

**APPLICATION REFERENCE: PL/2020/00275/MAROT**

**Site Address:** Land And Buildings At The Interchange Triangle Bounded By The M42 Motorway The A452 Chester Road And The A45 Coventry Road Bickenhill Solihull

<b>Proposal:</b>	Reserved Matters application for details of access, appearance, landscaping and layout for the provision of car parking (excluding short stay, taxi and drop off parking) in connection with High Speed Rail Interchange Station pursuant to Section 23 of the High Speed Rail (London West Midlands) Act which confirms that the car parking at Interchange is to be treated as an outline planning permission under the Development Management Procedure Order.
<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>  <a href="https://publicaccess.solihull.gov.uk/online-applications/">https://publicaccess.solihull.gov.uk/online-applications/</a>

<b>Reason for Referral to Planning Committee:</b>	<b>The application which in the opinion of the Head of Development Management would have a significant impact outside of its immediate vicinity</b>
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<b>Recommendation:</b>	<b>APPROVAL SUBJECT TO CONDITIONS AND COMPLETION OF A UNILATERAL UNDERTAKING</b>
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## 1. EXECUTIVE SUMMARY

1.1 This application seeks reserved matters approval for details of access, appearance, landscaping and layout for the provision of long stay car parking in connection with the High Speed Rail Interchange Station.

1.2 A total of 7,269 long stay car parking spaces would be provided across 3 car parking areas.

Car Park A – 1,530 spaces

Car Park B – 943 spaces

Car Park C – 4,796 spaces of which 440 would be accessible spaces and 296 oversized bays.

1.3 Included within the 7,269 spaces would be 222 EV spaces and 40 staff spaces. The long-stay parking proposal benefits from deemed planning permission provided for by Section 20 of the High Speed Rail (London West Midlands) Act (The

Act). Section 23 of the Act specifies that the detail of this car parking is to be submitted as reserved matters under the Town and Country (Development Management Procedure) (England) Order 2015.

1.4 This application should be read in conjunction with PL/2020/00289/HS2DIS and PL/2020/00291/HS2DIS, which both comprise requests for approval under Schedule 17 of the Act for: the construction of a High Speed Rail Interchange Station (including short stay, taxi and drop off parking) and associated external works; and construction of a people mover system on an elevated viaduct, respectively. These applications can be found elsewhere on this agenda.

1.5 Having regard to Development Plan Policies and other material considerations, the proposed access, appearance, landscaping and layout of the long stay car parking at the new station are considered appropriate and compliant with the NPPF and relevant Development Plan Policies.

## **2 MAIN ISSUES**

2.1 The main issues in the determination of this application are the effects of the development relating to the following matters:

- Principle of development
- Access
- Appearance
- Landscaping
- Layout
- Other matters

## **3 CONSULTATION RESPONSES**

**3.1 Statutory Consultees** The following Statutory Consultee responses have been received:

3.2 Bickenhill and Marston Green Parish Council – No comments received

3.3 Environment Agency – No objection

3.4 Highways England – No objection subject to condition

3.5 Historic England – Concerns raised in relation to the impact on the setting of Park Farm. In order to minimise the harm to the setting of the farmhouse it is necessary to ensure sufficient landscaping and minimise artificial light spillage.

3.6 Natural England – No objection

### **3.7 Non Statutory Consultees**

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

- 3.9 Birmingham City Council – No comments received
- 3.10 Birmingham International Airport – No objection subject to conditions.
- 3.11 Network Rail – No comments received
- 3.12 North Warwickshire Borough Council - Green infrastructure should be maintained in perpetuity and allowed to mature. Overflow or new parking areas should not be permitted at a later date on this infrastructure. Customer viewpoint not thought through in terms of operation of station i.e. location of blue badge car park; unenclosed walkways to main station building from car parks. Wholly disappointed with proposals.
- 3.13 SMBC Drainage – No objection
- 3.14 SMBC Ecology – No objection
- 3.15 SMBC Highways – No objection subject to conditions
- 3.16 SMBC Heritage Assets – No objection subject to conditions in relation to lighting details.
- 3.17 SMBC Landscape – No objection subject to conditions
- 3.18 Warwickshire County Council – Archaeology – No comments received
- 3.19 West Midlands Police (Incorporating British Transport Police) – No objection

#### **4 PUBLICITY**

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

4.2 Two third party representations, from stakeholders Arden Cross and The Urban Growth (UGC) Company, were received (these representations were submitted in response to all three applications and only the comments relevant to this application are summarised). All correspondence has been reviewed and the main issues raised are summarised below (Planning Committee Members have access to all third party correspondence received):

##### General

- The potential scale of opportunity identified at UK Central Hub will only be realised if the core development areas and key physical, policy and environmental considerations are co-ordinated and well planned in line with the on-going design of the HS2 Interchange Station, APM and long stay car parks, and accord with the place-making principles established at Section 2.4 of the UGC's Hub Framework Plan (Feb 2018).

- A key objective of the UGC is to ensure the necessary enabling infrastructure is being planned for and brought forward to allow early delivery (i.e. from Spring 2023) of major development at Arden Cross ahead of the arrival of HS2.
- Development adjacent to and in the vicinity of the HS2 Interchange Station, particularly to the west of the trace, must be facilitated in the lead up to HS2 becoming operational to ensure that market demand for development can be addressed immediately on (or before) the opening of the station. This should happen concurrently with, and maximise, the major infrastructure components being delivered around the HS2 Interchange Station.
- The UGC strongly objects to the detailed proposals for the long stay car parks surrounding the HS2 Interchange Station.
- Arden Cross Ltd do not support the reserved matters submission on the basis that the works associated with providing the long-stay parking will prejudice, sterilise and fail to protect at this stage the major mixed use sustainable development opportunity at Arden Cross.
- The long stay car parks represent gross underdevelopment of Arden Cross and the proposals fly in the face of the vision, objectives, the masterplan and phasing for development established in the Hub Growth Infrastructure Vision 2019 (HGIV) for Arden Cross.

#### Access

- Reserved Matters are not compliant with paragraph 108(b) and 110 (a and c) of the NPPF in relation to provision of suitable access to all users and creating places that are safe, secure and attractive.
- HS2 Ltd should be taking the opportunity now through the reserved matters submissions to ensure sufficient flexibility is built into its proposals to allow for safe and suitable access for future development opportunities at UK Central Hub, specifically for Arden Cross.

#### Scale

- Acknowledge that 'scale' is not specified under Section 23 of the Act as a reserved matter requiring approval.
- Does the "overall increase" in car parking numbers against the Hybrid Bill scheme surpass the maximum number of parking spaces for cars as approved by the Act and does it include or exclude the short stay, taxi, drop-off parking and coach spaces.

#### Layout

- Layout of long stay car parking and internal circulation routes will sterilise, compromise and fail to protect emerging Local Plan Review allocation for Arden Cross and opportunity for major mixed use sustainable development at Arden Cross.
- Why has long stay car parking to north of Car Park B been removed? It is unclear why the size, position and level of car parking in this location has been significantly altered via the reserved matters submission.

- The UGC and Arden Cross Ltd do not support the size and position of Car Park C. Lack of evidence for the re-location and extent of long-stay car parking (particularly car park C), which sterilises future development land at Arden Cross, which in turn threatens the overall delivery of UK Central Hub.
- It is noted that size and position of Car Park C extends beyond the Limits of Deviation (LOD) at the north-western extent of the long stay car park which is in breach of the outline proposals approved by the Act.

### Heritage

- Arden Cross Ltd contends that the level of weight being afforded to the protection of views to and from Grade II\* Park Farm and the perceived risk of impact to its setting is too great. This is, as a consequence, significantly limiting the socio-economic net gains that can be derived from the future development of land adjacent to the heritage asset. It is limiting the potential for well-designed development to serve the need of the Borough and in a manner that complements the wider emerging masterplan for Arden Cross and the proposals contained in the UKC Framework Plan.
- This needs to be carefully considered in the planning balance of the reserved matters submission to ensure that the needs of present and future residents, employees and visitors are not prejudiced by applying an excessive level of weight to the heritage asset and its setting.

### Other

- Need further evidence as to whether ‘very special circumstances’ have been clearly demonstrated to allow long stay car parking in the Green Belt of the scale and layout proposed.
- Clarification as to whether ‘very special circumstances’ have been sufficiently demonstrated, specifically regarding the re-location of long stay car parking from the east of the trace at Car Park C.
- SMBC must seek assurances from HS2 Ltd that it will continue to collaborate with Arden Cross Limited, the UGC and SMBC to review and assess other alternative options for long-stay car parking to minimise its currently planned footprint.

## **5 PLANNING ASSESSMENT**

5.1 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’. This application seeks approval of reserved matters pursuant to outline planning permission for long stay car parking for the Interchange Station established with the granting of outline planning permission through Section 23 of the High Speed Rail (London-West Midlands) Act.”*

5.2 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.

5.3 The Development Plan consists of the adopted Solihull Local Plan (2013) and also the emerging Local Plan (Nov 2016).

5.4 Policy P1 of the Emerging Local Plan (2016) refers to the UKC Hub Growth Area embracing Birmingham Airport, the NEC, Arden Cross, Birmingham Business Park and JLR (which are each key economic assets) and seeks to support their future aspirations in a holistic, well connected way, together with the development of the HS2 Interchange Station.

5.5 There are a number of requirements that development proposals within the growth area will be expected to demonstrate as follows:

- Contribute towards growth and place making aspirations of the area,
- Ensure that connectivity within and beyond the site creates an integrated approach to movement throughout the Hub area,
- Make an appropriate contribution towards infrastructure provision
- Do not impede the provision of infrastructure necessary to support development elsewhere in the Hub area, or otherwise prevent or hinder development occurring in other parts of the Hub area.
- Encourages the use of modes of travel other than the private car,
- Incorporate high quality design aspirations for both the development and public realm.
- Contribute towards the strategic green infrastructure network across the Hub area,
- Encompasses sustainability principles, including support for growth and innovation, the development of strong, vibrant and healthy communities, minimising the use of natural resources and incorporating low carbon and renewable energy principles.

5.6 The Policy also states that :

*“the Council will support and encourage the development of the Arden Cross land as an exemplary international station, with new public realm that supports the creation of a sense of place supporting the potential for commercial and residential opportunities, that will be well integrated into the surrounding environment, seamlessly linking to Birmingham Airport and the NEC in a well co-ordinated way.*

5.7

*“The Council will support proposals that include passenger facilities, offices, and residential (together with associated ancillary uses (including retail developments of an appropriate scale)).*

*Land bounded by the M42, A452 and A45 will be removed from the Green Belt to facilitate the use of the site in its contribution towards the aims of the UKC Hub Growth Area...”*

5.8 It goes on to state:

*“It is also important to maximise the efficient use of the Arden Cross land that would not have been possible if the land were not removed from the Green Belt and a simple parkway station developed instead.”*

5.9 The above policy clearly contemplates development on the land which is the subject of this application and therefore the emerging Local Plan is a material consideration. However, the emerging Local Plan is still in its early stages, having not yet been through Examination in Public, with only limited weight currently being attributed to it.

5.10 In 2018 the UGC updated their framework Plan and in 2019 the Hub Growth Infrastructure Vision Statements was published. In July 2020 Arden Cross published their Masterplan which outlines their ambitions. The UGC concept framework is a non-statutory plan which covers the UKC Hub area of which the HS2 Interchange triangle site forms part.

5.11 The Arden Cross proposals focus on the HS2 interchange station and the triangle site bounded by the A45, A452 and M42 (some 140ha in area) and present an important and unique opportunity to maximise economic and social benefits. The masterplan aims to demonstrate the significant potential of the site and the contribution to economic growth that HS2 can bring to the region, stating *“Arden Cross is a national significant development opportunity to create a world leading economic hub that co-locate business, living and learning with a fantastic urban realm complemented by high quality infrastructure.”*

5.12 Whilst no planning applications have been submitted to the local planning authority and the emerging local plan only carries limited weight there is, however, strength behind the UGC’s framework Plan, Vision Statement and Arden Cross Masterplan to suggest that evidence is accumulating to bring into play the pursuit of future development at the Arden Cross site. This, is considered to carry more than limited weight, but falls short of significant weight given the relative infancy of the proposals.

## **6 Principle of development**

6.1 The HS2 Phase One Bill gained Royal Assent on 23 February 2017 which, in effect, granted planning permission for the railway. Whilst long-stay car parking benefits from deemed planning permission provided for by Section 20 of the Act, Section 23(2) of the Act confirms that Schedule 17 does not apply to long stay car parking and thus this element does not fall under Schedule 1 works. Therefore the long stay car parking can be carried out in either the Limits of Deviation (LoD) or Limits of Land to be Acquired or Used (LLAU).

6.2 Section 23 (4(a)) of the Act states that ‘Birmingham Interchange’ means so much of the land within the Act Limits as falls within the area bounded by (i) the A452 Chester Road to the east; (ii) the M42 to the west; and (iii) the A45 Coventry Road to the south. Accordingly, the application site falls within both the LoD and LLAU within the parameters of the Act.

6.3 Section 23(3) states that the deemed planning permission under Section 20(1) for relevant development is to be treated for the purposes of the Development Management Procedure Order (and for no other purpose) as an outline planning permission in respect of which access, appearance, landscaping and layout (in each case as defined by that Order) are specified as reserved matters for the subsequent approval of the local planning authority.

6.4 The Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO) provides an interpretation into each of these matters as follows:

6.5 “access”, in relation to reserved matters, means the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network; where

6.6 “site” means the site or part of the site in respect of which outline planning permission is granted or, as the case may be, in respect of which an application for such a permission has been made;

6.7 “appearance” means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;

6.8 “landscaping”, in relation to a site or any part of a site for which outline planning permission has been granted or, as the case may be, in respect of which an application for such permission has been made, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—

- (a) screening by fences, walls or other means;
- (b) the planting of trees, hedges, shrubs or grass;
- (c) the formation of banks, terraces or other earthworks;
- (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- (e) the provision of other amenity features;

6.9 “layout” means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development

6.10 The Written Statement accompanying the application acknowledges that certain changes to the size, positioning and levels of car park areas across the site have been made, and also an overall increase in car parking numbers, when compared to the Hybrid Bill. 6,400 spaces were considered through the final Hybrid Bill ES (as amended). However, Section 23(1)(a) of the Act allows for the provision of up to 7,500 parking spaces for cars (excluding short stay, taxi and drop-off parking). The difference between the numbers assessed in the ES and those in the Act were to provide a level of future flexibility.

6.11 The currently proposed car parking at the Interchange Station site totals 7,400 spaces (including short stay, taxi and drop-off parking) of which 7,269 spaces would be for long stay car parking.

6.12 An Independent Design Review Panel (IDP) specifically for the new station has been involved since the outset of the design acting as a critical friend to the project. During the IDP Reviews the panel, in assessing this element of the proposals, have repeatedly expressed their concerns about the amount of car parking proposed for Interchange Station although they did appreciate that this is in accordance with the HS2 Act and current operational requirements. Nevertheless, they made the point that it is never the less highly likely to be at odds with the ambition for HS2 to be *'the most sustainable high speed railway of its kind in the world'* (HS2 Sustainability Approach 2017).

6.13 In response to this issue HS2 Ltd have explained that the level car parking required for the station has been derived from the PLANET long distance travel model and forecast Phase 2 demand. (PLANET Framework Model or PFM has been developed by HS2 Ltd as a tool to forecast the demand and benefits from HS2). This takes into account key factors including peak daily use of the station, regional car parking modal share, car occupancy, time of day arrival/departure profiles, parking efficiency and day-to-day variation, and allowance for long term growth and flexibility.

6.14 Whilst this application is a reserved matters application rather than a Schedule 17 request for approval, the Secretary of State requires the nominated undertaker to adhere to the arrangements provided for in the Environmental Minimum Requirements (EMRs) in designing and constructing the Phase One of High Speed Two Works. The EMRs are therefore to be taken into account.

6.15 It should also be noted that, along with the powers in the Act, the controls contained in the Environmental Minimum Requirements (EMR) are intended to ensure that impacts which have been assessed in the Environmental Statement (ES) (as amended) prepared for the Hybrid Bill scheme will not be exceeded, unless certain conditions exist such as: there being a change in circumstances not likely at the time of the ES; or that impacts from changes to the Hybrid Bill scheme are unlikely to be environmentally significant.

6.16 HS2 Ltd have confirmed that work has duly been undertaken in the completion of the scheme design to confirm that the environmental impacts identified in the ES will not be exceeded and that Undertakings and Assurances committed to through The Act are complied with. In relation to car parking, this assurance process not only assessed differences in the overall numbers of car parking spaces provided between the Hybrid Bill scheme and the current design, but also the physical differences between the two, such as in relation to the levels, extent and positioning of the car parking areas.

6.17 The HS2 Phase One register of undertakings and assurances set out the commitments made in relation to the Act. For the purposes of the register, "Undertakings" are binding (usually contingent) agreements between the Promoter and another party. "Assurances" are unilateral written commitments made by the

Promoter in a letter or other document (such as an Information Paper), or in petition responses. There are a number of U&A's that affect the route in the Borough, including at Interchange Station. Where relevant to this application, these will be set out within the report.

6.18 It is important to note that 'scale' is not a matter for consideration at the reserved matters stage. Effectively outline planning permission has been granted for a car park of up to 7,500 long stay spaces and this reserved matters application, proposing 7,269 spaces, accords with this provision.

### Access

6.19 Policy P7(b) of the Solihull Local Plan - Accessibility and Ease of Access, states access to development from the core walking, cycling, public transport and road networks will be expected to be:

- i. Safe, attractive, overlooked and direct on foot, by bicycle and from public transport;
- ii. Safe for those vehicles which need to access the development;
- iii. And assessed in accordance with Policy P15 'Securing Design Quality' in the Local Plan.

6.20 Policy P8 of the Solihull Local Plan 2013 – Managing Demand for Travel and Reducing Congestion promotes transport efficiency and highway safety and also the use of sustainable modes of transport.

6.21 Policy P7 & P8 are consistent with the guidance contained in the NPPF and carry significant weight in the consideration of the application. Paragraph 108 of the NPPF states that in assessing specific applications for development it should be ensured that (inter alia) safe and suitable access to the site can be achieved for all users.

6.22 As explained earlier in the report the outline planning permission has been granted by the High Speed Rail Act. The ES assessed the impacts of the proposal on traffic and transport in the area surrounding the triangle site

6.23 In terms of access, consideration under this reserved matters application is focussed on the means of access to the long stay car parks from the new internal road network to be created within the station site, often referred to as the "triangle site".

6.24 The impact of vehicle movements generated by the new station was considered in the ES as part of the Hybrid Bill. Alterations to the wider highway network around the Interchange Station lie outside of the application site and are covered by Schedule 1 works, not part of this application. Works relating to the internal link roads are included in the separate Interchange Station Schedule 17 Request for Approval (PL/2020/00289/HS2DIS).

6.25 Car park A, which has a capacity of 1,530 spaces, would have a single access point with three entry lanes. These combine at a small roundabout, approximately 65m from the roundabout on the trace link road.

6.26 Car park B, which has a capacity of 943 spaces, would be accessed via the eastern trace link road at a signalised junction. Two entry lanes are shown at a distance of approximately 80m from the junction.

6.27 Car park C, which comprises 4,060 standard spaces, 440 accessible spaces with covered canopies and 296 oversized spaces for persons of reduced mobility (4,796 in total), would be accessed from the western trace link road. This car park is the largest of the three and is split into three sections which are all accessed from a roundabout circa 70m west of the new traffic signal controlled T-junction on the western trace link road. This roundabout has four arms, the link to the trace road, one to the section of car park C closest to the station building, one for the service road to the station building and the fourth arm provides access to the two northern sections of car park C. The southern section of the car park, closest to the station building, would have three entry lanes which are located approximately 40m from the roundabout. There are four entry lanes proposed to the link road to the northern two sections of this car park, which are positioned 20m from the roundabout exit.

6.28 In response to concerns raised by Highways England and SMBC Highways Officers, in relation to means of access to the car parks and potential for queuing if barriers are implemented at the twelve entry points across the three car parks, the applicants have confirmed that Automatic Number Plate Recognition (ANPR) is the preferred method rather than barriers. The use of ANPR would mean that vehicles accessing the car parks would do so 'free-flow' with minimal delay. As such, there would be no reason for vehicles entering car parks to queue or block-back to any significant degree. On this basis no objections are raised by Highways England or SMBC Highways and a planning condition is recommended to ensure control over this aspect of the scheme. This recommended condition has been agreed by HS2 Ltd.

6.29 Highways England had requested details of the proposed charging regime both in terms of the likely daily cost and equivalent costs across the wider area. SMBC Highways notes that the charging regime will inevitably have an impact on levels of use of not just the long stay car parks but also the drop and go. Birmingham Airport also queried how the use of the car park would be managed in terms of potential parking for the airport. Part of the successful operation of the car park will depend upon approaching parking and traffic management in a holistic and integrated manner that also includes other local stakeholders. Whilst the charging regime per se falls outside of the scope of the reserved matters, HS2 Ltd have confirmed that a range of other measures will be used to ensure the effective, efficient and convenient and safe access to the car park areas. These will be identified in a car park operation and management plan, the detail and implementation of which can be secured by a planning condition. An informative is also recommended to suggest that the applicant engages with local stakeholders on this matter.

6.30 With regard to streetlight overspill onto the strategic road network, a lighting assessment has been undertaken to support the design and environmental appraisal process required to support the scheme design. Plans have also been provided with this application, and also the Schedule 17 submissions, to identify the locations of proposed external light columns. Furthermore, information on the proposed intent and strategy in relation to lighting is provided in the Design and Access Statement and additional drawings. It is recommended that specific details, such as column heights, appearance and lux levels, can be secured by condition and Highways England accept that this is a suitable way forward.

6.31 Highways England are satisfied that other highway related matters will be covered via subsequent applications under Schedule 4 and 33 of the Act and SMBC Highways made no objections subject to the planning conditions being attached to any approval as referenced above.

6.32 The British Transport Police (BTP) Designing out Crime Unit (DOCU) which provides Crime Prevention and Designing out Crime advice to partners within the railway industry advise that a Safer Parking accreditation should be achieved, as the accreditation will help minimise opportunities for crime or the threat of crime. A number of measures are proposed to seek to ensure a safe and non-threatening parking environment, similar to several of those listed in the 'Park Mark' safer parking scheme. In terms of access intended measures include:

- It is anticipated that car park entry will be controlled via an Automatic Number-Plate Recognition (ANPR) system;
- Ensuring clear routes and orientation for drivers entering, exiting and circulating around the car parks. The measures to be used to ensure the effective, efficient, safe and convenient operation of the car park areas will be further identified in a car park operation and management plan which will be developed by HS2.

6.33 The above mentioned car park management plan secured by condition would address this.

6.34 Third party representations are concerned that the layout of the access of the long-stay car parking and its internal circulation routes will sterilise, compromise and fail to protect the emerging Solihull Local Policy Review allocation for UK Central Hub, particularly in relation to Arden Cross, on the basis that the reserved matters are not compliant with paragraph 108(b) and 110(a and c) of the NPPF in relation to provision of suitable access to all users and creating places that are safe, secure and attractive.

6.35 The representations consider that HS2 Ltd should be taking the opportunity now through the reserved matters submissions to ensure sufficient flexibility is built into its proposals to allow for safe and suitable access for future development opportunities at UK Central Hub, specifically for Arden Cross.

6.36 As already stated in the Planning Assessment section of this report the emerging local plan only carries limited weight in the consideration of this application and this is accepted by some third parties. However, the strength behind the UGC's

framework Plan, Vision Statement and Arden Cross Masterplan suggest that evidence is accumulating to bring into play the pursuit of future development at the Arden Cross site.

6.37 In this regard, third parties are correct that the access arrangement to the car parks do not include access to potential future development land. Assurance no. 830 provides that where requested to facilitate the delivery of development within the triangle site, the Secretary of State will permit the utilisation of HS2 infrastructure and accesses including the establishment of crossing points over/under the Permanent HS2 Infrastructure for that purpose, subject to any reasonably necessary engineering and safety protections and subject to the completion of a mutually acceptable commercial agreement.

6.38 HS2 Ltd have advised that, at the request of Arden Cross, initial feasibility work has been undertaken on the potential to provide an access road into the land parcel by way of a connection from the main west access road which links the roundabout with the Station and car parks. It is advised that while such an arrangement could be feasible, more detailed work would need to be undertaken and, to date, no request has been received to pursue this alternative.

6.39 Notwithstanding this, however, there is another area of highway works within the triangle site which could be modified, subject to obtaining appropriate consents, to provide access to future development land, being the consented scheme for the new A452/A446 roundabout (known as Interchange Highways Area B (PL/2019/01316/HS2DIS), which is currently under construction. This scheme includes a maintenance access road to the north-west of the roundabout off the new A446, serving a balancing pond and could, potentially, be upgraded in the future to serve as an access road to the development parcel. It is acknowledged that alternative proposals may deliver enhanced access to future development on the site, however, such arrangements are not before the Local Planning Authority at the current time. Nevertheless, it has been demonstrated that alternative access arrangements to future development could be provided by modifying routes elsewhere within the triangle site (subject to the grant of appropriate consents), for example to the highway works forming Area B, and therefore, the access arrangements under this application would not prejudice alternative proposals should they come forward in the future.

6.40 It is therefore considered that the proposed access arrangements are successful in facilitating efficient and safe use of the car parking areas, subject to conditions, and this element of the proposal is compliant with policies P7 and P8 of the Solihull Local Plan and would not compromise the future aspirations of the site as identified within the Solihull Draft Local Plan and the masterplan vision documents that have been produced for the Triangle area. The proposal would also accord with paragraphs 108-110 of the NPPF, subject to conditions.

### Appearance

6.41 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. This policy is consistent with the NPPF and thus carries significant weight. The NPPF at paragraph 124 notes that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

6.42 The land lies within the green belt within the adopted Solihull Local Plan, however, outline planning permission for a car park of up to 7,500 spaces has been authorised by The Act and thus the principle for development in green belt terms is accepted given that the impact of the appearance of the proposed car parking on the openness of the green belt and the purposes of including land within in it were assessed within the ES at the time of the Hybrid Bill in the context of national policy and the requirement for very special circumstances to justify the development. The detail contained in this reserved matters application does not include any matters that appear to go beyond the assessment of openness and purposes of including land in the Green Belt that were assessed at the time of the Act.

6.43 Due to its size, the long stay car park would have some impact on the visual appearance of the surrounding area. The Interchange Station site is mostly undeveloped land, with an area to the south east previously used as a quarry, and has a rural character, despite its proximity to the NEC, Birmingham Business Park and Birmingham Airport.

6.44 The topography of the Interchange site is dominated by the quarry and the Hollywell Brook. Due to the undulating nature of the land there will be some significant changes in levels needed. With the exception Car Park A which includes part of the disused quarry, the majority of changes involve a 'cut' or reduction in level of less than 2m with the soil removed to be re-used, where possible, within the site.

6.45 The creation of two surface level, terraced car parks to the east and west of the station and a long stay car park to the north east of the station were assessed in the ES. The statement acknowledged that the likely significant effects on the landscape character and viewpoints in operation will arise from the removal of existing landscape elements and vegetation, including field boundaries in the vicinity of the Interchange Station and the introduction of large scale built development including Interchange Station, associated car parks and the people mover and people mover depot. The ES accepts that locally, in the vicinity of the Interchange Station, a new landscape character will be created. This is to be accepted given that the Act has granted outline planning permission for up to 7,500 spaces for long stay car park.

6.46 Moving onto the detail of the car parks the design strategy is to create a series of parking 'fields', with each 'field' enclosed by drainage ditches, native hedges and populated with a random pattern of trees. This approach is welcomed as it would create an attractive parking environment with a green infrastructure framework which would contribute to various environmental and sustainability requirements, whilst affording appropriate screening of the car park when viewed from outside of the site. With regards to the location of trees, and how these can be secured, landscape details are matters also reserved for approval under this application thus a condition is not required.

6.47 It should be noted that consideration of landscaping details under this application relate to the long stay car parking areas only and not the wider station site, for which indicative landscaping details have been provided within the separate Schedule 17 Request for Approval for the station (PL/2020/00289/HS2DIS). The detailed landscaping scheme for the wider station site, outside the long stay car parking areas, would be secured by a later 'Bringing into Use' Schedule 17 Request for Approval.

6.48 Details of hard surfacing materials for the car parks have been provided within the Design and Access Statement. It identifies that exposed aggregate concrete blocks with exposed coloured aggregate would be used for all car park footways which is considered to be aesthetically pleasing.

6.49 In terms of the appearance of structures there are a number of items across the car parks that are the subject of this application including canopies, seating and lighting columns.

6.50 At the Independent Design Panel Review, members of the panel commented that there was insufficient detail presented on the design of the canopies included in some sections of the car parks such as blue badge car parking bays which are located in Car Park C. The panel felt reluctant to extend support without additional detailed information of their design, noting that "*it is details such as these that will contribute to the scheme's quality at a human scale*". The panel broadly supported the intention for the canopy design to be identified as one of a number of 'art opportunities' to allow for further interrogation of their design and welcomed further information on this at a later date. The panel suggested the canopies could also make a positive contribution to capturing HS2 sustainability ambitions and the overall narrative of the station.

6.51 Indicative details of canopies have since been provided for information to support artist impressions of potential canopies which show painted steel columns and standing seam roof. PV panels are shown on the blue badge canopies. The canopies are designed to be read together as a family with a similar design language to those used on the wider station site and people mover itself. A planning condition is recommended for the detail to be agreed prior to occupation so that these designs can be developed further and agreed with the local planning authority.

6.52 In relation to the appearance of lighting, both from the columns themselves and the light emitted, it is noted that the ES found that the impact of continuous lighting at night would be apparent in a previously largely unlit location with few light sources, with consequential effect on the appearance of the area and designated heritage assets.

6.53 Historic England advise that the more distant Packington Hall in its park could be affected by the lighting issue which will disturb the night-time environment of the Hall and Park, which will need to be carefully considered in the lighting designs.

6.54 SMBC Heritage Assets have also requested details on lantern output, lighting column heights and spacing and whether they have all been restricted so to ensure

the impact upon the setting of Park Farm and outlook from Packington Park is minimised. SMBC Heritage Assets note that the impact could be potentially significant given that the Chester Road is currently unlit in this area. Furthermore, minimising the impact of external lighting would allow the station building to be clearly presented.

6.55 A lighting assessment was undertaken to support the design and environmental appraisal process required to support the Interchange Station scheme design including the long stay car parking area, however, this assessment has not been submitted in support of the application. However, a summary of the findings has been provided and HS2 Ltd assert that, as required by the EMRs, they have assessed the impact of the proposed scheme design against the ES assessment and have concluded that there will be no worsening of effects. The summary explains that the assessment was carried out for the long stay car parking areas as well as the car park link road and the footbridge to the eastern station entrance. It is explained that the work was carried out by lighting engineers in accordance with best practice, and that impacts on a number of receptor points surrounding the development were specifically assessed (as previously in the ES), including the Grade II listed Park Farm and a number of other additional receptor points, to assess potential impacts on bat roosts and bat commuting routes in the area.

6.56 Grade II\* Listed Park Farm was considered as a specific receptor within the analysis. Based on this analysis, there was no breach of light intrusion (stray light on receptors) identified at Park Farm, with a maximum luminance lux level of 0.6 at ground level, and 0.0 at the upper level of the asset. For comparison, approximately 1 lux can be compared to deep twilight/moonlight. For luminaire intensity (how bright the light source appears to an observer) without consideration of any mitigation there was a minor breach of the night time (22.30 - 0600 hrs) limit at the ground level of Park Farm. This minor breach identified will be able to be addressed in the lighting design in line with the guidance in BS 5489 by the dimming of external lighting luminaires to an appropriate lower level during these off-peak hours.

6.57 Packington Hall was also considered as a specific receptor within the above mentioned lighting analysis. The analysis concluded that it was reasonable to assume this asset would not be affected by light obstruction due to its distance from the proposals. This was confirmed by assessing the impact of receptors within the Triangle area itself and confirming that all light obstruction was found to be within acceptable thresholds. The assessment concluded that lighting impacts on Packington Hall, would not affect this asset by light obstruction, due to its distance from the proposals. SMBC Heritage Assets does not consider distance alone to be sufficient to ensure minimal impacts upon heritage asset significance. However, given that the impact of lighting was assessed and accepted at the levels identified in the ES, it has to be accepted that there may be some light overspill in an area that is currently unlit.

6.58 The assessment also concluded that the lighting would not pose an issue to roosting or bat commuting routes

6.59 The lighting assessment overall confirmed that the scheme design is compliant with the current national guidance (and The Phase 1 Act EMRs) for light

obtrusion, assuming that localised mitigation is provided, where necessary, comprising shielding attachments to relevant lights and actively dimming relevant lights during off peak hours.

6.60 A lighting strategy for the car parking areas has been submitted that shows the location of the lighting columns and intended column type, however, the exact appearance cannot be confirmed at this stage. Given that final details of the lighting to be used will not be developed until detailed design stage, it is considered reasonable that such detail can be secured via the imposition of an appropriately worded condition requiring the submission and approval of lighting column detail, including Lux detail, in the interests of preservation of designated heritage assets and appropriate mitigation of the natural environment and protected species. The Lighting Strategy together with the Lighting Assessment Summary is considered sufficient for the Local Planning Authority to properly assess the plans and specifications as submitted with the application.

6.61 An appropriately worded condition requiring the submission and approval of lighting column detail, including Lux levels is recommended to be attached to any approval, to ensure that the impact of light overspill on ecology and heritage assets is acceptable, in compliance with Policies P10 and P16 of the Solihull Local Plan.

6.62 The location and indicative details for the appearance of benches is provided within the submitted plans. Full details, as well as any other infrastructure such as CCTV columns, help points, way finding signage, and a sub-station to be located within Car Park A can also be secured via the imposition of appropriately worded planning conditions, in the interests of local environment and amenity and compliance with Policies P14 and P15 of the Solihull Local Plan 2013. .

6.63 In summary, officers consider that the proposed design approach would create a high quality environment which will be the key to the success of the appearance of a large surface car parking area. In terms of the desirability of preserving Designated Heritage Assets, subject to conditions in relation to the submission and approval of lighting details, the harm identified to Designated Heritage Assets is not considered to be any greater to that harm already assessed through the ES and the grant of outline planning permission through the Act. The effect of the proposal on the wider character and appearance of the local area would be limited, given the visual containment of the land by boundary vegetation, surrounding strategic highway networks that bound the site, the open nature of the new use and the relatively modest level of works associated with it in terms of built form/structures. The details submitted in relation to matters affecting appearance are considered to be acceptable in accordance with Policies P14 and P15 of the Solihull Local Plan and paragraph 127 of the NPPF.

### Landscaping

6.64 Policy P10 of the Solihull Local Plan recognises the importance of a healthy natural environment in its own right. Policy P14 requires new development to safeguard important trees, hedgerows and woodlands. Policies P10 and P14 of the Local Plan are consistent with policies set out in the Framework and full weight can be attributed to these Local Plan Policies.

6.65 A Landscape Strategy has been provided within the Design and Access Statement which notes that it aims to draw on the qualities and characteristics of the local Arden Landscape and the strategy defines the features of this rural typology as follows:

- A gently rolling topography
- A patchwork of small fields
- Trimmed enclosing hedges with Midland Hawthorne the predominant species
- Hedgerow trees with oak by far the most common species
- Small streams and ditches

6.66 The strategy identifies that the design aspiration is to weave these natural elements into a landscape that contains major engineering features to create an appropriate contextual response to this site.

6.67 Each of the three car parking areas are subdivided into a series of enclosures or fields, each of which has an area of approximately 1-2 hectares and so would accommodate between approximately 400 and 800 cars. Each field is enclosed by a native hedge and each hedge is populated with a random pattern of trees. The tree planting within these reservations is deliberately diverse such that it is possible for motorists to navigate their way around the car park using trees of different species as visual reminders.

6.68 The car parking aisles are separated by significant landscaped walkways of varying widths. The primary landscaped artery has a width of 11m with a 4m wide walkway and a 3m wide swale. After every fourth row of cars there is a main pedestrian spine which incorporates a 2.4m wide footway, a 330mm deep, 3m wide swale and hedge planting. The swales form part of the sustainable drainage strategy for the long stay car parks.

6.69 The hedges sit adjacent to the bays so that pedestrian walkways to the station are functionally and visually separated from vehicles. At approximately 50m intervals, there are regular gaps in the hedge. These would provide car park users with access to the pathway system to assist movement to and from the station. The strategy aims for customers to have a clear and car free circulation network to follow between parking spaces and concourse.

6.70 SMBC Landscape Officers welcome the site-wide approach to planting, which is defined by a number of key documents including HS2 design guides and Warwickshire Landscape Guidelines, Arden, prepared by Warwickshire County Council; together with the opportunity to weave some locally relevant species into the mixes, which will add a unique aspect to the scheme and support biodiversity.

6.71 Natural England also welcome the introduction of naturalised swales for flood storage and the proposed inclusion of hedges and larger, substantial trees in the planting strategy for the long stay car park areas. Further, any measures to further incorporate linear wildlife features into the design would be supported. It is noted that the illustrations accompanying the design are suggestive of more semi-naturalised planting as opposed to formal landscaping, where possible. Given, the scale of these

sites, this approach is strongly supported, both for aesthetic purposes and wildlife connectivity.

6.72 Amended plans have been received in response to concerns raised by SMBC Landscape Officers in relation to the provision of fruiting tree species within the car parks. Whilst fruit trees provide a positive measure for overwintering bird species, there is potential for future conflict and pressure for removal due to seasonal nuisance, future growth and maintenance requirements due to direct damage to the surface of vehicles and the potential to cause an accident through slips and trips, as well as bird attraction in respect of bird strike risk and bird control management given the proximity of Birmingham Airport.

6.73 The amended plans indicate that all trees that bear fruit will be small varieties and be positioned in the centre of reservations so that their trunks are at least three metres from any parking spaces. All trees that bear berries will also be small varieties and be positioned in the centre of reservations so that their trunks are at least two metres from any parking. These revisions seek to ensure that fruit and berry bearing trees do not overhang car park areas. In addition, and as confirmed in the updated landscape plan key, no fruit or berry bearing trees are proposed closer than 150 metres from the Station so as to limit their use in those parts of the development which will generally be the most heavily trafficked by pedestrians. This solution to fruit and berry tree planting overcomes the original concerns, whilst maintaining the applicant's commitment to achieving an overall biodiversity net gain, while still providing visual markers to assist with wayfinding within the car parks. HS2 have confirmed that the overall landscape strategy for Interchange Station also takes into account recommendations made by Birmingham Airport in relation to potential bird strike risk, including the overall percentage of berry-bearing planting that may be appropriate to reduce this risk to an acceptable level.

6.74 SMBC Landscape Officers have also requested reassurances that the new tree planting would have adequate soil volume provided to ensure long term establishment. New tree planting should also be selected and located to allow adequate space for a tree's natural development, with due consideration given to future growth of root systems, its predicted height and canopy spread to maturity, without causing potential direct damage to nearby structures, hard surfacing or other avoidable nuisance.

6.75 Details on tree pit sizes have been provided and the applicants have advised that planting within the car parks only occurs within the 8 metre reservations. Along with the tree species selected, this is considered to allow adequate space for their natural development. In these locations trees will be planted directly into continuous beds of topsoil and subsoil. Also, it is advised that given that the reservations are linear there should be no reason for the tree roots to expand out into the car parks. The car parks will be defined by a kerb detail, which will be haunched and will need to withstand the lateral loads of the parked vehicles. The haunch will also ensure that tree roots remain within the green reservations and do not encroach beneath the parking spaces.

6.76 Details such as cross sections to ensure that adequate soil volumes are available for species to thrive and avoid causing potential direct damage to nearby

structures, hard surfacing or other avoidable nuisance can be secured by a suitably worded condition attached to any approval.

6.77 In terms of hard standing details of hard surfacing materials for the car parks have been provided within the Design and Access Statement. It identifies that exposed aggregate concrete blocks with exposed coloured aggregate would be used for all car park footways which is considered to be aesthetically pleasing. Permeable paving features within Car Park B only. This is due to the ground water level at car park A and the existing ground conditions at car park C, which do not allow for permeable paving. However, the preliminary drainage design ensures discharge of surface water at greenfield rates. SMBC Drainage are satisfied that the proposed details would not have a detrimental effect in terms of flood risk. The Independent Design Review Panel (IDP), on the whole, supported the overall landscape approach, subject to further consideration of the finer detail such as materials, wayfinding, benches etc. However it was considered that the success of the landscaping as a whole will depend on consistently rigorous management and maintenance.

6.78 HS2 Ltd has recognised, in their response to the IDP report, the importance of appropriate management and maintenance of landscape areas and has advised that a future land ownership strategy will be developed to ensure that this takes place. The landscape strategy would create a high quality environment which is key to the success of a large surface car parking area. . Conditions are recommended to secure for landscape maintenance for 5 years, a landscape management plan and replacement of tree/shrub/hedge intended for retention that are lost during construction and HS2 Ltd have indicated agreement to these. On this basis the details submitted are considered to be acceptable, subject to conditions, and in accordance with Policies P10 and P14 of the Solihull Local Plan and paragraph 170 of the Framework.

### Layout

6.79 Paragraph 117 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe healthy living conditions.

6.80 NPPF Paragraph 118 (a) & (e) that states planning policies and decisions should (amongst others):

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside; and
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

6.81 The HS2 Interchange Station triangle site is wholly within the West Midlands Green Belt, however, the High Speed Rail (London-West Midlands) Act has granted

outline permission for the provision of up to 7,500 long stay car parking spaces the impacts of which were assessed within the ES at the time of the Hybrid Bill.

6.82 The reserved matters propose 3 long stay car parking areas, to accommodate 7,269 spaces. Car Park A, which occupies the quarry site to the south east of the station building would accommodate 1,530 cars. Car Park B, to the north of Park Farm is the smallest with 943 spaces and Car Park C, to the west of the station, would be the largest of the three with a total of 4,796 spaces.

6.83 All car parking spaces are 2.4m x 4.8m in size, however, Car Park C would accommodate all of the 440 Persons with Reduced Mobility (PRM) spaces, being closest to the station building. These spaces are 2.4m x 4.8m in size, with an additional 1.2m protected strip to the rear and one side. There are also 296 oversized spaces which are 6m x 3.6m proposed to this car park which could be converted into PRM spaces if needed in the future. All PRM parking bays are located so that passengers have clear sight of the station and can locate it easily. It is acknowledged that some PRMs are required to travel approximately 150m to reach the station's entrance, however, the spaces are as close as practically possible at surface level.

6.84 As detailed in the landscape section of the report, each of the three parking areas (A, B and C) is subdivided into a series of fields or enclosures with each field being approximately 1-2 hectares. The car parking areas are laid out so that the network of pedestrian paths are separated from the car parking areas by hedges or swales so that they are traffic free and to achieve satisfactory drainage.. The Primary routes include a 4 metre-wide walkway and a 3.0 metre-wide swale. After every fourth row of cars there is a main pedestrian spine with a 2.4 metre-wide footway, a 3 metre-wide swale and defining hedges. The swales are designed to be predominantly dry and will only infrequently hold water during periods of heavy rainfall. The hedges sit adjacent to the bays so that pedestrians walking to and from the station are separated from vehicles. Gaps are provided in the hedge at intervals of 50 metres from which passengers can enter the pathway system and move toward the station.

6.85 222 Electric Vehicle (EV) spaces are proposed, although details of these have not been provided with the application. The IDP has raised concerns that this amount of spaces, amounting to 3% of the total spaces may not be sufficient to meet future demand. This figure is derived from BREEAM excellent requirements. HS2 advise that an element of resilience has been built into the assumptions used when assessing the amount of power needed to service these spaces which would allow for reasonable additional provision. HS2 Ltd also acknowledge the possible future changes in charging technology including smart charging. HS2 Ltd are due to undertake a further study on EV provision and future trends, the results of which will inform the detailed design stage. Following this review, the details of location of EV will be finalised.

6.86 In comparison to the Hybrid Bill Scheme, whilst the size and position of car parking area A is similar, there have been changes to Car Park Areas B and C.

6.87 Car Park A is located in the former quarry to the south east of the proposed station, east of the new railway line. Whilst this area is a slightly different shape to the Hybrid Bill Scheme, but with no additional land take, the main difference here is with regards to the levels as discussed in the appearance section of this report.

6.88 In terms of Car Park B the Hybrid Bill Scheme indicated an irregular footprint that ran adjacent to the new internal link road and extended towards the A45 south of Denbigh Spinney whilst leaving a generous gap between the car park area and Park Farm. The scheme submitted for the reserved matters proposes a more uniform shape as the car parking is all located south of Denbigh Spinney. 150 spaces from the northern end of this car parking area are now relocated to the southern end, closer to Park Farm. Third parties have queried why this change is proposed. This is due to land conditions at the Olympia Motorcycle Track which require extensive remediation and the applicant has identified this as being disproportionately costly. The attenuation pond also shown at Hybrid Bill Stage is no longer required due to the sustainable drainage design and so this space is now incorporated into this car parking area.

6.89 It is considered that the changes to the layout of this car parking area compared to the Hybrid Bill Scheme would be preferable as it would be more consolidated and would reduce land-take to the northern part. Furthermore the car parking area would no longer be sprawling along the internal road network which would be an improvement visually. The incorporation of sustainable drainage strategy is also a betterment from a visual perspective and allows for the space where the attenuation pond was proposed to be used for car parking space instead, so limiting any further land take.

6.90 The impact of the proposed scheme upon the setting of Park Farm was assessed at the time of the ES. The ES identified that significant environmental effects will occur as a result of permanent impacts on the setting of Grade II\* listed Park Farm which will have its setting changed by the proposed scheme, including the presence of the Interchange Station surface level car park, link roads and station building itself. The ES notes that these new elements will remove the agricultural setting of the building, reducing its significance as a surviving farmhouse within agricultural surroundings. It is noted in the ES that this would constitute a high adverse impact and a major adverse effect.

6.91 The ES also noted that the impact on the setting of the farmstead will be to enclose it to a considerable degree with Car Park B. The current scheme sites Car Park B closer to the farm than what was considered in the ES

6.92 The Written Statement submitted with the application includes commentary on Heritage Conservation which identifies that whilst the car parks are located outside of any heritage designations they are located close to Grade II\* Listed Park Farm. The Written Statement identifies that woodland screening is proposed between Car Park B and Park Farm and consideration given to the lighting strategy for the car parks to reduce potential impacts arising from light spill.

6.93 As there are no physical changes to the designated assets themselves, it is the impact on the significance of the heritage assets through changes to their settings as a result of the proposed layout of the car parks that falls for consideration.

6.94 The car parking area would be set at a lower level than the farmhouse with more modern agricultural buildings located in between and there would still be a buffer between the car park and the farmstead which provides scope for planting. During the Hybrid Bill the ES said that refinements to the mitigation measures incorporated into the design of the Proposed Scheme or included in the draft CoCP would be considered during detailed design to further reduce impacts, including selecting suitable locations for advance planting. This would come forward through a Schedule 17 Bringing into Use request for approval.

6.95 Third parties have raised concern that too much weight was given to the importance of views from Park Farm at the time of the Hybrid Bill. The impact on the setting of Park Farm was assessed in the ES which noted that the impact of car park B on the farmstead would be to enclose it to a considerable degree and would constitute a high adverse impact and a major adverse effect. This application is a reserved matters application for the outline permission that was granted under the Act and it is not possible to revisit matters of principle.

6.96 However, in terms of car parking layout in order to minimise the harm to the setting of the farmhouse, and hence to its significance, SMBC Heritage Assets consider it is necessary to ensure that the immediate setting of the farmstead is landscaped sufficiently to shield it from the development, and to ensure that the spillage of lighting from the scheme is kept minimised in terms of the impact on the surroundings. Historic England also recommend that mechanisms are in place to ensure that details of the proposed tree planting are appropriate to the site.

6.97 The re-configuration of this car parking area since the Hybrid Bill Scheme has meant that the buffer originally shown to be retained for landscaping purposes has reduced. However, the buffer that is currently proposed is still considered sufficient and the relocation of car park B closer to Park Farm to the north is not considered to have any greater impact on this designated heritage asset over and above what has already been assessed in the ES.

6.98 In layout terms, lighting overspill due to the position of lighting within the application site and emission of light therefrom is a concern to the adjacent designated Heritage Assets and also Denbigh Spinney. As explained in the appearance section of this report, a lighting strategy has been submitted with the application together with a plan indicating intended location and types of lights within the car parks. However, the latter details are not fixed at this stage and a planning condition is recommended to secure this detail which will ensure that the Local Planning Authority is afforded due consideration and control over the emission of light, as appropriate, in the interests of amenity, nature conservation and the preservation of designated heritage assets.

6.99 The footprint of Car Park C, to the west of the railway line has increased in size since the Hybrid Bill Scheme. At Hybrid Bill stage, the area shown for Car Park C was 10.7 hectares. The current application proposes a 15.7 hectare area. This in part accommodates the additional parking numbers over and above that assessed under the ES and also the requirements of the sustainable drainage design. This car

parking area has also shifted further north away from Hollywell Brook, by circa 17m, and closer towards the M42.

6.100 Arden Cross and the UGC have both objected to the proposals for the long stay car parks due to the amount of land take required for Car Park C which, in their opinion, would sterilise, compromise and fail to protect the emerging Solihull Local Plan Review allocation for UK Central Hub, particularly in relation to Arden Cross.

6.101 As already stated in the Planning Assessment section of this report the emerging local plan only carries limited weight in the consideration of this application and this is accepted by some third parties. Paragraph 50 of the NPPF is clear that refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination. However, the strength behind the UGC's framework Plan, Vision Statement and Arden Cross Masterplan suggest that evidence is accumulating to bring into play the pursuit of future development at the Arden Cross site.

6.102 The Arden Cross Masterplan states that the key infrastructure required in the development plots around the HS2 station include a multi storey car park (MSCP) to serve the development, which is indicated to lie roughly in the location of Car Park A of this application. The plans that support the plan and the UGC vision show this being located to the south east of the new station building, to the east of the new railway line.

6.103 In their representations Arden Cross seek clarification about the increased extent of the proposed car parking. HS2 Ltd have explained that long-stay car parking falls under the category of a non-scheduled work which can be carried out in either the approved limits of deviation or the limits of land to be acquired or used. It is also explained that "scale" is not a reserved matter (noting also that the Hybrid Bill was considered on the basis of surface parking), and that the number of spaces remains under the limit in section 23 of the Act.

6.104 Whilst the additional car parking space numbers have increased since the Hybrid Bill stage, these are within the limits of the outline permission and this application cannot revisit matters of principle.

6.105 A further justification provided by the applicants for the increase in footprint of this car parking area is the inclusion of a sustainable drainage design. Infiltration swales and ditches within the car parking areas together with associated hedgerows and trees to reduce the burden on surface water drainage whilst naturally irrigating planted areas; non-infiltration swales and ditches in the car park areas (where infiltration is not possible due to underlying ground conditions); permeable pavement; rainwater harvesting for the main station building; and detention and retention ponds to manage the rate of flow into existing watercourses. The pedestrian paths that would be separated from the car parking spaces by the hedgerows which would also mean customers would have a safe and interesting walk from their parked cars to the station entrance.

6.106 This strategy, whilst meaning additional land take is required, also allows for drainage requirements to be accommodated in the blue/green infrastructure

incorporated into the development which is a key theme that runs through the Interchange Station design creating a high quality natural environment within the car parks which has an ecological and habitat benefit also.

6.107 Additional land take has also occurred as a result of Car Park Area C being moved circa 35m north from the Hollywell Brook than the Hybrid Bill Scheme. There are notable levels differences close to the Brook as the valley rises to the north. The Hollywell Brook Valley is a key feature of the site and the Arden Cross Masterplan identifies it as forming the focal point of the potential future residential neighbourhood. By moving car park C circa 35m further north from the watercourse would create a meaningful buffer between the Brook and the car parking area. Less earthworks to address the change in levels would also be required. This provides benefit to the Valley in terms of ecology and visual appearance and given the importance of the Hollywell Brook Valley as key feature, as noted in the Arden Cross Masterplan, this change is welcomed. It is considered that the benefits to the Valley outweigh the loss of land take as a result of moving the car parking away from the watercourse. In terms of layout it is considered that this is an advantage to the scheme and one that would help the new development to respond to the rural setting that it sits within. It is also considered that the 'Blue/Green' strategy is in line with the development principles outlined in the Arden Cross Masterplan.

6.108 SMBC Highway Officers have raised some concerns about the distance of some of the car parking spaces from the Station, with particular reference to some of those in Car Park C which would be approximately 1km away. Given the number of spaces being considered, which is within the parameters of the Act, it is inevitable that some will be a significant distance from the station building. The suggested car park management plan condition is expected to detail how cars will be directed to available spaces to minimise not only congestion but walking times to the station and it is expected that any details relating to potential shuttle buses would be included within the aforementioned car park management plan.

6.109 In terms of the concerns raised by IDP and third parties about the amount of EV spaces proposed, given the rapid changes in EV and charging technology, officers do not consider it necessary to have the detail submitted with the application. As such an appropriate condition is recommended to require the submission of EV charging point details prior to the car park being brought into use. The layout and landscaping with spaces being next to landscaped areas will ensure that EV parking could be provided at various locations within all 3 car parks.

6.110 Notwithstanding the increase in number of car parking spaces which is not under a matter for consideration under this application (given that scale is not reserved for consideration) the benefits of the sustainable drainage design being incorporated within the layout of the car parking area has many advantages, as explained above. Furthermore the changes made to the layout of car parking area B bring with it a number of benefits to the visual impact and also distance from the car park to the station. Moving car park area C further north away from the Hollywell Brook has a positive impact on the watercourse and the setting of the Hollywell Valley which is central to the overall station design and will contribute to Arden Cross' vision that the Hollywell Brook landscape will form the focal point for future development.

6.111 It can therefore be seen that the reasons for the greater land take also bring many advantages to the scheme. Given the scale of surface car parking that has been permitted through the outline permission under the Act without these changes the high quality environment of the long stay car parking area would be diluted, which would be detrimental to the overall key aim of what this station is aiming to achieve in terms of sustainability and maximising the existing natural landscape. An alternative scheme for long stay car parking (i.e. MSCP) could be brought forward in a manner that could result in less land take than the current scheme, however, this could potentially have significantly greater impacts on the environment than those identified in ES. The UGC are working on a scheme that would involve less land-take for the car park which is known as the “parallel” scheme. This would likely require a full planning application, however, HS2 Ltd are still required to pursue the current scheme to deliver that which is provided for within the Act. This submitted scheme does not preclude changes being made to the scheme in the future, subject to necessary approvals being obtained.

6.112 The Local Planning Authority recognises the importance of HS2 progressing the initial stages of delivering a robust scheme which would kick start the HS2 works at the Arden Cross site, which in themselves form a cornerstone of the emerging local plan and overarching strategy. Whilst scale is not a matter for consideration under this reserved matters application the scheme submitted does not preclude changes being made in the future which could include bringing forward an alternative scheme such as a MSCP, subject to necessary approvals being obtained.

6.113 Section 5 of the January 2015 U&A relating to the Interchange Station and M42 Junction 6, between The SoS for Transport, HS2 Ltd and Solihull MBC, secured through the Undertakings and Assurances, at Section 5 ‘Maximisation of development land’ states:

*“The Nominated Undertaker will, in consultation with the Council, undertake in good time prior to Commencement of works on the Birmingham Interchange Station, a review with supporting evidence of the proposed car parking, flood mitigation and landscaping arrangements at and around the Birmingham Interchange Station with a view to making the most efficient use of the land at and around the Interchange Station and where reasonably practicable, minimising the sterilising of potential development land and maximising the land available for development and will have due regard to the conclusions of that review, in consultation with the Council, before carrying out the works.”*

6.114 Section 8.29(c) also requires the parties to “cooperate, consult, and liaise with one another with regard to the delivery of the HS2 Works, and keep stakeholders informed of the construction works planned for each project.”

6.115 Whilst this existing assurance already requires consultation with the Council prior to commencement of the long stay car park for its review, it does not carry significant weight in a planning context.

6.116 Given that evidence is accumulating to bring into play the pursuit of future development at the Arden Cross site, it is considered that greater reassurances to

demonstrate HS2's commitment to an alternative scheme should be pursued in order to promote more effective use of land and so not to prejudice the long term delivery of the emerging local plan. This is important given the long term plans for the area which seek to create a new community around the interchange site where homes and jobs can be created for the Borough's needs that will have wider benefits across the region.

6.117 With this in mind, HS2 Ltd have agreed to enter into a Unilateral Undertaking (UU) to secure this commitment, and this will give a planning dimension to the agreed Undertakings and Assurances noted above. The UU will include commitments to return land to land owners as soon as possible; review car parking arrangements; work with the Council to agree the provision of an alternative parking scheme; and not to commence development until after June 2023 (thus allowing time for the alternative scheme to be advanced and its funding secured).

6.118 This will help to ensure effective and efficient use of land and the long term promotion of sustainable development. It will also ensure the issues relating to the current HS2 proposals are mitigated to ensure the schemes before us now are acceptable in planning terms.

6.119 Third party representations make comment that further evidence is required as to whether 'very special circumstances' have been clearly demonstrated to allow long stay car parking in the Green Belt of the scale and layout proposed, as well as regarding the re-location of long stay car parking from the east of the new railway line at Car Park C.

6.120 The land lies within the green belt within the adopted Solihull Local Plan, however, outline planning permission for a car park of up to 7,500 spaces has been authorised by the Act and thus the principle for development in green belt policy terms is accepted given that the impact of the layout of the proposed car parking on the openness of the green belt and the purposes of including land within it were assessed within the ES at the time of the Hybrid Bill.

6.121 The British Transport Police (BTP) Designing out Crime Unit (DOCU) which provides Crime Prevention and Designing out Crime advice to partners within the railway industry advise that a Safer Parking accreditation should be achieved, as the accreditation will help minimise opportunities for crime or the threat of crime. A number of measures are proposed to seek to ensure a safe and non-threatening parking environment, similar to several of those listed in the 'Park Mark' safer parking scheme. In terms of layout intended measures include:

- The provision of external lighting throughout car parking areas;
- A CCTV system, including within the car parks and help points;
- Clear dedicated pedestrian routes will be provided within the car parks, together with arranging car parking areas into 'fields' characterised by different types of planting. These measures are part of the overall wayfinding strategy to facilitate orientation and assist people in recognising where they parked their vehicles relative to these features;
- Ensuring clear routes and orientation for drivers entering, exiting and circulating around the car parks.

6.122 Officers are of the opinion that the layout proposed provides clear dedicated pedestrian routes within the car parking areas with planting and lighting provided throughout. Whilst help points and CCTV are intended, those details are not yet available and conditions are recommended to secure this.

6.123 In summary, it is considered that the changes to the layout of the car parking areas since the Hybrid Bill are justified. Positive benefits have been identified by creating parking fields with a network of pedestrian paths that are separated from the car parking areas by hedges or swales so that they are traffic free, sustainable drainage design creating a high quality environment. These benefits are considered to outweigh the modest additional land take needed to incorporate these measures. It is important to note that the additional land take proposed to the Hybrid Bill scheme is largely due to the increase in car parking numbers that were assessed at that time, however, they are within the parameters of the outline permission as authorised by the Act and thus this cannot be challenged. The details submitted with this application would not preclude alternative schemes coming forward in other applications and HS2 Ltd have provided reassurance that they will continue to work with stakeholders on the future delivery of the car park. This is considered acceptable in terms of Development Plan Policies P10, P11, P14, P15, P16 and guidance in the Framework.

## Other Matters

### Stakeholder and Community Engagement

6.124 This application is supported by a Consultation and Engagement Report which sets out the pre-submission engagement with stakeholders and wider third parties.

6.125 The report notes that there has been extensive pre-submission engagement with SMBC which commenced in April 2018. The proposals were reported to the HS2 Independent Design Panel at regular intervals. The Design Panel acts in an independent, non-executive advisory capacity, and provides a forum to review and critique designs at key stages in the design process. The report details a summary of these discussions and how the scheme has responded to concerns raised.

6.126 The report also identifies what stakeholder engagement took place throughout the scheme design.

6.127 Stakeholders were identified through the U&A requirements and early studies into the Interchange Station site. A variety of methods were used to engage with stakeholders and ensure feedback was captured throughout the station design process including long stay car parking. These methods included interface meetings with relevant stakeholders and presentations to key regional stakeholders. Design updates have been shared with wider regional stakeholders through forums established by the UGC such as the UGC Infrastructure Co-ordination Board and the UGC Station Development Board.

6.128 Engagement also took place with landowners throughout the design process to provide updates on proposals for site infrastructure and seek common design solutions.

6.129 Four rounds of local community engagement events took place between June 2018 and January 2020 at a variety of different venues including Melbicks Garden Centre, The NEC, BIRS and Touchwood Shopping Centre. The purpose of these events has been to keep local communities informed on the latest designs, understand what local concerns and priorities for the Interchange Station designs may be and capture feedback to inform ongoing design development.

6.130 Pre-application engagement was also undertaken with the three statutory consultees Natural England, the EA (and the LLFA) and Historic England. This pre-app included various meetings to explain the relevant aspects of the scheme design and to respond to any questions/concerns.

6.131 Key themes raised centred around land requirements for future development, services/utilities, road layouts/reinstatement of access to Arden Cross, connectivity. Whilst all these points have been addressed in the report The Community Engagement Report explains how the scheme has responded to these concerns where appropriate and provided reasons if suggestions could not be incorporated into the scheme.

6.132 Details of meetings and events can be found in the Community and Engagement Report.

#### Public sector equality duty

6.133 In determining this application, Members 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). It is notable that Car Park C accommodate 440 Persons with Reduced Mobility (PRM) spaces, being closest to the station building. There are also 296 oversized spaces proposed to this car park which could be converted into PRM spaces if needed in the future. All PRM parking bays are located so that passengers have clear sight of the station and can locate it easily.

6.134 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 balanced 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

6.135 In determining this application, Members 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.

6.136 Members 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.

## **CONCLUSIONS**

6.137 The proposed surface long stay car parking for up to 7,500 spaces benefits from outline planning permission granted by the HS2 Act. The outcome of this application depends on whether the details submitted in terms of access, appearance, landscaping and layout are acceptable.

6.138 Whilst it is accepted through the outline permission granted by the HS2 Act that the new station development, including long stay car parking, would involve a change to the landscape character of this site, the design vision for the long stay car parking is welcomed and officers consider that the details have been well considered.

6.139 The access to the car parks is considered acceptable from a highways perspective provided the entry points are barrier free. The landscape and drainage strategy would create a high quality environment which is key to the success of a large surface car parking area. In terms of the desirability of preserving Designated Heritage Assets, subject to conditions in relation to the submission and approval of lighting details, the harm identified to Designated Heritage Assets is not considered to be any greater to that harm already assessed through the ES and the grant of outline planning permission through the Act. The effect of the proposal on the wider character and appearance of the local area would be limited, given the visual containment of the land by boundary vegetation, surrounding strategic highway networks that bound the site, the open nature of the new use and the relatively modest level of works associated with it in terms of built form/structures. In terms of appearance and landscaping matters the details submitted are considered to be appropriate.

6.140 Whilst concerns have been raised about the re-configuration of the car parks layout with greater land take on the western side of the trace, the reasons for this have been justified and assessed.

6.141 The size of car parking area C has increased, largely due to the number of car parking spaces proposed (which is still in accordance with the Act). However this allows a more beneficial landscape and sustainable drainage strategy. Given the positive benefits of the sustainable drainage design it is considered that this outweighs the modest additional land take needed. The details submitted with this application would not preclude alternative schemes coming forward in other applications and HS2 Ltd have provided reassurance that they will continue to work with stakeholders on the future delivery of the car park.

6.142 Any adverse impacts identified can be mitigated for by the imposition of suitably worded conditions and therefore the development would not conflict with Policies within the Local Plan or guidance in the Framework. This should be accorded neutral weight in the planning balance.

6.143 On this basis, the means of access, appearance, landscaping and layout of the proposal are considered to be acceptable and in accordance with the relevant Policies of Solihull Local Plan and the NPPF

6.144 The proposal is therefore recommended for approval, subject to appropriate conditions and completion of a suitable S106 planning obligation

## RECOMMENDATION

Approval is recommended subject to the applicants entering into an obligation under section 106 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>):

### 1. Compliance with Approved Plans and Specifications:

The development shall be carried out in accordance with the following approved plans and specifications subject to the conditions that follow:

Section 23 Reserved Matters Red Line Boundary (SDSC Scheme Design layout)	1SN03-ARP-CV-DPL-NS07 000703
Section 23 Reserved Matters Red Line Boundary (Existing OS map)	1SN03-ARP-CV-DPL-NS07 000704
Section 23 - General Arrangement Key Plan	1SN03-ARP-CV-DGA-NS07-000500
Section 23 General Arrangement Sheet 1 of 5	1SN03-ARP-CV-DGA-NS07-000501
Section 23 General Arrangement Sheet 2 of 5	1SN03-ARP-CV-DGA-NS07-000502
Section 23 General Arrangement Sheet 3 of 5	1SN03-ARP-CV-DGA-NS07-000503
Section 23 General Arrangement Sheet 4 of 5	1SN03-ARP-CV-DGA-NS07-000504
Section 23 General Arrangement Sheet 5 of 5	1SN03-ARP-CV-DGA-NS07-000505
Section 23 Existing Contours and Levels Plan	1SN03-ARP-CV-DGA-NS07-000550
Section 23 Proposed Contours & Levels Plans Sheet 1 of 2	1SN03-ARP-CV-DGA-NS07-000551
Section 23 Proposed Contours & Levels Plans Sheet 2 of 2	1SN03-ARP-CV-DGA-NS07-000552
Section 23: Site-wide Planting	1SN03-ARP-LS-DSP-

	NS07-600001
Section 23: Site-wide Planting Key Page (amended)	1SN03-ARP-LS-DSP-NS07-600002 Rev C04
Section 23: Sitewide Planting Plan 1 of 5 (amended)	1SN03-ARP-LS-DSP-NS07-610001 Rev C05
Section 23: Sitewide Planting Plan 2 of 5 (amended)	1SN03-ARP-LS-DSP-NS07-610002 Rev C05
Section 23: Sitewide Planting Plan 3 of 5 (amended)	1SN03-ARP-LS-DSP-NS07-610003 Rev C05
Section 23: Sitewide Planting Plan 4 of 5 (amended)	1SN03-ARP-LS-DSP-NS07-610004 Rev C05
Section 23: Sitewide Planting Plan 5 of 5 (amended)	1SN03-ARP-LS-DSP-NS07-610005 Rev C05

Reason: To ensure compliance with the approved plans and details to safeguard amenity and the quality of the environment in accordance with Policy P14 and P15 of the Solihull Local Plan 2013.

**2. External Lighting:** Details of proposed external lighting, comprising type, height and appearance of associated columns, bollards or similar installations, and the details of associated lighting fittings comprising details of colour, watts and any cowls or similar to direct light, shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The scheme shall be carried out in accordance with the approved details before the development hereby approved is brought into use unless otherwise agreed in writing.

Reason: To preserve the local environment and amenity and to ensure protection of ecological habitats/corridors and that the character and appearance of the nearby Grade II\* Listed Park Farm is preserved in accordance with Policies P10, P14, P15 & P16 of the Solihull Local Plan 2013.

**3. EV charging spaces:** Prior to the first use of the car parks hereby approved, a layout plan of the extent of EV charging parking spaces, and details of above ground charging infrastructure, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To preserve the local environment and amenity in accordance with Policies P14 & P15 of the Solihull Local Plan 2013.

**4. Canopies for PRM parking spaces:** Notwithstanding the details of canopies as indicated on drawing no. 1SN03-ARP-CV-DGA-NS07-000505, full details of canopies to be provided for PRM Spaces, including elevations, materials and finishes to be used shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. The development shall be carried out in accordance with the approved details.

Reason: To preserve the local environment and amenity in accordance with Policies P14 & P15 of the Solihull Local Plan 2013.

**5. Street Furniture and hard Landscaping details:** Details of proposed street furniture, comprising any external seating, bollards, CCTV and other hard landscaping details, shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. The development shall be carried out in accordance with the approved details.

Reason: to preserve the local environment and amenity in accordance with Policies P14 and P15 of the Solihull Local Plan 2013.

**6. Sub Station in Car Park A:** Details of the sub-station to be provided in Car Park A (as indicated on drawing 1SN03-ARP-CV-DGA-NS07-000502) shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. The development shall be carried out in accordance with the approved details.

Reason: To preserve the local environment and amenity in accordance with Policies P14 & P15 of the Solihull Local Plan 2013.

**7. Tree planting works:** Prior to the commencement of development, full details of all proposed tree planting works – to include specifications and detailed drawings of tree pit design, including cross section drawings to adequately demonstrate the availability of sufficient soil volumes being available for the species of trees proposed thrive – shall be submitted and approved by the Local Planning Authority. These details shall include the proposed earthworks and grading of planting areas, including the levels and contours to be formed, showing the relationship of proposed earthworks to any existing vegetation and surrounding landform/hard surfacing.

Reason: To retain the character of the landscape in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

**8. Car park management plan:** Prior to the car parks being brought into use, a car park management plan, including details of (but not limited to) access controls, method of charging, method of enforcement, security provision and customer assistance to the station entrance shall be submitted and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

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

**9. Implementation of landscaping and planting:** The landscaping and planting works hereby approved, as detailed on the approved drawings, shall be implemented in full prior to the car parks being brought into use.

Reason: To retain the character of the landscape in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

**10. Replacement of landscaping/planting:** No later than 1<sup>st</sup> October in each of the 5 calendar years following the planting of any trees a written statement shall be submitted detailing number, location, species of trees, shrubs, hedge plants which

have died, diseased, been damaged or removed, in the preceding 12 months and proposals for replanting and maintenance of any such failures with plants of similar size and species within the following 6 months.

Reason: To retain the character of the landscape in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

**11. Landscape Maintenance:** Prior to the long stay car parks being brought into use a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Landscape Maintenance shall thereafter be carried out in accordance with the approved schedule.

Reason: To retain the character of the landscape in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

**12. Landscape Management Plan:** A landscape management plan, including medium (5-10 years) and long term (10-25 years) design objectives, management actions, responsibilities, future monitoring and maintenance schedules for all landscape works shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To retain the character of the landscape in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

**13. Replacement of trees lost during development:** Any tree, hedge or shrub scheduled for retention which is lost for any reason during development works, shall be replaced with a tree, hedge or shrub of a size and species to be agreed in writing with the Local Planning Authority and planted during the first planting season after its loss.

Reason: To retain the character of the landscape in accordance with Policy P10 and P15 of the Solihull Local Plan 2013.

## **Informatives**

NOTE: It is noted that HS2 will adopt a landscape maintenance strategy for the Station site as set out in their controls and commitments through Information Paper E16 – Maintenance of Landscaped Area, forming part of the assurances made under the High Speed Rail (London – West Midlands) Act 2017.

NOTE: It is noted that HS2 will continue to engage with the British Transport Police through the development of the Station and car park project, through detailed design and into the construction phase, with regard to incorporating measures in the Police's Designing Out Crime Strategy as appropriate.

NOTE: HS2 Ltd are encouraged to continue to engage with stakeholders on the range of other measures to be used to ensure the effective, efficient and convenient and safe access to the car park areas.

**Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015**

The Local Planning Authority has worked positively and proactively with the applicant during the application process to check and/ or identify any required solutions to ensure that the proposal is sustainable development and improves the economic, social and environmental conditions of the area in accordance with the development plan. Any solutions identified have been incorporated into the proposal and/or have been secured by planning condition(s). On this basis the Local Planning Authority have therefore implemented the requirements in Paragraphs 186-187 -'Decision taking' of the National Planning Policy Framework.

The following policies of the Solihull Local Plan 2013 were considered relevant:

- P7 Accessibility and Ease of Access
- P8 Managing Demand for Travel and Reducing Congestion
- P9 Climate Change
- P10 Natural Environment
- P14 Amenity
- P15 Securing Design Quality
- P16 Conservation of Heritage Assets and Local Distinctiveness

Government Guidance

- National Planning Policy Framework (2019)
- National Planning Policy Guidance