

PLANNING APPLICATION NUMBER: P05/1876

Type of approval sought	FULL PLANNING PERMISSION
Ward	AMBLECOTE
Applicant	SELBOURNE HOMES LTD
Location:	LAND OFF, PIPER PLACE, AMBLECOTE, STOURBRIDGE, WEST MIDLANDS
Proposal:	ERECTION OF 6 NO. 2 BEDROOM FLATS AND ASSOCIATED CAR PARKING (INCORPORATING REVISIONS TO THE ACCESS AND PARKING ARRANGEMENTS TO APPROVED APPLICATION P05/0130 FOR THE ERECTION OF 21 FLATS).
Recommendation summary:	APPROVE SUBJECT TO A 106 AGREEMENT

SITE AND SURROUNDINGS

1. The application site was formerly a service yard at the rear of York House, a commercial building fronting Amblecote High Street. The site now forms part of a larger development site currently being developed for 3no.apartment blocks fronting the High Street. The surrounding area is mixed commercial and residential. The application site is in an elevated position above the High Street.

PROPOSAL

2. Consent is sought for a three storey apartment block at the site to the rear of the apartment blocks currently being developed. Access to the site will be from Piper Place, a cul-de-sac off the High Street which contains a number of 1960's/1970's flats. The proposed access will serve the whole development i.e. the 3 apartment blocks fronting High Street and the block proposed under this application. 10no. additional parking spaces are proposed at the site to serve the new development.

HISTORY

3.

APPLICATION No.	PROPOSAL	DECISION	DATE
P05/0130	Residential Development of 21 Flats With Associated Parking at Land off High St/Piper Place	Granted	April 2005

PUBLIC CONSULTATION

4. A joint letter of objection has been received from two Ward Councillors. The Councillors are concerned that *'the narrow road at Piper Place is not suitable to more traffic as there is very little parking for the flats and the road itself is on a sharp bend going uphill. Public service traffic such as fire and ambulance services find it difficult to gain access. To turn right out of Piper Place is virtually impossible at certain times of day. The A491 is the busiest road in the Borough'*.

OTHER CONSULTATION

5. The Head of Environmental Protection recommends the imposition of a condition relating to noise mitigation measures in the development, to protect from noise from nearby industrial units and road traffic.
6. The Head of Traffic and Road Safety is satisfied that the proposed means of access to the site is suitable and can accommodate service vehicles. Amended plans are required which show a bin store within 9m of the public highway.

RELEVANT PLANNING POLICY

7. Policies DD1 (Urban Design), DD4 (Development in Residential Areas), DD8 (Provision of Open Space, Sport and Recreation Facilities) and H2 (Housing Assessment Criteria) of the UDP.

ASSESSMENT

8. The development is in compliance with Policy H2 of the Revised Unitary Development Plan in that it involves the re-use for housing of previously-developed land in the urban area.
9. Policy DD1 requires that all new development should make a positive contribution to the appearance of the area. The building will be in an elevated position above the High Street, its design and appearance being similar to the apartment blocks currently under construction. It is considered that the new building will, in street scene terms, contribute to the environmental improvement of this once run-down part of the High Street. A landscaped area is to be provided around the building which can be used as amenity space for future occupants and will help to 'soften' the appearance of this part of the site in what is a predominantly 'hardscaped' development.
10. Policy DD4 states that new development in residential areas will only be allowed where there would be no adverse effect on the character of the area or residential amenity, and where no detrimental effect upon highway safety would result. The proposed building is to be sited opposite two existing blocks of flats on Piper Place. The new building is orientated so that there would be no direct views from it to the flats, and therefore no adverse privacy implications would result from the development. Parking provision is in accordance with supplementary planning guidance standards and the Head of Traffic and Road Safety is satisfied that the development would not bring with it any adverse highway safety implications. The proposal is therefore in accordance with Policy DD4.
11. Policy DD8 states that developments of 5 or more units should provide for, or contribute to, recreational facilities in line with the increase in users caused by the development. A Section 106 Agreement will therefore be required in this case to

secure a contribution from the developer towards open space improvements in the vicinity of the site.

CONCLUSION

12. The proposal is in accordance with the aims of Policies DD1, DD4 and H2 of the UDP.

RECOMMENDATION

13. It is recommended that the application is approved subject to:

1. The signing of a Section 106 Agreement to provide a commuted sum payment for the upgrading of existing public open space in lieu of on-site provision;
1. Delegated powers to refuse the application if the Section 106 Agreement is not signed within 8 weeks of the date of decision;
2. the following conditions, with delegated powers to the Director of the Urban Environment to make amendments to them as necessary:

Conditions and/or reasons:

1. A05A Commencement within 3 years - Full
2. No dwelling shall be occupied until the parking areas at the site have been surfaced and marked out. The parking areas shall thereafter be retained in perpetuity and used for no other purpose.
3. H01E Details of materials to be approved
4. J02A Landscaping scheme to be submitted
5. L01B * Noise protection scheme
6. C10C Contaminated Land (Soil Gases)
7. C09B Contaminated Land
8. G02B * Revised plan