

## POLICY COMMENTS

App. No: *Informal*  
From: Robin Whitehouse (Planning Officer – Planning Policy  
Section, ext: 6810)  
To: **Ian Withey** (Section Engineer, Design & Implementation)  
Your reference: TMD/IPW/L/K052/9  
Copies to: Graham Isherwood (Head of Traffic & Road Safety,  
Dudley MBC)  
Date: 9 December 2004  
Location: Amenity urban green space south of Kinver Street and  
east of Tack Farm Road (numbers 34 to 60), Wordsley.

### Re: PROPOSED NEW-BUILD CAR PARK ON AMENITY PUBLIC OPEN SPACE SOUTH OF KINVER STREET, WORDSLEY. (OVERSPILL CARPARK FOR PARENTS VISITING NEARBY SCHOOL)

#### Planning Policy Recommendation:

##### Refuse

##### UDP designations

In the Council's Adopted Unitary Development Plan (UDP) (November 1993) the proposal site falls within designated Green Belt (Policy .1.), inside designated Local Park (Policy .9.).

In the Revised Deposit UDP (February 2002) the proposal site falls inside designated Green Belt (Policy SO1) and inside a designated Local Park (Policy SO6).

##### Comments:

The proposal site remains highly sensitive area of public open space falling inside designated Green Belt and a Local Park designation. The open space appears well-maintained and of high quality for informal recreation serving the recreational needs of established residential areas which closely border the proposal site. Pedestrian wear lines across parts of the open space support its regular use and importance for recreational purposes. The open space is also important for its urban green space visual amenity value, important for enhancing nearby residential areas and the surrounding wider heavily urbanised area. It remains a pressured area of amenity green space as it is surrounded by built development.

National planning guidance on Green Belts is set out in Revised Planning Policy Guidance Note 2 (PPG 2) (1995) "*Green Belts*." In paragraph 3.15 the

guidance reinforces that *"the visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt which, although they would not prejudice the purposes of including land in Green Belts, might be visually detrimental by reason of their siting, materials or design"*. The importance of safeguarding the openness of Green Belts is reinforced in paragraph 1.4. It states that: *"The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness.... They help to protect the countryside, be it in agricultural, forestry or other use. They can assist in moving towards more sustainable patterns of urban development."*

Adopted UDP (1993) Policy 1 (Green Belt - Development Control) maintains that there is a presumption against development in the green belt except for agriculture, forestry and low-key sports uses. Where development is considered appropriate in principle, permission will be granted only where the siting and design of the development is in keeping with the character and intended function of the area. Reflecting advice in PPG 2, Revised Deposit UDP Policy SO1 (Green Belt) confirms in indent two that *"Within the Green Belt development will not be permitted except in very special circumstances unless for essential facilities for outdoor sport and recreation...for uses which preserve the openness of the Green Belt and do not conflict with the purposes of the Green Belt."*

In Planning Policy terms this new-build car parking proposal could not be supported in this location given the highly sensitive nature of the open space, falling fully inside designated Green Belt land and a Local Park. This type of proposal would conflict with PPG 2 advice and UDP Green Belt planning policies referred to above. In addition, the scheme would also conflict with Adopted UDP policies 9 (Local Parks), 6 (Open Space and Development), Revised Deposit UDP policies SO6 (Parks), LR1 (Open Space) and national planning policy guidance set out in paragraph 11 (indent one) of Revised Planning Policy Guidance Note 17 (PPG 17) (July 2002) *"Planning for Open Space, Sport and Recreation."*

**Given the above information, in the event of a planning application coming forward for this type of proposal planning policy recommendation would be for refusal.**



**Figure .A.** Aerial view of proposal site public open space subject to the new-build car park proposal showing relationship with designated Local Park public open space and established residential areas surrounding the location. The site falls fully within sensitive designated Green Belt land.



(Aerial photograph not to scale)

Suggested location of car park area