

**APPLICATION REFERENCE: PL/2022/01428/PPFL****Site Address:** Land Next To 780 Stratford Road Shirley Solihull

<b>Proposal:</b>	Development of a car dealership to provide new showroom, external display spaces, customer parking and rooftop car storage, for the purpose of vehicle sales, servicing, MOT testing, repairs, parts, offices, valeting, other ancillary uses and associated works.
<b>Web link to Plans:</b>	<b>Full details of the proposal and statutory consultee responses can be found by using the above planning application reference number at:</b>  <b><u><a href="https://publicaccess.solihull.gov.uk/online-applications/">https://publicaccess.solihull.gov.uk/online-applications/</a></u></b>

<b>Reason for Referral to Planning Committee:</b>	The proposal in the opinion of the Head of Development Management should be referred to Planning Committee
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<b>Recommendation:</b>	<b>APPROVAL SUBJECT TO CONDITIONS</b>
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**EXECUTIVE SUMMARY**

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

The application site is allocated within the Local Plan as part of a wider employment site, and the history of the application site is such that a previous consent PL/2017/03382/PPFL was granted for a car dealership on the land, as well as other works to realign the road network in this area. At the time of granting consent for the car dealership there was no policy objection to the scheme and it is noted that the road re-alignment has taken place and therefore the 2017 permission is now remains an extant permission and the scheme represents a fallback position.

This application seeks consent for a car dealership of a revised design. The proposed Aston Martin dealership is relatively small in scale, but is considered likely to be an attractive specialist car dealership given its position on the Stratford Road and proximity to other dealerships.

It is considered that the design and layout of the scheme is acceptable in terms of scale, design and appearance. The development has been designed to prevent any undue overlooking, overshadowing or overbearing effect and the amenities of nearby and future residents are considered to be adequately safeguarded. The proposal is therefore in accordance with Policy P14 and P15 of the Solihull Local Plan.

In terms of other matters, namely highways, ecology, landscape it is considered that no material impacts have been identified and neutral weight should be attributed to these considerations.

## **MAIN ISSUES**

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

- The principle of development on the site and economic benefits the proposal would deliver;
- Whether the development respects the local distinctiveness/ character and appearance of the streetscene;
- Whether the siting and relationship of the proposal would impact on the amenities of the dwellings nearby or business premise adjacent to the site;
- Whether the access arrangement to the development causes any highway safety implications; and
- Whether the loss of trees/landscape features on the site has an adverse landscape setting.

Other Material Considerations

- Ecology;
- Noise;
- Light pollution;
- Other matters; and
- Community Infrastructure Levy

## **CONSULTATION RESPONSES**

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

None

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

Lead Local Flood Authority - No objection subject to condition.

SMBC Ecology - No objection subject to conditions.

SMBC Highways – No objection subject to conditions.

SMBC Landscape – No objection subject to conditions.

SMBC Public Protection – 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.

No responses were received.

## **RELEVANT PLANNING HISTORY**

PL/2017/03382/PPFL - Development for a car dealership, including 58 car parking spaces, tree removal, landscaping, estate road realignment and access. – Approved 28.03.2018

## **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 13<sup>th</sup> 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”) 2021, the National Planning Practice Guidance.

The principle of development of the site and economic benefits the proposal would deliver

Policy P3 ‘Provision of Land for General Business and Premises’ within the Local Plan seeks to provide employment land that will enable a broad range of sustainable economic development. Provision for sufficient employment land to support a range of employment uses will potential encourage and support local enterprise.

Within the adopted Local Plan ‘The Green’ is allocated for employment land in the mature suburbs, however it is noted that the history of The Green has seen previous permissions granted consent for a mixed use across the entirety of the wider site at The Green, including housing, a storage facility and car dealerships.

The Local Plan acknowledges the challenge of accommodating more development while conserving the qualities of the ‘mature suburbs’ that make them attractive and sets objectives to meet the challenge including by ensuring high quality design and conserving the qualities of the environment that contribute to character and distinctiveness and ensuring development doesn’t adversely impact on residential or other amenities.

As set out within the planning history, there is a previous consent under reference number PL/2017/03382/PPFL for a car dealership on the site. The 2017 consent on the site therefore reflected a move away from the SLP site and an acceptance that the requirements of SLP P3a) were met in terms of enabling alternative use such that it provides no expectation of its allocated SLP business purposes. This is also the position of the Local Plan Review that does not reallocate The Green/TRW as a business site or provide any other allocation for it.

The proposed new car dealership site is relatively small but it is likely to be attractive to a specialist car dealership given its prominent position along the Stratford Road adjacent to existing successful car dealerships and has been taken on by Aston Martin.

The proposal would support a number of jobs during the construction phase of the scheme. Whilst it is difficult to quantify that number jobs created, the proposal would support a significant number of trades that would be involved in the construction

process. This matter would be of significant benefit to the local economy. Further, the car showroom once operational would support between 30 -35 jobs at the site. The proposal would therefore deliver economic benefits during construction phase and would secure job creation at the site long term. Thus, having regard to the guidance in the Framework significant weight to the economic benefits should be attributed to the matter in the planning balance.

Therefore, in these circumstances and having regards to its locational merits, there is no policy objection to the principle of a car dealership for Aston Martin on this site and this carries significant weight in the planning balance.

Whether the development respects the local distinctiveness/ character and appearance of the streetscene.

Policy P15 Securing Design Quality requires all development proposals to achieve good quality, inclusive and sustainable design. Policy P15 of the Local Plan is consistent with design policies set out in the Framework and full weight can be attributed to this Local Plan Policy.

Chapter 12 of the Framework recognises that good design is a key aspect of sustainable development (paragraph 126) whilst planning decisions (paragraph 130) should aim to ensure developments:

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

The application site is located on a section of The Green which has remained as open scrub land for a number of years and has comprised of a ground mound formed from soil derived from the works undertaken in 2007 when the original estate road was created.

The proposed building would be two-storeys in height with a roof top car park, and the footprint of the building and associated outside spaces would occupy the majority of its site.

The proposed changes from the previous approval are summarised as follows:

- Some recessed areas in the showroom have been filled in to create flat facades and additional detailing from the Aston Martin brand designs incorporated;
- Height of the building had been increased, by adding a parapet in order to screen the new rooftop car storage area for 42 discrete vehicles;
- A car lift, accessed from the service yard to serve the rooftop parking area;
- Internal layout alterations to allow for additional office/meeting rooms/staff facilities through larger mezzanine; and
- Wash and valet bays have been moved from within the main building to a standalone structure in the screened service yard.

Like the previously approved car dealership the scale and massing of the proposed new dealership are largely set by the requirement to provide a double height showroom and workshop space and the parapet to screen the rooftop car storage area.

The volume within the proposed dealership would be used more efficiently than the approved dealership with a larger central area of first floor accommodation, enabling a slightly larger amount of floor space to be accommodated within a smaller footprint on the ground.

It is considered that the scale and massing of the dealership is appropriate for this site and the context of the relationship with the adjacent and existing consented buildings, namely the Audi dealership and recently approved Land Rover and self storage facility.

The previously approved dealership was 6.0m in height, with the new dealership proposed to be 9.7m to the top of the parapet and 12.36m to the top of the lift core. However, this would be comparable to the maximum height of the adjacent Audi dealership at 12.7m and the approved self storage development at 12.5m and the Land Rover dealership at 9.85m (to the stair core).

The proposed external appearance of the building is typical of modern car dealership design with a material palette that is in keeping with the newer larger developments along Stratford Road. The showroom elevations and the main façade will be finished in white render, with matt black fretwork to provide visual interest. The parapet, lift core and back of house facades would be covered in dark grey cladding. At ground floor there would be large expanses of frameless glazing fronting the roundabout and wrapping round to the Stratford Road frontage offering display areas.

Throughout the lifetime of the application amendments have been made at the request of SMBC Urban Design to improve the boundary treatments to the site and where possible increase landscaping. These revised details have been submitted and are considered to be a betterment to the original submission. Furthermore, it is noted that due to the site constraints and the requirement to provide external parking areas the provision of landscaping is somewhat restricted in places.

In summary, the proposed new development is acceptable in design terms and provides a high quality landmark building at this gateway site within the Borough.

The proposal therefore is fully supported by Local Plan Policy P15 and the guidance in the Framework and should be afforded substantial weight in the planning balance.

Whether the siting and relationship of the proposal would impact on the amenities of the dwellings nearby or business premises adjacent to the site.

Policy P14 of the Solihull Local Plan seeks to protect and enhance the amenity of existing and potential occupiers of houses and businesses. Policy P14 of the Local Plan is consistent with policies set out in the Framework and again full weight can be attributed to this Local Plan Policy.

Since the previous approval in 2017 the construction of housing within the wider site of 'The Green' has commenced, and as such there is housing on the opposite side of Stratford Road and the new housing to the south of the site on Shepherds Green Road.

The residential properties located on Stratford Road are opposite the application site, with further residential properties close to the junctions with Madam's Hill Road and Cranmore Boulevard. These properties are separated by the dual carriageway of Stratford Road and a landscape buffer/highway verge with mature deciduous trees which offer screening. The separation between the proposed new dealership and the front elevations of dwellings facing the new development would measure approximately 50m.

To the south of the application site are the properties on Shepherds Green Road, however it is noted that these are situated closer to the adjacent site which comprises the Audi car dealership. The separation between the nearest dwellings and the Aston Martin dealership would measure in excess of 50m.

Having regard to the positioning of the building, the separation distances involved, the mature landscaping along the highway buffer between the residential properties, and the relationship of the neighbouring car dealerships it is considered that the development would not appear overbearing, cause material loss of light or privacy to the neighbouring residential properties opposite.

To the south-east of the site is the existing Audi car dealership. This unit would abut the boundary of the site, with the back of house elements for the application site situated adjacent to the boundary.

The proposal is therefore compliant with Policy P14 of the SLP and neutral weight should be attributed to this material planning consideration in the decision making process.

Whether the access arrangement to the development causes any highway safety implications.

Policy P7 seeks to focus new development in the most accessible locations and seeks to enhance existing accessibility levels and promote ease of access. Policy P8

of the Solihull Local Plan requires all development proposals have regard to transport efficiency and highway safety. This Local Plan is consistent with policies set out in the Framework and again full weight can be attributed to this Local Plan Policy.

The proposed Aston Martin car dealership is proposed to be located to the south of the A34 Stratford Road /Cranmore Boulevard roundabout, and to the north of the existing Audi Car Dealership.

The Highway Authority note that a previous planning application for similar proposals (PL/2017/03382/PPFL) was approved in March 2018 and a hybrid planning application (PL/2018/02731/MAJFOT) was approved in March 2019 for the wider site at The Green.

The previous application (2017/03382) at the site included re-alignment of the access road however these works have already taken place and therefore no longer form part of this new submission.

The current application (PL/2022/01428/PPFL) is for the development of a car dealership with parking and associated access works. A Transport Technical Note has been submitted which outlines the differences between what is consented, and what is proposed as part of this application.

### Access

The proposed vehicular and pedestrian access arrangements for the site are to remain the same as the previously approved development, and therefore the access has previously been assessed and deemed acceptable. Thus not causing any highway safety implications.

### Parking

The previously approved planning application (2017/03382/PPFL) provided 58 parking spaces whilst this proposed planning application provides a total of 102 spaces, with 42 parking spaces being rooftop parking. The supporting information notes that by providing extra car parking spaces there is increased flexibility for staff parking/ car storage. Therefore, it is unlikely that the proposed development would result in any indiscriminate overspill parking. A Travel Plan is recommended to ensure that staff maximise the use of sustainable transport modes to the site, secured through a condition (see condition 9).

Whilst there is an increase in parking spaces, these are unlikely to change the number of vehicle trips to/from the site compared to the consented use. The supporting information notes that they are primarily for storage, and this can be secured through a car park management plan to ensure they are retained for those purposes (see condition 7).

The previous approval at the site required a S106 to secure funding for TRO in the event that situation that off-site parking within nearby residential roads became an issue. However, due to the increase in parking spaces being provided within the site



as a result of the new rooftop car parking it is not considered that this funding is required as the Highway Authority are satisfied that sufficient parking is provided on site to avoid overspill parking on nearby roads.

The location of cycle parking has been shown on drawing no. CGS-FEA-EX-XX-PL-A-1200\_RevP11, however the number of cycle spaces should be confirmed and submitted to the local authority in order to assess whether the number of cycle parking spaces proposed will be sufficient. The cycle spaces should also be in a secure and covered location. This can be secured through condition (see condition 8).

### Servicing

Servicing for the proposed dealership is shown on a swept path analysis plan 001433- JPL-ZZ-ZZ-DR-D-4805-A4-C03 and drawing no. CGS-FEA-EXXXPL-A-1200 Rev P11. The plan demonstrates that there is sufficient turning space within the curtilage of the site to turn so the vehicle can enter and exit the site in forward gear. The proposals represent an improvement compared to the extant arrangements by bringing the manoeuvring into the enclosed area away from the customer parking and showroom entrance. Therefore having regard to the above it and subject to conditions securing the operating practices of the dealership with regards to car parking it is considered to be acceptable.

In summary, the site is located in an accessible location and would not have a severe impact on public highway safety, or on the operation or capacity of the local highway network. On the basis of the above, the proposed development would be compliant with the requirements of Policies P7 and P8 of the SLP 2013 and neutral weight should be attributed to this in the planning balance.

### Whether the loss of trees/landscape features on the site has an adverse landscape setting.

Policy P10 of the Local Plan recognises the importance of a healthy natural environment in its own right. Policy P14 of the Local Plan also requires new developments 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 policies.

In relation to the previous application this noted that there were 14 smaller trees which were subject of a condition to secure their translocation to another section of The Green. This translocation was unfortunately not possible due to the health of those trees but the re-provision of those trees elsewhere within The Green has been secured via other approved consents.

It is noted that the site is currently derelict and has remained in this state for a number of years. There is one last category B1 Oak Tree on the site which is scheduled for retention, subject to conditions.

Works have taken place throughout the lifetime of this application to secure robust planting throughout the site in order to achieve both ecological value and landscape and visual value to soften the external appearance of the site.

The Council's Landscape Architects have reviewed the submitted details and have raised no objection to the scheme subject to submission of a Landscape and Ecological Management Plan. Therefore, it is considered that the proposal would accord with Solihull Local Plan Policies P10 and P14 and this carries neutral weight in the in the planning balance.

#### Other Material Considerations

##### - Ecology

As set out, a previous application for a similar proposal was approved in 2018 under reference 2017/03382.

In preparation for the delivery of the previously agreed proposal, the site has been cleared and therefore the ecological baseline has been taken to be what is currently on the site.

The mature oak tree on the site will be retained as part of the proposal, and additional lighting has been kept to a minimum.

An Ecological Note, Landscape Plan and completed Biodiversity Metric have been submitted in support of the application.

The Biodiversity Metric shows the development will result in a loss of 0.30 habitat units and an increase of 0.2 hedgerow units. This is less than the initially proposed figure of 0.76 and has been reduced through the introduction of additional landscaping on the site, thus demonstrating appropriate application of the Mitigation Hierarchy.

It is accepted that there is no further capacity within the site to provide further ecological enhancement given the operations requirements of this type of development. It is therefore not practical to offset such a small loss using an offsite scheme and/or S106 Agreement and considering the applicant has altered the layout to incorporate additional landscaping where possible and this approach has been agreed by the Councils Ecologist.

A Landscape and Ecological Management Plan (LEMP) will be required to detail how the habitats onsite will be managed in the future, and this can be secured via condition.

Subject to suitable submission of the details it is considered that the proposal would accord with SLP Policies P10 and P14 and this carries neutral weight in the in the planning balance.

##### - Noise

A noise assessment has not been submitted with this application, however it is considered that given the scheme is in line with the previous approval in terms of the

operational function of the car dealership it is not considered that there would be a greater impact than that of the extant permission on the site.

As such, it is considered that subject to conditions in relation to the control of plant noise and a condition to restrict the opening hours will ensure that the local neighbours amenities would be safeguarded. Neutral weight can therefore be attributed to the matter in the planning balance.

- Light Pollution

The application site is located in an environmental zone 'E3' which is defined as a medium district brightness area, such as industrial or residential suburbs. The lighting strategy for the application site as a whole is based on the provision of illumination by providing localised lighting where needed.

The lighting strategy has been designed to ensure compliance with the requirements of the criteria for control of light pollution for an environmental zone classification 'E3' as defined in the Guidance notes for the Reduction of Obtrusive Light GN01:2011 and BS EN 12464-2:2014. Thus, the proposal would not cause any light pollution having regard to the character of the area and neutral weight can be attributed to the matter in the planning balance.

- Community Infrastructure Levy

The Council adopted the Community Infrastructure Levy (CIL) Charging Schedule at Council on 12<sup>th</sup> April 2016. The launch date of CIL was 4<sup>th</sup> July 2016 and the proposal would be liable for the charge if planning permission is granted. This would amount to £158,033.60 based on 1,720 square metres of chargeable floor area for a car dealership as one single planning unit.

- 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 request for approval, 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. The recommendation for approval is considered a proportionate response to the submitted request based on the considerations set out in this report.

## **CONCLUSION**

The application follows on from a previous approval at the site where the principle of development was accepted.

The design and layout of the new proposal is considered acceptable in terms of scale, design and appearance. The development has been designed to prevent any undue overlooking, overshadowing or overbearing effect and the amenities of nearby and future residents are considered to be adequately safeguarded. The proposal is therefore in accordance with Policy P14 and P15 of the Solihull Local Plan.

The proposed development is considered acceptable in landscape and ecology terms subject to submission of a LEMP secured by condition.

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

The applicant has submitted additional information demonstrating that there is sufficient parking provided within the site and subject to conditions the Council's Highway Engineer is satisfied that the proposal would not cause any undue highway safety implications and would accord with Policies P7 and P8 of the Solihull Local Plan.

The application is therefore recommended for approval subject to conditions.

## **RECOMMENDATION**

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

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

1. Compliance with approved plans (CS00)
2. Statutory time limit (CS05)
3. Approval of materials (CS06)
4. Barriers around trees (CL03)
5. Implementation of Landscaping Scheme (CL06)
6. Submission of landscape and ecological management plan

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

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

8. Before the development hereby approved is first occupied the secure cycle provision shall be provided at the development.

To encourage sustainable modes of transport in accordance with Policy P7 and P8 of the Solihull local Plan.

9. Travel Plan (CI22)

10. Construction Management Plan (CH13)

11. The rating level of noise from all plant installed pursuant to this permission wherever it may be located, shall not exceed the existing background noise level at any time at the outside noise sensitive buildings in the vicinity of the development hereby permitted. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:1997.' To protect the neighbourhood from any increase in ambient noise levels in accordance with policy P14 of the Solihull Local Plan 2013.

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

To safeguard the character of the site and amenities of the area in accordance with Policy P14 and P15 of the Solihull Local Plan 2013.

13. The workshop element of the car dealership permitted shall not be in operation outside the following times 07300 – 19:00 hrs Monday- Saturday.

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

14. No external illumination without prior consent of LPA (CF01).

15. No development or enabling works shall commence until such a time as a scheme to manage the surface water runoff from the development has been submitted to and approved in writing by the 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:

- a) Drawings showing overall site concept design principles
- b) Site layout plan, incorporating multifunctional above ground landscaped SuDS drainage design, site ground levels, finished floor levels, any integration with landscaping, earthworks or other features.
- c) 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 with links to both improved landscaping and ecology for the site.
  - 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
- d) Surface Water Drainage adoption and maintenance strategy
- e) On and off site extreme flood flow routing and proposed resilience measures that ensure the buildings and infrastructure are safe from flooding
- f) 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.

To ensure the site is appropriately drained in accordance with Policy P11 of the Solihull Local Plan.