

PLANNING APPLICATION NUMBER:P06/0330

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| Type of approval sought | Full Planning Permission |
| Ward | Wollaston & Stourbridge Town |
| Applicant | Barry Smith |
| Location: | LAND ADJACENT TO 172 VICARAGE ROAD, WOLLASTON |
| Proposal | ERECTION OF 2 NO. DETACHED BUNGALOWS WITH GARAGES AND ASSOCIATED ACCESS |
| Recommendation Summary: | APPROVE SUBJECT TO CONDITIONS |

SITE AND SURROUNDINGS

1. The application site is a long rectangular piece of open land at the head of a cul-de-sac containing seven bungalows. The cul-de-sac is part of Vicarage Road. The site has frontages to both the cul-de-sac and to the main Vicarage Road, and is bounded by no.172 Vicarage Road and its rear garden to the east and by the rear gardens of 3 bungalows on Twickenham Court to the west. The site is approximately 2-3m below pavement level on the main Vicarage Road and slopes down towards the head of the cul-de-sac and east to west from Vicarage Road towards Twickenham Court.

PROPOSAL

2. Permission is sought to erect 2no. bungalows at the site.
'Bungalow 1' is to be sited within the cul-de-sac, immediately adjacent to no.172. 'Bungalow 2' is to be located on the main Vicarage Road frontage, adjacent to. No.1 Twickenham Court. A new access is to be created from Vicarage Road to serve this bungalow. Both properties have garages and 11m long rear gardens.

HISTORY

3. Outline consent was granted in August 2005 for residential development at this site (application P05/1367).

PUBLIC CONSULTATION

4. 7 letters of objection have been received from occupants of properties on Twickenham Court and Vicarage Road. The following issues, relevant to the determination of the application, have been raised:
 - Loss of light and privacy at surrounding properties;
 - Adverse impact on outlook from neighbouring dwellings resulting from close proximity and the potential height of the bungalows;

- The development constitutes a highway safety hazard as the proposed access is located on a bend on the busy main Vicarage Road;
- Lack of space available at the head of the cul-de-sac to safely access 'bungalow 1'.
- The proposal involves the removal of trees both within the site and on Vicarage Road.

OTHER CONSULTATION

5. The application as originally submitted has been amended to address comments made by the Head of Traffic and Road Safety. It has been confirmed that over a 5 year period, within a 200m radius of the proposed access there have been no injury accidents.

RELEVANT PLANNING POLICY

6. Policies DD1 and DD4 of the UDP.

ASSESSMENT

7. Policy DD1 (Urban Design) requires that all new development proposals should make a positive contribution to the character and appearance of the area, whilst Policy DD4 advises that new

development in residential areas will only be allowed where there would be no adverse effect on the character of the area or upon residential amenity.

8. The proposed bungalow at the head of the cul-de-sac can be satisfactorily assimilated into the existing pattern of development in this part of Vicarage Road without any adverse impact on the character of the area. The bungalow would be sited approximately 16m from the rear of existing bungalows on Twickenham Court (supplementary planning guidance standards require a minimum distance of 14m between habitable room windows and blank gable walls). The proposed siting of the bungalow will result in a loss of light to habitable room windows on the side elevation of no.172 Vicarage Road. However this in itself would not be a reason for refusal of the application as other windows to habitable rooms on the front and rear elevations of no.172 will be unaffected by the development, and therefore the overall loss of amenity at the property will be relatively minor.
9. In street scene terms 'Bungalow 2' will only be partly visible above pavement level because of the large change in level between the site and the highway. The development of a bungalow on this part of the site would not have any adverse

amenity implications either for occupants of nearby properties or the visual amenities of the area.

10. Parking provision for the dwellings is in accordance with supplementary planning guidance standards. Garden lengths have also been provided in accordance with those standards.
11. None of the existing trees to be removed are protected by a TPO.
12. With regard to the concerns of objectors over the development potentially compromising highway safety, the comments of the HTRS are awaited and will be a material consideration in the determination of the application.

CONCLUSION

13. The proposed development complies with Policies DD1 and DD4 of the UDP.

RECOMMENDATION

14. It is recommended that the application is approved subject to the following conditions and confirmation from the HTRS that

the proposed development would not lead to any highway safety problems:

REASON FOR APPROVAL

The proposed development complies with Policies DD1 and DD4 of the UDP.

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. None of the dwellings shall be occupied until works for the disposal of foul and surface water drainage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved by the Local Planning Authority.
3. Development shall not begin until details of plans and sections of the lines, widths, levels, gradients and form of construction of service/access roads and drainage systems have been submitted to and approved by the local planning authority.
4. Development shall not begin until details of the existing and proposed levels of the site, which should be related to those of adjoining land and highways, have been submitted to and approved by the local planning authority.
5. Details of the proposed retaining walls adjacent to the site boundary shall be submitted to and approved by the Local Planning Authority before development is commenced and the development shall not be occupied until the retaining walls have been constructed in accordance with the approved plans.
6. Details of the proposed retaining walls within the site shall be submitted to and approved by the Local Planning Authority before development is commenced and the development shall

not be occupied until the retaining walls have been constructed in accordance with the approved plans.

7. Before any dwelling hereby approved is first occupied the parking areas and access thereto shall be constructed and surfaced. The parking areas shall thereafter be retained in perpetuity and used for no other purpose than the parking of vehicles
8. Notwithstanding the provisions of the Town and Country Planning General Development Order 1988 (or any order revoking and re-enacting that order), no development referred to in Part 1 Class A of Schedule 2 to that order shall be carried out.
9. Development shall not begin until details of the type, texture and colour of materials to be used in the external elevations have been submitted to and approved by the local planning authority.
10. No development shall commence until details of the proposed boundary treatment of the site have been submitted to and approved in writing by the local planning authority