

1 Monkspath Hall Road, Solihull

Planning Statement

June 2017



LSH Auto Properties (UK) Ltd

CONTENTS

1.0	Introduction	<i>p3</i>
2.0	The proposal	<i>p7</i>
3.0	Compliance with planning policy and relevant material considerations	<i>p9</i>
4.0	Conclusions	<i>p21</i>



Figure 1 - Artists impression

1.0 INTRODUCTION

1.1 THIS PLANNING STATEMENT HAS BEEN PREPARED TO SUPPORT A FULL PLANNING APPLICATION, SUBMITTED ON BEHALF OF LSH AUTO PROPERTIES (UK) LIMITED (LSH) FOR THE DEMOLITION OF AN OFFICE BUILDING AND THE CONSTRUCTION OF A MERCEDES-BENZ CAR SHOWROOM, CAR SERVICING CENTRE, OFFICE SPACE FOR LSH UK HEADQUARTERS WITH ASSOCIATED ANCILLARY INFRASTRUCTURE, AND LANDSCAPING.

1.2 LSH is part of the Lei Shing Hong Group, an international company established over 45 years ago and is the world's largest Mercedes-Benz retailer. LSH operates in an environmentally and socially responsible manner, and prides itself upon providing the highest level of customer experience. In order to achieve this LSH works closely with its franchise partner Mercedes-Benz Cars UK Limited.

1.3 The group operates over 140 Mercedes-Benz dealerships across China, Australia, South Korea, Taiwan, Vietnam, Cambodia, and more recently has expanded to Europe, including Germany and the UK.

1.4 In the UK, LSH now operates nine Mercedes-Benz dealerships in the Birmingham and Manchester areas. To provide the highest quality service, LSH has been evaluating the property portfolio of these dealerships, and has identified the Solihull dealership for significant investment.

1.5 The existing Solihull dealership operates within an out-dated building on Warwick Road, which does not meet the current operational needs. This building is located within a residential area, and was not deemed desirable for expansion/redevelopment. Furthermore the servicing and aftersales is carried out at a facility on Ashbourne Way, with the split sites giving rise to operational difficulties.

1.6 In addition to this, LSH has also identified a need for a UK head office to support the growing UK group.

1.7 This led to a search for a new site, within close proximity of the existing site, but on a much larger landholding to allow for the growth of the business to broaden the facilities on offer and to consolidate various uses onto one site. The Prologis site located in the south of Solihull has been identified as a suitable site to meet these needs.

1.8 The redevelopment of this site is the subject of this full planning application, to provide a high quality dealership, servicing and aftersales facility alongside a head office for LSH.

1.9 The new development will deliver significant benefits, including:

- Regeneration of a previous developed site, with a landmark Mercedes-Benz dealership and head office for LSH
- 512 net created and safeguarded jobs (direct, indirect and induced)
- In excess of £58 million gross value added.



Mercedes-Benz

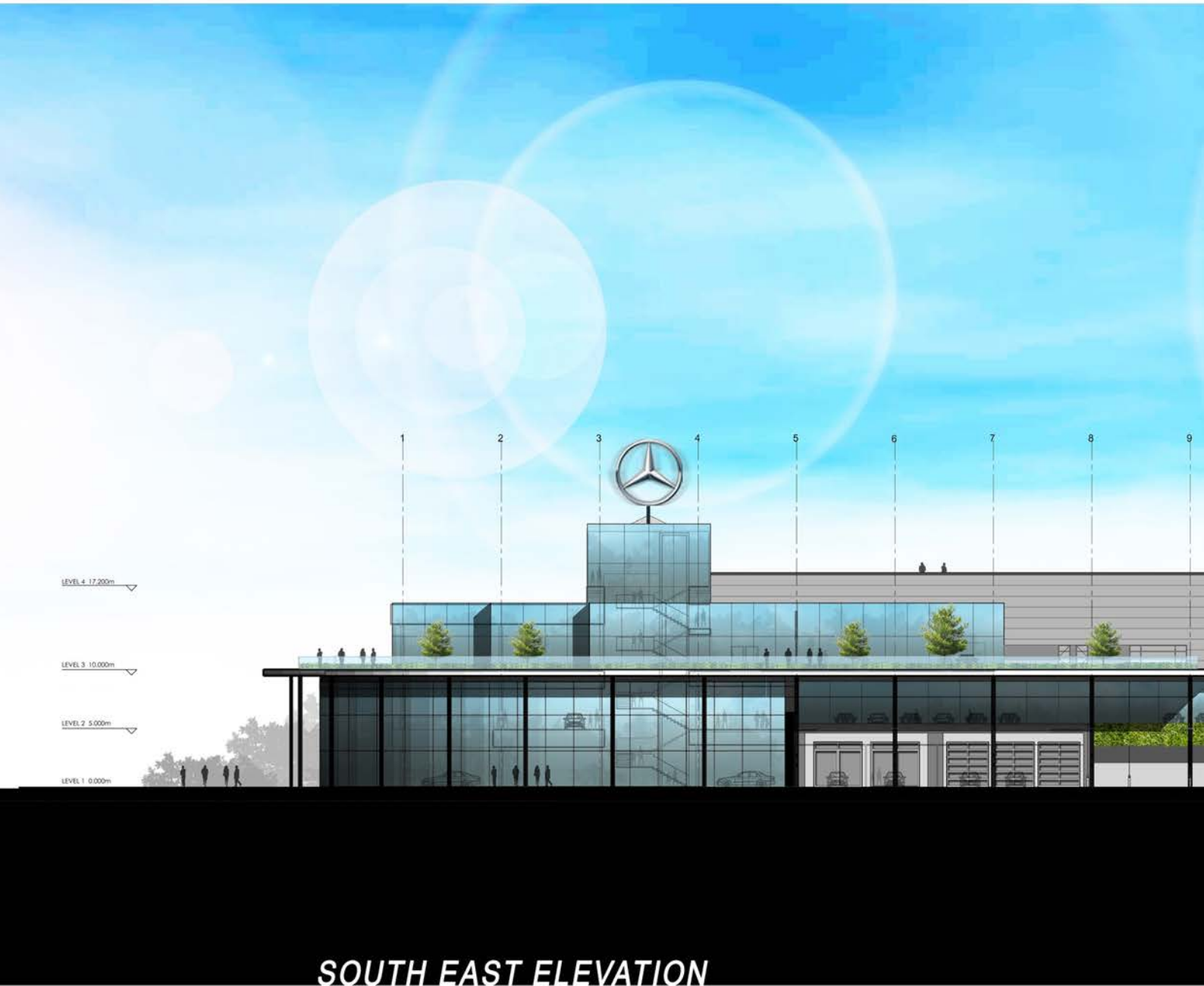
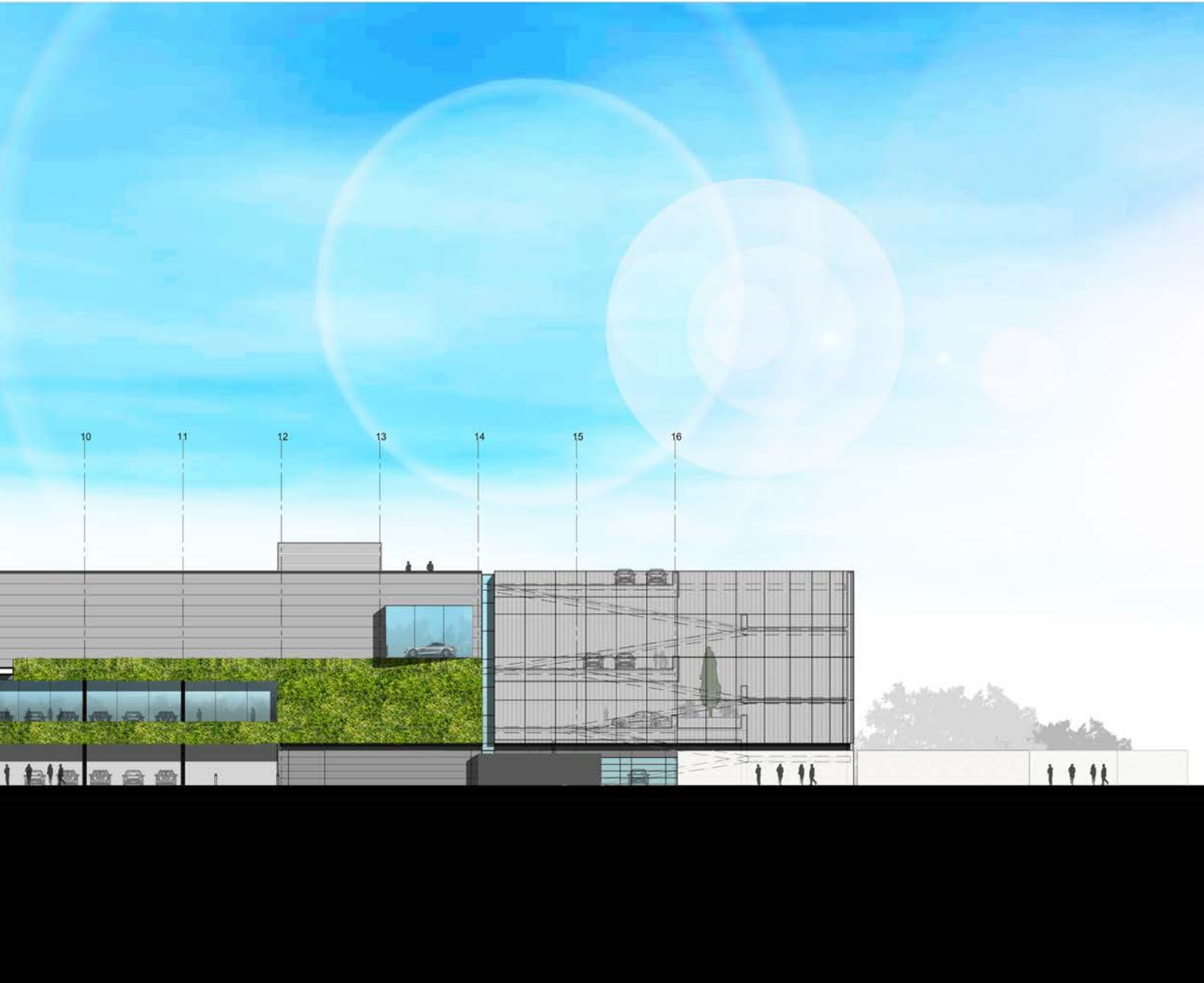


Figure 2 - Proposed south east elevation





Mercedes-Benz



Figure 3 - Proposed south west elevation

2.0 THE PROPOSAL

SUMMARY

2.1 THE APPLICATION SITE THE SUBJECT OF THIS APPLICATION IS 1.04 HA IN AREA, LOCATED WITHIN THE METROPOLITAN BOROUGH OF SOLIHULL, APPROXIMATELY 3 KM FROM SOLIHULL TOWN CENTRE.

2.2 The site is in an accessible and prominent location at the junction of the A34 (Stratford Road), and Monkspath Hall Road on the southern edge of the Solihull Business Park. The site is adjacent and in close proximity to a number of car dealerships.

2.3 The site is currently occupied by Prologis House, a two storey office building constructed in the 1980s/90s, together with associated car parking and landscaping.

2.4 The existing building consists of brick and tiled roof formed of three elements, grouped into a single structure. To facilitate development, and to make most efficient use of the brownfield land, the existing building will be demolished, to make way for a landmark new building on this prominent site.

2.5 The description of development is:

Application for full planning permission for the erection of a car showroom and associated parking (Sui Generis use), after sales facility, car preparation and repair facility including body shop, MOT Test Centre (B2 use), car storage (B8 use), Offices (B1 use), associated infrastructure, landscaping and access (demolition of existing building on site).

2.6 The proposal forms a highly important development for LSH as one of the group's first developments in the UK, and is to be its landmark headquarters for its on-going expansion in the UK.

USES

2.7 The proposed building will include new car showroom space, used car showroom space, workshops and associated parking, in addition to LSH offices, and associated parking. A summary of the uses on each floor is set out below:

Ground floor (Level 1)

2.8 The ground floor includes floor space for new car sales, customer and service parking, sales and service admin and valeting facilities

First floor (Level 2)

2.9 The first floor is designated for used car display and sales and the AMG showroom. Additionally there will be sales and fleet administration offices.

Second floor (Level 3)

2.10 The second floor includes the workshop and parts storage, staff canteen and welfare facilities in addition to the LSH head office and events centre and the roof garden.

Roof (Level 4)

2.11 The roof includes the staff parking and will not be enclosed, although parking on the roof will not be visible from ground level due to a screening parapet.

DESIGN

2.12 Explanations of the design rationale and the site constraints that have informed the development proposals are included in the Design and Access Statement submitted with the application.

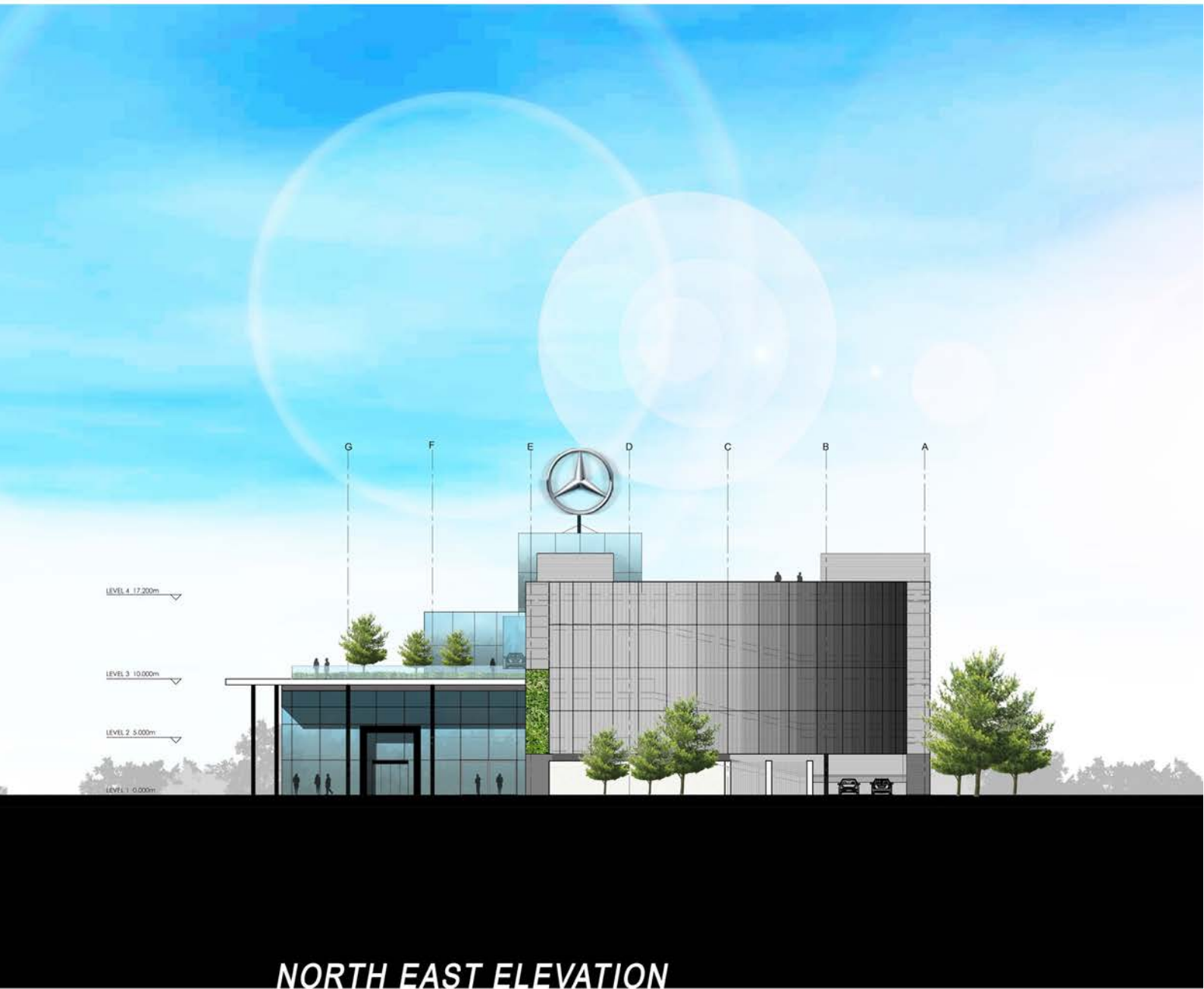


Figure 4 - Proposed north east elevation

3.0

COMPLIANCE WITH PLANNING POLICY AND RELEVANT MATERIAL CONSIDERATIONS

3.1 SECTION 38(6) OF THE PLANNING AND COMPULSORY PURCHASE ACT 2004 REQUIRES THAT APPLICATIONS FOR PLANNING PERMISSION BE DETERMINED IN ACCORDANCE WITH THE DEVELOPMENT PLAN UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE.

DEVELOPMENT PLAN

3.2 The relevant part of the development plan comprises of the Solihull Local Plan (2011-2028). This section assesses the proposals against the development plan policies as relevant for this proposal.

3.3 The local plan is split into seven policy 'themes', and this section outlines how the proposals comply with the policies as relevant. A local plan review is currently being undertaken, with public consultation concluded on the draft plan earlier this year. Given the very early stage of this review, the plan can only be afforded very limited weight.

Sustainable economic growth

3.4 Policy P3 Provision of Land for General Business & Premises states, "To ensure that an adequate supply of land remains available for employment purposes, sites will be protected for their allocated purposes. Non-allocated employment sites will also be protected for employment use (Classes B1, B2, B8 and, where appropriate, waste management)."

3.5 The proposed site is a non-allocated employment site, and therefore the policy requires the retention of the site in employment use.

3.6 The proposed development comprises a mixture of B1, B2, B8 and Sui Generis uses, and will increase the number of jobs on the site by 80 full time equivalent (FTE). Given the use, and the job generation the proposed development is considered to comply with this policy.

3.7 Further detail on the economic benefits of the proposal is provided in the Economic Impact Assessment submitted with the application. This estimates that the proposed development will generate 10-year combined construction and operational benefits of 512 net created and safeguarded jobs (direct, indirect and induced) and £58 million gross value added. Overall the proposed development will have a cost:benefit ratio of 1:2.4, i.e. each £1 spent will generate £2.40 in economic benefits.

3.8 It is estimated that 85-90% of the workforce will come from within the Solihull travel to work area. The intention is to recruit new apprentices for the workshop and junior sales trainees proactively, reflecting a commitment towards employment and training of young staff from the local area. A commitment to the local area will also be realised through the use of local suppliers for key aspects of business (estimated at 25-30% of supplier spend).



Mercedes-Benz



Figure 5 - Proposed north west elevation



Improving accessibility and encouraging sustainable travel

3.9 Policy P7 Accessibility and Ease of Access 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”. The proposals developed on a brownfield site already benefit from good accessibility. The submitted Transport Statement confirms that the proposed development will be accessible by non-car modes, including walking, cycling and public transport.

3.10 Policy P8 Managing Demand for Travel and Reducing Congestion states, “All development proposals should have regard to transport efficiency and highway safety” with a number of criteria for assessing this:

- “i. 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;*
- ii. Travel demands associated with development should be managed to minimise detrimental impact to the efficiency of the highway network;*
- iii. Ensure new development reduces the need to travel e.g. by promoting linked trips and encouraging mixed use development where appropriate;*
- iv. Provision for parking and servicing will be required in accordance with a Supplementary Planning Document on managing travel demands associated with development;*

v. *The Council will support proposals for strategic public transport schemes such as rapid transit, local rail schemes as identified in LTP3 and local Park and Ride at appropriate railway stations subject to other policies in the Local Plan;*

vi. *Off-site parking provision proposed in association with economically important sites will be supported, subject to other policies in the Local Plan, where sustainable transport links between those sites and the parking provision are of a good quality, direct and attractive to use”*

3.11 Responding to these, the submitted Transport Statement shows that the proposals comply with the relevant criteria of the policy:

- The development will not result 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. Traffic modelling has shown that the proposed development will result in similar peak hour levels of traffic to the existing office use.
- Travel demands associated with the development will be managed to minimise detrimental impact to the efficiency of the highway network. Whilst traffic flows on Saturdays will increase as a result of the proposed development, this change can be accommodated with minimal impact on the road network in the vicinity of the site
- The proposals consolidate the current Mercedes-Benz Solihull sites which are split, reducing the need to travel
- Provision for parking and servicing is provided as required, with no guidance for Sui Generis uses in the councils Supplementary Planning Document.

3.12 Part B of policy P8 states that

"The use of sustainable modes of transport, i.e. walking, cycling and public transport, shall be promoted and encouraged in all developments by:

- i. Ensuring the design and management of the development enables and encourages the use of sustainable modes of transport;*
- ii. Ensuring transport planning measures are implemented to help and encourage people accessing the development to use sustainable transport modes;*
- iii. Ensuring the routes to the site from nearby services and local public transport stops are good quality, direct and attractive to use for all users".*

3.13 The proposals comply with this policy, with facilities for cyclists and good pedestrian access including existing routes to public transport.

Protecting and enhancing our environment

3.14 Policy P9 Climate Change states, *"developers should aim to achieve zero carbon for all new developments in excess of 50 dwellings or 1,000 square metres unless it is demonstrated that this is not feasible or viable"*. The draft Local Plan Review policy P9 is proposing to remove the requirement for zero carbon development, and instead includes an aspiration to reduce carbon emissions.

3.15 The proposed development is targeting a high level of sustainability, with BREEAM Very Good being targeted.

3.16 The submitted Energy Assessment of the proposed development examines predicted annual energy demands from heating, cooling, ventilation, hot water and lighting. It demonstrates that compliance with the requirements of the Building Regulations 2013 Part L2A in relation to CO2 emissions can be achieved through the proposed building design. This will also enable the proposed development to obtain the energy-related credits required to achieve a BREEAM 'Very Good' rating.

3.17 Policy P10 Natural Environment states *"Developers will be expected to incorporate measures to protect, enhance and restore the landscape, unless it is demonstrated that it is not feasible, disproportionate or unnecessary"*.

Ecological surveys have found that there is a limited range of low value habitats on the site.

3.18 New areas of native tree and shrub planting will be created around the site boundary, which will provide replacement habitat for breeding birds. The single tree on site that may be suitable for roosting bats to be lost will be soft felled to prevent adverse effects. No evidence was found of bats using the buildings on site and surveys also did not record any evidence of badgers, reptiles or great crested newts on site.

3.19 Policy P11 Water Management states *"All new development shall incorporate sustainable drainage systems unless its shown impractical to do so"*. The proposed drainage strategy for the site includes green roofs, permeable paving and underground storage to attenuate runoff to an agreed discharge rate. There will be no increase in flood risk off site as a result of the proposed development. Pollution control will be provided by permeable paving and petrol / oil separators.



Mercedes-Benz



Figure 6 - Artists impression



3.20 Policy P14 Amenity sets out the criteria for assessing the impact of development on amenity. The relevant criteria are addressed below.

Respects the amenity of existing and proposed occupiers and would be considered a good neighbour

3.21 The submitted Noise Statement has assessed the potential for any impact on amenity of adjoining occupiers. Noise from deliveries to the proposed car dealership has been assessed in accordance with relevant British Standards and found that deliveries are likely to have a low impact and no mitigation is required. Appropriate design limits for noise from fixed plant have been identified to ensure that there will be no adverse operational noise effects post-construction.

Safeguard important trees, hedgerows and woodlands, encourage new and replacement tree and hedgerow planting

3.22 Trees on the frontage of the site will be removed as part of the proposed development. The surrounding area benefits from a large number of trees, including maturing landscaping immediately adjacent to the site. These trees provide a high level of visual amenity to the local area and will buffer the loss of trees on site. The proposed landscape strategy also includes new areas of tree and shrub planting around the site boundaries. The retained trees on site will be protected during construction works using barriers and pollution control, and best practice techniques will be used during the removal and installation of surfacing in root protection areas. These measures will be implemented through a construction method statement. With the

new planting and protective measures in place, the overall impact of the proposal will be low and limited to the short term only.

Require proposals for development on land known or suspected to be contaminated to include appropriate information to enable the potential implications to be assessed

3.23 The site was undeveloped until the 1980s, when the current offices were constructed. It is therefore unlikely that there is significant contamination present on site from current or historic land uses. The phase 1 preliminary risk assessment classifies the risk to all receptors as low or very low and confirms that no mitigation is required.

Promoting Quality of Place

3.24 Policy P15 Securing Design Quality states that

“All development proposals will be expected to achieve good quality, inclusive and sustainable design, which meets the following key principles:

- i. Conserves and enhances 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;*
- ii. Ensures that new development achieves the highest possible standard of environmental performance through sustainable design and construction and the location*

and layout of the development in accordance with the guidance provided in Policy P9 – Climate Change;

- iii. Secures the sustainable long-term use of new development through flexible, robust and future-proofed design e.g. high-speed digital connectivity;*
- iv. Makes appropriate space for water within the development, using sustainable drainage (SuDS) principles, to minimise and adapt to the risk of flooding. Further guidance is provided in Policy P11 – Water Management;*
- v. Conserves and enhances biodiversity, landscape quality and considers the impact on and opportunities for green infrastructure at the earliest opportunity in the design process. Further guidance is provided in Policy P10 – Natural Environment;*
- vi. Integrates the natural environment within the development through the provision of gardens, quality open space and/or improved access to, enhancement or extension of the green infrastructure network. Further guidance is provided in Policy P20 – Provision for Open Space, Children's Play, Sport, Recreation and Leisure;*
- vii. Creates attractive, safe, active, legible and uncluttered streets and public spaces which are accessible, easily maintained and encourage walking and cycling and reduce crime and the fear of crime"*

3.25 The proposals are for a landmark building, which has been designed in accordance with the site constraints and taking into consideration the surrounding features. This is demonstrated through the submitted Design and Access Statement.

Supporting local communities

3.26 Policy P18 states that the potential for achieving positive health outcomes will be taken into account when considering all development proposals. Of relevance to the proposal is the criterion which states "*Development proposals should incorporate planting, trees, open spaces and soft surfaces wherever possible in order to secure a variety of spaces for residents, visitors or employees to use and observe*". As set out above the proposals incorporate landscaping, including a roof garden ensuring that visitors and employees have access to green open space.

3.27 Policy 20 Provision of Open Space, Children's Play, Sport, Recreation and Leisure states "*To promote healthy lifestyles in the workplace, major commercial development proposals, (over 1ha or 1,000 sqm) will also be required to provide new open space and/or contribute to enhancement of the green infrastructure network, in accordance with Policy P15 – Securing Design Quality and Policy P10 – Natural Environment*". The proposals include high quality landscaped areas and open space for employees, including roof gardens, complying with this policy.



Mercedes-Benz



ARTISTS IMPRESSION 01

Figure 7 - Artists impression



Delivery and monitoring

3.28 Policy P21 Developer

Contributions and Infrastructure Provision states that *“Development will be expected to provide, or contribute towards provision of:*

- *Measures to directly mitigate its impact and make it acceptable in planning terms*
- *Physical, social and green infrastructure to support the needs associated with the development”*

3.29 It is not considered that there are any developer contributions or infrastructure required to make the development acceptable in planning terms. Developer contributions in the form of the Community Infrastructure Levy will contribute towards strategic infrastructure required to support the overall development in the local plan.

NATIONAL PLANNING GUIDANCE

3.30 The National Planning Policy Framework (NPPF) was published in March 2012 and replaced the majority of previously published national guidance and forms a material consideration in the decision making process.

3.31 The NPPF set the presumption in favour of sustainable development at the heart of the planning system which should be seen as a ‘golden thread’ running through plan making and decision taking.

3.32 Paragraph 14 sets out that for decision taking, the presumption means *“approving development proposals that accord with the development plan without delay”*. As set out above, the proposals fully comply with the development plan and therefore should be approved without delay.

4.0 CONCLUSIONS

4.1 THIS PLANNING STATEMENT HAS OUTLINED LSH'S PROPOSALS FOR A NEW LANDMARK SOLIHULL MERCEDES-BENZ DEALERSHIP AND WORKSHOP, TOGETHER WITH A NEW HEADQUARTERS FOR LSH IN THE UK. IT HAS ALSO ASSESSED THE PROPOSALS AGAINST THE POLICIES OF THE ADOPTED DEVELOPMENT PLAN.

4.2 The proposal forms a highly important development for LSH as one of the group's first developments in the UK, and will be its landmark headquarters for its on-going expansion in the UK.

4.3 The proposals will deliver significant benefits, including:

- Regeneration of a previously developed site, with a landmark Mercedes- Benz dealership and head office for LSH within Solihull
- 512 net created and safeguarded jobs (direct, indirect and induced)
- In excess of £58 million gross value added.

4.4 This statement has outlined that the proposals comply fully with the adopted development plan, and therefore this application for full planning permission should be approved without delay in accordance with paragraph 14 of the NPPF.



TERENCE
O'ROURKE

London

Linen Hall 162 - 168 Regent Street London W1B 5TE

Bournemouth

Everdene House Deansleigh Road Bournemouth BH7 7DU

Telephone 0203 664 6755

Email enquiries@torltd.co.uk

www.torltd.co.uk

