

PLANNING APPLICATION NUMBER: P22/1274

Type of approval sought	Full Planning Permission
Ward	Brierley Hill Ward
Agent	Simon Oakley
Case Officer	Jenny North
Location:	GARAGE SITE, LAND OFF FAIRFIELD ROAD AND SWANFIELD ROAD, STOURBRIDGE, DY8 5UJ
Proposal	CONSTRUCTION OF 2 NO. 3 BEDROOM HOUSES AND 1 NO.1 BEDROOM BUNGALOW, TOGETHER WITH EXTERNAL WORKS, CAR PARKING AND LANDSCAPING.
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. The application relates to an irregular shaped piece of land that contains No.20 garages. The site is relatively narrow and has an elongated footprint. The site is accessed via narrow driveways from both Fairfield Road and Swanfield Road. The central section is hard surfaced to facilitate entrance and manoeuvring to the garages. The slightly higher northern section is densely overgrown. The driveways also facilitate pedestrian access between the two roads.
2. The entrance doors to a double garage within the garden of No 35 Swanfield Road face into the site which provides vehicular access. It is understood that No. 43 Swanfield Road also accesses the site to enter a rear parking space within the private garden.

3. In the main the site is surrounded by two storey housing however there are a row of three bungalows within Swanfield Road which back onto the site (Nos 29, 31 and 33). The site slopes gently southwards. Properties which back onto the site in Fairfield Road occupy a slightly elevated position with respect to it.
4. The application site is located within a Mineral Safeguarding Area and Regeneration Corridor 11b (Brierley Hill-Stourbridge).

PROPOSAL

5. The application is for the demolition of the No. 20 garages and the construction of three new affordable rented residential dwellings. This would comprise;
 - A pair of semi-detached, pitched roof, two-storey dwellings. These would have three bedrooms with garden lengths of approximately 11.5m.
 - A detached, one bedroom bungalow with a pitched roof. The rear garden length would be approximately 10.0m
 - Six parking spaces are indicated
6. The application is supported by a Design and Access Statement, a Phase I Geo-environmental Report and a Topographical Survey.

HISTORY

7. Relevant history

APPLICATION No.	PROPOSAL	DECISION	DATE
BH/51/872	Development of the Swan Lane Estate with houses and other buildings	Approved	20/02/1952
BH/56/1875	The erection of 20 private garages	Approved	01/03/1053

PUBLIC CONSULTATION

8. Letters were sent to adjacent and nearby residents. A site notice was attached to the vertical pole of a sign located on the pathway through the site. Seventeen objections have been received (three people have sent two objections) which are summarised below:

Amenity/Privacy

- Loss of privacy
- Overlooking into adjacent gardens/houses
- The height of the bungalow has been given consideration why hasn't the houses?
- A development of bungalows would be much better – it would create a small community, it would retain privacy, it would release larger homes for families
- Not suitable for houses

Access/Parking

- Loss will lead to on-street parking/causing obstruction/parking in front of other people's houses causing distress
- Loss of vehicular access off Swanfield Road
- On-street parking will be a danger to pedestrians
- Already numerous vehicles parked on-street
- Lack of driveway to provide a parking space
- Reduction in rented garages available
- Loss of secure parking in garages/vehicle crime increasing
- Other garages nearby have been knocked down due to anti-social behaviour however it hasn't solved the issues on that site
- The existing path is well used by residents
- Access is narrow with no footpath– potential conflict between cars and pedestrians
- How will wheelchair users/parents with prams negotiate the vehicle barrier. Disabled persons have not been considered in terms of access
- As the site is restricted to 3.5 tonne vehicles how will furniture lorries/white goods deliveries take place?
- Loss of driveway to private garage/loss of parking to rear garden for parking
- Access too narrow for construction traffic/how will materials be delivered. No swept path analysis for such vehicles
- Who will the visitor space be for as it is in front of the bungalow?
- There is no existing infrastructure for cycling near to the site so this cannot be considered as a reason for sustainability

Appearance/Design

- Requests to Council for the upkeep of the vegetation on site not implemented – potentially left unkempt deliberately
- The development does not sensitively respond to the surrounding context. It will create loss of privacy by overlooking habitable rooms/adversely affecting amenity
- Grey concrete roof tiles are not reflecting the local context as surrounding roofs have red tiles
- Bungalow only has rear access to the front garden/safety issue/poor access to bins and recycling

Loss of habitat/landscaping/Boundary Treatment

- Removal of overgrown area will decrease wildlife/loss of habitat/biodiversity – brambles are a food source for bees and the leaves provide food for caterpillars and the fruits are eaten by birds and mammals
- Landscaping scheme is vague
- Boundary treatment not explained in detail/not indicated
- Removal of boundary
- Why isn't fencing following the existing boundaries?
- Ornamental fruit tree not practical next to a path – slip hazard
- Trees located too close to side entrance of bungalow which may be occupied by a person with mobility issues
- Who will maintain the landscaping?

Potential Contaminants

- Potential for contaminants on the site which is likely to be used by children

- Soil contamination/dusts have potential for ingestion/inhalation/skin contact/implications for the consumption of homegrown fruit and vegetables
- Soil samples should be taken to ascertain the presence of asbestos, cyanide and heavy toxic metals
- Presence of asbestos in garages

Bins/Collection

- Lack of research into recycling receptacles used in Dudley
- Bins unlikely to be placed in the location indicated next to the dwelling as not in practical location for dwelling
- Refuse vehicles will not be able to enter the site
- Location for bins will cause an obstruction on collection day
- The Refuse Collection Area (RCA) is pointless due to its location. The bins could be placed on Fairfield Road
- No guarantee that bins won't remain in the collection area causing an obstruction/pedestrian hazard. Will the area be for all bins eg also recycling? Why is it necessary?

Other matters raised

- Alternative proposal for the site – update garages, clear vegetation, resurface tarmac and install security gates
- Short time to comment
- A site notice has not been put up/residents not informed
- Those renting garages were not told about the proposal
- Pre-application not communicated well
- If the Council has no immediate plans to develop why put the application in?

- Stability issues
- Security issues during construction/garage demolition will remove security
- Pedestrian access safety during construction/will the path be closed during this time?
- Impact on people working from home during construction
- Plans lack some details on the legend
- Why hasn't Severn Trent Water been consulted/where is any sustainable drainage
- Additional pressure on existing infrastructure/services. No drainage or gas to the site – major works needed
- No specific designation in the Local Plan

OTHER CONSULTATION

9. Head of Planning (Highway Engineer) – Concerns of the potential impacts due to the existing usage and nature of the adjacent Highway, however, there would be benefits from a much lower potential trip generation from the proposal compared to a use as a garage site. The application satisfies the minimum parking standards requirement within the Parking Standards SPD and there would be no detrimental impact from parking on the Highway from the proposed dwellings.
10. Head of Planning (Contaminated Land Team) – The Phase 1 Geo-environmental Assessment Report by CSG Consulting Engineers Ltd has been reviewed. I agree with the recommendations for an intrusive investigation to be undertaken. This can be secured by condition.

11. Head of Environmental Health and Trading Standards – No adverse comments.

RELEVANT PLANNING POLICY

12. National Planning Guidance (Revised 2021)
National Planning Policy Framework (Revised 2021)
National Design Guide (2019)
13. Black Country Core Strategy (2011)
Policy CSP1 The Growth Network
Policy CSP4 Placemaking
Policy HOU1 Delivering Sustainable Housing Growth
Policy HOU2 Housing Density, Type and Accessibility
Policy HOU3 Delivering Affordable Housing
Policy ENV2 Historic Character and Local Distinctiveness
Policy ENV3 Design Quality
Policy TRAN2 Managing Transport Impacts of New Development
14. Dudley Borough Development Strategy (2017)
Policy S1 Presumption in favour of Sustainable Development
Policy S6 Urban Design
Policy S8 Local Character and Distinctiveness
Policy S17 Access and Impact of the Development on the Transport Network
Policy S22 Mature Trees and Woodland
Policy L1 Housing Development, Extensions and alterations to existing Dwellings

Policy D1 Access for All

Policy D3 Contaminated Land

15. Supplementary Planning Documents/Guidance

New Housing SPD (2013)

Parking Standards SPD (2017)

ASSESSMENT

Key issues

- Policy Background
- Scale, Design and Appearance
- Residential Amenity
- Access and Parking
- Potential Land Contamination
- Financial Material Considerations

Policy Background

16. The revised National Planning Policy Framework (paragraphs 10 and 11) has a presumption in favour of sustainable development such that development proposals which accord with the development plan should be approved without delay'. Paragraph 126 states that good design is a key aspect of sustainable development. It creates better places in which to live and work and helps to make development acceptable to communities. Additionally, in considering the importance of good design, paragraph 134 of the NPPF states that *“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account*

any local design guidance and supplementary planning documents such as design guides and codes”.

17. Policy ENV2 – Historic Character and Local Distinctiveness (BCCS) notes that development proposals will be required to preserve and enhance local character and those aspects of the historic environment together with their settings which are recognised as being of special historic, archaeological, architectural, landscape or townscape quality.
18. Policy S8 Local Character and Distinctiveness (DBDS) - states that all development proposals within the Dudley Borough should take account of the locally distinctive character of the area in which they are to be sited, including its historic character, whether formally recognised or as a none designated heritage asset, and should respect and respond to its positive attributes. Physical assets which positively contribute to the local character and distinctiveness of the Borough’s landscape and townscape, should be retained and, wherever possible, enhanced and their settings respected.
19. This previously developed land, set within an established residential area, is capable of being redeveloped for residential purposes. It is located in Regeneration Corridor 11b where new high quality residential development is encouraged. On this basis, the principle of development can be supported.

Scale, Design and Appearance

20. The three units have been designed to assimilate with their surroundings. They would be brick built with tiled, pitched roofs.
21. The pair of semi-detached houses would be located in the wider part of the site and the frontage would face in a south-westerly direction. The units would be set at a lower level than adjacent dwellings in Fairfield Road.
22. In terms of scale, the roof of the new bungalow has been kept as low as possible to minimize the visual impact upon the occupants of the adjacent bungalows, particularly No.31 Swanfield Road as it would be constructed to the rear of that property. The eaves would be no higher than the existing garages and the roof pitch would be 17.5 degrees.
23. It is considered that the scale, design and appearance of the three properties would be acceptable.

Residential Amenity

24. Nos 29–33 Swanfield Road have rear garden lengths of just over 8.0m and the rear boundaries are formed by the rear brick walls of the existing garages. A section plan has been provided to indicate that the side wall of the new bungalow would be moved off this boundary by approximately 1.3m thereby increasing slightly the distance between the rear facing windows of No. 31 Swanfield Road (which would face the side of the bungalow) and the new development. The pitched roof would be kept to

17.5 degrees and would be angled away from this dwelling such that the visual impact would be reduced to a minimum. Furthermore, as the new dwelling would be located to the north of the existing bungalow(s) it would not overshadow them. Indeed, there would be no built development directly to the rear of Nos 29 and 33 Swanfield Road as the garages would be replaced by the front and rear garden of the bungalow. On the basis of the above, given the presence of the existing garages and the improved relationship of built development particularly to the rear of No 31 Swanfield Road it is considered that the impact of the new development on the amenities of the occupants of the adjacent bungalows (Nos 29-33 Swanfield Road) is, on balance, acceptable.

25. The two-storey houses would present blank gables to existing houses in Fairfield Road at a distance of almost 18.0m which is in excess of the minimum 14.0m required by the New Housing Supplementary Planning Document. Furthermore, the houses in Fairfield Road are set at a higher level than the application site and this should also assist in reducing the visual impact of the new development from those properties.
26. The rear of the new houses would be angled away from properties to the rear in Highfield Road and the closest facing habitable room windows would be 25m which is in excess of the 22m required by the New Housing SPD and is therefore this relationship is considered to be acceptable.
27. In terms of the residential amenity of the new residents, the semi-detached houses would have 11.5m long rear gardens which would accord with the New Housing SPD. At 10m in length the bungalow would be 1.0m short of the Housing SPD guideline however the garden

is quite wide and as it is a bungalow it may be occupied by someone who may prefer a smaller garden to maintain.

Access and Parking

28. The garage site is accessed by vehicles via single width drives from Fairfield Road and Swanfield Road. The plans indicate that vehicular access would be blocked off to Swanfield Road with all vehicular traffic entering and leaving the site off Fairfield Road. The Highway Engineer considers that the proposed vehicular access provides poor intervisibility onto the footway between drivers and pedestrians, this should be 2.4m x 2.4m and is impeded by fencing and structures. However, he notes that the access is existing, and the garage site would generate a much larger number of vehicle trips than the proposal. On that basis there would be some safety benefit arising from this proposal given the decrease in movements.
29. The Highway Engineer notes that the dwellings would be more than 45m from the highway. He also notes however that sprinkler systems are to be provided to overcome concerns in respect to fire access. This is a separate matter from planning and the relevant Fire Officer would comment on this as part of the building regulations procedure.
30. The Highway Engineer also notes that the development would displace cars onto the highway. He notes that many of the adjacent dwellings already have driveways or space to provide them. As such, they raise no objections on this application.

31. Although not a definitive right of way, pedestrians would still be able to walk through the site that links Fairfield Road and Swanfield Road. As the number of vehicular trips generated would be less than the existing use there would potentially be less danger to pedestrians using the pathway. The barrier to be installed close to the entrance off Swanfield Road would be designed to prevent access for vehicles whilst maintaining access for disabled users and for people with prams/pushchairs.
32. A turning area is indicated on the plan in order that vehicles can enter and leave the site in a forward gear. There are six parking spaces provided and therefore the parking provision meets the minimum parking standards within the Parking Standards Supplementary Planning Document.
33. Two objections have been received about the loss of access to private parking spaces within rear gardens. The applicant has provided assurances that there is no legal right of access to parking via the garage site and therefore residents do so without formal consent. Existing usage by adjacent properties could therefore be stopped regardless of this proposal. It is noted also that both properties have existing driveways that can accommodate the parking of several vehicles.

Potential Land Contamination

34. A Phase 1 Geo-environmental Assessment Report by CSG Consulting Engineers Ltd. It notes that the existing use of the site as a set of domestic garages may have resulted in some impact on the ground by contaminants associated with loss of vehicle fluids to the ground,

including principally, petrol, diesel, engine oil, acid, sulphate, toxic heavy metals and asbestos. Contaminants may have also been imported within sub-base materials and vehicle hard standing materials, depending on the source and nature of the materials, for example ash and foundry wastes, including polycyclic aromatic hydrocarbons (PAHs), and toxic heavy metals. These contaminants may also be associated with the previous use as a firebrick works. Asbestos may also be associated with imported sub-base/hard standing materials and demolition of previous garage structures, potentially. Hazardous ground gases including principally marginally elevated carbon dioxide may be present in the soil atmosphere associated with landfills and refuse heaps located in the surrounding area.

35. The report recommends that an intrusive investigation be undertaken. This is supported by The Head of Planning (Contaminated Land Team). Conditions are therefore required to secure such investigations.

Financial Material Considerations

36. Section (124) of the Localism Act states: 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' 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 the Community Infrastructure Ley (CIL).

37. The section does not change the law in any way. It is not a new basis for planning policy, and it remains unlawful for planning applications to be 'bought'
38. If approved, this proposal would provide three additional dwellings generating a New Homes Bonus grant of three times the national average council tax for the relevant bands.
39. In terms of Community Infrastructure Levy (CIL) the proposed development is CIL liable. However, the site falls within Zone 1 which has a £0 rate for all forms of residential development. On this basis no CIL payment is required.

CONCLUSION

40. This is an application to develop a piece of previously developed land which is located within a residential area. The principle therefore is considered to be acceptable. The design and scale of the properties is acceptable as is the potential impact upon the amenities of adjacent residents. On this basis the application accords with the National Planning Policy Framework, Policies CSP1, CSP4, HOU1, HOU2, HOU3, ENV2, ENV3 and TRAN2 of the Black Country Core Strategy and Policies S1, S6, S8, S17, S22, L1, D1 and D3 of the Dudley Borough Development Strategy, the New Housing and Parking Standards Supplementary Planning Documents.

RECOMMENDATION

41. It is recommended that the application is APPROVED subject to the following conditions:

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91(1) of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:
Location Plan Drawing No. 202120/01A
Proposed Site Plan Drawing No. 202120/04
Site Section Drawing No. 202120/03A
Proposed Floor Plan and Elevations of Bungalow Drawing No: 202120/05
Proposed Floor Plan and Layout of Houses Drawing No. 202120/06
REASON: For the avoidance of doubt and in the interests of proper planning.
3. Prior to any above ground development, details of the colour, texture and name of the materials intended for the external parts of the dwellings hereby approved on the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details prior to occupation.
REASON: In the interests of the visual amenities of the site and the surrounding area and to comply with Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings
4. No development shall commence until an assessment of the risks posed by any contamination has been submitted to and approved in writing by the Local Planning Authority. Such an assessment shall be carried out in accordance with authoritative UK guidance.
REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.
5. Where the approved risk assessment (required by condition 4 above) identifies contamination posing unacceptable risks, no development

shall commence until a detailed remediation scheme to protect the development from the effects of such contamination has been submitted to and approved in writing by the Local Planning Authority. A validation and verification plan must be formulated, form part of the remediation scheme and be approved by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority. REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

6. Following implementation and completion of the approved remediation scheme (required by condition 5 above) and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details.

REASON: To ensure that the risks associated with any contamination have been reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

7. No development shall commence until an assessment of the risks posed by any ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. This should include mine gas. Such an assessment shall be carried out in accordance with authoritative UK guidance.

REASON: These details are required prior to the commencement of development to ensure that the risks associated with any ground gases or vapours are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

8. Where the approved risk assessment (required by condition 7 above) identifies ground gases or vapours posing unacceptable risks, no development shall commence until a detailed remediation scheme to protect the development from the effects of such ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. A validation and verification plan must be

formulated, form part of the remediation scheme and be approved by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: These details are required prior to the commencement of development to ensure that the risks associated with any ground gases or vapours are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

9. Following implementation and completion of the approved remediation scheme and the associated approved validation and verification plan (required by condition 8 above) and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details.

REASON: To ensure that the risks associated with any ground gases or vapours have been reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

10. In order to minimise the impact of the development on local air quality, any gas boilers provided within the development must meet a dry NO_x emission concentration rate of <40mg/kWh.

REASON: To safeguard the air quality of the Borough which is an Air Quality Management Area in compliance with the Black Country Core Strategy Policy ENV8 and the adopted Air Quality SPD.

11. Work shall not begin on the demolition and construction of the development until a method statement for the control of dust and emissions arising from the demolition and construction of the development has been submitted to and approved by the local planning authority. All works which form part of the approved scheme shall be implemented throughout the construction and demolition phase of the development.

REASON: To protect existing residents in the area from dust arising from demolition and construction works on the proposed site in accordance with Policies L1 and D2 of the Dudley Borough Development Strategy.

12. No above ground development shall commence until details of the electric vehicle charging points, to be provided for the dwellings in

accordance with the Council's standard (Parking Standards SPD), has been submitted to and approved in writing by the local planning authority. Prior to first occupation the electric vehicle charging points shall be provided in accordance with the approved details and shall be maintained for the life of the development.

REASON: In the interests of creating a sustainable form of development and to encourage the use of ultra low emission vehicles in accordance with Policies ENV8 (Air Quality) and DEL1 (Infrastructure Provision) of the Black Country Core Strategy.

13. No above ground development shall commence until details of the types, colours and textures of the materials to be used in the hard surfacing of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the approved details and retained for the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority.

REASON: In order to make a positive contribution to place-making and provide a high quality landscaping in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings.

14. The parking areas hereby approved shall be completed with a surface and sub-strata that is permeable, or provision shall be made to direct run-off water from the hard surface to a permeable area within the curtilage of the dwelling house, which shall be retained as such for the life of the development.

REASON: To provide a necessary facility in connection with the proposed development and to prevent uncontrolled runoff of rainwater from front gardens onto public roads/drainage in accordance with BCCS Policy ENV5 and Borough Development Strategy 2017 Policy S5 Minimising Flood Risk and Sustainable Drainage Systems (SuDS).

15. No development shall commence (excluding demolition, site clearance and initial ground works) until full details of the soft landscaping scheme for the site have been 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 first occupation of the development.

Any trees or shrubs planted in pursuance of this permission including any planting in replacement for which is removed, uprooted, severely damaged, destroyed or dies within a period of five years from the date of planting shall be replaced by trees or shrubs of the same size and species and in the same place unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to make a positive contribution to place-making and provide a high quality landscaping in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 - Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part). This detail is required pre commencement (excluding demolition, site clearance and initial ground works) as landscaping is integral to providing a high quality and sustainable development.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any order revoking and re-enacting that Order), at no time during the life of the development shall the areas approved for landscaping be used for any other purpose unless otherwise agreed in writing by the Local Planning Authority.

REASON: To preserve the character and visual amenities of the area, in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings

Policy D2 Incompatible Land Uses (in part).

17. Prior to the first occupation of the site, the entrance off Swanfield Road shall be blocked to vehicular traffic via a barrier, the details of which shall be submitted to and approved in writing by the Local Planning Authority. The barrier must allow access for wheelchair users and persons with prams/pushchairs. The barrier shall be installed prior to first occupation and shall thereafter be maintained for the lifetime of the development.

Reason: in the interests of pedestrian safety and to ensure access to for all in accordance with Policies D1 (Access for all), L1 (Housing development, extensions and alterations to existing dwellings) and S17 (Access & Impact of Development on the Transport Network) of the Dudley Borough Development Strategy

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any order revoking or re-enacting that order with or without modification) no development referred to in Schedule 2, Part 1, Classes AA, B and C of that order shall be carried out without the express grant of planning permission.

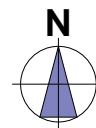
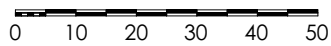
REASON: In order to prevent an increase in height of the development or a change in the roofs to protect the amenity of adjacent residents in accordance with Policy L1 of the Dudley Borough Development Strategy.

19. Demolition or construction works shall not take place outside the hours of 08:00 to 18:00 hours Mondays to Fridays and 08:00 hours to 17:00 hours on Saturdays nor at any time on Sundays or Public Holidays

REASON: To protect the amenities of nearby residents in accordance with Borough Development Strategy 2017 Policy D5 Noise Pollution, Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part).



SITE LOCATION PLAN














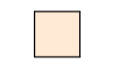


A	17.08.2022	SITE BOUNDARY REVISED.	LO
REV	DATE REVISED	REVISION	REV BY

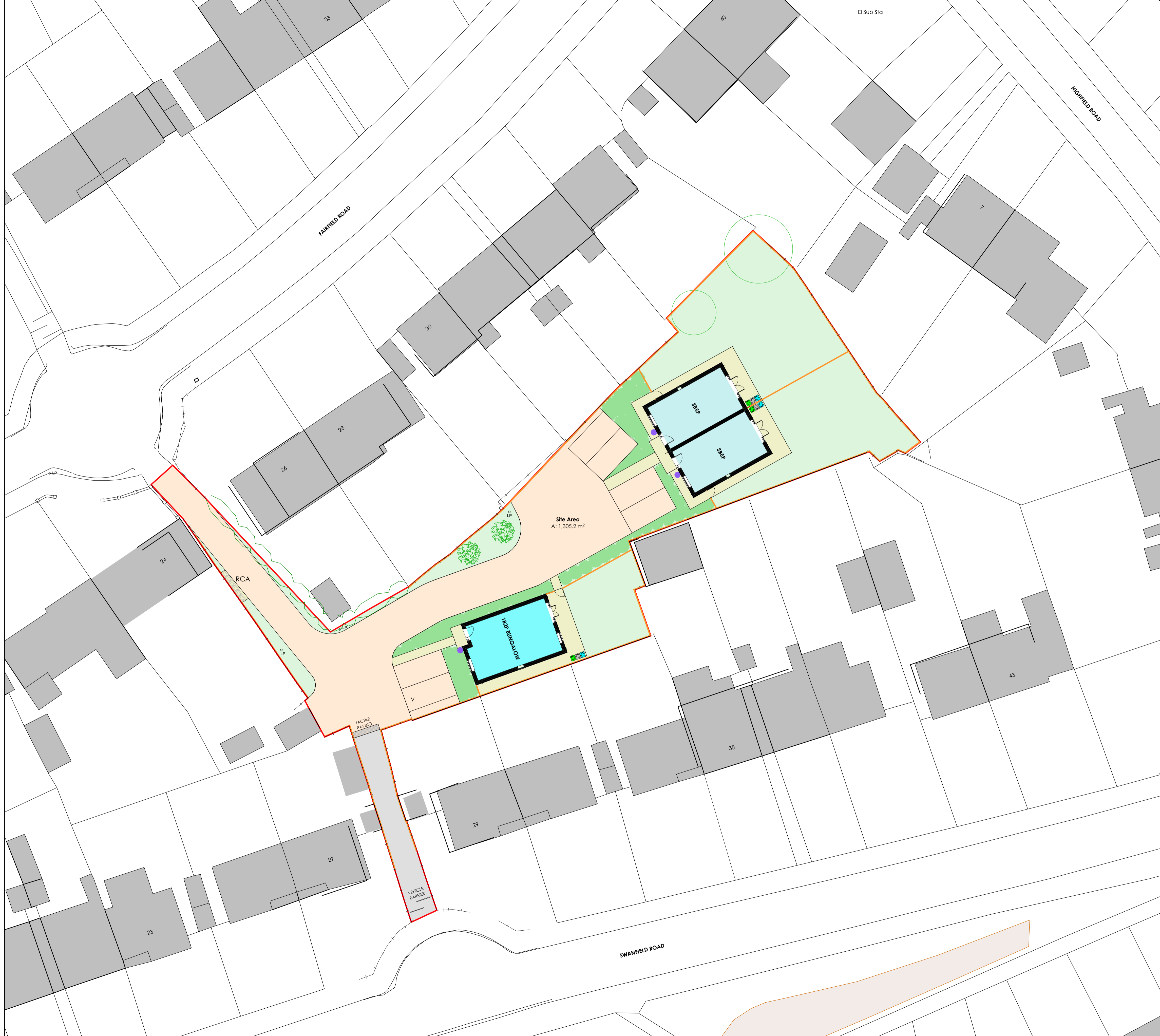
CLIENT Harpers	PROJECT Fairfield Road, Stourbridge
DRAWING TITLE Site Location Plan	DRAWING SCALE 1:1250 (A4)
DRAWN BY LISA OAKLEY	DATE DRAWN 14.04.2021
CHECKED BY SIMON OAKLEY	JOB NUMBER 202120
	DRAWING NUMBER 01A



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FAIRFIELD ROAD			
SCHEDULE OF ACCOMMODATION			
TYPE	No.	AREA ^{m²}	PARKING
1B2P BUNGALOW	1	52.4	100%
3B5P HOUSE	2	85	200%
TOTAL	3		

- EXTERNAL WORKS LEGEND**
-  Existing trees.  Existing trees removed.
 -  Large individual specimen trees 20-25cm girth.
 -  Ornamental shrubs and herbaceous planting, min 3 litres pot.
 -  Grass.
 -  1.8m high close board timber gates with galvanised steel catch, hasp and staple for padlock. Clear width 900mm.
 -  1.8m high close board fence with concrete posts and concrete gravel boards.
 -  240 litre general waste bin.
 -  240 litre garden waste bin.
 -  Recycle bin.
 -  450x450mm concrete paving slabs. 1200mm² flat landing to entrance door with 900mm wide individual paths & 1200mm wide shared paths, rear patios 1800mm deep with additional paving for bin access as indicated.
 -  Permeable block paving. Colour: 1BA. Communal parking spaces demarcated with contrasting block paving.
 -  Tarmac.
 -  Electric vehicle charging point - 32amp double pole switch, flush mounted, load side connected to Rolec Wallpod. EV Ready.
 - Landscaping adjacent to parking spaces must have a mature growth height or be maintained at no higher than 500mm.
 - Soft landscaping to be in accordance with Landscape Architects details.
 - Refer to structural engineers drawing for extent of retaining concrete gravel boards and retaining walls.



REV	DATE REVISED	REVISION	REV BY

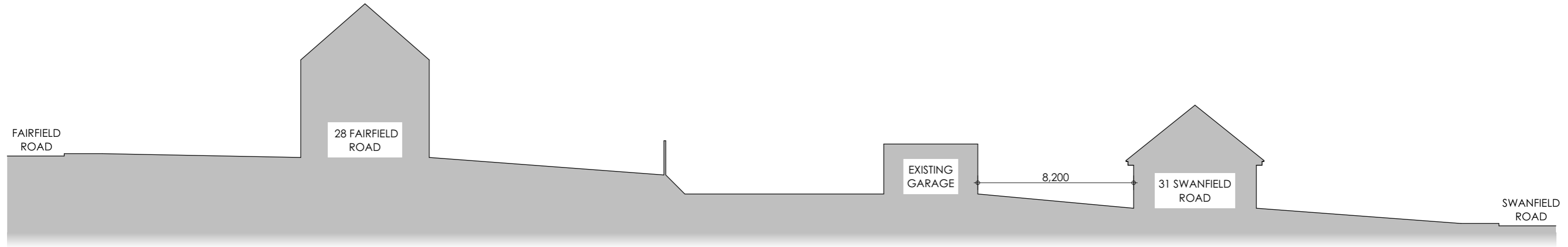
OAKLEY ARCHITECTS LTD
 28 HILLWOOD ROAD
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 WEST MIDLANDS
 B75 5QL
 T: 0121 238 0683
 E: design@oakleyarchitects.co.uk
 www.oakleyarchitects.co.uk

CLIENT
 Harpers

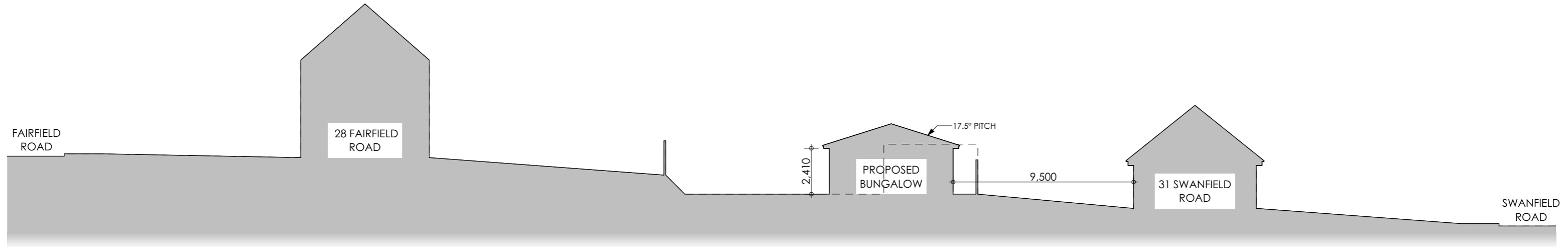
PROJECT
 Fairfield Road, Stourbridge

DRAWING TITLE
 Site Plan 200

DRAWING SCALE 1:200 (A1)	DATE DRAWN 01.08.2022
DRAWN BY Lisa Oakley	CHECKED BY Simon Oakley
JOB NUMBER 202120	DRAWING NUMBER 04



EXISTING SITE SECTION

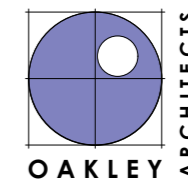


PROPOSED SITE SECTION



REV	DATE REVISED	REVISION	REV BY
A	02.08.2022	BUNGALOW ROOF UPDATED.	LO

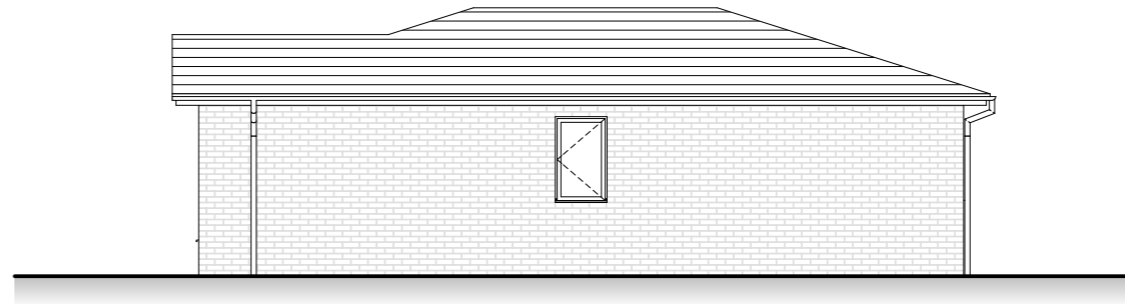
CLIENT Harpers	PROJECT Fairfield Road, Stourbridge
DRAWING TITLE Site Section	DRAWING SCALE 1:200 (A3)
DRAWN BY LISA OAKLEY	DATE DRAWN 04.04.2022
CHECKED BY SIMON OAKLEY	JOB NUMBER 202120
	DRAWING NUMBER 03A



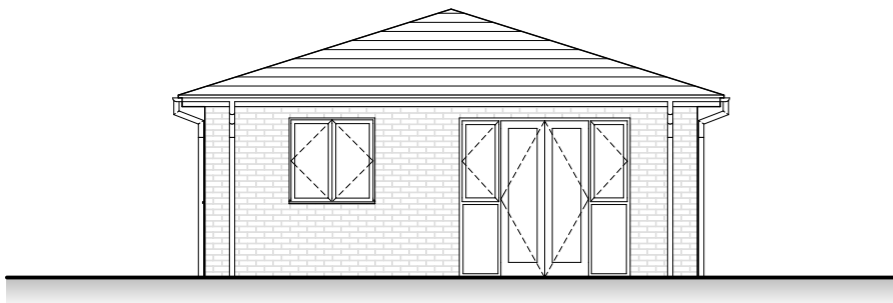
OAKLEY ARCHITECTS LTD
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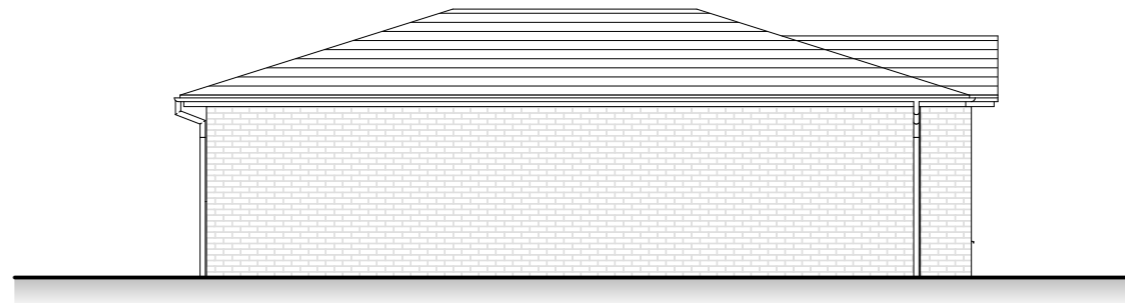
FRONT ELEVATION



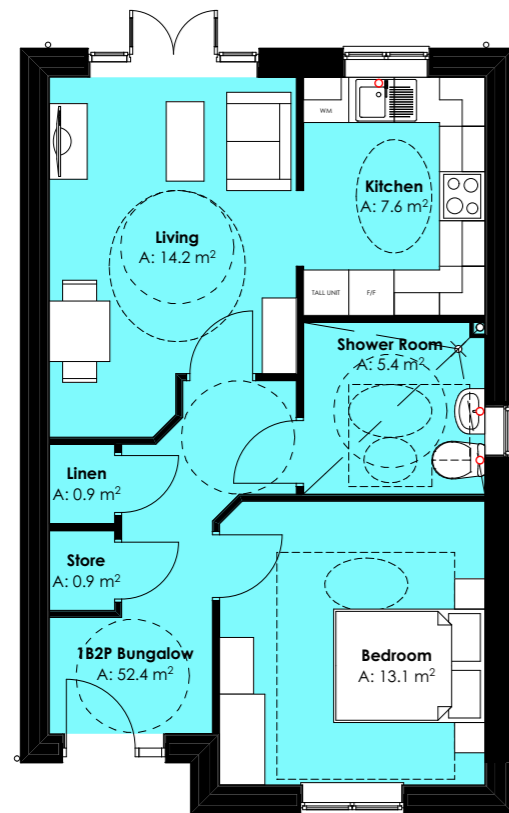
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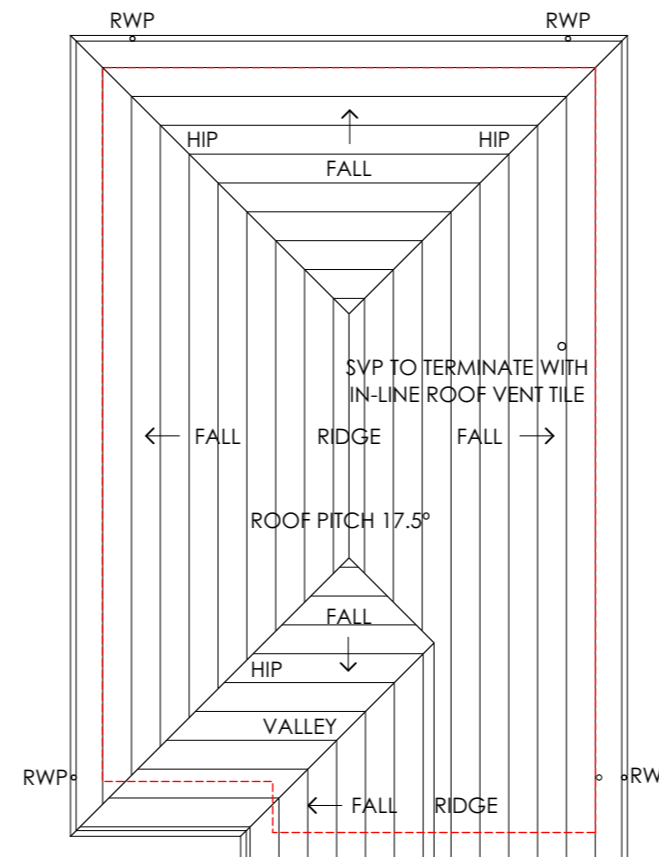
REAR ELEVATION



SIDE ELEVATION



**1B2P BUNGALOW
GROUND FLOOR PLAN**



ROOF PLAN

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CLIENT
Harpers

PROJECT
Fairfield Road, Stourbridge

DRAWING TITLE
1B2P Bungalow

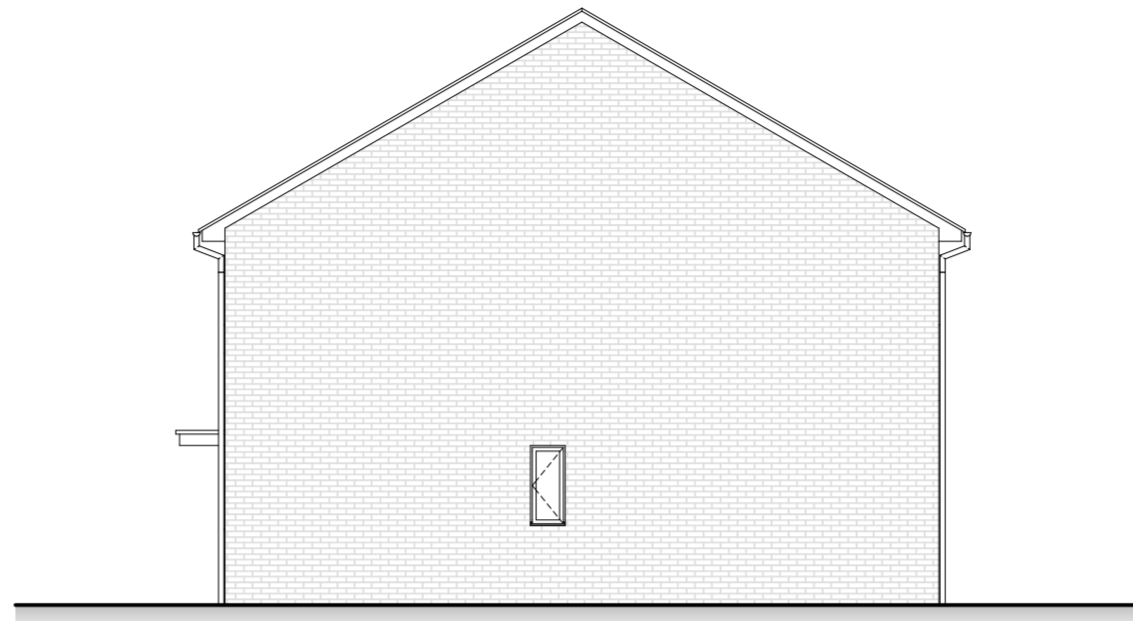
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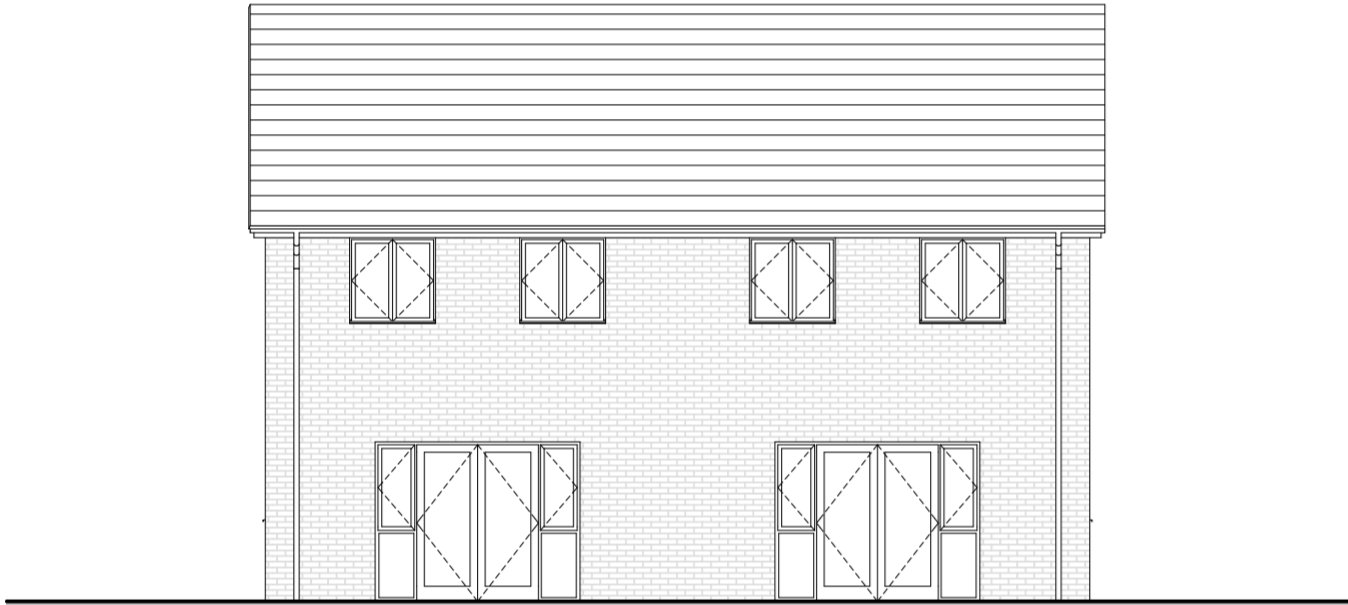
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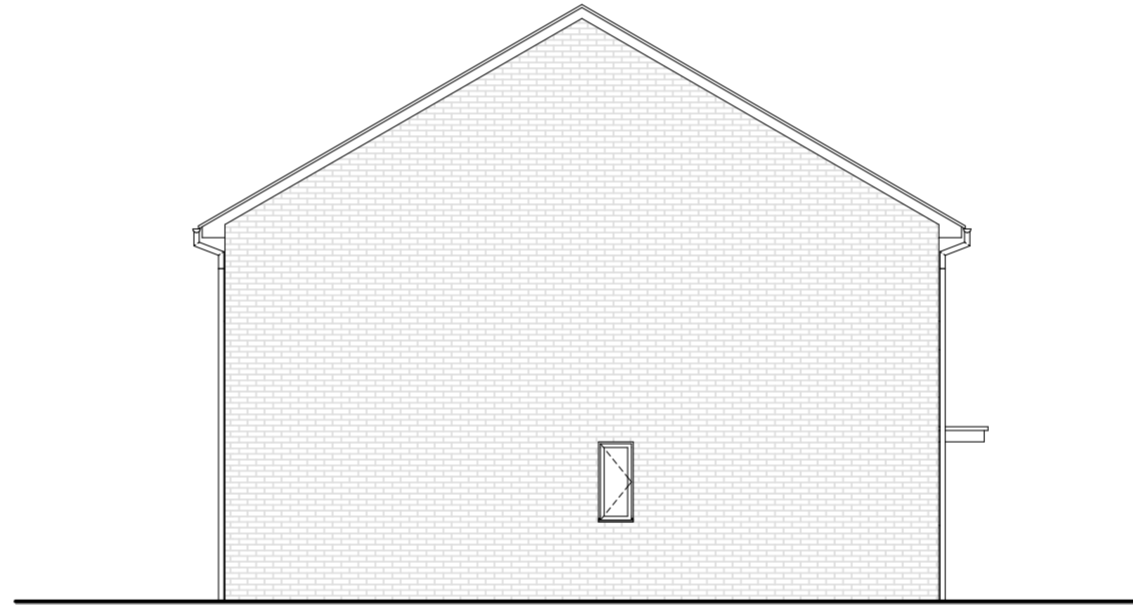
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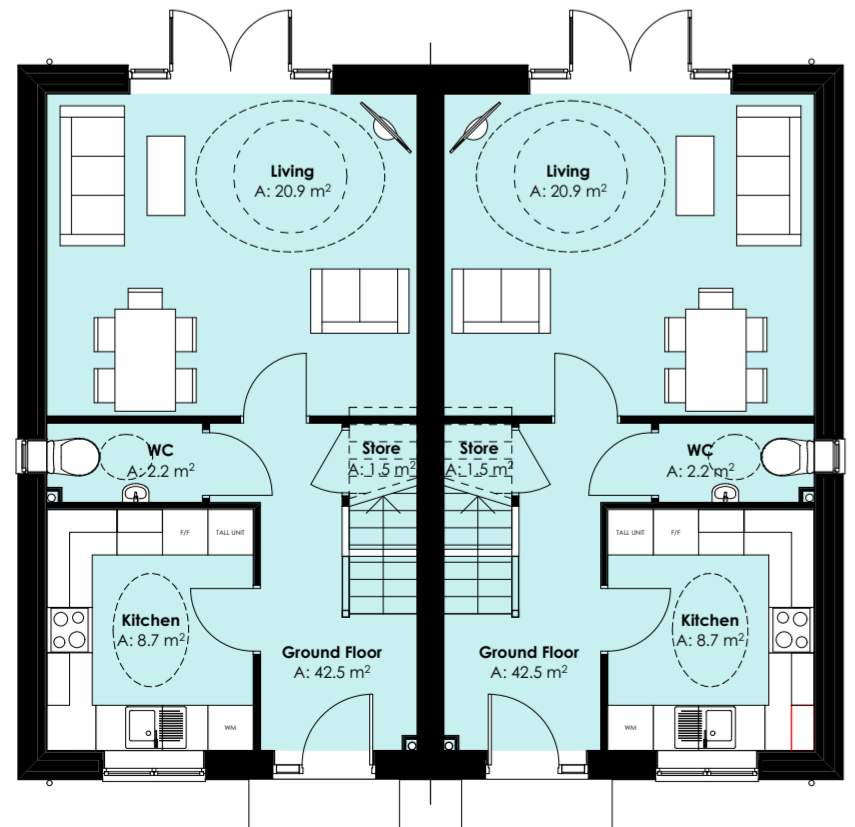
SIDE ELEVATION



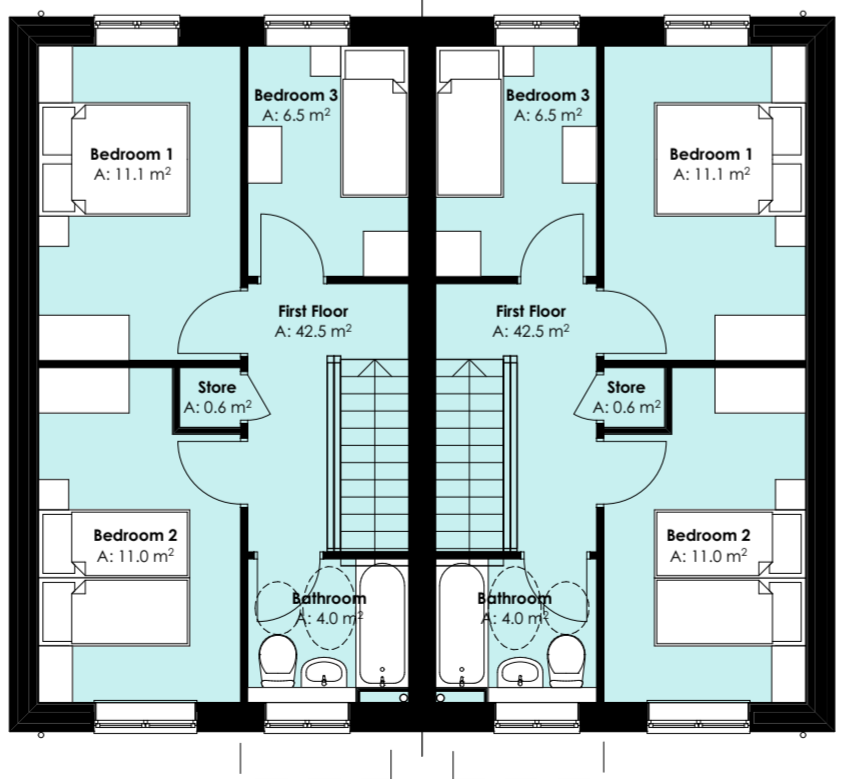
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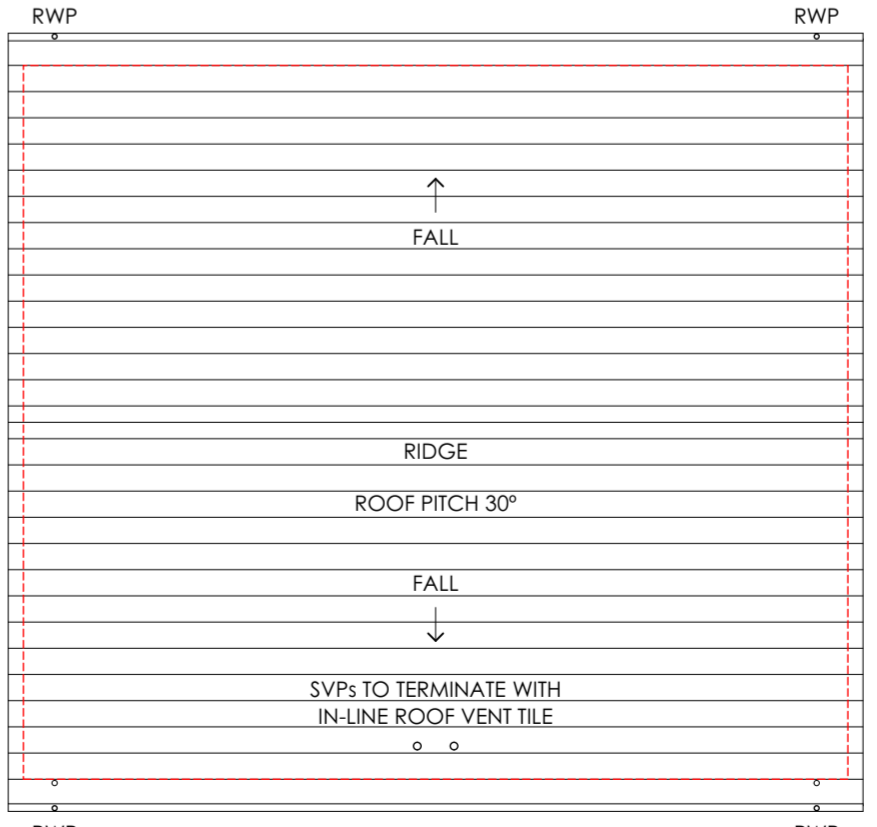
SIDE ELEVATION



**3B5P HOUSE
GROUND FLOOR PLAN**
Total Floor Area = 85m²



FIRST FLOOR PLAN



ROOF PLAN

REV	DATE REVISED	REVISION	REV BY

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CLIENT
Harpers

PROJECT
Fairfield Road, Stourbridge

DRAWING TITLE
3B5P House

DRAWING SCALE
1:100 (A2)

DATE DRAWN

DRAWN BY
LISA OAKLEY

CHECKED BY
SIMON OAKLEY

JOB NUMBER
202120

DRAWING NUMBER
06