

## **PLANNING APPLICATION NUMBER:P07/0094**

Type of approval sought	Full Planning Permission
Ward	Wordsley
Applicant	Mr M Parkes
Location:	<b>16, ASCOT GARDENS, STOURBRIDGE, WEST MIDLANDS, DY8 5ED</b>
Proposal	<b>ERECTION OF 5 NO. NEW PREFABRICATED GARAGES</b>
Recommendation Summary:	<b>APPROVE SUBJECT TO CONDITIONS</b>

### **SITE AND SURROUNDINGS**

1. 16 Ascot Gardens occupies a position at the head of a residential cul-de-sac which comprises of terraced houses built during the early 1960's.
2. The site comprises of the side garden area adjacent to 16 Ascot Gardens, which is split over two tiers and is irregular in shape, measuring a maximum depth of 30m and a width of 24m before tapering in at the rear. The lower tier of the site is accessed via an unadopted access which runs parallel to the rear of the properties fronting the eastern side of Ascot Gardens (17 – 27). Adjacent to, and parallel to, the southern boundary of the site is a Public Right of Way (PROW) which provides access from Ascot Gardens to the unadopted access.
3. The site currently contains several garden structures including a greenhouse on the upper tier adjacent to the flank elevation of the house and large shed and double garage on the lower tier.

## PROPOSAL

4. This application is for the clearing of all garden structures to allow for the erection of a garage block within the side garden adjacent to 16 Ascot Gardens. The garage block, containing 5 garages to serve the occupiers of 16 Ascot Gardens would adopt brick elevations closely matching that of the surrounding residential properties with a pitched roof over and garage doors of a neutral colour.
5. The garage block would be positioned adjacent to the southern boundary of the site with the footprint extending to the north with the rear elevation of the garage block abutting a new 1.8m high concrete panel fence separating the upper and lower garden tiers. A new path with steps up would be positioned to the north of the garage site. Vehicular access to the site would remain unaltered from the existing layout.
6. The garage block would measure 14m wide x 6.3m depth. Each individual garage would measure 2.8m wide with the overall height of the block measures 3.9m.

## HISTORY

### Application Site

<b>APPLICATION No.</b>	<b>PROPOSAL</b>	<b>DECISION</b>	<b>DATE</b>
BH/57/2333	Full planning permission for the erection of dwelling houses, shops and licensed premises	Refused	16/09/1957
BH/60/3286	Outline planning permission for use of land for residential development	Refused	14/10/1960
BH/62/4313	Full planning permission for the construction of roads and sewers and the erection of dwelling houses	Approved with conditions	10/06/1962
BH/63/4637	Full planning permission for the erection of 196 dwelling houses, 35 garages and the construction of estate roads	Approved with conditions	23/04/1963

## PUBLIC CONSULTATION

7. The application was advertised by way of letters being sent to the occupiers of eight properties within close proximity to the site. The application was then re-advertised to the occupiers of the same eight properties following amendments to the scheme. The final period for comment expired on 28/02/2007. In response to the consultation exercise, eight letters of objection have been received with planning considerations given to the following concerns;

- Increase in traffic generated
- Alterations to access
- Fire Safety concerns
- Anti-social behaviour
- Use of garages for commercial purposes as opposed to private use only

## OTHER CONSULTATION

8. The Group Engineer Development raises concern regarding the increase in vehicle flow to the rear of 17 – 27 Ascot Road, however, subject to conditioning that the garages remain ancillary in use to 16 Ascot Gardens, no objection would be raised. The Group Engineer Development also raised no objection to the impact the scheme would have upon adjacent PROW as the layout or access of the PROW would not be altered.

## RELEVANT PLANNING POLICY

9. *Adopted Dudley Unitary Development Plan (2005)*

Policy DD4	Development in Residential Areas
Policy DD6	Access and Transport Infrastructure
Policy AM1	An Integrated Safe, Sustainable and Accessible Transport Strategy

## ASSESSMENT

10. The garage block is shown within a residential area and largely hidden from views from the street scene by its considerable distance from the highway and orientation and projection within the plot. The pitched roof of the block would only be visible from the PROW, with the main block being predominantly screened by the 1.8m high boundary fence. The block would be brickwork to the elevations to match the existing structures within the vicinity with the Decra roof tiles profile and colour to also match that of the existing surrounding structures. This would allow the block to blend in with the character of the surrounding area, ensuring no detriment to visual amenity and ensuring compliance with Policy DD4.
11. The layout of the garage block within the site allows for an adequate turning area to the front of it within the confines of the site. This is considered satisfactory for the proper operation of the facility and ensures highway safety is not prejudiced through off site manoeuvring of vehicles. No concern over the impact the scheme would have upon the adjacent PROW is raised the layout or access of the PROW would not be

altered or the existing vehicular access to the site. It is considered that conditions can be attached to address adequately the future use of the garages.

## CONCLUSION

12. The brick built garage block with a pitched roof over would be constructed from materials closely matching that of the surrounding structures. Furthermore the garage block would not prejudice highway safety or have a detrimental impact upon the adjacent PROW. The garage block is therefore considered to be an appropriate use and compliant with policy and unlikely to cause harm to the amenities of surrounding residents or the area. The garage block is considered to be in accordance with Policy DD4 of the adopted Dudley Unitary Development Plan (2005).

## RECOMMENDATION

13. It is recommended that planning permission is granted subject to conditions:

### **Reason for Determination of Planning Permission**

The proposed development would have no adverse impact upon the visual amenity of the area due to its siting, appropriate scale and design. The development would not prejudice highway safety and no significant loss of residential amenity would occur. The proposal is considered to be compliant with policy DD4 of the adopted Dudley Unitary Development Plan (2005) and therefore there would be no adverse effect on the character of the area.

The decision to grant planning permission has been taken with regard to the policies and proposals in the adopted Dudley Unitary Development Plan (2005) and to all other relevant material considerations including supplementary planning guidance:

*Adopted Dudley Unitary Development Plan*

DD4 – Development in Residential Areas

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

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. 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.
3. The use of the garage block hereby approved shall be ancillary to the residential use of no. 16 Ascot Gardens for the parking of vehicles only and for no other purpose.