

CONSULTATION UNDER TOWN AND COUNTRY PLANNING ACT 1990

Application Number	PL/2022/00458/PPFL
Address	Arbour Tree Farm, Warwick Road, Knowle, Solihull.
Proposal	Conversion of existing farmhouse into four dwellings and the conversion and alteration of two existing agricultural barns into four dwellings
Case Officer	Ian Hiscock

Date comments sent	05th April 2022
Name of consultee department	Highways
Consultation response author	Ben Malin CMILT MCIHT

No Comments	
No Objection	
No Objection Subject to Conditions	
Objection	
Further information Requested	X

Comments:

(Please explain the reason for your response)

The Highway Authority were previously consulted on planning application PL/2021/00301/PPFL at the application site, for the conversion of the existing farmhouse and barns to form 8 dwellings. The Highway Authority raised concerns with the accessibility of the application site, and the lack of turning provision within the site for refuse and emergency service vehicles. The previous application was subsequently refused by Solihull MBC for the reasons outlined above and the applicant failed to demonstrate the development would deliver a net gain of biodiversity.

The Highway Authority were also previously consulted on planning applications PL/2019/02921/PNCUDW for the change of use of agricultural building to five dwellings, and PL/2020/01780/PNCUDW for the change of use of existing barns to four dwellings. The Highway Authority notes that planning application PL2019/02921/PNCUDW was refused by Solihull MBC for three reasons, one of which was on highway grounds due to the intensification of use the proposals would have on the below standard vehicular access. As part of planning application PL/2020/01780/PNCUDW, the highways reason for refusal was addressed and the application was subsequently approved by Solihull MBC on the 02nd October 2020.

Access

The existing vehicular access off Warwick Road (A4141) will be utilised to serve the proposed dwellings. An Access Note prepared by David Tucker Associates (DTA) on behalf of the applicant has been submitted in support of the proposals. The Access Note provides details of an Automatic Traffic Count (ATC) survey that was carried out in January 2020, which indicated that the 85thile speed of vehicles recorded along Warwick Road within the vicinity of the application site were 47.8mph for vehicles travelling southbound, and 48.3mph for vehicles travelling northbound. Visibility

splays commensurate with the 85th percentile speed of vehicles recorded have been illustrated on Drawing Number 22018-02 (Access Visibility Splays), as provided within Appendix B of the Access Note. The vehicular access is considered to be suitable to accommodate two-way vehicle movements.

Accessibility

Policy P7 of the Solihull Local Plan 2013 states that all new development should be focused in the most accessible locations and seek to enhance existing accessibility levels and promote ease of access. Section a) i. of Policy P7 is considered to be the most applicable to the development proposals, which sets out criteria and distances development sites should be located within to nearby facilities and amenities, including bus stops with high frequency bus services, railway stations, food stores, doctor's surgeries, and schools.

The application site is considered to be isolated and not in an accessible location. There are no footways or cycleways in place along Warwick Road (A4141), which would require future occupants walking on-street or along the public highway verge. No street lighting is provided within the vicinity of the site. Due to the higher vehicle speeds and traffic flows along Warwick Road, walking or cycling to/from the application is not considered to be a safe or suitable alternative to the use of private vehicles.

There are two bus stops within approximately 110m walking distance of the site access. The 87 and 514 bus services operate at the bus stops. The 87 bus service provides services to Solihull Town Centre and Coventry, and calls at the bus stops approximately every two hours. The 514 service provides two services per day between Solihull Town Centre and Hatton Green. The village of Chadwick End is located within a walking distance of approximately 650m however; very limited local amenities and facilities are available within the village.

It is therefore considered that the application site is not in an accessible location and will likely result in a car dominant development. The proposals therefore do not accord with Policy P7 of the Solihull Local Plan 2013.

Site Layout

As part of the previous planning application, the Highway Authority raised concerns that it had not been demonstrated that refuse vehicles or emergency service vehicles could safely turn around within the application site. Drawing Number (10)M-401 Rev. D (Block Plan As Proposed) has been submitted in support of the current development proposals, to illustrate that a refuse vehicle can manoeuvre within the application site. The Highway Authority notes the refuse vehicle uses land outside of the red line boundary in order to turn within the application site.

Further information required (if applicable):

(Please explain the reason for your response)

It should be demonstrated that the application site is in an accessible location to comply with Policy P7 of the Solihull Local Plan 2013. Revised vehicle tracking drawings should also be provided to demonstrate that a refuse vehicle and emergency service vehicle can safely turn within the red line boundary of the application site.

Should further information not be submitted to address the concerns outlined above, the Highway Authority would recommend that the proposed development is refused for the following reasons:

1. The application site is not considered to be in an accessible location and therefore fails to accord with Policy P7 of the Solihull Local Plan 2013.
2. It has not been demonstrated that refuse vehicles or emergency service vehicles can safely manoeuvre within the vehicular access, or within the application site so as to be able to re-enter the public highway using a forward gear. It is therefore considered that the proposals do not accord with Policy P8 of the Solihull Local Plan 2013.

Amendments recommended (if applicable):

(Please explain the reason for your response)

Recommended conditions (if applicable):

(Please provide justification for any pre-commencement conditions)

If the application is to DISCHARGE CONDITIONS, please confirm the list of documents you are approving below:

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If the application requires a S106 contribution/ requirement, please include the following information:

Please note: The legal tests for when a S106 contribution can be requested are set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended). The regulations and guidance can be viewed here:

<https://www.legislation.gov.uk/ukdsi/2010/9780111492390/regulation/122> and

<https://www.legislation.gov.uk/ukdsi/2010/948/contents/made> and

<https://www.gov.uk/guidance/planning-obligations> and

The tests are:

1. Necessary to make the development acceptable in planning terms;
2. Directly related to the development; and
3. Fairly and reasonably related in scale and kind to the development.

• Contribution description	
• Contribution amount £ (if applicable). Please provide justification.	
• Trigger point for payment (i.e. upon commencement of development, upon first occupation, upon 50% occupation...)	
• Trigger point for works to be undertaken (if applicable)	