

**APPLICATION REFERENCE: PL/2018/03553/MINFDW****Site Address:** Halifax Road Shirley Solihull

<b>Proposal:</b>	Demolition of existing garages and development of 7 houses, with associated roads, pedestrian footpath and parking.
<b>Web link to Plans:</b>	<b>Full details of the proposal and statutory consultee responses can be found by using the above planning application reference number at:</b>  <b><u><a href="https://publicaccess.solihull.gov.uk/online-applications/">https://publicaccess.solihull.gov.uk/online-applications/</a></u></b>

<b>Reason for Referral to Planning Committee:</b>	<b>The application has been submitted by or on behalf of the Council and there has been at least one objection on land use planning grounds.</b>
---	--

<b>Recommendation:</b>	<b>APPROVAL SUBJECT TO CONDITIONS.</b>
------------------------	--

**EXECUTIVE SUMMARY**

This proposal seeks permission for the construction of 7 new dwellings comprising of 2 pairs of semi detached and 3 terraced houses with associated access and landscaping. The proposal includes the full demolition of a redundant garage block, removing a 2 metre high concrete boundary wall built along its entire 60 metre highway boundary, allowing for a new residential frontage incorporating a new pavement and vehicular access to serve these new dwellings.

The principle of this proposed residential development would utilise an opportunity to recycle land for new housing bringing forward land in a sustainable location where the development will contribute towards meeting the Borough's local housing needs. At this proposed location it will help focus new housing development particularly in Shirley Town Centre, ensuring that the role of the A34 Stratford Road as key transport corridor is balanced with the need to provide attractive places for people to live, work and shop, increasing the provision of smaller houses and affordable housing in the most accessible locations.

This report demonstrates that in assessing this proposal further, amendments to the plans now ensures that there would be no demonstrable adverse impacts (harm) regarding impact upon neighbour amenity, that the proposal will enhance the character and local distinctiveness of the area, and there will be no demonstrable adverse impacts upon highways, ecology, landscape sustainability and drainage. The proposal fully accords with the Development Plan (Solihull Local Plan) and guidance in the Framework. The proposal is therefore recommended for approval.

## **MAIN ISSUES**

The main issues in this application are: -

- Whether the proposal provides an appropriate residential use in accordance with relevant planning policy;
- The effect of the development on the appearance of street scene and character and local distinctiveness of the local area;
- The effect of the proposal on the living conditions of the occupiers of neighbouring properties; and
- The effect of the proposal on highway safety and the free flow of the road.

Other Material Considerations

- Landscape;
- Ecology;
- Drainage;
- CIL and Affordable Housing; and
- Other.

## **CONSULTATION RESPONSES**

**Statutory Consultees** - None

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

SMBC Drainage - No objection subject to conditions.

SMBC Urban Design – No Objection subject to conditions.

SMBC Ecology- No objection subject to conditions and notes.

SMBC Highways - No objection subject to conditions.

SMBC Landscape - No objection subject to conditions.

West Midlands Fire Service – No Objection.

SMBC Policy and Delivery – No Objection.

SMBC Public Protection – No objection subject to conditions

Severn Trent Water – No response

## **PUBLICITY**

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

1 objection has been received from the Post Office Sorting Office which is located on the other side of the highway along Stratford Road raising the following concerns: -

- The introduction of residential development directly adjoining the Delivery Office is of significant concern to Royal Mail and will potentially limit ability to operate effectively. If approved, the development will introduce new residential dwellings immediately adjacent to an operational Delivery Office and yard in use from the early hours between 0300hrs to 19:30hrs of the morning each day. This is likely to give rise to amenity issues and future challenges associated with noise and operational hours and presents a risk upon the amenity of residential, particularly those proposed closest to the site boundary and without proper mitigation strategy in place would have a significant impact upon any potential occupants. The proposed development is not compatible with the Delivery Office and established use.
- The NPPF is clear that the planning system should prevent both “new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of.... noise pollution” (NPPF, Paragraph 170: e).
- Paragraph 182 of the NPPF further states that clear “existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed”
- In accordance with the NPPF, the new and existing development is at unacceptable risk of being adversely affected by operational noise and light, and continuation of the existing business at risk of unreasonable restriction due to local land changes. Residential amenity is likely to be affected and the application should be refused.

## **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”) 2019, the National Planning Practice Guidance.

## **MAIN ISSUES**

### Whether the proposal provides an appropriate residential use in accordance with relevant planning policy.

The NPPF sets out the Government's planning policies for England and is underpinned by a presumption in favour of sustainable development. Although the NPPF aims to boost significantly the supply of housing, great importance is still attached to the design of the built environment. The NPPF makes clear that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people (paragraphs 124 – 132 *Achieving well designed places*). Decisions should aim to ensure that developments respond to local character and are visually attractive as a result of good architecture and appropriate landscaping.

Para 70 of the NPPF details where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development for example where development would cause harm to the local area as laid out in the local plan.

The site is located within the mature sustainable residential area of Shirley and close to the shops and services on the commercial high street of the main Stratford Road. Challenge C of the Solihull Local Plan (SLP) acknowledges the challenge of accommodating more development in the mature suburbs and rural settlements while conserving the qualities that make them attractive. The SLP 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 (which envisages mature suburbs retaining their leafy suburban character) and ensuring development does not adversely impact on residential or other amenities.

The area spatial strategy in the SLP (at 5.5.2) Mature Suburbs seeks the following points that are relevant to this application site, including;

*Contributing to economic growth by:*

- Protecting and enhancing the character and local distinctiveness of different areas

*Providing for new housing to contribute towards meeting the Borough's local needs by:*

- Increasing the provision of smaller houses and affordable housing..... in the most accessible locations.
- Focusing new high quality housing development particularly in Solihull and Shirley Town Centres, Solihull Lodge and Marston Green, and along high frequency public transport corridors.
- Bringing forward affordable housing early in the plan period, in appropriate locations.
- Utilising opportunities for recycling land from alternative uses for housing and bringing forward safeguarded land in sustainable locations where development will contribute towards meeting the Borough's local housing needs.

*Providing for community needs by:*

- Ensuring that the role of the A34 Stratford Road and A41 Warwick Road as key transport corridors is balanced with the need to provide attractive places for people to live, work and shop.

*Providing for a better, healthier and safer environment by:*

- Ensuring that new housing avoids areas at risk of flooding, or where no other sites at lower risk are available, that the development is safe from the effects of flooding and does not increase risks elsewhere.

Policy P5 of the SLP details new housing will support unidentified sites in accessible locations where they contribute towards meeting identified Borough-wide housing needs and towards enhancing local character and distinctiveness. This principle for development is also reinforced by the NPPF at paragraph 11 which states that planning applications should be considered in the context of the presumption in favour of sustainable development. The policy is consistent with the NPPF and therefore carries significant weight.

Policy P5 of the SLP also details the density of new housing will make the most efficient use of land whilst providing an appropriate mix and enhancing character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. The proposal seeks to erect 7 dwellings within a site area of 0.15 hectares which would equate to a density of 45 dwellings per hectare which would be comparable with proposed housing densities in the identified phased allocated sites as listed in the SLP which range between 30 and 50 dwellings per Ha.

Policy P15 of the Local Plan is a wide-ranging design policy that sets out the relevant guidelines by which development proposals will be assessed, including that all development proposals will be expected to achieve good quality, inclusive and sustainable design. This policy is consistent with the NPPF and therefore carries significant weight.

The Council has also adopted Supplementary Planning Guidance contained within 'New Housing in Context' document which provides greater clarity regarding what constitutes suitable development, detailing all new development in existing residential areas will be required to respect, maintain or enhance local distinctiveness and character. The guidance identifies a number of key characteristics and common elements that lead to local distinctiveness and character, all of which should be taken into account in the determination of the applications, these include plot format, building line build up, building set back, plot access, building format, key dimensions etc.

Therefore within this policy context, the principle of this proposed residential development would utilise an opportunity to recycle land from a redundant garage lock up to housing and bringing forward land in a sustainable location where the development will contribute towards meeting the Borough's local housing needs. At this proposed location it will help focus new housing development particularly in Shirley Town Centre, ensuring that the role of the A34 Stratford Road as key transport corridor is balanced with the need to provide attractive places for people to live, work and shop, increasing the provision of smaller houses and affordable housing in the most accessible locations.

Paragraph 11 of the NPPF indicates that there is a presumption in favour of sustainable development. The correct test to apply is based upon whether an authority can demonstrate a 5 year land supply (5YLS) or not. If it can't then for decision making the presumption means granting permission unless (i) the application of policies in the NPPF that protect areas or assets of particular importance (that are listed in foot note 6 of the NPPF) provides a clear reason for refusal or (ii) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole. This is often referred to as the 'tilted balance'. The latest figures the Council has published in relation to the 5YLS indicates that the Council can demonstrate a supply of 4.64 years (as of 1st April 2019) and therefore the tilted balance is engaged. This shortfall is considered to be limited on a scale of marginal-limited-modest-substantial-severe. As the shortfall is considered to be limited this can have a bearing on the weight attached to the tilted balance.

This report continues below to identify if there would be any adverse impacts (harm) to the local area regarding assessing impact on character and local distinctiveness, neighbour amenity, sustainability, highways, landscape, ecology, drainage, and affordable housing.

The effect of the development on the appearance of the street scene and character and local distinctiveness of the local area

The Council Urban Design Officer has no objection detailing the principle of developing this site for housing is considered appropriate. Furthermore the perimeter block approach is welcomed and provided appropriate materials and finishes and boundary treatments are used it will create a inclusive design response..

The proposed application site would recycle a redundant garage lock up block, replacing 43 single garages, arranged in 2 rows and associated vehicular hard-standing access turning area, while also stopping up the existing access from Halifax Road. The existing rear of the application site, comprising of a solid concrete wall to the rears of these garages and which abuts the existing highway would in this proposal, be removed from the existing street scene, opening up the site to provide a new linear frontage the proposed 7 new dwellings. Beyond which the new dwellings would front the car park areas and accesses serving the adjacent doctors surgery, Shirley clinic and the Shirley Community Association buildings.

The proposed plots would comprise of 2 pairs of semi-detached houses and the remainder 3 built as a terrace, with all frontages set back at least 3.4 metres from the back of the highway kerb and incorporate a new shared pavement to serve these new dwellings. This pavement would provide links both to the main Stratford Road and the existing walkway back into the residential areas off Halifax Road and St James Place, serving the adjacent local school.

The new proposed 7 dwellings would have plots between 6 and 13 metres wide with wider plots incorporating parking spaces to the side providing 2 spaces per dwelling and plots at least 18 metres deep. The proposed rear gardens would be approximately 8 metres deep and abut the rear gardens of neighbouring houses between numbers 51 and 65 Halifax Road which have gardens at least 18 metres deep, resulting in a combined separation distance of at least 26 metres between the existing two storey rear elevation of neighbouring houses in Halifax Road and the proposed rear two storey elevations.

The proposed new frontage to the semi detached and terraced houses would be served by the existing highway which accommodates 2-way traffic between junctions at each end with the main Stratford Road. The removal of the existing concrete bland wall to the rears of the 20 garages along this highway would enhance the appearance of this existing street to enable a coherent development to be created that has a sense of place that enhances and pay due regard to the local distinctiveness of the area. The proposed new dwellings would be of a similar scale, height, design and appearance to the existing adjacent houses in Halifax Road which are also built as terraces and semi detached houses and linked by existing pedestrian accesses. The imposition of conditions (condition 4) can ensure the choice of materials and finishes for the dwellings and boundary treatments would respect and enhance the character of the area and be acceptable.

The cross-section plan from the frontages of neighbouring houses in Halifax Road to the frontages of the proposed dwellings help demonstrate that the proposed height and scale of the 7 dwellings would be acceptable and not appearing overbearing or dominating surrounding existing houses, given the distances of the new dwellings from surrounding houses and highways.

Officers are content that the above analysis demonstrates that the proposed development density and plot sizes would sit comfortably within the surrounding predominate grain of development in the area and would not be out of character. Equally, the principle of introducing a new housing plot at this location would not be harmful to the grain and character of the area. Given the modest change in land levels over the proposed plot, the Officers consider this would not result in new development that would be considered overbearing or too intensive to surrounding neighbours.

In summary, the proposed development involves the redevelopment of an unkempt garage lockup area whereby the new dwellings would not be squeezed into the existing plot, but would be designed to an acceptable density, layout, scale, height, character and appearance, incorporating similar design cues from neighbouring buildings within the locality that incorporate facing brickwork and pitched tiled roofs built as terraces or semi detached designs. A sense of place would be created and the overall character and local distinctiveness of this urban area would be enhanced making efficient use of urban land while allowing for a good quality design by introducing a cohesive landscaped development compliant with the objectives and detailed requirements of Policy P5 and P15 of the SLP, and guidance contained in the NPPF.

Having regard to the above, significant weight should be attributed to this in the planning balance.

#### The effect of the proposal on the living conditions of the occupiers of neighbouring properties

Regarding the objection from the Post Office the Council Public Protection Officer has raised no objection subject to conditions, following the commissioning of a noise survey and noise mitigation report which has now been provided on 26/07/2019 by Walnut Acoustics detailing the following conclusion: -

*'On site barrier mitigation (a brick boundary wall) has been shown to reduce external noise levels for ground floor living room window and garden amenity areas to 50 dBA or below as specified in BS8233:2104 and WHO guidelines. The night-time levels are not reduced significantly by the barrier but a glazing specification has been provided with a +3dB safety factor and is designed to mitigate for the measured LAFMax levels.*

*In the context of the noise climate with a dominant road noise from the A34 as well as the specific noise from the Royal Mail yard this is considered to be a suitable on-site mitigation strategy.'*

On this basis amended plans have been received, detailing amended boundary treatments to the closest proposed semi-detached house at plot number 1 which is to incorporate a double brick wall built 2.5 metres high and with low level defensible planting in front. Regarding the latter, planning condition 9 to 11 - landscaping can ensure the separate approval of the details of the planting to be provided.

Planning condition 15 can ensure the correct glazing specification is adhered to as per the mitigation report recommendations on page 13 and Appendix 1 of this report.

Adequate combined separation distances exceeding 22 metres between existing rear two storey elevations of neighbouring houses in Halifax Road and the rear two storey proposed dwellings would be maintained.

Planning conditions 6 and 13 can ensure all proposed side facing windows on all new housing plots are obscurely glazed and with no other openings made to minimise overlooking and maintain privacy levels so mitigating any potential harm between all neighbours.

Although the Council has no specific policy regarding private garden sizes, it is considered that the proposed combined separation distances and garden lengths detailed above in this report are sufficient and represent acceptable urban design, allowing the dwellings and gardens to be used without any detriment between the neighbours and future occupiers of the dwellings.

Overall the resulting separation distances, garden depths and design would ensure amenity and privacy levels would not be harmed between properties and maintained without any unacceptable levels of overshadowing and overlooking. On this basis the proposal would substantially accord with policy P14 of the SLP, SPG New Housing in Context and guidance in the NPPF.

Regarding concerns of the Post Office, the proposed noise mitigation measures to be implemented in the amended proposed drawings and planning condition 15 would ensure the proposal would comply with Paragraph 182 of the NPPF, ensuring this existing business would not have unreasonable restrictions placed on them as a result of this development being permitted and the applicant (or 'agent of change') has now provided suitable mitigation measures as detailed in the amended plans.

Third party objections to the proposal have also been made on the grounds of harm to residential amenity due to light pollution. However, the proposed development is situated within an existing urban area and shares a spatial relationship with neighbouring dwellings that is common within the area, and is what is expected within an urban area such as this. Consequently, Officers are content that the proposal will not result in unacceptable levels of light nuisance to the detriment of residential amenity.

Given there is no identifiable harm that cannot be mitigated by planning condition, the proposal is considered compliant with Policy P14 of the SLP, and neutral weight should be attributed to this in the decision making process.

#### The effect of the proposal on highway safety and the free flow of the road

Policy P8 – Managing Demand for Travel and Reducing Congestion of the SLP advises inter alia that: *'All development proposals should have regard to transport efficiency and highway safety [and] development will not be permitted which results in a significant increase in delay to vehicles, pedestrians or cyclists or a reduction in safety for any users of the highway or other transport network'*.

Policy P7- Accessibility and ease of access of the SLP details: -

All new development should be focused in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.

Development will be expected to meet the following accessibility criteria, unless justified by local circumstances.

i. Proposed housing development should be:

- Within an 800m walk distance of a primary school, doctor's surgery and food shop offering a range of fresh food; and
- Within a 400m walk distance of a bus stop served by a commercial high frequency bus service (daytime frequency of 15 minutes or better) providing access to local and regional employment and retail centres; and/or
- Within an 800m walk distance of a rail station providing high frequency services (3 or more per hour during peak periods) to local and regional employment and retail centres.

With regard to policy P7, the proposed development at this location is in a highly sustainable location and would comply with all of the above criteria of this policy.

Regarding policy P8 the Council's Highway Officer has no objection subject to condition 7 regarding provision and approval of a demolition and Construction Method Statement.

On this basis of the above, the proposed development would be compliant with the requirements of Policy P7 and P8 of the SLP (2013) and neutral weight should be attributed to this in the decision making process.

#### Other Material Considerations

- Landscape

The Council's Landscape Officer has with regard to the submitted tree survey raised no objection subject to conditions 8 to 11.

On this basis the proposed development would accord with Policies P10 and P14 of the SLP and neutral weight should be attached to this in the decision making process.

- Ecology

The Council's Ecology Officer notes that the garages were found in general to be well-sealed. Some garages were open but found to contain negligible bat potential and no signs of bats or nesting birds. The surrounding area has relatively low suitability for bat foraging and agrees that no further survey is required prior to demolition.

The site is predominantly buildings and hard standing with a small area of amenity grassland and some scattered trees. The indicative site layout includes gardens and green space which provide opportunities to enhance the site for biodiversity.

The trees proposed for removal should be replaced by newly planted trees as recommended in the report. Native, fruiting and flowering tree and shrub species should be used in the landscaping scheme to provide a food source for garden birds and other wildlife and ensure a biodiversity gain in accordance with the NPPF. The Boundary Treatment Plan shows close-boarded fencing to be installed on all boundaries. 15cm gaps should be installed in all new fences to allow hedgehogs to forage within the site and the location of these should be marked on the landscaping scheme.

The retained trees should be protected by fencing or appropriate measures in accordance with British Standard BS5837:2012 Trees in relation to design, demolition & construction. A condition for a Tree Protection Plan should be attached to any permission granted and a precautionary note with regards to bats, nesting birds and foundation trenches. If protected species are found on site at any time works must cease whilst advice is sought from an ecologist or from Natural England.

On this basis the Council's Ecology Officers raise no objection to the proposal subject to conditions 8 to 11 and Notes and accordingly the proposal would accord with policy P10 of the SLP 2013. Neutral weight is therefore be attached to this in the decision making process.

- Drainage

The Council's Drainage Engineers have raised no objection to the proposals subject to a condition to secure full details of the surface water drainage system.

On this basis the proposal would be compliant with Policy P11 of the Solihull Local Plan 2013 and neutral weight should be attributed to this in the balancing exercise.

Further, it should be noted that there is no documentary or anecdotal evidence to indicate previous flooding events for this site.

- Affordable housing provision and CIL contribution

This application is for 7 Social, Affordable or Intermediate Rent houses as detailed on the application form.

As such they would be exempt from the Community Infrastructure Levy (CIL).

The Solihull Local Plan highlights the affordable housing pressures and needs in the borough, para 8.2.1 "Policy P4 (a) is set on a Borough - wide basis. This reflects the fact that needs cannot always be met where they arise, so use has to be made of the development opportunities that become available." This development will make a significant contribution to meeting these needs.

This is welcome as it addresses the needs of a significant proportion of the borough in housing who cannot afford to buy. This is also significantly more provision than that which would be provided on the site if the affordable housing was required

through Policy P4a and a Section 106 agreement. The development is also providing family housing which is in significant demand.

Overall the 100% affordable housing development would make a significant contribution to meeting the Borough's housing needs and on this basis SMBC's Policy and Delivery Officers support the proposal, subject to a condition to ensure the dwellings are, and remain, affordable units (see Condition 3). The proposal therefore exceeds Policy P4 requirements and accordingly substantial weight in favour of the proposal should be attributed to this in the decision making balancing exercise.

- 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**

Overall, the design and site layout of the proposed development is considered to produce a sympathetic response to the site and its surrounding local area respecting and enhancing the local character and distinctiveness of this residential area. The proposed 7 residential units would make efficient use of this urban land which is enhanced by having good accessibility to local services and provision of on site landscape enhancements removing the disused and isolated garage block. Potential

harm to residential amenity has been secured through amended plans, while also demonstrating an acceptable impact upon highway safety, ecology and drainage.

The Council are unable to demonstrate a five year supply of housing and there is a drive at national level to 'boost significantly' the supply of housing. Given the lack of a 5 year housing supply, paragraph 11 of the NPPF is therefore 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.

In this instance no harm is identified that would be so significant or demonstrable to outweigh the benefits of approval, or that would attach more weight than to the recognised need to boost housing supply numbers as advocated by paragraphs 11 and 67 of the NPPF.

The proposal is considered to be acceptable in all other aspects, subject to appropriate conditions, and is thus considered to comply with Policies P5, P7, P8, P10, P11, P14, P15 and P21 of the SLP and in accordance with the NPPF.

The proposal is therefore recommended for approval subject to conditions

## **RECOMMENDATION**

Approval is recommended subject to 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>:

1. CS00 – compliance with plans
2. CS05 – commencement within 3 years
3. The development hereby permitted shall be carried out in accordance with the details of the approved scheme for affordable housing, which confirms that all 7 of the units hereby approved shall be developed as a 100% affordable housing scheme with all dwellings provided as affordable housing, defined as social rent, affordable rent and shared ownership only. To ensure appropriate provision of affordable housing is provided on site in accordance with Policy P4 of the Solihull Local Plan 2013.
4. CS06 – materials to be submitted
5. CS06 – materials to be submitted
6. CD11 – No additional windows or openings in plots
7. The development shall not commence, including any works of demolition, until a Demolition and 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;
  - (e) Permitted hours of work; and

(f) The demolition and removal of all existing buildings on the site and all rubble and other waste materials.

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

8. CL03 – Barriers around trees to be retained
9. CL04 – Hard and soft landscaping (to include the construction of the double brick wall built 2.5 metres high and with low level defensible planting in front)
10. CL06 – Implementation of landscaping scheme
11. CL07 – Replacement of trees or hedging lost within 5 years
12. 'The development shall not be commenced 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 infiltration (soakaway) or other sustainable drainage system (SuDS), and the results of the assessment provided to the Local Planning Authority. The submitted details should include:
  - i) results of infiltration tests, carried out in accordance with BRE 365 or similar to determine the suitability of the site for infiltration. If infiltration is deemed to be suitable, the proposed soakaway(s) should be designed in accordance with BRE 365 also.
  - ii) a plan indicating the size and location of the proposed soakaway.
  - iii) should the ground conditions not permit the use of a soakaway or infiltration system, the applicant should explore the potential of disposing of surface water via ditches or other nearby watercourses.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.'
13. CD15 – obscure glaze side facing windows
14. Off-street parking for each dwelling shall be provided as per the approved plans before that dwelling is occupied, in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. Thereafter such car parking shall be retained throughout the lifetime of the development. In the interests of amenity, convenience and satisfactory parking in accordance with policy P8 and P14 of the Solihull Local Plan 2013.
15. The development shall not be occupied until such a time as details have been agreed in writing with the Council regarding the choice of window frame opening types and glazing specifications to be installed with regard to the on site noise mitigation measures as outlined in the submitted report provided on 26/07/2019 by Walnut Acoustics - page 13 and Appendix 1. In the interests of amenity, in accordance with Policy P14 of the Solihull Local Plan 2013

Notes:

Noise During Construction

Bat Note

Nesting Birds Note

Trench Note

Street name and numbering note

## CIL Note

Water supplies for fire fighting should be in accordance with ADB Vol 2, Sec 15 and "National Guidance Document on the Provision for Fire Fighting" published by Local Government Association and Water UK:

<https://dl.dropboxusercontent.com/u/299993612/Publications/Guidance/Firefighting/nationalguidance-document-on-water-for-ffg-final.pdf>

For further information please contact the WMFS Water Office at the address given above or by email on [Water.Officer@wmfs.net](mailto:Water.Officer@wmfs.net)