



Planning Committee

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

Plans List Item Number: 7

Reason for bringing to committee

Requires delicate judgement

Application Details

Location: LAND REAR OF 32, NEW ROAD, ADJACENT TO, 1A, CORMORANT CLOSE, BROWNHILLS, WALSALL, WS8 6GA

Proposal: CONSTRUCTION OF 2 NO. DETACHED THREE BEDROOM DWELLINGS ON LAND ADJACENT TO 1A CORMORANT CLOSE

Application Number: 20/1256

Case Officer: Gemma Meaton

Applicant: G NORGROVE

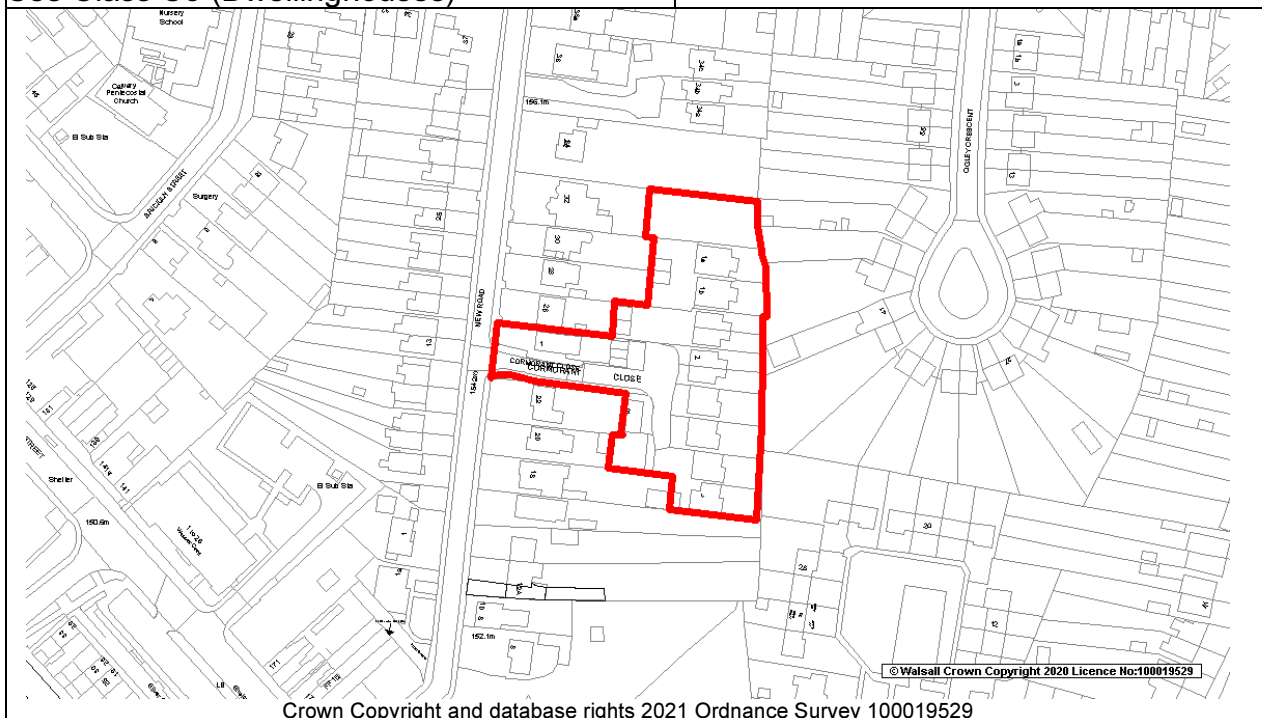
Ward: Brownhills

Agent: PALMER DESIGN

Expired Date: 02-Dec-2020

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

Time Extension Expiry: 18-Feb-2021



Recommendation

Delegate to the Head of Planning & Building Control to Grant Planning Permission Subject to Conditions and the amendment and finalising of conditions

Proposal

Construction of 2 No. detached three bedroom dwellings and associated garage block on land adjacent to 1a Cormorant Close.

The application site sits to the rear of number 32 New Road and at the side of 1a Cormorant Close.

The proposed two storey, three bedroom houses are irregular in shape with the longest part of the house measuring 13.5m in length and the shortest part measuring 10.7m in length. The houses would measure approximately 6.6m in width, 4.9m to the eaves and 7.8m to the pitch and set 1m apart from each other. The rear of the houses would be a single storey rear projection with a roof lantern.

Plot 2 adjacent number 1a Cormorant Close would be set on the boundary whereas plot 1 to the north of the site would be set 0.9m off the northern boundary.

Parking would be provided in the front of the houses with at least two spaces available per dwelling. Access to the site would be from Cormorant Close.

The plots would have rear garden length of between 7.1 and 11.2m and amenity areas of 70m² for Plot 1 and 60m² for Plot 2.

This application is a re-submission of a previous similar application under reference 20/0372 which was refused against officer recommendation at the 17th September 2020 Planning Committee. Therefore the assessment of this application will focus on whether the previous reason for refusal has been overcome in this scheme.

Site and Surroundings

To the west of the site is number 32 New Road, a detached bungalow that has been heavily extended to the rear. Extensions include a single storey rear and side extensions and with a rear conservatory extension concentrated towards the southern side of the property closest to number 30. The rear elevation of the bungalow has further patio doors serving a habitable room.

To the north of the site is number 34 New Road is a two storey detached dwelling. The property has a side and front gable roof, chimneys, rear pitched roof dormer with double fronted bay windows. The side elevation facing number 32 has secondary habitable room windows with main windows facing the front and rear of the site. The property has a front garden measuring approximately 11m in length with a driveway and garage to the northern boundary of the site. The rear garden measures some 56m in length and is relatively flat. There are a number of trees in the rear part of the garden. The boundary treatments with neighbouring properties is a 2m high close board fence.

To the north of number 34 New Road is a cul-de-sac serving three detached two storey dwellings positioned towards the rear of 36 New Road, numbers 34a, 34b and 34c New Road. Adjacent the driveway to these dwellings is number 36 New Road, a detached bungalow.

To the south of the proposed development at the rear of numbers 18 to 32 New Road is a cul-de-sac, Cormorant Close serving eleven dwellings. The design of these dwellings vary from two and three storey modern detached and semi-detached dwellings to dormer bungalows located behind number 32 New Road.

Towards the rear of the site is Ogley Crescent with number 45 and 47 sitting to the rear of the application site. Both of these dwellings are positioned at an angle on the plot.

On the opposite side of New Road are a fairly uniform pattern of semi-detached two storey dwellings, set back with front gardens and low boundary treatments of walls and hedges.

The site is located 120m outside of a bat buffer zone and 415m away from the edge of the Wyrley and Essington Canal. Bat surveys have been undertaken within 260m of the application site.

Relevant Planning History

36 New Road

05/1466/FL/E3, Erection of 2 houses refused 2005. Allowed on appeal 06-12-2006.

Land r/o 18-24 New Road

05/0677/FL/E4, Erection of 7 dwellings. Grant subject to conditions 2005.

05/2394/FL/E3, Demolition of No. 24 New Road and erection of 8 residential dwellings and new access. Grant subject to conditions 2006.

06/2163/FL/E9, Substitution of house type on Plots 2 and 3 on previous planning approval 05/2394/FL/E3, to provide rear conservatories. Grant subject to conditions 2006.

34 New Road

19/1566 Outline application: Construction of 2 no dwellings to rear of 34 New Road with all matters reserved refused 25-Aug-2020 for the following reason*:

The proposal impacts on the amenity of number 32 New Road due to the proximity of the driveway which passes the down stairs bedroom window at a distance of less than 1 metre would harm the amenities of these neighbouring occupiers and the proposal for two dwellings on the site represents overdevelopment of the site. The proposal is contrary to the NPPF, Saved Policies GP2 and ENV32 of the UDP, Policy ENV3 of the BCCS and Policy HC2 of the SAD.

**Appeal subsequently allowed (committee overturn) and costs awarded to appellant as reasons given related to Reserved Matters which could have been dealt with at a later stage.*

Land Rear of 32, New Road

Construction of 2 No. detached three bedroom dwellings and associated garage block on land adjacent to 1a Cormorant Close Refuse Permission 2020-09-28 for the following reason:

The development would be detrimental to the amenities of the existing occupiers of Cormorant Close by way of noise and nuisance, with the extension of an un-adopted road to provide two further houses in the form of back land development, the proposed garages would be detrimental to the amenities of the occupiers of 32 new road and the two houses would be detrimental to the amenities of the residents of Ogley Crescent. The proposal would be contrary to the NPPF and Saved Policies GP2 and ENV32 of the Unitary Development Plan and Policy ENV3 of the BCCS and Policy HC2 of the SAD.

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 5 – Delivering a sufficient supply of homes**
- **NPPF 6 – Building a strong, competitive economy**
- **NPPF 9 – Promoting sustainable transport**
- **NPPF 11 – Making effective use of land**
- **NPPF 12 – Achieving well-designed places**
- **NPPF 15 – Conserving and enhancing the natural environment**

On **planning conditions** the NPPF (para 55) 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.

Reducing Inequalities

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

Development Plan

www.go.walsall.gov.uk/planning_policy

Saved Policies of Walsall Unitary Development Plan

- GP2: Environmental Protection
- ENV14: Development of Derelict and Previously-Developed Sites
- ENV17: New Planting
- ENV32: Design and Development Proposals
- ENV33: Landscape Design
- ENV40: Conservation, Protection and Use of Water Resources
- T10: Accessibility Standards – General
- T13: Parking Provision for Cars, Cycles and Taxis

Black Country Core Strategy

- HOU2: Housing Density, Type and Accessibility
- ENV1: Nature Conservation
- ENV2: Historic Character and Local Distinctiveness
- ENV3: Design Quality
- ENV4: Canals
- ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island
- ENV8: Air Quality
- CSP2: Development outside the growth network

Walsall Site Allocation Document 2019

T4: The Highway Network

HC2: Development of Other Land for Housing

Supplementary Planning Documents

Designing Walsall

- DW1 Sustainability
- DW2 Safe and Welcoming Places
- DW3 Character
- DW4 Continuity
- DW5 Ease of Movement
- DW6 Legibility
- DW7 Diversity
- DW8 Adaptability
- DW9 High Quality Public Realm
- DW10 Well Designed Sustainable Buildings

Air Quality SPD

- ***Section 5 – Mitigation and Compensation:***
- Type 1 – Electric Vehicle Charging Points
- Type 2 - Practical Mitigation Measures
- Type 3 – Additional Measures
- 5.12 - Emissions from Construction Sites
- 5.13 – Use of Conditions, Obligations and CIL
- 5.22 – Viability

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

Development with the potential to affect trees, woodlands and hedgerows

- NE7 - Impact Assessment
- NE8 – Retained Trees, Woodlands or Hedgerows
- NE9 – Replacement Planting
- NE10 – Tree Preservation Order

Consultation Replies

Fire Officer - No objection note provided on adequate water supplies and access for fire appliance.

Local Highway Authority- No objection, but advise that Cormorant Close is not an adopted public highway and is privately maintained.

Pollution Control –No objection subject to planning conditions to secure a construction management plan, and the applicant install electric vehicle charging points and a low NOx boilers.

Severn Trent Water – No objection subject to note for applicant regarding drainage.

Strategic Policy – No objection, the proposal would add to the supply of housing so can potentially be supported on strategic planning policy grounds by NPPF paragraph 60.

Representations

One letter objecting to the proposal on the following grounds that the over intensification of development would create overlooking and a loss of light to gardens on new road which is already a problem due to TPOs.

Determining Issues

- Principle of development
- Design and Character of the area
- Impact upon neighbouring residential occupiers
- Impact upon trees and ecology
- Access and parking
- Local Finance Considerations

Assessment of the Proposal

Principle of development

Planning policy CSP2 of the BCCS supports housing development outside of the growth network with Policy HC2 of the SAD supporting other land for housing development subject to detailed criteria.

Cormorant Close is a cul-de-sac that serves eleven dwellings to the rear of numbers 18 to 30 New Road and there are three dwellings served off an access driveway at the rear of number 36 New Road. It is therefore clear that the principle of dwellings set to the rear of existing dwellings has already been established through several earlier developments along the eastern side of New Road.

The proposal to erect dwellings at the rear of number 32 New Road and adjacent 1a Cormorant Close would be in keeping with the existing pattern of development along this part of New Road.

On balance, the development of the site would provide much needed housing in the Borough to meet housing needs.

Design and character of the area

The proposal for two dwellings follows the existing established pattern of development along Cormorant Close. There is ample space within the site to accommodate two dwellings that would follow the existing pattern of development along Cormorant Close with the front of the properties along Cormorant Close facing the rear of the properties on New Road.

It is considered that the design of the proposed dwellings is considered acceptable. Along Cormorant Close there is a mixture of two storey dwellings and dormer bungalows. The proposed dwellings would be the same height as numbers 1a and 1b Cormorant Close. The design is in keeping with the design of the existing dwellings along Cormorant Close.

The development would provide a good living environment for potential occupiers and would be in line with the requirements of the Nationally Described Residential Space Standards by providing an internal floor area of 131.7m² for a two storey three bedroom dwelling for the accommodate of five people.

The proposed rear amenity space is reflective of the existing dwellings along Cormorant Close and as such can be supported, however given the generous internal space and more constrained external area it is considered that permitted development rights for extensions of the dwellings should be removed through the application of a suitably worded condition.

On balance the design is considered practical and in accordance with the character of the area.

Impact upon neighbouring residential occupiers

An objection has been raised a regarding loss of privacy and overlooking. Further a component of the reason for refusal of the previous application was that *the two houses would be detrimental to the amenities of the residents of Ogle Crescent*. The

separation distance from the front of the proposed plots to the rear of number 32 New Road is approximately 35.7m at the furthest distance and 27.4m at the closest distance, which is in excess of the Councils guidance distance of 24m separation distance between habitable rooms found in the Designing Walsall SPD. To the rear the houses would be a minimum of 43m from the nearest house on Ogley Crescent at no 45, this distance has been increased by 0.5m from the previous application under reference 20/0372. Separation to 1a Cormorant Crescent is in line with the other houses in the road and with no windows in the side elevations of the buildings there are not considered to be any impacts in terms of privacy or overlooking to these neighbours. In addition, the rear elevations of the houses on Ogley Crescent would be set at an angle to the proposed dwellings, further limiting any possibility of being able to observe between, or from, windows in these properties.

It is therefore considered that the separation distances are sufficient to avoid any undue overlooking or impact on privacy and that the part of the reason for refusal of the previous scheme relating to this impact has been overcome.

The garages proposed in the previous scheme have been removed in the current application under assessment. The portion of the reason for refusal that highlighted *the proposed garages would be detrimental to the amenities of the occupiers of 32 new road* has therefore been overcome.

The proposal would add two houses to an existing development of 11 dwellings on Cormorant Crescent. The previous reason for refusal included a statement that the development would be *detrimental to the amenities of the existing occupiers of Cormorant Close by way of noise and nuisance*. This part of the reason for refusal taken in isolation is not considered to be sufficient to warrant the refusal of the scheme when weighed against the other material considerations. While there may be a small increase in activity as a result of the development, this is considered likely to be imperceptible over and above the existing environment, nor is it considered to significantly alter the character of the road which has been established through the previous approval, and subsequent operation, of residential development in this area. Given that all other aspects of the reason for refusal have been overcome by the amended application, including improvements to neighbours amenity, it is considered that on balance the amenity of occupiers to Cormorant Close would not be significantly worsened by this proposal and would not warrant instance refusal.

The proposal includes three first floor side-facing windows, two on the south elevation and one on the north elevation. These windows would serve a bathroom, landing and study. In order to protect the amenity of surrounding occupiers it is considered that these windows should be obscure glazed, which can be secured by condition.

Any issues regarding noise and general disturbance from construction works would need to be dealt with under Environmental Health legislation should it become an issue. Furthermore, construction works are for a limited time and not permanent. This would assist in protecting the amenities of neighbouring residential occupiers.

A construction management plan would be sought by way of planning condition to ensure there is adequate parking for contractors, and waste and mud are kept securely within the site during construction works.

Impact upon trees and ecology

There are no trees on the application site which has been cleared. However, on the adjacent land to the north, 34 New Road there are a number of trees on site. The site has no significant trees or prominent trees on this adjacent site that would merit protection or retention. Outside the north boundary of the site is a number of mature TPO Sycamore trees (title no. 07/2004), however, the development of the site as proposed is unlikely to have any long term detrimental effect on their health and stability. A number of the trees on site fell over due to the storms in February 2020.

The site is within 415m of the Wyrley and Essington Canal and within 260m of sites where bat surveys have been undertaken. A planning condition requiring bat bricks to be included in the construction of the proposed dwellings would provide habitats to any bats foraging in the vicinity. A lighting condition will also be attached to ensure any lighting erected within the rear of the site does not affect foraging bats.

Access and Parking

The Local Highway Authority has advised that Cormorant Close is a private driveway and as such there are no comments to be provided from a highway point of view.

The proposal seeks to provide two off road parking spaces for each plot in accordance with Policy T13 of the UDP.

There would be a very minor increase in traffic through the driveway, but the proposed configuration is considered to be reasonable and no significant impacts on internal or external traffic flows is considered likely in this instance. There is no evidence to suggest the proposal will exacerbate any existing parking issues along New Road or Cormorant Close.

Local Finance Considerations

Section 143 of the Localism Act requires the local planning authority to have regard to 'local finance considerations' when determining planning applications. In Walsall at the present time this means there is need to take account of New Homes Bonus monies that might be received as a result of the construction of new housing.

This application proposes two new homes.

The Government has indicated that, for 2019-20, it will award approximately £1,000 per dwelling per year, plus a further £350 for each affordable dwelling, for each net additional dwelling provided. The payment is made each year for a period of 4 years from completion of the dwelling. In 2019-20 the total payments, taking account of completions over the last 4 years, are expected to amount to £2,911,601.

The weight that should be given to this, including in relation to other issues, is a matter for the decision-maker.

Conclusions and Reasons for Decision

The principle of residential development on the site is supported. The design, scale, appearance, layout and access are considered acceptable, the proposal would provide much needed housing in the Borough. The proposal would not unduly harm the amenities of neighbouring residential occupiers.

The proposal complies with the policies as set out in the policy section of this report.

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

Positive and Proactive Working with the Applicant

Approve

Officers have confirmed to the applicant's agent that the submitted details are acceptable and no further changes have been requested.

Recommendation

Delegate to the Head of Planning & Building Control to grant Planning Permission Subject to Conditions and the amendment and finalisation of 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:

- Location and block plan PD500/11 Rev. B submitted 30-09-2021
- Proposed Street Scene and Site plan PD500/12 Rev. B submitted 30-09-2021
- Floor plans and elevations PD500/13 Rev. A submitted 04-11-2020

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:

- i. Construction working hours
- ii. Parking and turning facilities for vehicles of site operatives and visitors
- iii. Loading and unloading of materials
- iv. Storage of plant and materials used in constructing the development
- v. A scheme for recycling/disposing of waste resulting from construction works
- vi. Temporary portacabins and welfare facilities for site operatives
- vii. Site security arrangements including hoardings
- viii. Wheel washing facilities and/or other measures to prevent mud or other material emanating from the application site reaching the highway
- ix. Measures to prevent flying debris
- x. Dust mitigation measures (particularly as the contaminated land investigation

- has indicated that land is contaminated)
- xi. Measures to prevent site drag-out (including need for wheel cleaning and use of a road-sweeper)

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 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 of the proposed dwellings including details of the colour, size, texture, material and specification of bricks, render, roof tiles, windows, doors, rainwater products and soffits shall be submitted in writing to and approved in writing by the Local Planning Authority.

4b. The development shall not be carried out otherwise than in accordance with the approved details and the approved materials shall thereafter be 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 of the Walsall Unitary Development Plan.*

5a. Prior to the commencement of building operations above damp proof course of the development hereby permitted details of the proposed boundary treatment of the site, including heights, positions and extents, materials and finishes of all walls, fences, gates or other means of enclosure, shall be submitted in writing to and approved in writing by the Local Planning Authority. The submitted details shall include all internal site divisions in addition to the perimeter boundary treatments and all gates shall be designed and installed so they cannot open outwards onto a highway.

5b. The development shall not be carried out otherwise than in accordance with the approved schedule and the boundary treatments shall thereafter be retained for the lifetime of the development.

5c. The development hereby permitted shall not be occupied until all boundary treatments have been erected in accordance with the approved schedule.

Reason: *To ensure the satisfactory appearance and functioning of the development in accordance with the saved policies GP2 and ENV32 of the Walsall Unitary Development Plan and in the interest of highway and pedestrian safety in accordance with the saved UDP policies T7 and T13 of the Walsall Unitary Development Plan.*

6a. Prior to first occupation of the development hereby permitted details of electric vehicle charging points, to be provided for each dwelling shall be submitted in writing to and agreed in writing by the Local Planning Authority.

6b. Prior to first occupation of the development the approved electric vehicle charging points shall be installed in accordance with the approved details and shall be retained and maintained for the lifetime 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 and DEL1 of the Black Country Core Strategy.

7a. Prior to occupation of the development hereby permitted a brick bat box shall be incorporated into the proposed southern elevation of both dwellings and shall thereafter be retained as such. The bat box shall be located at a point not lower than 2.5m from ground level and shall not be positioned directly above any doors or windows.

7b. The entrance to the brick bat box shall be kept clear from obstructions at all times.

Reason: To conserve local bat populations and to comply with NPPF11, BCCS Policy ENV1, saved UDP Policy ENV23 & policies NE1 to NE6 of the Natural Environment SPD.

8a. No external lighting shall be installed on the site unless details of the lighting including the intensity of illumination and predicted lighting contours have first been submitted in writing to and approved in writing by the Local Planning Authority.

8b. No external lighting shall be installed on the site otherwise than in accordance with the approved details.

Reason: In the interests of the visual amenities of the area in accordance with saved policies GP2, ENV11 and ENV32 of Walsall's Unitary Development Plan.

9. No boilers shall be installed in any of the units hereby permitted, save for
- Gas and liquefied petroleum gas (LPG) boilers with maximum NOx emissions no greater than 56 mg/kWh.
 - Oil-fired boilers with maximum NOx emissions no greater than 120 mg/kWh.

Reason: To conserve and enhance the natural environment in accordance with BCCS policies ENV8 and DEL1.

10. 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)

shall be installed in any part of this development.

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.

11. Notwithstanding the details submitted of the development hereby permitted and 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, the proposed first floor side-facing windows serving the proposed as shown on Floor plans and elevations reference PD500/13 Rev. A submitted 04-11-2020 shall be obscure glazed to Pilkington (or equivalent) privacy level 4 and there shall be no opening parts lower than 1.7metres from the floor level of the rooms they serve and the windows shall thereafter be retained for the lifetime of the development.

Reason: To safeguard the amenities of the neighbours and to comply with saved policy GP2 of the Walsall Unitary Development Plan.

Notes for Applicant

Severn Trent Water

Severn Trent Water advise that there may be a public sewer located within the application site. Although our statutory sewer records do not show any public sewers within the area you have specified, there may be sewers that have been recently adopted under the Transfer of Sewer Regulations 2011. Public sewers have statutory protection and may not be built close to, directly over or be diverted without consent and contact must be made with 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 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.

Note to Applicant Air Quality SPD

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

END OF OFFICERS REPORT