

APPLICATION REFERENCE: PL/2021/00460/PPFL**Site Address:** 561 Warwick Road Solihull B91 1AW

Proposal:	Demolition of existing house and erection of a three storey building with five apartments, associated parking at front and landscaping (Amended scheme following planning approval PL/2019/03005/PPFL).
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:	Called in by Councillor Peter Hogarth
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Recommendation:	APPROVAL SUBJECT TO CONDITIONS
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EXECUTIVE SUMMARY

This application seeks full planning permission for the demolition of an existing residential property and replacement with a three-storey apartment block comprising of 5 residential apartments with associated parking and landscaping.

This application follows on from a previously approved application PL/2019/03005/PPFL which granted consent for a similar residential apartment scheme, albeit that this proposal is larger, and the differences are set out within this report. During the lifetime of this application the conditions relating to the previous approval were discharged and therefore the applicant has demolished the dwelling which previously occupied the plot. Furthermore during this application amended plans were submitted which altered the design of the proposed to the rear of the building.

The principle of this residential development is policy compliant, creating 5 residential units on a site currently in residential use (class C3) in an established accessible residential area, and would help to meet an identified need for smaller residential units within the Borough. The principle of development is acceptable and in compliance with Policy P5 of the Solihull local Plan. The report will demonstrate that the design and layout of this proposal apartment building respects and

enhances the local character of the area and the proposal therefore accords with Policy P15 of the Solihull Local Plan.

In terms of 'other material considerations' pertinent to the determination of this application subject to conditions, your officers have concluded that the proposed development is acceptable in all other aspects.

The proposal is therefore in accordance with the adopted development plan and guidance in the National Planning Policy Framework. The development therefore benefits from the presumption in favour of sustainable development and the planning balance is firmly in favour of this proposal.

MAIN ISSUES

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

- Whether the proposal provides an appropriate use in accordance with relevant planning policy;
- The effect of the proposal development by reason of its scale, massing, layout, design and landscaping on the character and appearance of the area;
- The effect of the proposal on the amenities of the occupiers of the neighbouring properties; and
- The effect of the proposal on highways safety and the free flow of the road network.
- Other material considerations
 - Landscape;
 - Drainage
 - Ecology
 - CIL contributions
 - Other matters;
 - Public sector equality duty; and
 - Human rights

CONSULTATION RESPONSES

Statutory Consultees The following Statutory Consultee responses have been received:

Lead Local Flood Authority & Drainage – No objection subject to conditions

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

SMBC Ecology – No objection

SMBC Highways – No objection subject to conditions

SMBC Landscape - No objection subject to conditions

PUBLICITY

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

12 responses were received from 8 different addresses, and a single anonymous objection which carries no weight was also received.

All correspondence has been reviewed and the main issues raised are summarised below (Planning Committee Members have access to all third party correspondence received):

Principle of development/character of the area

- Out of character with the area and streetscape along Warwick Road
- Increased ridge height and scale not suitable in this location
- Rear building line is not in line with historic building line
- Site is too small to accommodate a building of this size

Amenity

- Rear of new building sits far beyond rear of neighbouring properties resulting in loss of light and loss of privacy
- Juliet balconies will directly overlook neighbouring gardens
- Concerns over risk of roof terraces being created
- Properties were designed to sit on an axis to benefit from sunlight
- Properties will be too close together further reducing sunlight

Drainage

- Concerns over how pipework will cope with additional dwellings/people
- Flooding concerns over increased built form

Highways

- Increased in traffic movements
- No consideration for pedestrians as a result of additional vehicle movements

Other matters

- Information should not have regard to the approved development, and only the existing vs proposed
- Assessment of existing and proposed floor spaces are misleading as not all habitable floor space
- Location of lift is not suitable
- Drawings are misleading in terms of comparison of elevations

- Already an oversaturation of apartments in this location
- Additional noise in traffic due to increase from one to 5 properties
- Development appears to be a money making scheme by the developer
- Concerns of devaluation of neighbouring properties
- Cllr was a previous owner of the site but not referenced as an interested party.

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.

On the 13th May 2021 the Local Plan Review was submitted (via the Planning Inspectorate) to the Secretary of State for independent examination.

This marks the next stage in the preparation and adoption of the plan. The advice in the NPPF at paragraph 48 states “Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)”.

Greater weight, but not full weight, can therefore be given to the submitted plan, but this may still be dependent on the circumstances of each case and the potential relevance of individual policies. In many cases there are policies in the new plan which are similar to policies in the adopted plan which seek the same objectives, although they may be expressed slightly differently.

It is considered that relevant policies pertinent to this application have limited weight in the planning balance, and as a result do not alter the recommendation of approval reached in this report.

This report also 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.

The weight attached to the policies of the SLP will be set out in the report.

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

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

The site is located within the mature sustainable residential area of Solihull. Challenge C of the Solihull Local Plan (SLP) acknowledges the challenge of accommodating more development in the mature suburbs and rural settlements while conserving the qualities that make them attractive. The SLP sets objectives to meet the challenge including by ensuring high quality design and conserving the qualities of the environment that contribute to character and distinctiveness (which envisages mature suburbs retaining their leafy suburban character) and ensuring development doesn't adversely impact on residential or other amenities.

Policy P5 of the SLP supports new housing on unidentified sites in accessible locations where they contribute to meeting borough wide needs and towards enhancing local character and distinctiveness. Policy P5 of the SLP is consistent with policies set out in the NPPF and full weight can be attributed to this SLP Policy.

In order to find support in Policy P5, developments should; (a) be located in accessible locations; (b) contribute to meeting borough wide housing needs and; (c) enhance local character and distinctiveness.

- (a) Accessibility

Policy P7 of the SLP gives accessibility criteria in relation to local circumstances, and helps to test requirements of Policy P5 which requires windfall development to be sited in accessible locations. These policies are consistent with the NPPF and thus carry significant weight. The site lies within an accessible location within approximately 1 mile from Solihull Town Centre and close to frequent bus and train services. Therefore the principle of the redevelopment of this site for residential purposes is supported in this accessible location and carries weight in the planning balance. Policy P7 is considered in detail later in the report

- (b) Contribute to meeting borough wide housing needs

Paragraph 11 of the NPPF indicates that there is a presumption in favour of sustainable development. The correct test to apply is based upon whether an authority can demonstrate a 5 year land supply (5YHLS) or not. If it can't then for decision making the presumption means granting permission unless (i) the application of policies in the NPPF that protect areas or assets of particular importance (that are listed in foot note 6 of the NPPF) provides a clear reason for refusal or (ii) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole. This is often referred to as the 'tilted balance'. The latest figures the Council has published in relation to the 5YLS indicates that the Council can demonstrate a supply of 4.19 years (as of 1st April 2020) and therefore the tilted balance is engaged. This shortfall is considered to be limited on a scale of marginal-limited-modest-substantial-severe. As the shortfall is considered to be limited this can have a bearing on the weight attached to the tilted balance.

Policy P5 of the Solihull Local Plan (SLP) supports new housing on unidentified sites in accessible locations where they contribute towards meeting identified housing needs and towards enhancing local character and distinctiveness. The proposal seeks to demolish an existing residential house and replace this with a new building comprised of 5 apartments of a design in keeping with the context and streetscene, thus enhancing local character and distinctiveness. Issues of character and design are considered in greater depth later on in this report.

- (c) Enhancing local character and distinctiveness

Finally, considering the third test, Policy P15 of the SLP provides guidance on Securing Design Quality. Policy P15 of the SLP 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.

The principle of the redevelopment of this site for residential purposes within the C3 Class of the Use Classes Order (1987) (as amended) would contribute to meeting borough wide housing needs and therefore meets the housing test in Policy P5.

The effect of the proposal development by reason of its scale, massing, layout, design and landscaping on the character and appearance of the area

The NPPF is underpinned by a presumption in favour of sustainable development. Although it aims to boost significantly the supply of housing, great importance is attached to the design of the built environment. It advises that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Policy P15 of the Local Plan 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.

The Council's New Housing in Context SPD notes that each street has particular characteristics and rather than one single generic character, there are a number of key characteristics which have been identified as being the most essential elements contributing to the character or local distinctiveness of a street or residential area. These may include, plot width, plot format, plot access, building format.

It is noted that the new development would be higher density than the single dwelling that previously occupied the plot, however the building has been designed to appear as a single building, with a single doorway, giving the visual appearance of a large detached dwelling, similar to the existing dwellings along Warwick Road. It is noted that the character of Warwick Road is such that is characterised by larger semi-detached and detached properties, and within the last 10-15 years a number of these have been replaced with similar schemes of apartment blocks.

This application follows on from the previous permission at the site which also granted consent for a replacement building comprising of 5 apartments. Since that permission the scheme has altered to increased in size to allow for a more suitable internal arrangement and ensure floor to ceiling heights are acceptable. Furthermore during the lifetime of this application, amended plans have been sought which alter the rear elevation of the building, including the rear projections at single and two storey. The changes between the approved scheme and this latest scheme are set out below:

	Original approval	Current application
Maximum height	8.9m	10.1m
Maximum width	18.5m	18.5m
Maximum depth	13.5m	15.8m

It is considered that the building has been carefully designed to incorporate elements of the dwellings along Warwick Road such as front projecting gables, bay window details, chimneys etc and has been designed with a pitched roof detail. It is noted that that the height of the building has increased from that previously approved and would be greater in height compared to the neighbouring properties. Whilst the increased in height would go from the approved height of 8.9m to a new height of 10.1m it should be noted that the increase in height above that of the neighbouring properties would be relatively minimal and when read in the context of the streetscene as a whole would not result in an over dominant building by virtue of its height. It is noted that along this section of Warwick Road, and moving towards the town centre the variation in roof heights is significant in places. Therefore overall the new apartment block would result in a cohesive design within the immediate streetscene.

Whilst it is noted that the rear building line along this section of Warwick Road would be altered by this development, it is considered that building lines are not sacrosanct, and in particular rear building lines are often subject to fluctuations as a result of both new development and also extensions to existing neighbouring properties. Therefore subject to impact on neighbouring amenities there are no

concerns regarding the rear building line. Furthermore during the lifetime of this application the rear elevation was amended to relocate the rear lift element to the centre of the building and create a more suitable rear elevation in design terms.

SMBC Urban Design have reviewed the proposals and have no objection to the scheme and consider that sufficient justification in relation to the scale, design and impact of the proposals on the streetscene has been provided.

Overall, whilst the scheme would be larger than the previously approved scheme, it is considered that the overall scale and character and appearance of the new building is acceptable. The site layout and plot format would make efficient use of the land and produce a design response which would respect the surroundings, responding to the built character of the locality and local distinctiveness of the area, and thus fully complies with guidance in Policy P15 of the SLP. Neutral weight should therefore be attached to this material consideration.

The effect of the proposal on the amenities of the occupiers of the neighbouring properties

Policy P14 of the SLP seeks to protect the amenity of existing and potential occupiers of houses when considering new developments. Careful consideration must be made to amenity of both existing neighbours, as well as future occupiers of the proposed apartments. The policy is consistent with the NPPF and thus carries significant weight.

As set out above there is a previous consent on the site for a new apartment block, and therefore consent was previously granted for a more intensive development on the site, albeit it was considered that the additional development would not result in harm to the amenities of neighbouring properties. Having regard to the fall back of the consented scheme it is therefore important to understand the difference between the approved development and this new proposal.

The differences between the consented scheme and this new scheme are set out above with the key differences being an increase in height from 8.9m to 10.1m and a difference in the maximum footprint of the building from 13.5m to 15.8m. It is important to breakdown the increases in the height and depth in order to appreciate what any potential impact on neighbouring amenities would be.

To the rear of the site the building would project past the rear elevation of both properties either side, and as set out above the depth of the building has increased, resulting in an additional first floor and ground floor projection above that previously consented. The new footprint would result in a first floor projection past the rear of no.559 Warwick Road of 3.6m and a ground floor projection of 7.1m, but it should be noted that no.559 has an existing single storey rear extension, and therefore the projection past this would be 1.8m.

The projection past the rear of no. 563 at first floor would be 4.4m and ground floor 6.7m, however it should be noted that there is an existing tapered boundary between these two sites and in addition no. 563 also has an existing single storey rear extension.

When looking at the projections past the rear elevations of neighbouring properties it is important to note that the footprint of the building has been designed to ensure that there would be no breach of the 45-degree line at ground or first floor levels. As a result of this, and the path of the sun throughout the day it is not considered that the new building would have a detrimental impact on the neighbouring amenities in terms of overbearing impact or loss of light through overshadowing.

Turning to the issue of overlooking, windows have been predominantly focussed on the front and rear elevations and to avoid overlooking to neighbouring properties and private amenity space. Where side facing windows are proposed these serve en-suite bathrooms or are secondary windows and can be reasonably conditions to be obscurely glazed. Furthermore a condition can be used to ensure that no additional windows are added to side elevations without prior consent. Furthermore the separation distance from back to back is considered suitable to avoid overlooking to dwellings at the rear of the application site.

With respect to the living conditions of future occupiers, the drawings submitted demonstrate that a sizable area of useable space would be located to the rear (south) of the building for use by occupants of the apartments. As a consequence, the proposal would have an acceptable effect on the living conditions of future occupiers of the development in terms of external space provision.

In summary, it is considered that the proposed building is appropriately proportioned and sited so as not to have an adverse effect on the living condition of the occupants of nearby dwellings / apartments or future occupiers of the development. In this regard, the development would accord with Policy P14 of the SLP, and neutral weight should therefore be attached to this material consideration.

The effect of the proposal on highways safety and the free flow of the road network.

Policy P7 of the SLP, inter alia, seeks to ensure that new development is focused in the most accessible locations and promotes ease of access. When looking at housing development, this Policy sets out criteria of walking distances that new development should seek to achieve and comments on distances from primary schools; doctor's surgeries and food shops as well as distances from bus stops and railway stations. The intention is that development should be easily accessible and linked to existing amenity facilities that are capable of being arrived at on foot.

	Policy P7 distance requirement	Local Authority calculation of distance
Bus Stop	400m	50m
Rail Station	800m	800m
Food Store	800m	1100m
Primary School	800m	1500m
GP Surgery	800m	1300m

Policy P7 expects development to meet certain accessibility criteria (as shown in the table above) "unless justified by local circumstance". It is recognised that the development falls outside the ideal distances that Policy P7 aspires to, but the

differences are not considered to be significant. Importantly, the application site is located within the existing mature suburbs of Solihull and enjoys a location which is close to Solihull Town Centres. There is no material difference in walking times to facilities from this application site when compared to neighbouring homes at this application site and its surrounds. For this reason the spirit of Policy P7 is met and as such the application proposal is considered in accordance with Policy P7. Neutral weight should be added to the planning balance.

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

The current development proposals include the demolition of the existing dwelling and the erection of a three-storey building with five apartments, with off-street parking provided to the frontage of the building. It is unlikely that the development proposals will generate a significant increase in vehicular trips so as to have a severe impact on the operation or capacity of the local highway network.

A total of 10 off-street car parking spaces are proposed to the frontage of the apartment building which is considered sufficient at a ratio of 2 spaces per unit. Furthermore on-street parking restrictions are in place along Warwick Road to prohibit on-street parking from occurring.

The Highway Authority were previously consulted on planning application PL/2019/03005/PPFL at the application site, for the demolition of the existing house and the erection of a three storey building with five apartments. The Highway Authority raised no objections to the previous planning application, which was subsequently approved by Solihull MBC on the 06th February 2020.

The current development proposals appear to be very similar to those that were previously approved, with the majority of alterations being to the design and layout of the proposed building. According to Drawing Number 23A (Comparison Site Plans as Approved and as Proposed), the proposed car parking area to the frontage of the apartment building will remain the same as previously approved, with 10 car parking spaces provided for the five apartments.

It is unlikely that the development proposals will generate a significant increase in vehicle trips to have a severe impact on public highway safety, or on the operation of the local highway network

As set out above, the Council's Highway Engineer has undertaken a thorough and robust assessment of the development proposals. Based on this assessment, the Council's Highway Engineer has no objections to the proposed development subject to the imposition of conditions. Therefore the development is considered to be in accordance with Policy P7 and Policy P8 of the SLP (2013) neutral weight should be attributed to this in the decision making process.

- Other material considerations

- Landscape

Policy P10 of the SLP recognises the importance of a healthy natural environment in its own right. Policy P14 of the SLP requires new development to safeguard important trees, hedgerows and woodlands. The policy is consistent with the NPPF and thus carries significant weight.

In respect of trees on and around the development site, the Council's Landscape Architects have considered the submitted details which have set out the proposal in relation to the new, revised footprint of the development proposed under this scheme and have concluded that proposal can be undertaken without compromising the health or longevity of important trees on and around the site and that a suitable landscaping scheme to the frontage of the site can be secured to retain the landscape character of the area.

The proposal is therefore compliant with Policies P10 and P14 of the SLP and neutral weight should therefore be attached to this material consideration

- Drainage

Policy P11 of the SLP advises that new development will not normally be permitted within areas at risk of flooding. The policy is consistent with the NPPF and thus carries significant weight.

The Council's Drainage Engineers have considered the proposal and raised no objection subject to a condition to secure appropriate drainage of the site. The proposal is therefore compliant with Policy P11 of the SLP and neutral weight should therefore be attached to this material consideration.

- Ecology

Policy P10 of the SLP seeks to protect habitats and to conserve, enhance and restore biodiversity. The policy is consistent with the NPPF and thus carries significant weight.

The Council's Ecologists have considered the application on the basis that at the time of determining this application, the conditions relating to ecology on the previous approval had been discharged, and the dwelling on site had been demolished. Therefore no further survey work of the site was required.

The proposal is therefore compliant with Policy P10 of the SLP and neutral weight should therefore be attached to this material consideration.

- CIL contributions

The proposal would be liable for the CIL charge if planning permission is granted. This would amount to a levy of £11,151.36 based on the contribution rate for new residential dwellings in a 'mature suburb' location (£92.16 sq.m.)

- 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 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 principle of this residential development is policy compliant, creating 5 residential units on a site currently in residential use (Class C3) in an established accessible residential area, and would help to meet an identified need for smaller residential units within the Borough. The principle of the development is acceptable and in compliance with Policy P5 of the Solihull Local Plan. The design and layout enhances the local character of the area and the proposal therefore fully accords with Policy P15 of the Solihull Local Plan.

In terms of 'other material considerations' pertinent to the determination of this application, subject to conditions, your officers have concluded that the proposed development is acceptable in all other aspects.

The proposal is therefore in accordance with the adopted development plan and guidance in the National Planning Policy Framework (the Framework). The development therefore benefits from the presumption in favour of sustainable development and the planning balance is firmly in favour for this proposal.

Therefore, for the reasons given above, and taking account of all other considerations, the application should be approved.

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 with 3 years
3. CS06 – materials to be submitted
4. CD11 – no additional side facing windows
5. CD15 – windows to side elevations to be obscurely glazed
6. CL06 – Implementation of landscaping scheme
7. 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](#)),
 - 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
 - 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.

8. 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.

9. The development shall not be occupied until the existing vehicular access has been widened to measure at least 5 metres in width for a minimum distance of 7.5 metres, as measured from the near edge of the public highway carriageway. In the interests of amenity, convenience and traffic safety in accordance with Policy P8 and P15 of the Solihull Local Plan 2013.

10. The development shall not be occupied until all parts of the existing vehicular access that shall not be used to serve the development is closed and the dropped kerb and footway have been re-instated to the standard specification of the Highway Authority. In the interests of amenity, convenience and traffic safety in accordance with Policy P8 and P15 of the Solihull Local Plan 2013.

11. The development shall not be occupied until the car parking spaces and cycle parking/storage facilities have been laid out and provided in accordance with Drawing Number 10C (Site Plan As Proposed). In the interests of satisfactory and efficient parking in accordance with Policy P8 of the Solihull Local Plan 2013.

12. 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.