

APPLICATION REFERENCE: PL/2021/00707/MAJFOT**Site Address:** Alderbrook School, Blossomfield Road, Solihull. B91 1SN.

Proposal:	Erection of a new two storey building consisting of 7 classrooms, ancillary spaces and reception area to provide for an additional one form entry for up to 150 pupils, including alterations to the entrance driveway to create school bus parking area and relocated parking area.
Web link to Plans:	Full details of the proposal and statutory consultee responses can be found by using the above planning application reference number at: https://publicaccess.solihull.gov.uk/online-applications/

Reason for Referral to Planning Committee:	Application submitted by SMBC design studio.
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Recommendation:	GRANT CONSENT SUBJECT TO CONDITIONS
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EXECUTIVE SUMMARY

This planning application seeks full planning consent for the erection of a detached two storey modular classroom building located centrally within the existing education campus at Alderbrook School. The proposed expansion will provide an additional form of entry at Alderbrook Secondary School. The Solihull School Organisational Plan (SOP) 2016 highlighted a need to provide an additional 3 Forms of Entry places for 11-16 year old's within the central schools area of Solihull. This proposal seeks to provide one of the required forms of entry required by the SOP.

Alderbrook School is located in the West and Central planning area where there is significant growth in housing as well as migration in to the area, so additional school places will be required. The expansion at Alderbrook School will ensure that Solihull families are able to access a secondary school place. Initially this expansion will meet the demand from the significant growth that has taken place in primary schools and the existing housing developments located in the Central and West planning area. In the longer term this expansion will meet some of the demand from the housing developments identified in the draft Local Plan.

The proposal would accord with Paragraph 94 of the National Planning Policy Framework (NPPF) ensuring that a sufficient choice of school place is available to

meet the needs of the existing community in this area, whilst taking account of new communities as additional housing sites are delivered.

The modern, low scale design of the proposed classroom block is attractive and does not dominate the established education campus, but integrates with the existing school buildings. The proposed two storey building would enhance the quality of the school setting and would provide enhanced learning facilities for children. It is considered that the proposal would fully accord with Policy P15 of the Solihull Local Plan 2013 and the NPPF in design terms.

The siting and relationship of the proposed classroom block would not result in any unacceptable impact on the amenities of neighbouring properties because it is sited adjacent to existing classrooms in the centre of the site. The proposal therefore accords with Policy P14 of the Solihull Local Plan 2013 in this regard.

No highway safety concerns have been raised, and all other matters have been adequately addressed subject to the imposition of planning conditions relating to drainage, ecology and landscape. The proposal is therefore recommended for approval.

MAIN ISSUES

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

- Firstly, the principle of development;
- Secondly, the impact of the new building on character and appearance of the area;
- Thirdly, impact of the development on the amenities of the occupiers of adjacent properties; and
- Finally, what effects does the development have on highway safety and the free flow of the road network outside the school.

Other Material Considerations

- Drainage;
- Landscape;
- Ecology; and
- Other matters.

CONSULTATION RESPONSES

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

SMBC Drainage - No objection subject to conditions.

SMBC Highways – No objection subject to conditions.

SMBC Landscape - No objection subject to conditions.

SMBC Ecology – No objection subject to conditions.

SMBC Policy and Spatial Planning – No objection subject to assessment.

SMBC Urban Design – No concerns, suggests the use of landscape features such as planting to reduce the level of hard standing.

West Midlands Fire Service – Comments on internal layout will be made at the Building Regulation application stage and this Authority notes the use of Building Bulletin 100: Design for fire safety in schools as a design guide which shows clearly how the requirements for life safety, contained in the Building Regulations, can be met. Detailed comments submitted in relation to access for fire safety personnel and matters to be addressed at Building Control stage.

West Midlands Police - Recommend that any works carried out should conform to the standard laid out in the Secured by Design `New Schools 2014`.

PRE-CONSULTATION

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

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

Due to Covid-19 restrictions, it has not been possible for the applicant to host a public meeting to present the proposal to the local community. As an alternative, the School (which is an Academy) informed parents of the proposals via their website. Internal newsletters also informed parents of the proposals. In terms of consultation with local residents who may not have children attending Alderbrook School, the school organised a letter drop to residents at 132 addresses. This letter was posted at the beginning of March 2021 and included addresses along Dingle Lane and Blossomfield Road. This letter detailed the proposal, directed the resident to the school website for more details and provided information highlighting the website for those wishing to review the proposal and make comments.

The website encouraged local residents to ask questions regarding the proposal. These 'frequently asked questions' were collated and submitted as part of the application submission along with the applicant's response to the questions asked and the issues raised.

PUBLICITY

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

1 response was received on behalf of 29 addresses at White Falcon Court on Alder Park Road, and a further one objection was received from a local resident. The correspondence has been reviewed and is stated below (Planning Committee Members have access to all third party correspondence received):

- No objection to the building proposals but object to the car parking implications of the proposal on the local highway network

PLANNING ASSESSMENT

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

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

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

This report considers the proposal against the Development Plan (Solihull Local Plan), the relevant policies of the National Planning Policy Framework ("NPPF") 2019, the National Planning Practice Guidance.

Principle of Development

Paragraph 94 of the Framework establishes that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

Alderbrook School and SMBC are working together to expand from 250 pupils per year group to 280 from September 2022. To provide the additional 1 form entry or 150 pupils, the proposal is to create a new stand-alone block containing 7 classrooms and ancillary spaces. To support the new provision there will be improvements to catering facilities around the school and external alterations to the entrance driveway to reprovide car parking bays and a coach drop off and pick up zone. There will be a staffing increase of 5 teaching staff.

The proposed expansion will provide an additional form of entry at Alderbrook Secondary School. The Solihull School Organisational Plan (SOP) 2016 highlighted a need to provide an additional 3 Forms of Entry places for 11-16 year old's within the central schools area of Solihull.

Alderbrook School is located in the West and Central planning area where there is significant growth in housing as well as migration in to the area, so additional school places will be required. This shortfall in school places has been identified. The expansion at Alderbrook School will ensure that Solihull families are able to access a secondary school place. Initially this expansion will meet the demand from the significant growth that has taken place in primary schools and the existing housing developments located in the Central and West planning area. In the longer term this expansion will meet some of the demand from the housing developments identified in the draft Local Plan. In addition to the increased demand from housing development the school is well located to meet the increase demand from larger cohorts leaving Solihull primary schools.

The proposed use of the new teaching block is appropriate and consistent with the education use of the wider campus. The proposal is considered to enhance the existing site context, providing an opportunity for a new welcoming entrance and well directed student and visitor experience through improved legibility around the campus.

Given the above, the proposal would accord with paragraph 94 of the Framework to ensure that sufficient choice of school places is available to meet the needs of the existing community. Significant weight should be attributed to this in the planning balance.

Impact on the character and appearance of the area

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

Furthermore, Paragraphs 127 and 130 of the NPPF address design. Paragraph 130 confirms that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Policy P15 of the Solihull Local Plan 2013 requires all development to achieve good quality, inclusive and sustainable design, which conserves and enhances the local character, distinctiveness and streetscape quality and ensures that the scale, massing, density, layout, materials and landscape of the development respect the surrounding natural, built and historic environment. Further, developments will be expected to contribute to or create a sense of place. Policy P15 is consistent with policies set out in the NPPF and full weight can be attributed to the policy.

The application seeks consent for new modern teaching facilities at the school with the addition of a new 7 classroom block. The ground floor of the proposed building includes space for a new reception area and meeting rooms, creating a focal point for visitors to the campus. This new build provides the opportunity to enhance the legibility of the site by creating a central pedestrianised hub increasing recreational space for students on the campus. Catering facilities on the school campus will be improved and a new segregated bus access will be provided increasing highway safety for pedestrians.

The proposed detached classroom block is two storeys in height and consists of 7 classrooms. The height of the proposed building is similar to the existing Cartwright block located to the south west of the proposed siting of this new build block. The existing Malley teaching block is located to the east of the proposed site for this new block and the Malley building is 3 storeys in height. It is considered that the height, mass and scale of the proposed new teaching block is appropriate to the context.

The proposed new block will be sited in between the existing Cartwright building and Malley building, on an area of hardstanding currently used for staff and visitor parking. This parking provision will be relocated to the west of the site access from Blossomfield Road. The existing rugby pitch will be realigned to allow for this parking area to be created.

The proposed new classroom block is similar in design to other teaching blocks on the campus. The proposed building will be of a flat roof construction with fenestration detailing which seeks to optimise natural light within the building. The proposed building will have a rendered finish. It is considered that the introduction of this facility to the campus would enhance the quality and attractiveness of the school setting and provide for enhanced learning facilities for children of the area.

The proposal would fully accord with Policy P15 of the Local Plan and guidance in the Framework. This matter carries moderate weight in the planning balance.

Impact of the development on the amenities of the occupiers of adjacent properties

Policy P14 of the Solihull Local Plan seeks to protect and enhance the amenity of existing and potential occupiers of houses.

The proposed new teaching block would be sited between two existing teaching blocks within the built envelope of the school campus. The proposed new building would be highly visible within the campus, particularly as it is directly adjacent to the existing

access to the school from Blossomfield Road which is to remain and be enhanced as a result of this proposal.

The proposed siting of the new teaching block ensures that distances to the nearest local residents along Blossomfield Road are maintained because it would not project further than the existing built development on the site. To the east, south and the west the proposed building is flanked by existing built form on the school campus. Directly to the north of the proposed siting of the new teaching block is the vehicular and pedestrian access from Blossomfield Road. Having regard to the scale, massing, disposition and orientation of the site including the separation distances involved between the neighbouring properties along Blossomfield Road and the proposed classroom block, the proposal would not appear overbearing or cause any material loss of light or privacy.

The proposed teaching block would be sited on a current area of car parking, and this car parking will be reprovided closer to the access from Blossomfield Road but within the confines of the school campus. It is not considered that the relocation of the required car parking provision would create additional noise or disturbance that would have an unacceptable impact on the amenities of neighbours.

A new informal play area is proposed to the rear of the proposed teaching block, to the south. This area is flanked by built development and will only be used during school hours. It is acknowledged that the use of this play area around the building would bring additional activity by reason of children playing during their breaks or lunch period. However, the additional noise would not cause any statutory noise nuisance given the limited duration during the school day. Thus, the additional noise and disturbance created would not cause any unreasonable harm to the amenities of neighbours to the school campus.

It is considered that the siting and relationship of the proposed development would not have any unreasonable impact on the amenities of the neighbouring properties around the school campus and thus the development would fully accord with Policy P14 in this regard. This carries neutral weight in the assessment and determination of this application.

What effects does the development have on highway safety and the free flow of the road network outside the school?

Paragraph 108 of the NPPF establishes that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

Policy P7 of the SLP 2013 advises that all new development should be focussed in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access.

Development will be expected to meet the following accessibility criteria, unless justified by local circumstance. In relation to schools, criteria iii of Policy P7 states that proposed education facilities should be located where they are easily accessible on foot, by bicycle and bus by the local community they serve.

Policy P8 of the SLP 2013 establishes that all development proposals should have regard to transport efficiency and highway safety:-

- i) and confirms that development will not be permitted which results in a significant increase in delay to vehicles, pedestrian or cyclists or a reduction in safety for any users of the highway or other transport network;
- ii) travel demands associated with development should be managed to minimise detrimental impact to the efficiency of the highway network.

The Highway Authority has reviewed the proposals and has made the following detailed comments;

The development proposals seek to construct a two storey new build block to the front of the existing school to accommodate seven additional classrooms for a one-form entry expansion. The proposed expansion will increase the number of pupils at the site from 1,500 to 1,650; an increase of 150 additional pupils. The number of full-time members of staff will also increase from 112 to 117.

A Transport Assessment (TA) and Transport Assessment Addendum (TAA) prepared by David Tucker Associates have been submitted in support of the proposals. The following text provides commentary of the assessment of the TA and TAA undertaken by the Highway Authority.

A staff and student travel survey was carried out in November 2020 to establish the mode of travel existing staff and students currently use to travel to/from the application site. Tables 3 (Travel Modal Share) and 4 (Existing Multi-Modal Trip Generation) of the TA indicate that approximately 435 of the 1,500 existing pupils currently travel to the school by car.

The existing mode share data has been used to calculate the method of travel of future students and staff will use to travel to/from the school. Table 5 (Forecast Increase in Trip Generation (Pupils)) indicates that the proposals could result in an additional 44 students travelling to/from the school by car, and Table 6 (Forecast Increase in Trip Generation (Staff)) indicates that an additional 3 staff could travel to/from the school by car. The Highway Authority acknowledges that the additional vehicle trips generated by the proposals will be dispersed across the local highway network and will not necessarily result in all of the additional vehicles parking within the same location/area. The Highway Authority also acknowledges that the additional vehicle trips will not necessarily occur at the same time, and will be distributed across the school peak periods.

The Highway Authority, when consulted pre-submission, raised concerns with the response rate for the survey that was carried out in November 2020, with only 44% of students and 48% of staff responding to the survey. The response rates are lower than what would typically be accepted, and may not wholly represent existing travel modes. The TAA has been prepared and submitted to address this concern, and provides details of a further survey of students carried out in March 2021 that received a response rate of 89%. Tables 1 (Comparison of Travel Survey Modal Share) and 2 (Comparison of Forecast Multi-Modal Trips) of the TAA demonstrate that there are negligible differences between the results of the surveys therefore, the conclusions identified in the TA are considered to be reasonable and representative. The Highway Authority is satisfied that the development proposals should not have generate a significant increase in vehicle trips to have a severe impact on public highway safety, or on the operation or capacity of the local highway network.

The proposals include the provision of six additional car parking spaces, including one additional disabled bay. The proposals also include the relocation of the existing car parking spaces that will be lost as a result of the construction of the proposed building. The Proposed Site Plan illustrates the location of the additional and relocated car parking spaces for staff and visitors.

The proposed bus parking spaces and turning area will also be relocated towards the front of the application site. A total of four bus parking spaces will be provided. The level of additional car parking proposed should be sufficient to accommodate the increase in staff that will be accommodated at the school as a result of the development proposals.

Appendix D (Proposed Bus Turning Area) of the TA provides vehicles swept path analysis to demonstrate that a bus can manoeuvre into/out of each of the four bus parking spaces proposed.

The comments submitted by a local resident on behalf of residents at White Falcon Court are noted in relation to concerns regarding traffic congestion around the school

site. Whilst the provision of parking for parents on the school site may seem a viable option, to provide car parking provision would result in the loss of playground and playing fields which is unacceptable and not in accordance with Policy P20 of the SLP 2013 and the wider NPPF. The submitted TA and TAA demonstrates that the proposed development will not result in a significant level of additional vehicle trips and that highway safety will not be compromised as a result of the proposal. The content of the TA and TAA is accepted by the Highway Authority and therefore it is considered that the proposed development is policy compliant.

Subject to planning conditions relating to a construction management plan and additional signage, the Highway Authority are satisfied that the proposed development will not result in highway safety concerns and should not result in significant additional vehicle trips. The development would fully accord with Policies P7 and P8 of the SLP 2013 in this regard. This carries neutral weight in the assessment and determination of this application.

Other Considerations

- Drainage

Policy P11 of the SLP 2013 relates to water management and states that the Council recognises the need for water efficiency in all new development, and that all new development shall incorporate sustainable drainage systems, unless it is shown to be impractical to do so.

The Council's drainage engineer has raised no objection to the proposed development subject to conditions, and therefore it is concluded that the proposal is compliant with Policy P11 of the SLP 2013.

- Landscape

Paragraph 170 of the NPPF confirms that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing value landscapes.

Policy P10 of the SLP 2013 recognises the importance of a healthy natural environment in its own right and requires new developments to safeguard important trees, hedgerows and woodlands.

The proposed development requires the removal of 12 trees in total; 10 existing trees to facilitate the development and a 2 further trees which are in poor condition. Mitigation is required to compensate for the 10 trees to be removed as a result of the development, preferably on-site. The 2 trees to be removed have been assessed within the SMBC standard tree scoring matrix based on their age classification and quality. In landscape terms, to ensure the proposed development is policy compliant a minimum of 29 semi-mature replacement trees are required on-site. This mitigation equates to a financial contribution of £11,600.00 (index linked) if an off-site contribution is required. The Council's landscape architect considers that there are sufficient opportunities for on-site mitigation and this is the preferred approach.

It should be noted that the mitigation stated relates to the replacement trees being semi-mature. Should smaller trees be proposed, then the number required will need to increase to ensure that the mitigation is proportionate.

Subject to the imposition of conditions including a comprehensive landscaping scheme for the school site, the proposal would mitigate for trees to be removed and secure the necessary enhancement in terms of green infrastructure. The proposal therefore accords with Policy P10 of the Local Plan and neutral weight can be attributed to the matter in the planning balance.

- Ecology

Part 15 of the NPPF deals with conserving and enhancing the natural environment and its principles are echoed by Policy P10 of the SLP 2013. Policy P10 of the SLP 2013 also seeks to conserve, enhance and restore biodiversity across the Borough and accords with the NPPF. Full weight can be attributed to policy.

The Ecological Assessment identified no potential impact to protected species, provided that precautionary working measures for nesting birds are followed. The Biodiversity Impact Assessment shows that a measurable biodiversity gain can be achieved within the site to compensate for the loss of amenity grassland. The BIA is based on the enhancement of 0.1 hectares of amenity grassland through managing these areas for wildflowers. These areas are indicated on the Proposed Site Plan as 'wildflower seeding'. Sowing of native wildflower seeds may be appropriate but successful establishment of species-rich grassland depends on maintaining a 'hay cut'-style mowing regime where cuttings are removed from the area and vegetation is left unmown in summer until seeds have set (usually late July). The smaller areas next to the tennis courts may not be suitable for such management as they appear to be in a busy location surrounded by paths and likely to suffer from trampling.

In order to ensure that this biodiversity gain is achieved the long-term management prescriptions should be set out in a Landscape and Ecological Management Plan, which should specify who is responsible for managing the wildflower areas and should include monitoring visits by an ecologist to ensure that habitats are meeting their intended condition and advise if any remediation is required.

Subject to the imposition of conditions relating to the LEMP, the proposal is in accordance with Policy P10 of the SLP 2013 and the NPPF. Neutral weight can be attributed to the matter in the planning balance.

- Other

- Public Sector Equality Duty

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).

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, which 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

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.

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.

CONCLUSION

The proposed development involves the erection of a two storey detached teaching block sited within the built environment on the established school campus at Alderbrook School. The proposed expansion will provide an additional form of entry and will contribute towards an identified shortfall in school places in the area.

The proposal would accord with Paragraph 94 of the National Planning Policy Framework (NPPF) ensuring that a sufficient choice of school place is available to meet the needs of the existing community in this area, whilst taking account of new communities as additional housing sites are delivered.

The modern, low scale design of the proposed classroom block is attractive and does not dominate the established education campus but integrates with the existing school buildings. The proposed two storey building would enhance the quality of the school setting and would provide enhanced learning facilities for children. It is considered that the proposal would fully accord with Policy P15 of the Solihull Local Plan 2013 and the NPPF in design terms.

The siting and relationship of the proposed classroom block would not result in any unacceptable impact on the amenities of neighbouring properties because it is sited adjacent to existing classrooms in the centre of the site. The proposal therefore accords with Policy P14 of the Solihull Local Plan 2013 in this regard.

No highway safety concerns have been raised, and all other matters have been adequately addressed subject to the imposition of planning conditions relating to drainage, ecology and landscape.

The proposal fulfils the social, environmental and economic objectives of sustainable development when reading the NPPF as a whole. Therefore, planning permission should be granted in accordance with the presumption in favour of sustainable development outlined in paragraph 11 of the Framework.

RECOMMENDATION

Approval is recommended subject to the following précis of conditions a full list of standard conditions is available using the following link:

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

1. CS00 – compliance with plans
2. CS05 – commencement in 3 years
3. CS06 – materials to be submitted
4. CL04 - Hard, soft landscaping scheme.
5. CL06 - Implementation of landscaping scheme.
6. CL07 - Replacement of trees or hedging lost.

7. The development hereby approved shall not be occupied until full details of all proposed tree planting and the proposed times of planting to mitigate for the loss of existing trees on the site have been approved in writing by the Local Planning Authority. All tree planting shall then be carried out in accordance with those details and at those agreed times. A soft landscaping scheme in accordance with Condition 4 of this consent shall seek to provide a minimum of 29 semi-mature trees or equivalent and these are to be of Arden characteristic species.

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

8. The development shall not be occupied until a scheme for signage to prohibit u-turning within the existing vehicular access onto Blossomfield Road has been agreed in writing by the Local Planning Authority, and implemented in accordance with the approved scheme.

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

9. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority and Local Highway Authority. The Construction Management Plan shall be strictly adhered to and shall provide for: the anticipated movements of vehicles; the parking and loading/unloading of staff, visitor, and construction vehicles; the loading and unloading of plant and materials; hours of operation and deliveries; the storage of plant and materials used in constructing the development; a turning area within the site for

construction vehicles; and, wheel washing facilities and other measures to prevent mud/debris being passed onto the public highway.

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

10. No above-ground work shall commence until such a time as a scheme to manage the surface water runoff from the development has been submitted to and approved in writing by the Lead Local Flood Authority in conjunction with the Local Planning Authority, with no occupation until the scheme is operational. The submitted details shall include, as a minimum:

- Drawings showing overall site concept design principles
- Site layout plan, incorporating SuDS drainage design, site ground levels, finished floor levels, any integration with landscaping, earthworks or other features.
- Surface Water Drainage Design including:
 - Confirmation of the lifetime of the development
 - Design storm period and intensity (1 in 1, 1 in 30 & 1 in 100 year + allowance for climate change see EA advice [Flood risk assessments: climate change allowances](#)),
 - Evidence of an assessment of the site conditions to include site investigation and test results to confirm infiltrations rates in accordance with BRE365 methodology;
 - Confirmation of discharge rates and volumes (both pre and post development)
 - Confirmation of proposed discharge location.
 - Innovative and Multi-Functional SuDS Design that makes good use of the site space, supported by robust calculations and demonstrating full compliance with SMPC Policy P11 and DEFRA's Non-statutory technical standards for sustainable drainage systems to accommodate the difference between the allowable discharge rate/s and all rainfall events up to the 100 year plus climate change critical event storm.
 - Engineering details for all surface water drainage features
 - Temporary storage facilities, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses, and details of finished floor levels in AOD;
 - Details of water quality controls, where applicable. For example, demonstration that the final design provides appropriate treatment for water leaving the site
- Surface Water Drainage adoption and maintenance strategy
- On and off site extreme flood flow routing and proposed resilience measures that ensure the buildings and infrastructure are safe from flooding
- Any works required off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);

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

11. No above-ground work shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:

- a) The arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company
- b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - i. on-going inspections relating to performance and asset condition assessments
 - ii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- c) Means of access for maintenance and easements where applicable.

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

12. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Authority prior to the commencement of the development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implantation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

