



Planning Committee

Report of Head of Planning and Building Control on 04 March 2021

Plans List Item Number: 5

Reason for bringing to committee

Significant Community Interest

Application Details

Location: 61, Manor Road, Streetly, B74 3NF

Proposal: ERECTION OF DETACHED DWELLING

Application Number: 20/0559

Case Officer: Rebecca Rowley

Applicant: LEE SUGDEN

Ward: Streetly

Agent: Richard Williams

Expired Date: 10-Jun-2020

Application Type: Full Application: Minor Use Class C3 (Dwellinghouses)

Time Extension Expiry: 30-Oct-2020

Recommendation

Grant Planning Permission Subject to Conditions



Officers Report

The application seeks approval for the erection of one detached 3 bedroom two-storey house with hipped main roof and pitched front gable feature measuring:

- Depth: 10.6m
- Width: 6.1m
- Height to eaves: 5.3m
- Height to main roof ridge: 8.1m

The application site currently forms part of the curtilage of no. 61 Manor Road and this proposal includes the demolition of an existing single storey side extension to No.61 which incorporates a garage.

No. 61 is currently served by a vehicle access from Manor Road which serves an existing driveway for the house. The development looks to utilise this existing access point and driveway to serve both the existing dwelling and the new dwelling. The rear garden would be separated into two gardens to serve each dwelling independently. The retained garden area of No.61 would be 120m² and the garden serving the new dwelling would be 20.8m long with an overall area of 126m². Foliage along the rear boundary would be retained and the side boundary fence would be replaced with a new 1.8m high timber fence.

There would be a gap of 1m between No.61 and the proposed dwelling and a gap of 2.5m between the two storey side elevation of the proposed dwelling to the site boundary with Thorney Road. The new dwelling would be sited on ground level at 0.6m lower than the existing site dwelling and 0.8m higher than the highway on Thorney Road with a maximum roof height of 8.1m, 1.2m lower than No.61. Mature landscaping on the front driveway would be cut back to secure 2 retained parking spaces for the existing house and two parking spaces to serve the new dwelling.

Site and Surroundings

No.61 is a traditional right hand side semi-detached house with a hipped roof and bay windows on the ground and first floor. Facing materials are white rendering with brick quoining detailing on the corners of the building and a clay pantile roof. It has a single storey side extension which incorporates the garage and a single storey rear extension. The site is not an allocated site within the Site Allocation Document.

The property is a corner plot at the junction of Manor Road and Thorney Road. Due to the natural downward slope of Manor Road in a north westerly direction, the existing application site dwelling is sited on land which is 1.4m higher than the adjacent highway on Thorney Road. There is currently a 3.4m gap between the side elevation of the single storey side extension to the site boundary on Thorney Road. Along the rear and side boundary with Thorney Road is fencing and some mature trees and foliage. The front boundary on manor road is surrounded by a coniferous hedge with a gap for access onto the driveway which has sufficient space to park 4 vehicles.

The area is characterised with semi-detached residential properties of similar design which are built along Manor Road in a linear form. First floor side extensions above attached side garages and two storey rear extensions are a common feature.

The application site lies in between no.61 Manor road and no.59 Manor Road on the opposite side of Thorney Road. These corner houses are located on wide plots which has allowed room for development at the side of the original buildings. No. 59 Manor Road on the opposite corner of the junction with Thorney Road has a two storey side extension with a retained separation distance of 2.6m to the side boundary with Thorney Road.

Relevant Planning History

At Application Site

- BC11788 – Erection of Porch Verandah, kitchen extension & garage with 2 bedrooms over and dining room – granted permission – 24/05/1979
- BC17620P – Extension to kitchen and garage and erection of laundry – granted permission – 30/07/198

At 59 Manor Road (opposite corner of Thorney Road/Manor Road junction)

- BC19992P – extension to lounge – granted permission – 20/08/1987
- BC21671P – erection of utility room and first floor bedroom with bathroom – granted permission – 13/01/1988
- BC23832P – construction of pitched roof – granted permission – 13/10/1988
- 12/0481/FL - Single storey rear extension, roof raised over existing extension, new porch and bow window to front elevation, part conversion of garage – granted permission – 11/06/2012

Relevant Policies

National Planning Policy Framework (NPPF)

www.gov.uk/guidance/national-planning-policy-framework

The NPPF sets out the Government's position on the role of the planning system in both plan-making and decision-taking. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, in economic, social and environmental terms, and it emphasises a "*presumption in favour of sustainable development*".

Key provisions of the NPPF relevant in this case:

- **NPPF 2 – Achieving sustainable development**
- **NPPF 4 – Decision Making**
- **NPPF 12 – Achieving well-designed places**
- **NPPF 15 – Conserving and enhancing the natural environment**

On **planning conditions** the NPPF says:

Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all

parties involved. Conditions that are required to be discharged before development commences should be avoided unless there is a clear justification.

On **decision-making** the NPPF sets out the view that local planning authorities should approach decisions in a positive and creative way. They should use the full range of planning tools available and work proactively with applications to secure developments that will improve the economic, social and environmental conditions of the area. Pre-application engagement is encouraged.

National Planning Policy Guidance

On **material planning consideration** the NPPG confirms- planning is concerned with land use in the public interest, so that the protection of purely private interests... could not be material considerations

Reducing Inequalities

The Equality Act 2010 (the '2010 Act ') sets out 9 protected characteristics which should be taken into account in all decision making. The **characteristics** that are protected by the Equality Act 2010 are:

- age
- disability
- gender reassignment
- marriage or civil partnership (in employment only)
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

Of these protected characteristics, disability and age are perhaps where planning and development have the most impact.

In addition, the 2010 Act imposes a Public Sector Equality Duty "PSED" on public bodies to have due regard to the need to eliminate discrimination, harassment and victimisation, to advance equality and to foster good relations. This includes removing or minimising disadvantages, taking steps to meet needs and encouraging participation in public life.

Section 149(6) of the 2010 Act confirms that compliance with the duties may involve treating some people more favourably than others. The word favourably does not mean 'preferentially'. For example, where a difference in ground levels exists, it may be perfectly sensible to install some steps. However, this would discriminate against those unable to climb steps due to a protected characteristic. We therefore look upon those with a disability more favourably, in that we take into account their circumstances more than those of a person without such a protected characteristic and we think about a ramp instead. They are not treated preferentially, because the ramp does not give them an advantage; it merely puts them on a level playing field with someone without the protected characteristic. As such the decision makers should consider the needs of those with protected characteristics in each circumstance in order to ensure they are not disadvantaged by a scheme or proposal.

Local Policy

www.go.walsall.gov.uk/planning_policy

Black Country Core Strategy

- CSP4: Place Making
- HOU1: Delivering Sustainable Housing Growth
- ENV1: Nature Conservation
- ENV2: Historic Character and Local Distinctiveness
- ENV3: Design Quality

Saved Unitary Development Plan

- GP2: Environmental Protection
- ENV10 Pollution
- ENV23: Nature Conservation and New Development
- ENV32: Design and Development Proposals
- T13: Parking Provision for Cars, Cycles and Taxis

Walsall Site Allocation Document 2019

HC2: Development of Other Land for Housing

Supplementary Planning Document

Conserving Walsall's Natural Environment

Development with the potential to affect species, habitats or earth heritage features

- NE1 – Impact Assessment
- NE2 – Protected and Important Species
- NE3 – Long Term Management of Mitigation and Compensatory Measures

Survey standards

- NE4 – Survey Standards

The natural environment and new development

- NE5 – Habitat Creation and Enhancement Measures
- NE6 – Compensatory Provision

Designing Walsall

- DW3 Character
- DW10 Well Designed Sustainable Buildings
- Appendix D

Air Quality SPD

- Section 5 – Mitigation and Compensation:
- Type 1 – Electric Vehicle Charging Points

It is considered in this case that the relevant provisions of the BCCS, Walsall's saved UDP policies, Walsall Site Allocation Document, Designing Walsall, Conserving Walsall's Natural Environment and Air Quality SPD's are consistent with the NPPF.

Consultation Replies

(Officer's comments in italics)

Local Highway Authority

No objections subject to conditions to consolidate the front driveway.

Planning Policy

The proposal would provide an additional dwelling and can be supported on strategic planning policy grounds by NPPF paragraph 59.

Pollution Control

No objections subject to conditions to secure measures be implemented to comply with the Black Country Air Quality SPD. The Applicant shall agree an Air Quality Low Emission Scheme in writing, with the Local Planning Authority, to install electric-vehicle charging points and Ultra-Low NOx boilers as well as a construction management plan.

The application does not state if a solid fuel burner will be installed within the proposed development, and this issue must be clarified with the applicant. Should the intention of the applicant be to fit such an appliance then the following condition must be included in the permission. *(The applicant has confirmed that there is no intention to include any type of solid fuel burner in the new dwelling).*

Notes for applicant included.

Severn Trent Water

As the proposal has minimal impact on the public sewerage system I can advise we have no objections to the proposals and do not require a drainage condition to be applied.

Note to Applicant provided.

West Midlands Fire Service

No Objection

Note to Applicant Provided

West Midlands Police – no comments received

Waste Management – no comments received

Tree Preservation Officer – no comments received

Representation

(Case Officer's Comments in Italics)

Following the initial consultation

7 representations were received from 7 separate addresses and a petition of 15 signatures (attached at end of this report), some of which were duplicates of the 7 other representations raising the following concerns:

Amenity

- The proposed construction will greatly disrupt the view and light to the even numbers side of Manor road.

Parking/ Highway Safety

- Insufficient parking spaces for the two houses would lead to on-street parking.
- Existing congestion and associated highway safety issues.
- The double yellow lines currently extend across the shared driveway.
- Works causing disruption or hazard to school children walking past on foot.
- The Site Plan shows 4 parking spaces shared between both the existing and the new property. Section 9 within the planning Application states 3 existing bays with a total proposed of 6 which is a contradiction to the proposed site plan and should be indicated within the proposed plans. *(Any permission granted would be in accordance with the plans provided with this application and a condition included to secure construction of the development in accordance with the plans)*
- One possible alternative suggestion is to have parking access to the rear garden from Thorney Road with a dropped kerb for access. This may be a possible solution. *(This application can only assess the plans that have been submitted)*

Character/Design

- Will disrupt the pattern of houses along the street. A detached property is out of character.
- Cramped/squashed appearance, looks odd and not in proportion. Especially compared to the space between most semi-detached properties.
- The scale, volume and mass of the building shoehorned into that corner is incongruous with the street scene and character of the area.
- One larger property/an extension would be in keeping *(Each application is judged on its own merits)*
- Terracing effect with the existing site dwelling
- Limited space between the proposed dwelling and the pavement on Thorney Road.
- The property adjacent, 59 Manor Road, has sympathetically added an extension above their garages with ample space to the side and in keeping with the road. *(each application is judged on its own merits)*
- This development will set a precedent on the road for other corner properties *(Each application is judged on its own merits)*
- The rear of the new dwelling will not be in line with the existing foot print of the other houses in this row. It will stick out and change the view, as well as reducing privacy to 63 Manor Road.

Trees

- Removal of trees has damaged/would damage the appearance/feel of the road.
- The plans state that there will be landscaping to the rear of the garden and also a 1.8m fence. I am assuming this fence will be on the property being developed and if the development was to be allowed in no way will interfere with the existing brick wall and fence already creating our perimeter boundary line and suitable planting will take place to replace all that has been removed. *(The proposed new fence is only shown along the side boundary with Thorney Road and planting is shown along the rear boundary in the same location as existing rear boundary foliage. There is no implication that the rear boundary wall would be affected in any way. If*

this wall were to be impacted this would be a civil matter between two neighbouring landowners)

Drainage

- The last few properties in this section of the road share a LINKED drainage system. Adding a '4' bedroomed property (with 3 WCs) may have an impact on the LINKED system. *(This is not a material planning concern in relation to this assessment and Severn Trent Water have expressed no objections to the proposal)*

Following amendments to reduce the dwelling from 4 to 3 bedrooms and reduce the height of the dwelling

8 representations were received from 5 separate addresses, 6 of which were original objectors, 2 of which were new objectors, raising the same concerns in relation to highway safety and parking, impact of the proposal on the character of the street, the squashed appearance and the impact of the removal of trees from the site, plus:

- Photographic evidence was submitted with one representation, demonstrating on-street parking.
- Should the proposed household have visitors, this would lead to further vehicles causing a hazard.
- The height looks somewhat lower even taking into account the gradient of the road.
- The amendments do not address any of my original comments
- Would cause neighbouring properties to have their views obscured.

Following amendments to increase the separation distance from the side elevation to the boundary with Thorney Road

A further 5 representations were received from 5 separate addresses, 3 of which were original objectors raising the following concerns:

- 4 x "My views remain the same"
- Fail to see the difference in the new amended plans from the original ones.
- No benefit to neighbours, will only benefit the owner
- Spoilt aspect

Determining Issues

- Principle of Development
- Design of Extension and Character of Area
- Amenity of Nearby Residents
- Air Quality SPD
- Impact on Protected Trees
- Protected Species
- Parking and Highway Safety

Assessment of the Proposal

Principle of Development

The application is proposing a windfall development that would contribute towards the Council's aim to create 63,000 houses between 2006 and 2026.

In accordance with the requirements of Walsall Site Allocation Document Policy HC2, this site is not safeguarded or allocated for any other use and it is considered that a satisfactory residential environment can be achieved in this location.

The provision of housing within existing residential curtilage is considered acceptable. Planning Policy Officers have advised that the proposal would provide an additional dwelling and can be supported on strategic planning policy grounds by NPPF paragraph 59.

Design of Extension and Character of Area

The new dwelling would have a hipped roof, front gable feature and a ground and first floor front bay which is considered would reflect the design of houses along this stretch of Manor Road. The principal elevation would be rendered, with the characteristic brick quoining detail used on the corners of the front elevation that can be seen in many houses nearby, including No.61 and roof tiles would match the existing site dwelling. The plans submitted with this proposal demonstrate that the remainder of the elevations would be brickwork. The applicant has indicated verbally that he intends to render all elevations to reflect the appearance of the existing buildings on this corner and a condition will be included to secure this white rendering with retention of the brick quoining detail on the corners of each elevation.

Concerns have been raised regarding the addition of a narrow detached dwelling disrupting the pattern of the street which consists of wider pairs of semi-detached houses. However, as the dwelling would be located on a corner at the end of a row of semi-detached properties, the detached dwelling would provide an acceptable design which would integrate well with the locality, including a mix of detached properties along Thorney Road. It is considered that this would not warrant a reason for refusal.

Concerns have been raised that the addition of a new dwelling in this location would create a squashed appearance that would be out of character with the street scene as well as the creation of a terraced appearance between the new dwelling and the existing site dwelling. The separation distance of 1m between the existing and new site dwelling in conjunction with the hipped roof of each respective house sloping away from each other and the 1.8m difference in height between the two buildings is considered sufficient to limit the potential for a terraced effect between the two separate dwellings. The reduction in roof height compared to the site dwelling would reflect the gradient of the prevailing roofline which reduces with the natural downward slope of Manor Road in a north easterly direction.

The proposed new dwelling would be just 0.1m narrower than the original site dwelling prior to the addition of its side extension and the separation distance to the side boundary with Thorney Road would be similar to the separation distance of the two storey side elevation of no. 59 on the opposite corner of the junction with the highway. Concerns were raised regarding the separation distance from the two storey side elevation to the side boundary with Thorney Road. Amendments have been made to the original proposal

which increases the separation distance from the north east side elevation to the side boundary with Thorney Road to 2.5m which would create a similar appearance to the separation distance of 2.6m from the two storey side elevation of no. 59 on the opposite side of the junction.

The separation distance from the front of the new dwelling to the front boundary with the highway would be 11.8m and would reflect the prevailing building line along Manor Road. Concerns have been raised regarding the rear elevation being deeper than the rear building line along this section of Manor Road, which would be visible from Thorney Road. Whilst it is acknowledged that there are no two storey rear elevations of this depth visible from Thorney Road, it would be 0.8m shallower than the ground floor rear elevation at no. 61 Thorney Road and on balance, when taking account of the lower main roof height, the overall scale is considered acceptable and would not result in significant additional harm to the character of the area.

Windows have been included on the ground and first floor to punctuate the north east side elevation overlooking Thorney Road which helps to break up this.

It is considered that this proposal would not cause significant harm to the character of the application dwelling or the locality in accordance with the requirements of BCCS policies CSP4 and ENV2, saved UDP policies GP2 and ENV32 and the SPD Designing Walsall policy DW3 and Appendix D.

As it is acknowledged that this proposal has required reducing in size to meet the requirements to reflect the character of the area, a condition will be included to remove permitted development rights for extensions to the new dwelling to protect the character of the locality and also to protect the amenity of neighbouring occupants.

Amenity of Nearby Residents

The proposed new dwelling would not project beyond the front elevation of No.61 so is considered would have little impact on amenity in respect of the front rooms of this house. The two storey rear elevation would be in one alignment and would not project beyond the ground floor of No.61. It would project 2.4m deeper than the first floor of the rear of No.61 but would not breach the Council's adopted 45 degree code in respect of the nearest first floor habitable room rear window which is on the opposite side of the rear elevation (the nearest window serves a non-habitable room). There is one obscurely glazed non-habitable room side facing window in the north east side elevation of No.61 and one window is proposed in the south west side elevation of the proposed new dwelling to serve the stairway and landing room. It is considered that this proposal would have limited impact on the amenity of occupants of the existing site dwelling in terms of outlook, light availability or privacy.

Concerns have been raised that the proposed construction will greatly disrupt the view and light to the even numbered houses on Manor Road. These are the houses on the opposite side of the road to the application site. There would be a separation distance of 34.5m between habitable room windows facing onto Manor Road and habitable room windows of opposite dwellings on Manor road (no.s 58 and 60), which exceeds the separation distance requirement of 24m as set out in the SPD Designing Walsall Appendix D and is considered would reflect the relationship that could be expected between habitable room windows fronting a highway and would not cause sufficient harm to their visual amenity to warrant refusal. Considering the north westerly orientation of the front of the even

numbered houses on Manor Road, sunlight is directed at the opposite side of these houses throughout the day and as such it is considered that the construction of a new dwelling to the north west of these dwellings would not have any further significant impact on sunlight availability to the front of these houses.

The rear elevation would be sited in front of no 90 Thorney Road to the rear of the application site at an approximate 90 degree angle to the front elevation of no. 90. No. 90 is a bungalow with a separation distance of around 23.5m between any windows at the rear of the proposed new dwelling. It is considered that this distance and angle would offer limited potential for any overlooking or loss of privacy for occupants of no. 90 Thorney Road.

There would be a separation distance of 40m across the highway to the side elevation of no, 59 Manor Road which does not contain any windows.

Occupants of the proposed new dwelling would benefit from a 20m long rear garden with an area of 126m² which exceeds the requirements for amenity space outlined in the SPD Designing Walsall Appendix D. There is adequate rear garden space associated with the proposed house and retained by no.61 Manor Road. The overall area would have adequate space and sufficient to support these households.

The proposed 1.8m side boundary fence along the boundary with the public footpath on Thorney Road, which would appear higher from the highway due to natural changes in land levels would safeguard the amenity of occupants when using their private amenity space.

It is considered that the development would provide acceptable living conditions for the future occupiers of the application property and existing local occupants and would meet the amenity requirements of saved UDP policy GP2.

Air Quality SPD

The application does not include any details on how the Air Quality SPD will be complied with. However, a pre-commencement condition can be imposed, requiring the applicants to submit information that demonstrates that a low Nox boiler and Electric Car charging point will be installed, prior to commencement of development.

Impact on Protected Trees

The nearest protected trees are around 25m away from the application site on the opposite side of the highway. It is considered that this proposal would not impact on protected trees.

Multiple concerns were raised relating to the removal of trees on this site and the resultant impact on the appearance of the street. As there are no protected trees on site, the applicant can lawfully remove any/all trees within the curtilage of the boundary without the requirement for permission from the Local Authority. Amended site plans submitted demonstrate the retention of foliage along the rear boundary, which addresses one of the concerns raised by a neighbouring occupant.

Protected Species

The application site does not fall within buffer zones for any protected species. No alterations are proposed to the roof space of the existing site dwelling. It is considered that this proposal would not cause harm to any protected species.

Parking and Highway Safety

Multiple concerns have been raised regarding insufficient parking on this site to accommodate the vehicle requirements of two dwellings and the resultant impact of on street parking. The original proposal for a 4-bed dwelling has been reduced to a 3-bed dwelling. The proposal demonstrates the provision of 2 off-road vehicle parking spaces for each of the existing and the proposed new 3-bed dwellings, which accords with the requirements of saved UDP policy T13.

The application looks to construct a new dwelling adjacent to the existing dwelling. Frontage parking for both the new and existing dwelling is proposed based around the single existing access which is to be shared.

Concerns raised relating to existing on street parking and the hazards that this may cause are not material planning concerns in relation to this proposal. But concerns that works may cause disruption or a hazard to school children walking past on foot may be alleviated by a condition that will be included to secure the provision of a construction management plan to protect the amenity of the area and neighbouring occupants.

The Highway Authority considers the development will not have an unacceptable impact on road safety or have severe cumulative impacts on the operation of the road network and is acceptable in accordance with the NPPF paragraph 109 and have expressed their support for this proposal subject to the front driveway being fully consolidated and drained prior to use.

Conclusions and Reasons for Decision

When assessing the material planning considerations and taking into account the local and national planning guidance and representations received, it is considered that the principle of the development and the resulting amenities of the local area is compliant with the provisions of policy HC2 of Walsall's Site Allocation Document.

The design is considered appropriate in relation to the wider street scene and does not harm the visual amenities of the area. Therefore, it is in accordance with saved UDP policies: H1, GP2 and ENV32 and SPD Designing Walsall.

The proposed development is considered to not have a detrimental effect on the outlook, daylight or privacy to neighbouring habitable rooms. Therefore, the residential amenities will remain protected and the proposed development is in accordance with saved UDP policies GP2 and ENV32 and SPD Designing Walsall.

For a three bedroom house, adequate space for two off-road parking spaces within the curtilage of the dwellinghouse have been demonstrated. Therefore the proposal is in accordance with saved UDP policy T13.

Compliance with the Air Quality SPD can be secured through pre-commencement conditions.

Taking into account the above factors it is considered that the application should be recommended for approval.

Positive and Proactive Working with the Applicant

Officers have spoken with the applicant's agent and in response to concerns raised regarding the height and width of the original proposal and the relationship of a blank two storey elevation to the side boundary with Thorney Road, plus the number of bedrooms in relation to the parking requirements amended plans have been submitted which enable full support to be given to the scheme.

Recommendation

Grant Planning Permission Subject to Conditions

Conditions and Reasons

1: The development hereby permitted shall be begun not later than 3 years from the date of this permission.

Reason: To ensure the satisfactory commencement of the development in accordance with the requirements of Section 91 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 not be carried out otherwise than in accordance with the following approved plans details and documents:

- Proposed Site Plan and Details, drawing no. WAD1079-02 Rev C, submitted 20/01/2021
- Proposed Plans and Elevations, drawing no. WAD1079-01 Rev C, submitted 20/01/2021
- Existing and Proposed Street Scene, drawing no. WAD1079-03 Rev C, submitted 20/01/2021

Reason: To ensure that the development undertaken under this permission shall not be otherwise than in accordance with the terms of the application on the basis of which planning permission is granted, (except in so far as other conditions may so require).

3a. Prior to the commencement of development a Construction Environmental Management Statement shall be submitted in writing to and approved in writing by the Local Planning Authority. The Construction Environmental Management Statement shall include:

- Construction working hours
- Parking and turning facilities for vehicles of site operatives and visitors

- Loading and unloading of materials
- Storage of plant and materials used in constructing the development
- A scheme for recycling/disposing of waste resulting from construction works
- Temporary portacabins and welfare facilities for site operatives
- Site security arrangements including hoardings
- Wheel washing facilities and/or other measures to prevent mud or other material emanating from the application site reaching the highway
- Measures to prevent flying debris
- Dust mitigation measures
- Measures to prevent site drag-out (including need for wheel cleaning and use of a road-sweeper)
- Noise and vibration (if piling and/or ground stabilisation is to be conducted) mitigation measures
- ADD re-covering of holes, escape from holes, tree/hedgerow protection, newts, bats etc

3b. The development hereby permitted shall not be carried out otherwise than in accordance with the approved Construction Environmental Management Statement and the approved Construction Environmental Management Statement shall be maintained throughout the construction period.

Reason: To ensure that no works commence on the site until a scheme is in place to safeguard the amenities of the area and the occupiers of the neighbouring properties and to control the environmental impacts of the development in accordance with saved policies GP2 and ENV32 of Walsall's Unitary Development Plan.

4a: Prior to the commencement of the development hereby permitted an Air Quality Low Emission Scheme shall be submitted to and approved in writing, with the Local Planning Authority, to install an electric-vehicle charging points and Ultra-Low NOx boiler.

4b: The development hereby permitted shall not be carried out otherwise than in accordance with the approved details and the approved details shall thereafter be retained for the lifetime of the development.

4c: Prior to the first occupation of the development hereby permitted, a written Low Emission Scheme Validation Statement shall be submitted to and approved in writing with the Local Planning Authority that demonstrates the agreed scheme has been installed.

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.

5a: Notwithstanding the details as submitted, the hereby permitted development shall be finished externally in a white render to all external walls, with the exception of the quoining details as shown on Plan WAD1079-01 Rev C, submitted 20/01/2021.

5b: Notwithstanding the details as submitted, prior to the commencement of building operations above damp proof course of the development hereby permitted a schedule of materials to be used in the construction of the external surfaces, including details of the colour, size, texture, material and specification of bricks, roof tiles, rainwater products and soffits, shall be submitted in writing to and approved in writing by the Local Planning Authority.

5c. The development shall not be carried out otherwise than in accordance with the approved details and the approved materials shall thereafter be maintained and retained for the lifetime of the development.

Reason: To ensure the satisfactory appearance of the development and to comply with saved policies GP2 and ENV32 Walsall's Unitary Development Plan.

6a) Prior to the first occupation of the new dwelling, the parking area shall be fully consolidated, hard surfaced and drained so that surface water run-off from this area does not discharge onto the highway or into any highway drain.

6b) The parking area shall thereafter be retained and used for no other purpose.

Reason: To ensure the safe and satisfactory operation of the development and in accordance with UDP policy GP2, T7 and T13.

7: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or succeeding Orders, no side facing windows or doors, other than as shown on the deposited plans, shall be installed in any part of this development.

Reason: To safeguard the amenities of the occupiers of adjoining premises and to comply with policy GP2 of Walsall's Unitary Development Plan.

8: Notwithstanding the details as submitted, the development shall not be carried out otherwise than in accordance with the proposed ground floor front W.C and first floor front en-suite bathroom windows and the 2no. first floor north east side facing bathroom windows, as shown on the following plans: (Drawing No. WAD1079-01 Rev C, submitted on 20/01/2021) hereby permitted, shall be non-opening below 1.7m and obscurely glazed to meet Pilkington level 4 or equivalent and shall thereafter be retained for the lifetime of the development.

Reason: To safeguard the amenities of the occupiers of adjoining premises, and the privacy of occupiers of the application property, and to comply with policy GP2 of Walsall's Unitary Development Plan.

9: Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or any Order revising, revoking or succeeding that Order with or without modification, no extensions or additions as defined by Schedule 2, Part 1 development within the curtilage of a dwelling house:

- Class A (enlargement, improvement or other alterations)
- Class B (additions to the roof)
- Class C (other alterations to the roof)
- Class D (porches)
- Class E (building incidental to the enjoyment of a dwelling house)
- Class F (hard surfaces incidental to the enjoyment of a dwelling house)
- Class G (chimneys, flues)

shall be installed in any part of this development, unless with the prior consent of the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining premises and to comply with saved policies GP2 and ENV32 of the Walsall Unitary Development Plan.

Notes for Applicant

1. Highways

The attention of the applicant is drawn to the need to keep the highway free from any mud or other material emanating from the application site of any works pertaining thereto.

2. Severn Trent Water

Severn Trent Water advise that there is a public sewer located within this site. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent. You are advised to contact Severn Trent Water to discuss the proposals. Severn Trent will seek to assist in obtaining a solution which protects both the public sewer and the building. Please note, when submitting a Building Regulations application, the building control officer is required to check the sewer maps supplied by Severn Trent and advise them of any proposals located over or within 3 meters of a public sewer. Under the provisions of Building Regulations 2000 Part H4, Severn Trent can direct the building control officer to refuse building regulations approval.

Please note that there is no guarantee that you will be able to build over or close to any Severn Trent sewers, and where diversion is required there is no guarantee that you will be able to undertake those works on a self-lay basis. Every approach to build near to or divert our assets has to be assessed on its own merit and the decision of what is or isn't permissible is taken based on the risk to the asset and the wider catchment it serves. It is vital therefore that you contact us at the earliest opportunity to discuss the implications of our assets crossing your site. Failure to do so could significantly affect the costs and timescales of your project if it transpires diversionary works need to be carried out by Severn Trent.

Please note if you wish to respond to this please send it to Planning.apwest@severntrent.co.uk where we will look to respond within 10 working days. Alternately you can call the office on 0345 266 7930.

3. Pollution Control

No demolition, construction or engineering works, (including land reclamation, stabilisation, preparation, remediation or investigation), shall take place on any Sunday, Bank Holiday or Public Holiday*, and such works shall only take place between the hours of 08:00 to 18.00 weekdays and 08.00 to 14.00 Saturdays. No plant, machinery or equipment associated with such works shall be started up or operational on the development site outside of these permitted hours. (* Bank and Public holidays for this purpose shall be: Christmas Day; Boxing Day; New Year's Day; Good Friday; Easter Monday; May Day; Spring Bank Holiday Monday and August Bank Holiday Monday)

The Air Quality SPD (Section 5.6) advises the following about Electric Vehicle Charging Points:

The electric vehicle charging point provision for residential premises is a charging point per residential premise or Units with unallocated parking e.g. apartments – 1 charging point per 10 spaces, complying with EN 62196-2 (J1772) Type 2, Mode 3, 7 pin, 32 amp, 7kw.

Wherever possible the power supply and charging point should both be phase 3 compatible and be located near the parking area for each dwelling. Where only single-phase power supply is available the charging unit should be capable of handling 3-phase power if supply is subsequently upgraded.

The charging unit is to be supplied by its own independent radial circuit.

Further information on Electric Vehicle Charging Points and the necessity to provide these can be found in the following:

- West Midlands Low Emissions Towns and Cities Programme, Good Practice - Air Quality Planning Guidance,
- Black Country Air Quality Supplementary Planning Document (SPD),
- General Procurement Guidance for Electric Vehicle Charging Points, UK Electric Vehicle Supply Equipment Association (April 2015),
- Institute of Engineering and Technology (IET) Code of Practice for Electric Vehicle Charging Equipment Installation.

Ultra-low NO_x boilers discharge NO_x at or below 40mg/kWh. The latest models are future-proofed to the European Union's Energy-related Products Directive 2018 NO_x levels. At the same time, they meet the EU standard EN15502 Pt 1 2015 Class 6 for NO_x, and may be eligible for maximum BREEAM credits, helping contribute to a higher environmental building rating.

4. West Midlands Fire Service

Approved Document B Volume 1 2019, Dwelling Houses

Access and facilities for the fire service B5.

Section 13: Vehicle access

Provision and design of access routes and hard-standings

13.1 For dwelling-houses, access for a pumping appliance should be provided to within 45m of all points inside the dwelling-house.

13.2 For flats, either of the following provisions should be made.

- a. Provide access for a pumping appliance to within 45m of all points inside each flat of a block, measured along the route of the hose.
- b. Provide fire mains in accordance with paragraphs 13.5 and 13.6.

13.3 Access routes and hard-standings should comply with the guidance in Table 13.1.

13.4 Dead-end access routes longer than 20m require turning facilities, as in Diagram 13.1. Turning facilities should comply with the guidance in Table 13.1.

Overall

Access routes should have a minimum width of 3.7m between kerbs, noting that **WMFS appliances require a minimum height clearance of 4.1m and a minimum carrying capacity of 15 tonnes** (ADB Vol 1, Table 13.1).

Water supplies for firefighting should be in accordance with ADB Vol 2, Sec 16 and “National Guidance Document on the Provision for Fire Fighting” published by Local Government Association and WaterUK:

<https://www.water.org.uk/wp-content/uploads/2018/11/national-guidance-document-on-water-for-ffg-final.pdf>

For further information please contact the WMFS Water Office at the address given above or by email on Water.Officer@wmfs.net

Where sprinklers in accordance with BS 9251:2014 or BS EN 12845:2015 are fitted throughout a house or block of flats:

- a) the distance between a fire appliance and any point within the house (in houses having no floor more than 4.5m above ground level) may be up to 90m:
- B) the distance between the fire and rescue service pumping appliance and any point within the house or flat may be up to 75m (in houses or flats having one floor more than 4.5m above ground level) (BS 9991:2015 50.1.2).

The approval of Building Control will be required to Part B of the Building Regulations 2010

Early liaison should be held with this Authority in relation to fixed firefighting facilities, early fire suppression and access (ADB Vol 1, Section 7)

The external access provisions for a building should be planned to complement the internal access requirements for a fire attack plan. (CIBSE Guide E, Fire Safety Engineering 2010, p. 13-14)

Petition Extract

PAGE 1



June 2020

Petition

We the undersigned residents of Manor and Thorney Roads wish to object to the proposed erection of one, two storey detached dwelling house, to the side of 61 Manor Road: planning application 20/0559 refers.

Planning Reasons:

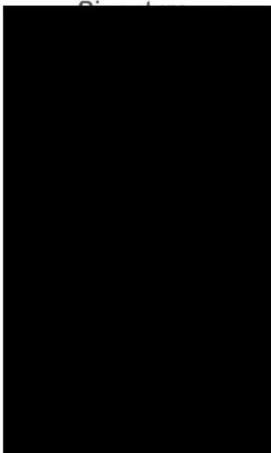
The restricted width of the plot and the form and scale of the proposed dwelling house, particularly when viewed in relation to the wide semi- detached dwellings located in Manor Road, would be at odds with those properties. The introduction of a detached dwelling to the side of 61 Manor Road would disrupt the existing pattern of the roads development and would appear as an incongruous, cramped addition which would be detrimental/ harmful to the character and appearance of the area.

Highway:

Manor Road is a busy through fare road. There are double yellow lines outside the application property and also because of the heavy school traffic there are parking restrictions on both Manor Road and Thorney Road. Moreover, staff working at both Nissan Car Showroom and also Newgate House (Schoen Eating Disorder Clinic) both located on Chester Road, park all day in Manor Road which makes reversing off the drives very hazardous. The removal of the existing garages at 61 Manor Road to facilitate this development, together no provision of a garage at proposed new dwelling, would lead to a restricted provision for vehicle parking on frontage of both properties, with an negative impact on street parking and hazardous reversing

Tree loss

The application form states that the development does not lead to any tree loss at the site. However on 8/6/2020 a number of trees were removed from property including Cypress and a Monkey trees, together with several others species, all which did contributed to visual amenity of the locality



Address	Date
69 Manor Road	23/6/2020
71 " "	"
67 " "	"
65 " "	23/6/2020
64 " "	"
62 " "	"
63 " "	23/6/2020

PAGE 2 CONT

SIGNATURE

ADDRESS

DATE

90 THORNEY RD.

23/6/2020

73 THORNEY RD.

25/6/2020

77 Thorney Rd

25/6/2020

88 Thorney Row

25-6-2020

58 Manor Rd

25/06/2020

56 Manor Rd

25/6/2020

59 MANOR ROAD

25/6/2020

60 Manor Road

26/6/2020

ATTACHED 3. PHOTOS

SHOWING SITE VEGETATION
BEFORE REMOVAL

END OF OFFICERS REPORT