

PLANNING APPLICATION NUMBER: P05/2304

Type of approval sought	FULL PLANNING PERMISSION
Ward	GORNAL
Applicant	RAVENS CROFT DEVELOPMENTS (UK) LTD
Location:	LAND AT BROOK STREET AND, BIRD STREET, LOWER GORNAL, WEST MIDLANDS, DY3 2NA
Proposal:	ERECTION OF 8 NO THREE BEDROOM DWELLINGS WITH INTEGRAL GARAGES AND ASSOCIATED ACCESS (RESUBMISSION OF REFUSED APPLICATION P05/1432)
Recommendation summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. Area of land at junction of Brook Street and Bird Street partly overgrown wasteland and partly surfaced informal parking area. Existing vehicular access from Brook Street. To east, north and west is two storey terraced housing, with two storey housing opposite.

PROPOSAL

2. Full planning application for the erection of a terrace of three dwellings facing Bird Street and a terrace of 5, staggered into a three and a pair, facing Brook Street.
3. The properties all have a single integral garage and a surface parking space in front, and are two storeys. These are 8.6m in height, with rear garden lengths a minimum of 11m and maximum of 18m, adjacent the existing property at 52 Brook Street. The information provided shows that the adjacent property to 52 Brook Street to be 8.6m. The single exception to this is plot 1, at the north western corner of the site adjacent to Bird Street, which has a shorter garden length but also has side garden separating it from the adjacent existing dwelling.

HISTORY

4.

APPLICATION No.	PROPOSAL	DECISION	DATE
CD/76/1833M01	27 Houses and 13 flats	Granted	9/12/1976
CD/78/3349M01	14 houses and 18 flats	Granted	18/6/1980
83/51878	10 two bed terraced houses	Granted	21/11/1983
93/51720	Portacabin for use as estate office	Granted	16/12/1993
P05/1432	2 detached and 6 terraced houses	Refused	5/8/05

PUBLIC CONSULTATION

5. Two letters of response received concerning:
- Concern over loss of parking area and resultant impact on on-street parking

OTHER CONSULTATION

6. **Traffic & Road Safety:** Objection as the drive to plot 3 encroaches into the radius at the road junction.
7. **Environmental Protection:** No objection subject to conditions

RELEVANT PLANNING POLICY

8.

Unitary Development Plan

DD1 – Urban design

DD4 - Development in residential areas

DD6 Access and transport infrastructure

H1 – New housing development

H3 – Housing assessment criteria

H6 – Housing density

LR1 – Open space

SPG:

PGN3 – New housing development

PGN6 – Highway considerations in development

PGN14 – Car parking standards

Other policy documents:

PPG3 - Housing

ASSESSMENT

9. Principle

The site lies outside any designated area within the UDP, and within an area of predominantly residential properties, in close proximity to an employment area. Therefore the principle of residential development is acceptable, subject to the details of the proposed development, which should also address the previous reasons for refusal.

10. A different scheme on the same site was proposed earlier in the year, and refused on the grounds of inadequate visibility splays, the height of the proposed dwellings and the layout and design of one of the plots.

11. The loss of the existing parking area is considered acceptable, as there are no policies which seek its retention. Whilst the loss of the parking area would be likely to result in additional on-street parking which would be likely to affect the flow of traffic, and general highway safety, this does not accord with the government aim of making more efficient use of land as stated in PPG3.

12. Density

The proposal would result in development at a density of 50dph, which is within the band recommended by central government in PPG3. It is also considered to be

appropriate and similar to the surrounding area, and the pattern and character of development.

13. Design/layout

The design of the proposed dwellings appear to be appropriate in style to the character of the surrounding area, and the streetscene drawings submitted demonstrate that the proposed dwellings would be no taller than existing adjacent dwellings, and thus would not be overly dominant. The proposed design is considered to complement that of the existing dwellings in the area and therefore acceptable in policy terms.

14. The layout of the proposed development is such that the units are set back further than the existing pattern of development, however this is considered acceptable as it allows for off-street parking provision in line with current policy requirements. However, the units do address the frontages sufficiently that the proposal is considered acceptable in terms of its layout generally.

15. Amenity and landscaping

The garden areas are of adequate length to comply with the PGN requirements.

16. Some information regarding landscaping details has been provided, and the boundary treatments of the site and between the proposed dwellings appear to be appropriate and acceptable, however additional details are requested prior to development to ensure that amenity is maintained, by condition.

17. Parking

The parking provided is considered to be sufficient as it accords with the requirements of PGN3.

CONCLUSION

18. The proposal is considered to be compliant with policy and unlikely to cause harm to the amenities of surrounding residents, and as such is considered to be acceptable. It is also considered to have addressed all the previous reasons for refusal.

RECOMMENDATION

19. The application should be approved subject to the following conditions:

Conditions and/or reasons:

1. A05A Commencement within 3 years - Full
2. C09B Contaminated Land
3. C10C Contaminated Land (Soil Gases)
4. Prior to the commencement of development, details of the colour, type and texture of the materials to be used on the external surfaces of the dwellings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in complete accordance with the approved details.
5. Prior to the commencement of development, details of the boundary treatments to be used on the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in complete accordance with the approved details.
6. Prior to the commencement of development, details of the colour, type and texture of the materials to be used on the hard and paved surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in complete accordance with the approved details.
7. Prior to the occupation of the dwellings hereby permitted, the parking provision shown on the approved plans shall be surfaced and marked out in complete accordance with the approved details, and shall thereafter be maintained for the parking of vehicles.

8. A highway improvement will be required on at the junction of Brook Street/Bird Street, to provide a 6m radii on the eastern side of the junction. Details to be submitted to and approved by the LPA prior to the start of development and implemented prior to first occupation.
9. The 2.4m by 60m visibility splay required at the junction of Brook Street/Bird Street shall be kept clear of obstructions above 600mm in height above ground level and maintained as such for the life of the development.