

PLANNING APPLICATION NUMBER:P22/0220

Type of approval sought	Full Planning Permission
Ward	Cradley and Wollescote
Agent	S.P. Faizey
Case Officer	James Mead
Location:	122, 124, 126 & 128, COLLEY GATE, CRADLEY, HALESOWEN, B63 2BU
Proposal	DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 8 NO. APARTMENTS WITH ASSOCIATED WORKS
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. The application site is located on the corner of Colley Lane and Colley Gate and has an area of 596m². It is part occupied by a terrace of shops fronting Colley Gate, constructed in the late 19th/early 20th century, now semi-derelict. There are a number of single storey outbuildings to the rear of the terrace.
2. The corner with Colley Lane is open and mainly grassed with some shrub planting and a macadam path. To the north of the site at the rear is a single storey commercial, workshop building fronting onto Colley Lane. This property is occupied by a restoration business. Also to the northern boundary is the rear amenity space of 6 Colley Lane, a detached residential dwelling.
3. To the east adjoining the application site is "The Chainmakers", a fish and chip shop with outdoor seating. This property is noted on the Councils Sites and Monuments Record (Ref: 15591) and is dated from 1872. On the opposite side of Colley Lane to the west is a statutory Grade II listed building, originally "The Talbot Hotel" constructed some time before 1884. This was renamed as "The Chainmakers" in the early 2000's but is now operating as a children's nursery.

4. The application site has several notable and relevant planning policy designations:
 - District/Local centre of Colley Gate
 - Area of High Historic Townscape Value
 - Forms part of a wider proposed housing site (as outlined in the Strategic Housing Land Availability Assessment – SHLAA)

PROPOSAL

5. This application seeks approval for the demolition of all the existing buildings on the site and erection of 8 apartments. Each apartment would have one bedroom and vehicle access to the site would be from Colley Lane through an access through the building to a parking area to the rear. The parking area would provide 6 parking spaces.
6. The apartment block would be three storeys in height with a hipped, pitched roof and would turn the corner to address both highways of Colley Gate and Colley Lane.
7. It is proposed to include an internal bin and cycle store which would be accessed from the drive-through vehicle access.
8. Bird and bat boxes are proposed to be included within the fabric of the building. The material palette provided is indicated to be that of brick/render/cladding. The parking area would be black top finish with parking bays being block paved.
9. Landscaping is proposed to the frontage of the building with a wall and railing demarking the private realm. To the rear there is a small communal grassed area proposed.

HISTORY

10. There is extensive planning history associated with the site, none of which is relevant to the current proposed scheme.

PUBLIC CONSULTATION

11. Twelve direct neighbour notification letters were sent out to neighbouring properties as well as the posting of a site notice and advert in the Express and Star newspaper. The last date for representations was the 19th March 2022.

12. Four letters of objection have been received, two from the same property. The material planning considerations outlined are:

- Close proximity of the proposed building to the neighbouring property impacting on right to light.
- Viability of neighbouring business.
- Scale of the building.
- 8 single dwellings inappropriate for the surrounding area as infrastructure not sufficient (GP, schools).
- Impact on the highway junction.
- Potential poor finish of the building.
- Loss of privacy
- Visual impact
- Unsafe vehicle access point.

13. The following non-material planning considerations were also raised:

- Private access rights across the land for vehicles
- Loss of informal parking
- Damage to property due to close proximity of the proposed building.
- Malicious damage to property.

OTHER CONSULTATION

14. Highways Engineer – No objections as a result of the amended internal layout increasing the provision of cycle storage.
15. Environmental Safety and Health Team - No objections subject to safeguarding conditions.
16. Contaminated Land Team – No objections subject to conditions.

RELEVANT PLANNING POLICY

17. National Planning Policy:
 - National Planning Policy Framework (NPPF) 2021
 - Technical Guidance to the National Planning Policy Framework
 - CIL Regulations
18. Black Country Core Strategy 2011:
 - The Vision
 - Sustainability Principles
 - The Spatial Objectives
 - HOU1 Delivering Sustainable Housing Growth
 - HOU2 Housing Density, Type and Accessibility
 - DEL1 Infrastructure Provision
 - CSP4 Place Making
 - TRAN2 Managing Transport Impacts of New Development
 - ENV1 Nature Conservation
 - ENV2 Historic Character and Local Distinctiveness
 - ENV3 Design Quality
 - ENV 8 Air Quality

19. Dudley Borough Development Strategy 2017:

- Policy S1 Presumption in favour of Sustainable Development
- Policy S6 Urban Design
- Policy S7 - Landscape Design
- Policy S8 Conservation and Enhancement of Local Character and Distinctiveness
- Policy S10 Listed Buildings
- S11 Buildings of Local Historic or Architectural Importance
- S12 Areas of High Historic Townscape Value
- Policy S17 Access & Impact of Development on the Transport Network
- Policy L1 Housing Development, extensions and alterations to existing dwellings
- Policy D2 Incompatible Land Uses
- Policy D5 Noise Pollution

20. Supplementary Planning Guidance:

- New Housing Development SPD revised 2013
- Parking Standards SPD revised 2017
- Nature Conservation SPD
- Historic Environment SPD (2017)
- CIL Charging Schedule (2015)

ASSESSMENT

21. The main issues are

- Principle/Policy.
- Impact on Heritage Assets.
- Character and Design
- Neighbour and Occupier Amenity
- Highway Matters
- Land Contamination and Stability

- Financial Matters
- Other matters

Principle/Policy

22. The National Planning Policy Framework (NPPF) states that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. In connection with this, at a local level Policy HOU2 of the Core Strategy seeks the provision of high-quality design in new housing developments, whilst Policy S6 of the Dudley Borough Development Strategy (2017) requires that new developments should have a positive impact on the character and appearance of the area.
23. Paragraph 28 of the NPPF (2021) supports the use of non-strategic policies to influence local design character and sets out that *“Non-strategic policies should be used by Local Planning Authorities and communities to set out more detailed policies for specific area... establishing design principles”*. This rhetoric is also supported under paragraph 128 and 129 of the NPPF (2021). Furthermore, in considering the importance of good design the NPPF (2021) further states that *“permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.”*
24. The proposed development is therefore in principle, aligned with the requirements of the national planning policy framework, in that it helps to fulfil housing growth. Therefore, there is significant, broad planning policy support for this residential development, particularly within sustainable locations. The site is also located in a sustainable location in terms of transport links and amenities.
25. The Black Country Core Strategy adopted in 2011 sets out The Vision, Sustainability Principles and The Spatial Objectives for future development in the Black Country to

2026. One of the Spatial Objectives of the Strategy is to help to deliver sustainable communities on redundant land, that make the most of opportunities such as public transport, are well served by residential services and green infrastructure, have good walking, cycling and public transport links to retained employment areas and centres, are set in high quality natural and built environments and are well integrated with surrounding areas.

26. The Black Country Core Strategy (BCCS), Policy HOU1: 'Delivering Sustainable Housing Growth' also requires at least 63,000 net new homes up to 2026.
27. Policy L1 of The Dudley Borough Development Strategy states that new development will be supported on previously developed land and on sites in sustainable locations, close to public transport facilities and links. Housing development will be permitted, provided that the design of the development is of an appropriate form, siting, scale, and mass; that it would not cause unacceptable harm to the amenities of the occupiers of neighbouring dwellings; that it would provide an appropriate level of amenity for future occupiers of the development and that the development would provide adequate access, parking and provision for the manoeuvring of vehicles, with no detrimental impact on highway safety and free flow of traffic.
28. The principle of residential development submitted under this application at this site is considered entirely appropriate in line with the aspirations of national and local policy context. The development would therefore contribute towards meeting the housing growth objectives of Policy HOU1 of the Core Strategy.

Impact on Heritage Assets

29. The National Planning Policy Framework (NPPF) advises that LPAs should take account of the desirability of sustaining and enhancing the significance of heritage assets, and the desirability of new development making a positive contribution to local character and distinctiveness. It also sets out the Government's policy for the management of development that would affect a heritage asset, including assets identified by the local planning authority (local listing). Paragraph 199 states that

‘When considering the impact of a proposed development on the significance of a designated heritage asset great weight should be given to the asset’s conservation...’

30. 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.
31. Policy S11 of the Dudley Borough Development Strategy states that the Council will resist development, which have a detrimental impact on the setting or context of buildings or structures on the Local List including development, which conflicts with the intrinsic historic value of the building and its setting and the local character of the wider area. Policy S10 of the Dudley Borough Development Strategy states that proposals for demolition, inappropriate alteration of or addition to statutorily Listed Buildings, or for development which would harm their significance or be detrimental to their setting, will be resisted.
32. The proposed development would affect the setting of both a non-designated heritage asset (Chainmakers Fish and Chip Shop) and a designated heritage asset (Former Chainmakers Public House). The bulk and mass of the proposed building is considered, on balance, to be acceptable in relation to these heritage assets. The separation between the proposed three storey development and the Grade II listed structure, on the opposite side of the highway is considered to provide enough relief to ensure that its setting is not impacted upon to a level detrimental enough to warrant refusal of the application. The proposed building is in closer proximity to the western neighbour but adopts an acceptable approach, in terms of massing, to allow support for the development to be offered. Given this, the proposed development is considered to offer a neutral impact on the neighbouring heritage assets. On this basis, and after careful consideration of most plans submitted, the proposed development would be in accordance with the requirements of the NPPF (2021), BCCS Policies, CSP4 - Place Making, HOU1 - Delivering Sustainable Housing Growth, ENV2 - Historic Environment and Local Distinctiveness; Policies L1, S10 and

S11 of the Dudley Borough Development Strategy (2017) and the New Housing Development Supplementary Planning Document (2013).

Character and Design

33. The bulk, scale and mass of the proposed building is considered, on balance as acceptable on this prominent corner plot location. However, the palate of materials, finishes and elevational treatment is not deemed to be appropriate as shown on the submitted elevations and visual representations. The use of this pastiche design approach and materials is not considered to be appropriate at this site where an opportunity arises to ensure a high quality and arresting form of development that could add interest to the streetscene. Further, the elevational treatment should be amended and improved to allow for a more appropriate vernacular. As such, whilst the principle of the development in terms of scale is, on balance, acceptable, it is considered appropriate to add conditions to any approval related to the material finishes and elevations so that a more contemporary and suitable form of development can be considered on this site. This is specifically relevant given the siting of the application site in an Area of High Historic Townscape Value. Subject to these conditions the development is considered acceptable. In this regard the proposed development is considered to align with the requirements of The NPPF (2021), Policies S6 and S12 of the Dudley Borough Development Strategy (2017) and Policies ENV2 and ENV3 of the Black Country Core Strategy (2011)
34. The density of the proposed development is approximately 75 dwellings per hectare which is in accordance with the requirements of the New Housing SPD (2013) in terms of this in centre location.
35. The existing buildings upon the site are derelict and in a state of disrepair. The removal of these buildings and replacement with this new build, flatted scheme is considered to be an improvement visually to the wider area whilst bringing back a prominent site back into active use. This proposal therefore accords with the requirements of the NPPF (2021) HOU1 of the Black Country Core Strategy (2011) and L1 of the Dudley Borough Development Strategy (2017).

Neighbours and Occupier Amenity

36. All of the proposed flats meet the requirements on terms of the Nationally Described Space Standards (March 2015). A Noise Risk Assessment and Acoustic Design Statement from Noise.co.uk dated 13th January 2022 has been provided to support the application. It identifies that road traffic noise affects the site and that mitigation is required to protect future residents in the form of enhanced double glazing and acoustic ventilation. The Council's Environmental Safety and Health Team have assessed the findings of this report and are satisfied that noise issues can be addressed for future occupiers by way of planning conditions. As such the development complies with the requirements of policy D5 of the Dudley Borough Development Strategy (2017). It is noted that a long-standing vehicle repair did lie adjacent to the site and does not have a history of complaint against it. It is assumed that the business operated without giving rise to adverse effects from its operations and that no particular mitigation measures are required to reduce its effect on nearby residents, some of whom live adjacent to it. As such the proposed development would accord with the requirements of Policy D2 of the Dudley Borough Development Strategy (2017).
37. The proposed properties are one-bedroom apartments and as such will be targeted at single occupiers and couples. There is space to the rear of the premises for the drying of washing and sitting outside. Whilst the area of amenity space is minimal it is functional, and it is not a requirement for flats within a centre to provide dedicated amenity space for each property. Further, the site is within a short walking distance (approx. 250m) of Homer Hill Recreation Ground.
38. The nearest residential dwelling is to the rear (north) of the site, number 6 Colley Lane. This residential property has its private residential garden adjoining the application site. There would be a separation distance of 19m from the rear elevation of the proposed building and the boundary of this residential neighbour. This distance is considered adequate to ensure no loss of privacy to a level that would warrant

refusal of the application. A balance must be struck between the privacy expected by the occupiers of this neighbouring dwelling and the natural surveillance of the car park area in terms of secure by design principles. Amenity to the neighbouring business in terms of potential loss of light cannot be given significant weight as this is not habitable space. The current footprint of the building and layout of the flats is considered as acceptable and would not result in the detrimental loss of privacy to the occupiers of number 6 Colley Lane in accordance with the requirements of the NPPF (2021) and the New Housing SPD (2013).

Highway Matters

39. The vehicle access to the site is considered as acceptable. The proposal is for 8 one bed units, the site layout only shows 6 car parking spaces. The site is reasonably accessible by bus with no.9, 13 and 002 providing both town/city and local options. It is considered on balance, that although not meeting the adopted parking standards, parking provision is considered acceptable subject to the adequate provision of other sustainable mode options such as cycling / p2w or electric scooters in the near future.
40. Throughout the assessment of the application the plans have been amended to improve internal arrangements to provide a larger cycle storage area (1 space per unit)
41. Electric vehicle charging is noted to be provided at 4 points future proofing the development beyond Central Governments EV2030 target date. It is also requested that multiple standard 3 pin sockets are installed within the cycle storage to permit the charging of e-bikes and personal / mobility scooters in the future.

Contaminated Land

42. The submitted desk study identifies a need for contamination and ground gas testing to ensure development proposals are sufficiently robust to ensure a safe redevelopment. Consequently, the necessary planning conditions are considered

appropriate to ensure the development is acceptable. Subject to these conditions the proposed development would be in accordance with the requirements of the NPPF (2021) and Policy D3 of the Dudley Borough Development Strategy (2017).

Financial Matters

43. 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' 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 Levy (CIL). The clause 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'. This proposal would provide eight dwellings generating a New Homes Bonus grant of eight times the national average council tax for the relevant bands.
44. The proposal is also liable for CIL but the site falls within Zone 1 which has a £0 rate thus no CIL charge is required.

Other Matters

45. One of the representations made reference to rights of access to their property across the application site. This has been checked through land registry title deeds and no such access rights exist. It may be that access has been given on an informal basis however this is not a material planning consideration.

CONCLUSION

46. The proposed residential development would be of an appropriate scale, mass and density that would not have an adverse impact upon the character of the area or heritage assets and would not be detrimental to residential amenity. The development would make a positive contribution to the wider area and does not raise concerns with relation to highways, noise or air quality. The

proposed development is in accordance the policies contained within the National Planning Policy Framework (2021), and all the local polices listed within this report.

RECOMMENDATION

47. It is recommended that the application be approved, subject to 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:
•21129-101, ADL353, 21023/4, 21023/3, 21023/2A, 21023/1, 21023/5A and 21023/8
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The dwelling(s) shall not be occupied until the area noted on plan number 21023/5A for secure and covered cycle storage has be fully installed. These facilities shall be provided in strict accordancewith this plan prior to the first occupation of the dwelling(s) and shall thereafter be retained and maintained for no other purpose, for the life of the development.
REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings
Policy D2 Incompatible Land Uses (in part)
and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.
4. Prior to first occupation all redundant dropped kerbs should be replaced with matching full height kerbs and the adjacent Highway made good.
REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings
Policy D2 Incompatible Land Uses (in part)
and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.
5. In order to minimise the impact of the development on local air quality, any gas boilers provided within the development must meet a dry NOx emission concentration rate of <40mg/kWh. The specification of the gas boiler(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any above ground development and the approved specification of boiler(s) shall thereafter be fitted in accordance with such details.
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.

6. No development shall commence (excluding demolition, site clearance and initial ground investigation works) until details of the access(es) into the site, together with parking and turning area(s) [including details of lines, widths, levels, gradients, cross sections, drainage and lighting] have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the access(es) into the site, together with parking and turning area(s) within the site have been laid out in accordance with the approved details. These area(s) shall thereafter be retained and not be used for any other purpose for the life of the development.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

7. 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.

8. The materials to be used in the hard surfacing of the development hereby approved shall be in accordance with the schedule as outlined on plan number 21023/4. The hard surfacing shall be completed with a surface and sub-strata that is permeable. The development shall thereafter be carried out in complete accordance with these 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 Policy D2 Incompatible Land Uses (in part)

This detail is required as landscaping is integral to providing a high quality and sustainable development.

9. The soft landscaping as shown on the approved plans shall be implemented within the first planting season following the first occupation of the development unless otherwise agreed in writing by the Local Planning Authority. Any trees or shrubs planted in pursuance of this permission including any planting in replacement for it 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 and to ensure that the approved landscaping is properly maintained 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).

10. The boundary treatments around the site shall be undertaken in strict accordance with the details noted on plan number 21023/4. The boundary treatments shall be carried out in complete accordance with the approved plan prior to the occupation of the dwellings hereby approved and shall thereafter 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 public realm 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)

This detail is required prior to the commencement of above ground works as the required works may need to be incorporated into buildings on the site and as well as needing to protect the amenity of existing and proposed occupiers.

11. No development shall commence (excluding demolition, site clearance and initial ground works) until detailed plans and sections showing existing site levels, proposed finished floor levels and ridge heights of the dwellings hereby approved as well as spot levels of neighbouring adjacent land have been submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in complete accordance with the approved details.

REASON: In the interests of the visual amenities of the area and to safeguard the amenities of occupants of neighbouring properties and to comply with BCCS Policies CSP4 - Place-Making and ENV2 - Historic Character and Local Distinctiveness and Borough Development Strategy 2017 Policy Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings

Policy D2 Incompatible Land Uses (in part).

12. Demolition or construction works shall not take place outside the hours of 07:00 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).

13. Development shall not begin until a scheme for protecting residents in the proposed dwellings from noise from traffic using Colley Gate and Maple Tree Lane has been submitted to and approved in writing by the local planning authority. All works which form part of the approved scheme shall be completed

before occupation of the permitted dwellings, unless otherwise agreed in writing by the Local Planning Authority. The protection measures in the agreed scheme shall be maintained throughout the life of the development. The mitigation scheme shall have regard to the noise mitigation measures contained in the Noise Risk Assessment and Acoustic Design Statement from Noise.co.uk dated 13th January 2022.

In order to safeguard the amenities of the occupiers of the proposed dwellings and to comply with Saved UDP Policy EP7.

14. 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.

15. Where the approved risk assessment (required by condition 14 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. 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.

16. Following implementation and completion of the approved remediation scheme (required by condition 15 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.

17. 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. 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.

18. Where the approved risk assessment (required by condition 17 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. 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.

19. Following implementation and completion of the approved remediation scheme (required by condition 18 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.

20. Notwithstanding the submitted details, prior to the commencement of any above ground works a written schedule of the types, colours and textures of the materials to be used on the external surfaces of the buildings hereby approved as well as elevational treatment 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 unless otherwise agreed in writing by the Local Planning Authority.

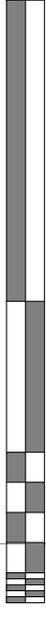
REASON: To ensure the satisfactory appearance of the development in accordance with BCCS Policy ENV2 - Historic Character and Local Distinctiveness and Saved UDP Policies DD1 - Urban Design and Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part)

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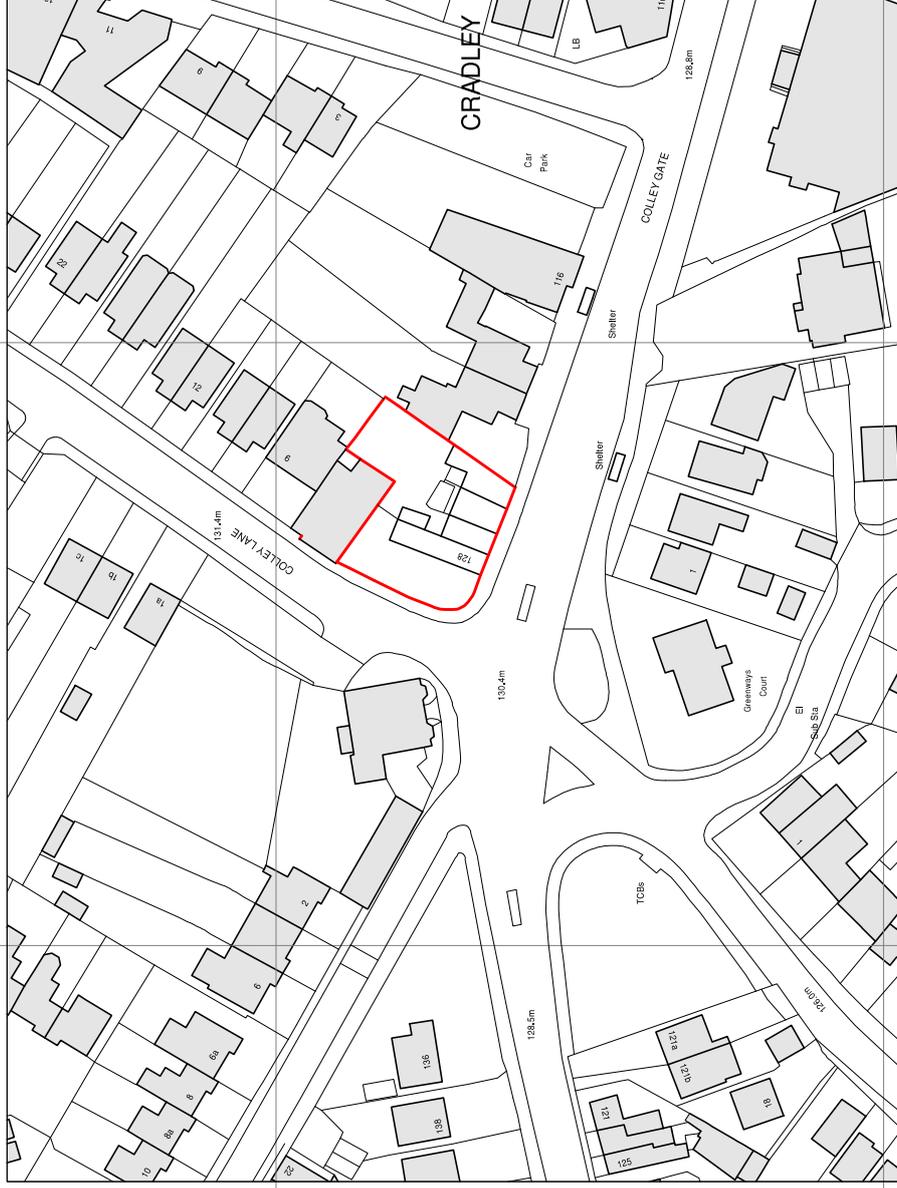
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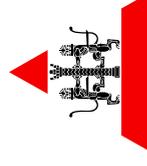


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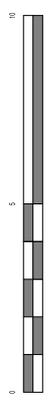
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w: www.spfaizey.co.uk

DUDLEY MBC/JESSUP			
RESIDENTIAL DEVELOPMENT			
COLLEY GATE, HALESOWEN			
LOCATION PLAN			
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394300m

394200m



Scale 1:100

ACCOMMODATION

- Plot 1 1 Bed 2 Person Flat @ 50 Sq.M
- Plot 2 1 Bed 2 Person Flat @ 54 Sq.M
- Plot 3 1 Bed 2 Person Flat @ 50 Sq.M
- Plot 4 1 Bed 2 Person Flat @ 53 Sq.M
- Plot 5 1 Bed 2 Person Flat @ 54 Sq.M
- Plot 6 1 Bed 2 Person Flat @ 50 Sq.M
- Plot 7 1 Bed 2 Person Flat @ 53 Sq.M
- Plot 8 1 Bed 2 Person Flat @ 54 Sq.M

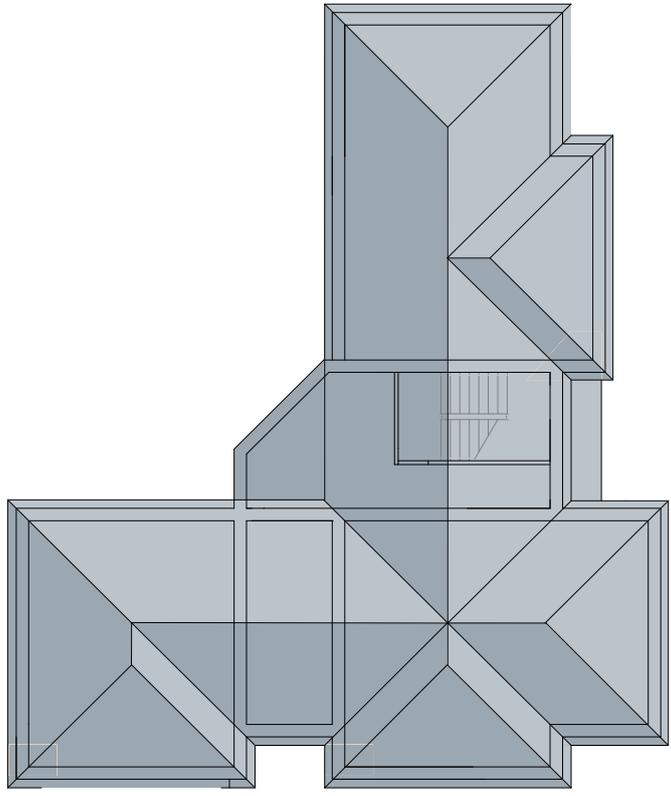
A CYCLE STORE REVISED 20/9/22 DATE



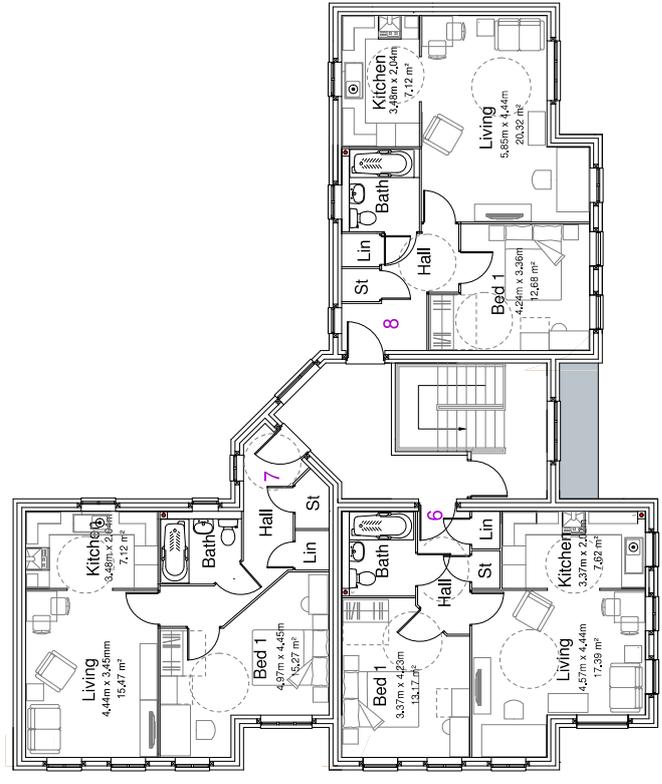
1 Station Court
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S. P. Fitzroy
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DUDLEY MBC	
RESIDENTIAL DEVELOPMENT	
COLLEY GATE, HALESOWEN	
FLAT PLANS	
scale/1:2	date
1:100	JAN 22
drawn	SPF
checked	21023/5A

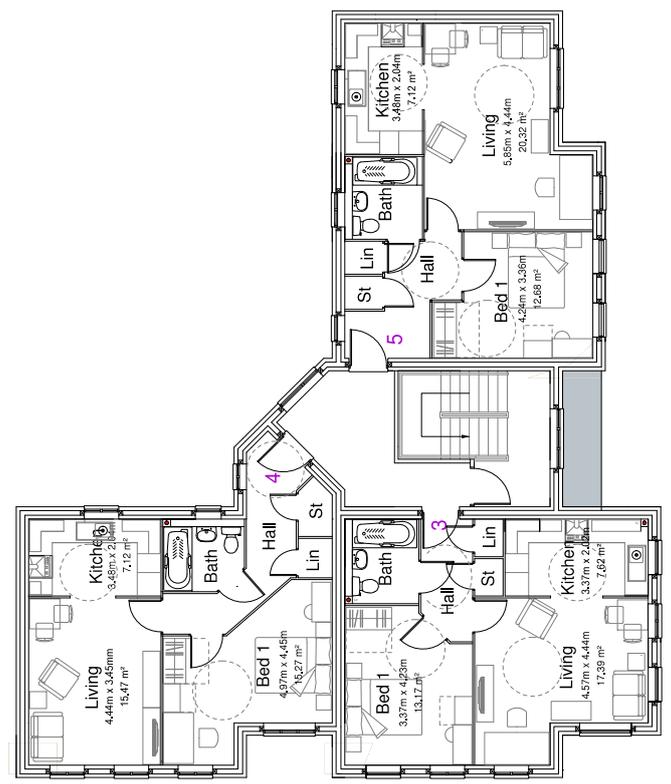
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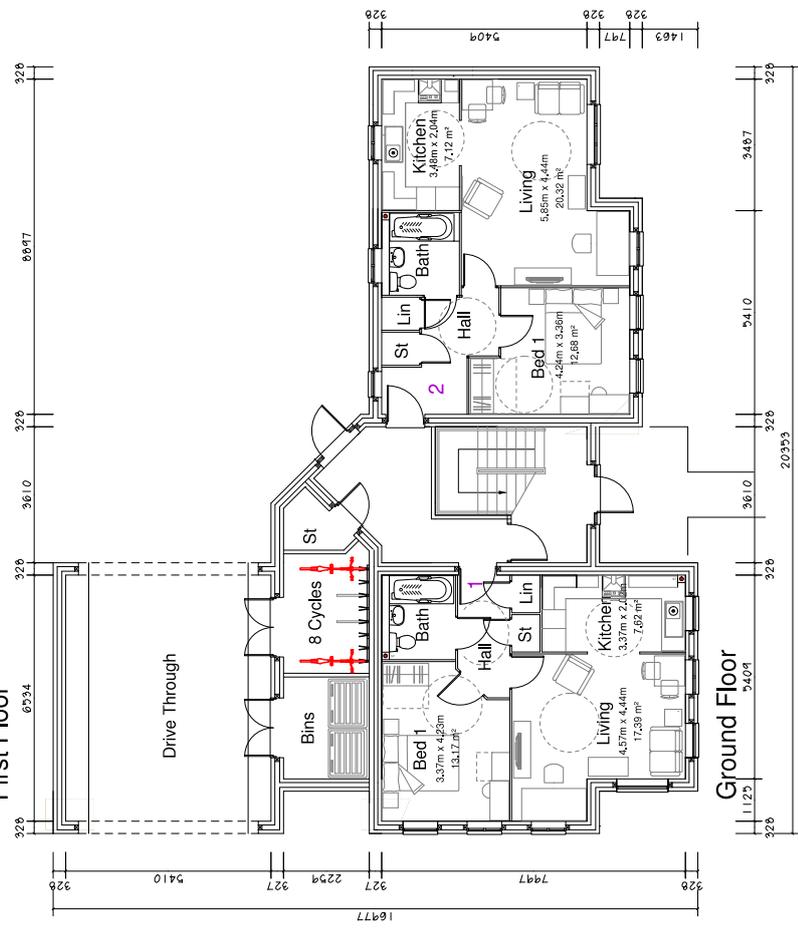
Roof Plan



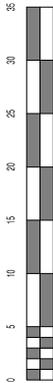
Second Floor



First Floor



Ground Floor



Scale 1:500



ACCOMMODATION

8 No. 1 Bed 2 Person Flats

6 No. Car Parking Spaces

A ADJUSTED TO SITE SURVEY 31/1/22 DATE
 REVISIONS



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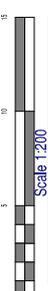
DUDLEY MBC/JESSUP			
RESIDENTIAL DEVELOPMENT			
COLLEY GATE, HALESOWEN			
SITE PLAN			
scale@A3	date	drawn	drawing
1:500	JAN 22	SPF	21023/2A

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284700m

284600m



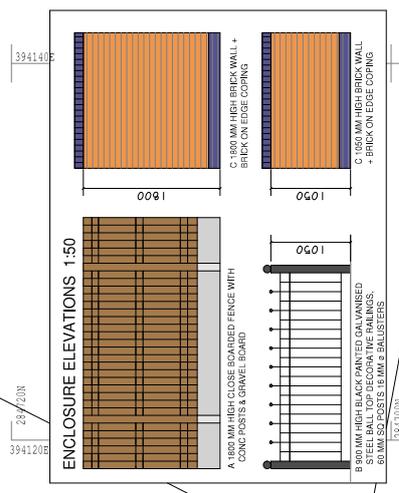
EXTERNAL WORKS LEGEND	
ENCLOSURES	
A	1800 MM HIGH CLOSE BOARDED FENCE WITH CONCRETE POSTS AND 300 MM GRAVEL BOARD
B	1000 MM HIGH BLACK GALVANISED STEEL RAILING
C	1000 MM HIGH BRICK WALL + BRICK ON EDGE COPING
D	1000 MM HIGH BRICK WALL + BRICK ON EDGE COPING
E	PAVING
F	MACADAM PATHS TO ENGINEERS SPECIFICATION
G	600 x 600 x 50MM PAVING SLABS ON 100MM SAND/CRUSHED (1:3:6) ON 70MM THICK GRANULAR FILL BASE.
H	DRIVE AND CAR PARKING BAYS
I	BLOCK PAVED CAR PARKING BAYS TO ENGINEERS SPEC.
J	MACADAM ACCESS DRIVE TO ENGINEERS SPECIFICATION
K	MACADAM CROSSOVER TO ENGINEERS SPECIFICATION
PLANTING SCHEDULE	
SHRUBS	Cultivated turf
GRASS	Cultivated turf
GROUND PREPARATION	
SITE COMPACT TO BE LOCATED IN NON CULTIVATED AREAS WHERE POSSIBLE. ALL AREAS TO BE CULTIVATED TO BE CLEARED OF RAILERS RUBBLE AND BASE BROKEN UP TO A DEPTH OF 300 MM TO BE SAVED FOR REUSE. ALL AREAS TO BE LEFT IN A CLEAN, LEVELLY GRADED AND UNCOMPRESSED STATE PRIOR TO ACCESS BY LANDSCAPING CONTRACTOR.	
REFUSE BINS	
ELECTRIC VEHICLE CHARGING POINT Wallbox EV Ready / 3amp external socket mode 2 charging.	
ECOLOGICAL ENHANCEMENTS To be located within 4m To be located within 4m To be located within 4m	

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JESSUP/DUDLEY MBC			
RESIDENTIAL DEVELOPMENT			
COLLEY GATE, HALEWSOWEN			
SITE LAYOUT			
scale	date	drawn	checked
1:200	JUN 22	SPF	21023/4

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COLLEY LANE
131.4m

COLLEY GATE
116

Shelter

Shelter

130.4m