

Name of Applicant	Proposal	Expiry Date	Plan Ref.
Mr Warwick Bullock	Proposed dwelling Rear Of 182 And 184 Stourbridge Road, Bromsgrove, Worcestershire, B61 0AR,	28.07.2021	21/00540/FUL

Councillor Laight has requested that this application be considered by Planning Committee rather than being determined under delegated powers.

RECOMMENDATION: That planning permission be **Granted**

Consultations

Highways

No Objection subject to conditions

Arboricultural Officer

No Objection.

North Worcestershire Water Management

No Objection.

Publicity

13 neighbour letters were set on 2nd June 2021 and expired on 26th June 2021. A Further letter was sent to No. 182 Stourbridge Road on 19th July 2021 and expired on 12th August 2021.

5 letters of objection have been received. The contents of these comments have been summarised as follows;

- Existing parking issues in the area
- Decrease of property value
- Disruption during construction
- View of patio within application site from No. 5 Pennine Road

Cllr Laight

I would like to call this application to Committee due to serious highways issues.

Relevant Policies

Bromsgrove District Plan

BDP1 Sustainable Development Principles
BDP2 Settlement Hierarchy
BDP7 Housing Mix and Density
BDP19 High Quality Design

Others

NPPF National Planning Policy Framework (2019)
Bromsgrove High Quality Design SPD

Relevant Planning History

No Relevant Planning History.

Assessment of Proposal

The application site is located within the residential area of Bromsgrove, in a sustainable location. Therefore, Policy is supportive of residential development so long as it respects the character and appearance of its surroundings and does not impinge on the residential amenities enjoyed by occupiers of existing nearby development. The application site forms part of the rear garden for Nos. 182 and 184 Stourbridge Road which sit on the corner of Pennine Road. The proposal is for a single dwelling which will be accessed from Pennine Road.

BDP19 states that development of garden land will be resisted unless it fully integrates into the residential area and is in keeping with the character and quality of the local environment. The application dwelling will face onto Pennine Road and form part of the street scene with Nos 5 to 15. Although there is some mix of properties in the wider locality, this part of Pennine Road is consistent in design with front gables and space at the boundary above the garage. The immediate neighbour has a first-floor extension above the side garage. The proposed dwelling has been designed with a front and side gable to reflect the character along this part of the street. Furthermore, the dwelling is set down to reflect the slope in land and space has been provided at the boundary to reflect the layout and density of development locally. For these reasons, the proposal is considered to integrate into the area and is in keeping with the overall character and layout of this street scene.

In regard to amenity, the proposed dwelling maintains a separation distance of 16m from the rear of Nos. 182 and 184 Stourbridge Road, this exceeds the Councils guidance on window to flank wall separation and garden depths which is 12.5m and 10.5m respectively, as outlined in the High-Quality Design SPD. No. 5 Pennine Road has a high-level secondary window on its side elevation towards the application site and therefore no concerns are raised with amenity in this instance. It is noted that No. 5 has raised concerns on being able to view the patio area for the proposed dwelling however this is not an unusual arrangement on such a residential area and the existing land is already garden where a patio could be constructed.

The dwelling backs onto the garden of No. 186 Stourbridge Road. The rear boundary is staggered and is annotated to measure between 10.5m and 8.5m from the first floor rear elevation. The Councils guidance on garden depth in the High-Quality Design SPD is 10.5m. In this instance, the rear bedroom window has been located at the east side of the property where the furthest distance is achieved to the garden of No. 186 and the windows closer serve two bathrooms. For this reason, and the fact No. 186 benefits from a long garden much of which will not be impacted by the proposed dwelling, no concerns are raised on amenity in this instance.

The site is located in a residential and sustainable location off a unclassified road, the site benefits from an existing vehicular access located off Pennine Rd with good visibility in both directions. Pennine Rd benefits from footpaths and street lighting on both sides of the road and no parking restrictions are in force in the immediate vicinity. The site is located within walking distance of amenities, bus route and bus stops.

The proposed vehicular access is in excess of 2.4m and splays of 55m can be achieved in each direction. The access is located near a junction and also near a bend which are both speed reducing features. For these reasons no concerns have been raised by Highways on safety. It is noted that a number of concerns have been raised by local residents on the impact of this development on existing on-street parking issues locally. The Worcestershire County Council Streetscape Design Guide outlines parking standards for dwellings based on bedroom numbers. The proposal has 4 bedrooms and is served by 3 parking spaces within the application site. This is in line with the County Standards. It is acknowledged that residents have had issues with on-street parking however a development cannot be used to improve existing situations and given the current proposal has sufficient parking it is not reasonable to refuse the application on these grounds. No objections have been raised by Highways.

The site includes an area of land to the rear of 182 Stourbridge Road which has been unmaintained for a considerable period of time and is overgrown with Bramble and Buddleia self-sets. It appears however to contain no trees of any relevance. The garden of No. 184 has a group of 3-4 mixed species semi mature age class conifer tree that would need to be removed to achieve the layout. These trees are of generally low importance in terms of both species and prominence in the landscaping of the site and area. For these reasons no objections have been raised by the Tree Officer.

5 letters of objection have been received with this application, matters in regard to Highways and view of the patio have been addressed within this report. Further matters on the value of properties and disruption during construction have been raised. These are not material planning considerations and in any event construction would be temporary in nature and would not therefore be reason to refuse planning permission.

At present the Council cannot demonstrate a 5 year supply of deliverable housing sites. The Presumption in Favour of Sustainable Development at paragraph 11 of the NPPF is therefore engaged. It has been determined above that the scheme complies with the policies of the Bromsgrove Local Plan, the Council's High Quality Design Guide SPD and the NPPF. As such the proposal would represent a sustainable form of development which would contribute to the Districts housing supply and should be approved without delay.

RECOMMENDATION: That planning permission be **Granted**

Conditions:

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the grant of this permission.

Reason: In accordance with the requirements of 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 approved shall be carried out in accordance with the following plans and drawings:

100 A Location Plan
200 C Site Plan
202 C Ground Floor Plan
203 C First Floor Plan
204 C Elevations
205 C Street Scene

Reason: To provide certainty to the extent of the development hereby approved in the interests of proper planning.

- 3) Prior to their first installation, details of the form, colour and finish of the materials to be used externally on the walls and roofs shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: To ensure that the development is satisfactory in appearance, to safeguard the visual amenities of the area

- 4) The Development hereby approved shall not be occupied until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the back of footway shall be provided on both sides of the access. The splays shall thereafter be maintained free of obstruction exceeding a height of 0.6m above the adjacent ground level.

REASON: In the interests of highway safety

- 5) The Development hereby approved shall not be occupied until the first 5 metres of the access into the development, measured from the edge of the carriageway, has been surfaced in a bound material.

REASON: In the interests of highway safety.

- 6) The Development hereby permitted shall not be first occupied until sheltered, safe, secure and accessible cycle parking to comply with the Council's adopted highway design guide has been provided onsite and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

REASON: To comply with the Council's parking standards.

- 7) The Development hereby approved shall not be occupied until the access and parking facilities have been provided as shown on drawing 200 Rev C.

Reason: To ensure conformity with submitted details.

- 8) The Development hereby permitted shall not be first occupied until the proposed dwelling has been fitted with an electric vehicle charging point. The charging points shall comply with BS EN 62196 Mode 3 or 4 charging and BS EN 61851 and the Worcestershire County Council Streetscape Design Guide. The electric vehicle charging points shall be retained for the lifetime of the development unless they need to be replaced in which case the replacement charging point(s) shall be of the same specification or a higher specification in terms of charging performance.

REASON: To encourage sustainable travel and healthy communities

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