if deemed necessary under Arboricultural supervision. All materials/works/specifications to conform to BS5837:2012. Details shall be submitted to and approved in writing by the Local Planning Authority, thereafter the tree barriers shall be implemented and maintained on site as approved. The protected areas shall be kept free of all materials, equipment and building activity during the site development, and ground levels within the protected areas shall not be raised or lowered.

To minimise disturbance to existing vegetation during development in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

36. No phase of the development shall take place until details of earthworks within the root protection area of trees have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details.

To minimise the effect and enhance the character of the development in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

37. No phase of the development hereby approved shall be occupied until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, lighting etc.); retained historic landscape features and proposals for restoration. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

To minimise the effect and enhance the character of the development in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

38. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of 5 years from the date of planting of any tree, that tree or any tree planted in replacement for it, is removed, uprooted, destroyed, dies or becomes seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place within the next planting season (October-March), unless the Local Planning Authority gives its written consent to any variation.

To minimise the effect and enhance the character of the development in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

39. No phase of the development hereby approved shall be first used or occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied. Development shall be carried out in accordance with the approved details.

To minimise the effect and enhance the character of the development in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

40. The reserved matters application at Plot 3 of Parameters Plan No. GRN-FEA2479-EX-XX-DP-A-1270 Rev H shall not include any residential development of more than 2 storeys in height at its perimeter western boundary facing toward Blackford Road, unless otherwise agreed in writing with the Local Planning Authority.

In the interest of amenity and policies P14 and P15 of the Solihull Local Plan.

NOTE: S278/TRO: Requires the submission and completion of works for the S278/TRO Agreement. The development shall not be occupied until a package of highway measures has been approved by the Local Planning Authority and the approved measures have been substantially completed. The package of measures shall include (provision of site accesses and all other associated highway modification including drainage and carriageway markings/signage, (speed limit review Dog Kennel Lane) and are to be carried out at the applicant's expense to Solihull Metropolitan Borough Council specification. Reason: In order to secure the satisfactory development of the application site in the interests of highway safety.