

# PLANNING APPLICATION NUMBER:P12/1464

Type of approval sought	Full Planning Permission
Ward	St Thomas's
Applicant	Mr & Mrs K. Jeavons
Location:	<b>LAND AND GARAGES, OFF THE SCHOOL DRIVE, DUDLEY, WEST MIDLANDS, DY2 8EH</b>
Proposal	<b>DEMOLITION OF EXISTING GARAGES AND ERECTION OF 2 NO. DWELLINGS WITH ASSOCIATED CAR PARKING</b>
Recommendation Summary:	<b>APPROVE SUBJECT TO CONDITIONS</b>

## SITE AND SURROUNDINGS

1. This 0.1 hectares site is an existing private garage parking court located off The School Drive. There is an existing single width unmade access between residential dwellings leading to single storey garages.
2. On the west side of the site, there are the rear gardens of dwelling fronting Buffery Road, these dwellings are in an elevated position, such that gardens tier down to meet the rear brick wall of the garages.
3. The eastern boundary of the site is adjoined by a detached dwelling (The School House), behind which is Sledmere Community Centre which has a 2m fence running alongside their boundary, this property is a single storey hut on a slightly higher land level, beyond which are the playing fields for Sledmere Primary School. The remaining section of the eastern boundary is adjoined by the rear garden of 57 Warrens Hall Road.
4. The site itself is generally quite level, but at the end of the run of garages, towards the north-east, there is an embankment which leads to another small garage court. There is also a small MEB substation elevated above the application site.

5. There does appear to be an informal right of way running through this site, however, a formal Public Right of Way runs north of the site, providing linkage between Warrens Hall Road and Buffery Road.
6. The School Drive comprises of a mix of property types including terraced, semi detached and detached dwellings.

## PROPOSAL

7. Demolition of garages and the construction of 2 No. 2 bed bungalows.
8. Each plot is shown to measure 9.2m wide by 6.5m deep and 4.6m high to ridge (2.5m to eaves).
9. Plot 1 has a triangular shaped garden, up to 12.5m long, whilst Plot 2 has a 9.1m deep rear garden.
10. Parking is provided for 5 cars.
11. A Design and Access Statement and Protected Species Survey accompany the application.
12. During the course of this application the following amendments were made to the scheme;
  - Introduction of side elevation windows serving habitable rooms in both dwellings to further aid natural surveillance
  - Increasing the height of fence at 2m and some form of tree planting on the boundary to improve the outlook from the rear of Plot 1
  - Handing of property on Plot 2, so that the living room and kitchen windows are further away from the boundary with 101 Buffery Road.
  - Window added in front elevation to improve visual appearance.
  - Increase parking spaces from 4 to 5.

## RELEVANT PLANNING HISTORY

APPLICATION No.	PROPOSAL	DECISION	DATE
DY/59/198	Erection of 18 lock-up garages.	Approved	17/04/59
DY/59/76	Development of land for	Approved	24/02/59

	erection of 16 lock-up garages.	with Conditions	

## PUBLIC CONSULTATION

13. Direct neighbour consultation was carried out to 21 adjoining and adjacent neighbours and site notice was posted, as a result of which 2 letters of objection have been received, summarised as follows;

- Demolition of garages would leave rear gardens exposed during building work.
- The plans indicate rear boundary goes further back than the rear wall of garages. This area has been fenced off and used by all dwellings for over 35 years without objections.
- To remove objection, require replacement wall in the same place to provide security and privacy.
- Possible disturbance to roots and damage to conifer tree
- Right of way exists across application site by virtue of constant use
- Concerns about street lighting.
- Garage roofs may be asbestos, precautions need to be in place to ensure no risk to neighbours
- How could Fire Service access the site?

14. A third letter has been received from the Sledmere Centre Association who welcome the proposal as this would improve the look of the area and the security of the building and surroundings. However, future occupiers should be made aware of the use of the centre which is open daily up to 10.00pm, and events could cause nuisance.

## OTHER CONSULTATION

15. Group Engineer (Development): No objection subject to condition regarding provision of electric charging point and relocated bin storage position.

16. Head of Environmental Health and Trading Standards: No objection subject to conditions relating to land contamination and ground gases and vapours.
17. West Midlands Fire Service: Objection due to site access being less than 3.1m wide (as per Approved Document B), and the distance from The School Drive to dwellings in more than 45m.

## RELEVANT PLANNING POLICY

18. National Planning Policy Framework (NPPF)

This sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a material consideration in planning decisions, but does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved.

19. BCCS Policies

- CSP2 - Development outside the Growth Network
- CSP4 – Place Making
- HOU1 – Delivering Sustainable Housing Growth
- HOU2 – Housing Density, Type and Accessibility
- TRAN2 – Managing Transport Impacts of New Development
- TRAN5 – Influencing the Demand for Travel and Travel Choices
- ENV1 – Nature Conservation
- ENV2 – Historic Environment and Local Distinctiveness
- ENV3 – Design Quality

20. Saved UDP Policies

- DD1 – Urban Design
- DD4 – Development in Residential Areas
- NC6 – Wildlife Species

21. Supplementary Planning Document

- Parking Standards – Review (2012)
- New Housing Development
- Nature Conservation

## ASSESSMENT

22. The key issues in determination of this application are;

- Principle of development
- Character and appearance of the area
- Residential amenities of nearby occupiers
- Highway safety
- Impact upon wildlife species

### Principle of development

23. At the heart of National Planning Policy Framework is a presumption in favour of sustainable development such that development proposals that accord with the development plan should be approved without delay.

24. The Framework sets out a number of core planning principles, including that planning should always seek a high quality design, encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value and a good standard of amenity for all existing and future occupants of land and buildings.

25. Given that this site is considered to be previously developed and is located within a largely residential area, it would constitute sustainable development; the principle of residential development is therefore acceptable. The extent to which other factors are dealt with, are explored below.

### Character and appearance

26. BCCS policy HOU2 'Housing Density, Type and Accessibility' sets out the objectives for density and types of new housing, promoting the need to achieve high quality design and minimise amenity impacts, taking into account the characteristics and mix of uses in the area where the proposal is located.

27. BCCS policies CSP4 'Place Making', ENV2 'Historic Character and Local Distinctiveness' and ENV3 'Design Quality' requires that all development

demonstrates a clear understanding of historic character and local distinctiveness and demonstrates how proposals make a positive contribution to place-making and environmental improvement through high quality design.

28. The Council New Residential Development SPD (2007) is a useful tool in establishing a character led approach to new development based on identifiable context and characteristics. The general area shares characteristics of development in 'inner and outer suburbs', and therefore the development criteria of such has been used to assess whether this dwelling is designed within its context.
29. Development criteria that has been incorporated into the scheme include;
- Development should respect local character of height and massing proportions.
  - Retain space around the building
  - Provision of off-street parking in front or side of house/garden
  - Retain back gardens
30. The NPPF suggests that Council's should set out their own approach to housing density to reflect local circumstances.
31. The new bungalows would be built to a density of 20dph, which is considered appropriate for this area. Adjoining development at 2-8 The School Drive was built to 36dph, No's at 1-5 The School Drive were built to a density of 30dph, 89-111 Buffery Road were built to a density of 32dph. Whilst the proposal has a lower density, this is largely due to retaining the single storey scale to reduce impact on neighbours. In this respect the development would make efficient use of land.
32. The bungalows are set perpendicular to the rear elevations of properties in Buffery Road, such that the side elevation of the bungalows would be visible from the neighbouring properties. Given the relative low eaves height of 2.5m, and overall height of 4.67m, the new buildings would not harm the wider character and appearance of the area.
33. The external design of the bungalows would be appropriate within the area, the site being a back land setting ensure that the dwellings would not be harmful to the streetscene along The School Drive or from Warrens Hall Road.
34. Though constrained, every effort has been made by the applicant to incorporate window openings to facilitate natural surveillance of the drive. The main parking areas are within a central overlooked position, surrounded by natural landscaping.

35. The proposal makes a positive contribution to place making through high quality design. It would therefore comply with BCCS Policies CSP4, ENV3 and HOU2, and Saved UDP Policies DD1 and HE4.

#### Residential amenity

36. The applicant has provided a response to neighbour concerns advising that upon removal of garages the replacement brick wall would be constructed on the legal boundary. This can be secured by condition. The applicant also advises that there would be no street lighting proposed.

37. The dwellings along Buffery Road are in an elevated position, and would maintain a distance of some 23.5m from their rear elevations to the side elevation of the bungalows. The perpendicular arrangement helps to protect any direct views between habitable rooms. There is a greater distance of 31m between the rear elevations of 1-3 The School Drive and the rear elevation of the bungalows. The proposal would not harm the residential amenities of these neighbours in accordance with Saved UDP Policy DD4.

38. The Council did initially raise concern about the position of Plot 2 being located adjacent the rear boundary of 101 Buffery Road, which contains mature conifer trees some 5m high overhanging the site. The living room and kitchen windows were moved further away from the boundary with 101 Buffery Road, so that future occupiers would not be harmed by the proximity of these conifers. Any potential damage to the conifers would constitute a civil matter, particularly as the trees are not subject to the Tree Preservation Orders.

39. Within the site, there is the minimum 22m separation between facing habitable rooms of the new bungalows. This ensures an appropriate level of privacy and outlook for future occupiers.

40. The new dwellings would have private rear gardens of between 9m-12.5m long, with each having an area greater than the minimum 65m<sup>2</sup> suggested in PGN3 – New Housing Development. This would ensure that future occupiers would have more than ample private amenity space.

41. The garden of Plot 1 adjoins a raised area of land, which contains an electricity sub-station. The Local Planning Authority suggested that the private garden would benefit from increasing the height of fence at 2m and some form of tree planting

on the boundary to improve the outlook from their rear windows / garden. In agreement the applicant updated the layout plan to show this.

42. With regard to the concerns of the Sledmere Community Centre, this is obviously an existing use and any future residents would take this into account before purchasing a property. However there is existing boundary fence along the rear of the premises which would act to ameliorate any disturbance to the bungalows which are located some 13 metres away from the hut and would have fenced amenity areas. It must also be noted that the Head of Environmental Health and Trading Standards raised no objections on grounds of noise and disturbance.
43. The proposal would comply with BCCS Policy HOU2 which seeks to minimise amenity impacts and Saved UDP Policy DD4.

#### Highway safety

44. The Group Engineer (Development) advises that the reuse of the existing vehicular access for residential purposes is acceptable. The access has a width of approximately 3m which cannot accommodate two-way traffic or a vehicle and pedestrian. However, the traffic movements generated by the former use as a garage court would have generated greater levels of traffic. Further work was required to be undertaken, to ensure adequate refuse collection and emergency access.
45. A Transport Statement was submitted to deal with these issues. The Fire Service quotes the Building Regulations Approved Document requirement for a fire appliance to be able to reach a point within 45 metres of a suitable entrance to the dwelling. The dwellings are 50m away, just over the 45m. However, this requirement can be waived if a full domestic sprinkler system is installed thereby being an appropriate compensatory feature. The amended plans show annotated on the layout/elevation that a domestic sprinkler system will be installed to comply with Building Regulations and Fire Service requirements. As a safeguard this will need to be secured by condition.
46. There is no ability to place the bins significantly closer to the highway as the land is in third party ownership. They can be placed on the diagonal of the site boundary which would close the distance by some 5m or 34m from the highway. This would only be slightly longer than the Building Regulations guidance of no

more than 30m for residents to carry waste to a storage point. A condition is required to secure this.

47. The Group Engineer (Development) raises no objection to this proposal, subject to provision of electric charging point which can be secured by condition. The scheme would provide 5 off-street parking spaces in accordance with the Parking Standards SPD (2012).
48. With regard to objections concerning access through the site, this is not a formal public right of way, the applicant advising that anyone using this route would be trespassing on their land. The applicant would be within his rights to place permanent barriers at each end of the site to prevent through access.
49. With appropriate conditions, the development would not have a detrimental effect upon highway safety and adequate provision is made for the parking and manoeuvring of vehicles associated with the proposed development in accordance with BCCS Policy CSP4 and Saved UDP Policy DD4.

#### Protected Wildlife Species

50. A Protected Species Survey was submitted under the requirements of Saved UDP Policy NC6 – Wildlife Species and the Nature Conservation SPD. This concludes that there were no signs of bats found within the garage block. It is recommended that a minimum of two bat roosting boxes are installed under the eaves on the exterior walls of the proposed new bungalows in order to provide roosting opportunities for the local bat population.
51. The applicant should also ensure clearance works avoid the bird breeding season and ensure the protection of habitats to continue to support wildlife.
52. The survey work is satisfactory, and as long as relevant conditions are attached to implement the recommendations, it would be in accordance with Saved UDP Policy NC6 – Wildlife Species, BCCS Policy ENV1 – Nature Conservation and the Nature Conservation SPD.

#### New Homes Bonus

53. Clause (124) of the Localism Act states that: Local planning authorities are to have regard to material considerations in dealing with applications including any local finance considerations, so far as material to the application. A 'local finance

consideration' means a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown. This may be taken to cover the payment of New Homes Bonus, or sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.

54. The New Homes Bonus is designed to create an effective fiscal incentive to encourage local authorities to facilitate housing growth. It will ensure the economic benefits of growth are more visible within the local area, by matching the council tax raised on increases in effective stock.
55. The Bonus will sit alongside the existing planning system and provides local authorities with monies equal to the national average for the council tax band on each additional property and paid for the following six years as a non-ring fenced grant. In addition, to ensure that affordable homes are sufficiently prioritised within supply, there will be a simple and transparent enhancement of a flat rate £350 per annum for each additional affordable home.
56. Whilst the clause makes it clear that local finance matters are relevant to planning considerations can be taken into account, it does not change the law in any way. It is not a new basis for planning policy and it remains unlawful for planning permissions to be 'bought'.
57. Under this system the proposal would provide a sufficient sum of money; however it must be advised that the planning merits of the proposal are acceptable in any event and therefore this is not accorded significant weight.

## CONCLUSION

58. The proposal respects the character and distinctiveness of the area making a positive contribution to place making through high quality design without harming the amenity of existing or future occupiers. There would be no detrimental impact on highway safety or protected wildlife species. The development would comply with BCCS Policies CSP2 - Development outside the Growth Network, CSP4 – Place Making, HOU1 – Delivering Sustainable Housing Growth, HOU2 – Housing Density, Type and Accessibility, TRAN2 – Managing Transport Impacts of New Development, TRAN5 – Influencing the Demand for Travel and Travel Choices,

ENV1 – Nature Conservation, ENV2 – Historic Environment and Local Distinctiveness, ENV3 – Design Quality, Saved UDP Policies - DD1 – Urban Design, DD4 – Development in Residential Areas and NC6 – Wildlife Species, and Supplementary Planning Documents - Parking Standards – Review (2012), New Housing Development and Nature Conservation.

## RECOMMENDATION

59. It is recommended that the application be approved subject to the following conditions

### ***REASON FOR THE GRANT OF PLANNING PERMISSION***

The proposal respects the character and distinctiveness of the area making a positive contribution to place making through high quality design without harming the amenity of existing or future occupiers. There would be no detrimental impact on highway safety or protected wildlife species. The development would comply with BCCS Policies CSP2 - Development outside the Growth Network, CSP4 – Place Making, HOU1 – Delivering Sustainable Housing Growth, HOU2 – Housing Density, Type and Accessibility, TRAN2 – Managing Transport Impacts of New Development, TRAN5 – Influencing the Demand for Travel and Travel Choices, ENV1 – Nature Conservation, ENV2 – Historic Environment and Local Distinctiveness, ENV3 – Design Quality, Saved UDP Policies - DD1 – Urban Design, DD4 – Development in Residential Areas and NC6 – Wildlife Species, and Supplementary Planning Documents - Parking Standards – Review (2012), New Housing Development and Nature Conservation.

The decision to grant planning permission has been taken with regard to the policies and proposals in the adopted Black Country Core Strategy (2011), the Saved UDP (2011) and to all other relevant material considerations.

The above is intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report.

## **INFORMATIVE NOTE – THE COAL AUTHORITY**

### **ALL DEVELOPMENTS WITHIN COALFIELD STANDING ADVICE AREAS**

The proposed development lies within a coal mining area which may contain unrecorded mining related hazards. If any coal mining feature is encountered during development, this should be reported to The Coal Authority.

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires the prior written permission of The Coal Authority.

Property specific summary information on coal mining can be obtained from The Coal Authority's Property Search Service on 0845 762 6848 or at [www.groundstability.com](http://www.groundstability.com)

### **APPROVAL STATEMENT INFORMATIVE**

*In dealing with this application the local planning authority have worked with the applicant in a positive and proactive manner, seeking solutions to problems arising in relation to dealing with the application, by seeking to help the applicant resolve technical detail issues where required and maintaining the delivery of sustainable development. The development would improve the economic, social and environmental concerns of the area and thereby being in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.*

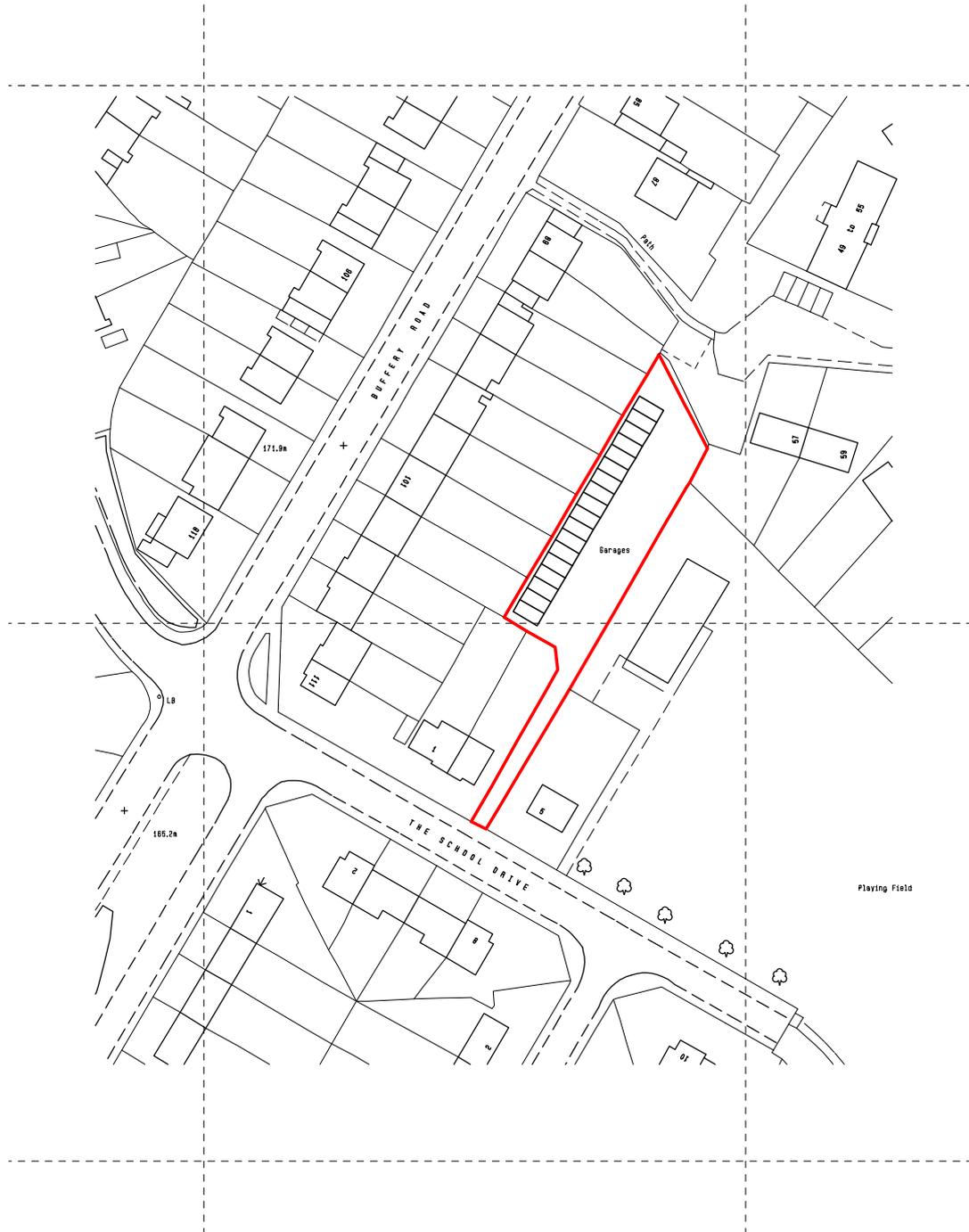
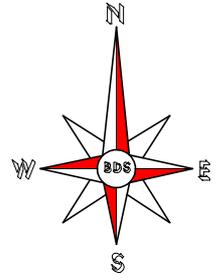
Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
1. The development hereby permitted shall be carried out in accordance with the following approved plans: 10712: 01/RevA, 03/RevB and 05/Rev A
2. Prior to the commencement of development, details of the types, colours and textures of the materials to be used on the external surfaces of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details.
3. Prior to the commencement of development, details of the existing and proposed levels of the site (including finished floor levels), which should be related to those of adjoining land and highways, [including sections in direction xxx] shall be submitted

to and approved in writing by the local planning authority. The development shall proceed in accordance with the approved levels.

4. No development shall begin until an assessment of the risks posed by any contamination has been submitted to and approved by the Local Planning Authority. Such an assessment shall be carried out in accordance with authoritative UK guidance.
5. Where the approved risk assessment (required by condition 5) identifies contamination posing unacceptable risks, no development shall begin until a detailed scheme to protect the development from the effects of such contamination has been submitted to and approved by the local planning authority.
6. Unless otherwise agreed in writing with the LPA, the approved scheme (required by Condition 6) shall be implemented and a verification report submitted to and approved by the LPA, before the development (or relevant phase of the development) is first occupied/brought into use.
7. No development shall begin until an assessment of the risks posed by any ground gases or vapours has been submitted to and approved by the Local Planning Authority. Such an assessment shall be carried out in accordance with authoritative UK guidance.
8. Where the approved risk assessment (required by condition 8) identifies ground gases or vapours posing unacceptable risks, no development shall begin until a detailed scheme to protect the development from the effects of such contamination has been submitted to and approved by the local planning authority.
9. Unless otherwise agreed in writing with the LPA, the approved scheme (required by condition 9) shall be implemented and a verification report submitted to and approved by the LPA, before the development (or relevant phase of the development) is first occupied/brought into use.
10. Prior to the commencement of development, details of the landscaping scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details before the end of the first planting season following initial occupation of the development. Any new trees or other plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.
11. The dwellings shall not be occupied until the area shown for the access, car parking, and manoeuvring area on the plan numbered 10712/03/RevB has been graded, levelled, surfaced, drained and marked out in accordance with the agreed scheme and that area shall not thereafter be used for any other purpose unless otherwise agreed in writing with the local planning authority
12. No development shall commence until details for the provision of external electric charging points have been submitted to and approved in writing by the Local Planning Authority. The Electric Charging points shall thereafter be provided in accordance with the approved details prior to first occupation of the development and be maintained for the life of the development.
13. Prior to commencement of development, detailed plans showing the location of the bin store on the diagonal of the site boundary in line with the recommendation set out Transport Statement dated January 2013, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be available

- for use prior to the development being occupied and shall be permanently retained thereafter, unless otherwise first approved in writing by the Local Planning Authority.
14. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. This shall make provision for a 2m high brick wall on the rear boundary adjoining the rear gardens of properties on Buffery Road. The boundary treatment shall be carried out in accordance with the approved details shall be and completed before the dwellings are occupied.
  15. Prior to the commencement of development, details of biodiversity measures to be incorporated into the development in line with those recommended in the Protected Species Survey Assessment dated December 2012 shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out and maintained in accordance with the approved details.
  16. No works should commence, or continue, if the most recent protected species survey and assessment is over 12 months old at the commencement of development, and work should cease if it becomes more than 12 months old during construction, until it is replaced with a version less than 12 months old. These surveys and assessments must be of, or above, the standard detailed within the Nature Conservation SPD. All of these must be submitted to and approved in writing by the Council before any works commence (or continue). All works must be carried out in accordance to the approved plan.
  17. The building hereby approved shall not be occupied until a domestic sprinkler system has been installed. The system shall thereafter be retained at the property in perpetuity.
  18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order, with or without modification), no development permitted by Classes A, B or E of Part 1 of Schedule 2 of the Order, shall be carried out within the site of the dwelling hereby permitted (except as expressly approved by this grant of planning permission) without the prior approval in writing of the local planning authority.



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## **BUILDING DESIGN SERVICES**

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Tel : 01204 : 383793. Mob : 07966 : 211995.  
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Project : *School Drive, Dudley.*

Drawing : *Location Plan.*

Scale : *1 : 1250 @ A4*

Date : *10.10.2012.*

Drawing Number : **04**

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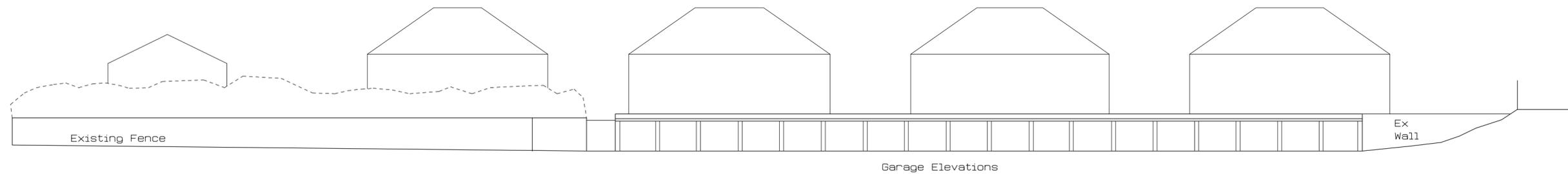
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All Levels to be checked on site by the Contractor and any discrepancies to be referred back to the Architect / Technologist before proceeding with any work.

All component sizes and references to be checked with the manufacturer prior to ordering any materials.

The positions and designation of any Manholes for Foul, Surface Water or Combined Drainage runs on site to be checked and traced by the Contractor, and confirmed prior to commencement of any new Drainage Works. Any existing drainage runs to which additional connections are to be made, to be checked as necessary to ensure they are suitable to accommodate any additional capacity and the type of effluent being connected.

All relevant Boundary positions to be checked prior to proceeding with any Building Works, and all necessary Party Wall agreements entered into prior to the commencement of any Construction.



*Existing Street Scene*



*Proposed Street Scene*

Rev	Comment	Date	Initials
A	Amended to suit Planners	21.12.12	J. C.

**BUILDING DESIGN SERVICES**  
 Chartered Architectural Technologist

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Client : *Ms D Jeavans.*

Project : *Proposed Dwellings, The School Drive, Dudley.*

Drawing :  
*Existing & Proposed  
 Street Scene*

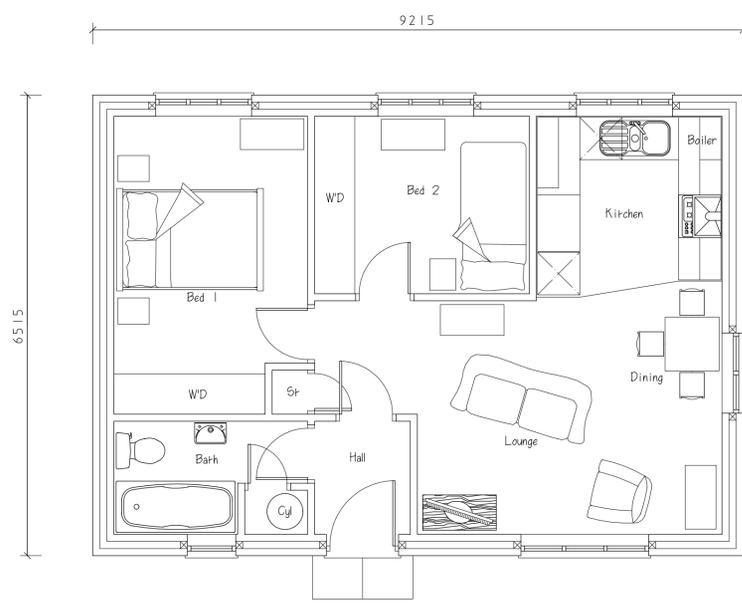
Drawn : *J. C.*  
 Date : *21.11.2012.*

Job Number : **10712**

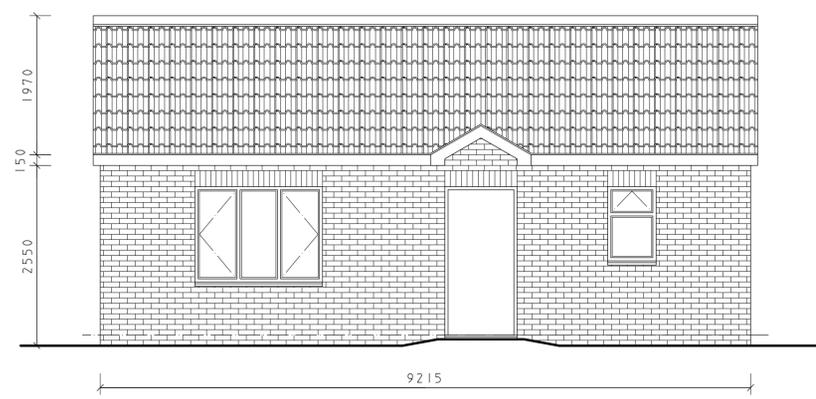
Scale : *1:200 @ A2*  
 Drawing Number : **05** Rev : **A**

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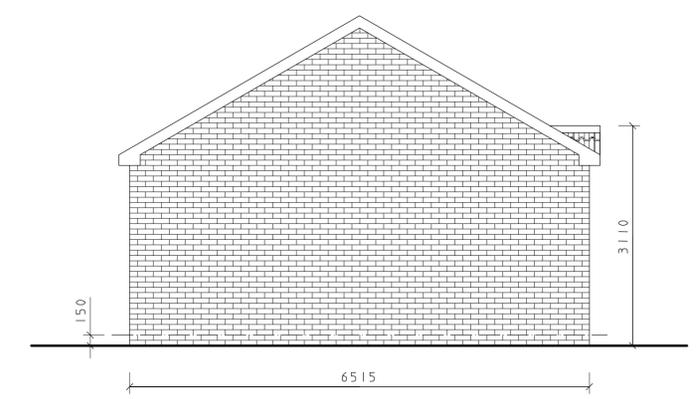
Note :  
 Properties to have sprinkler system installed to comply with Building Regulations.



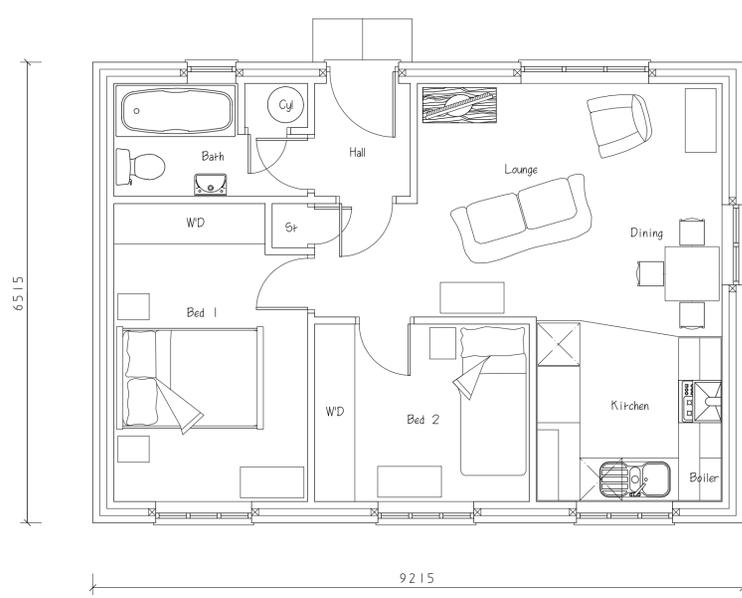
Plot 1



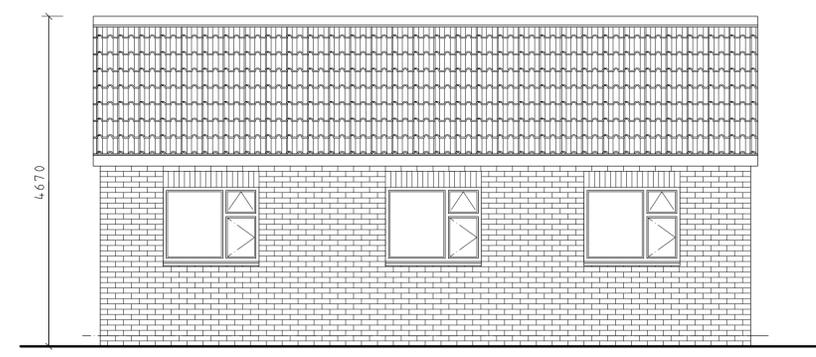
Front Elevation



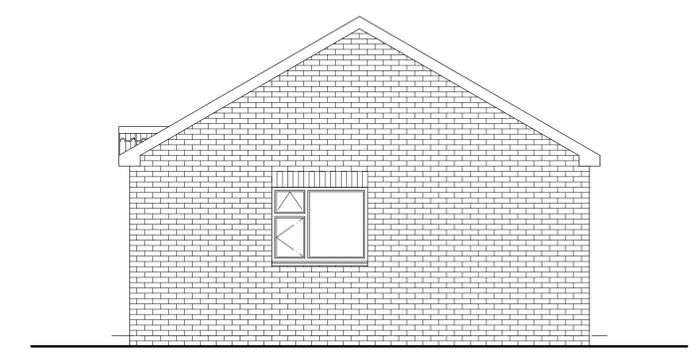
Side Elevation



Plot 2



Rear Elevation



Side Elevation

A	Amended to suit Planners	21.12.12	J. C.
Rev	Comment	Date	Initials

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Client : *Ms D Jeavons.*

Project : *Proposed Dwellings, The School Drive, Dudley.*

Drawing : *Proposed Plans*  
 Drawn : *J. C.*  
 Date : *15.10.2012.*

Scale : *1:50 @ A2 - 1:100 @ A3*

Job Number : **10712**  
 Drawing Number : **01** Rev : **A**



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All levels to be checked on site by the Contractor and any discrepancies to be referred back to the Architect / Technologist before proceeding with any work.

All component sizes and references to be checked with the manufacturer prior to ordering any materials.

The positions and designation of any Manholes for Foul, Surface Water or Combined Drainage runs on site to be checked and traced by the Contractor, and confirmed prior to commencement of any new Drainage Works. Any existing drainage runs to which additional connections are to be made, to be checked as necessary to ensure they are suitable to accommodate any additional capacity and the type of effluent being connected.

All relevant Boundary positions to be checked prior to proceeding with any Building Works, and all necessary Party Wall agreements entered into prior to the commencement of any Construction.

Rev	Comment	Date	Initials
B	Additional Car Park Space added to suit Planners	09.01.13	J. C.
A	Amended to suit Planners	21.12.12	J. C.

**BUILDING DESIGN SERVICES**

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Client : *Ms D. Jeavons.*

Project : *Proposed Dwellings, The School Drive, Dudley.*

Drawing : *Proposed Site Layout*  
 Drawn : *J. C.*  
 Date : *10.10.2012.*

Job Number : **10712**  
 Scale : *1:200 @ A1*  
 Drawing Number : **03** Rev : **B**