

Time 2.00 pm **Public Meeting?** YES **Type of meeting** Regulatory

Venue Council Chamber, 4th Floor, Civic Centre

Membership

Chair Cllr Keith Inston (Lab)
Vice-chair Cllr Anwen Muston (Lab)

Labour

Cllr Olivia Birch
Cllr Alan Butt
Cllr Jasbinder Dehar
Cllr Celia Hibbert
Cllr Rashpal Kaur
Cllr Asha Mattu
Cllr Phil Page

Conservative

Cllr Jonathan Yardley
Cllr Wendy Thompson
Cllr Andrew Randle

Quorum for this meeting is four Councillors.

Information for the Public

If you have any queries about this meeting, please contact the Democratic Services team:

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Some items are discussed in private because of their confidential or commercial nature. These reports are not available to the public.

Agenda

Part 1 – items open to the press and public

- | <i>Item No.</i> | <i>Title</i> |
|-----------------|---|
| 1 | Apologies for absence |
| 2 | Declarations of interest |
| 3 | Minutes of the previous meeting (Pages 3 - 8)
[To approve the minutes of the previous meeting as a correct record] |
| 4 | Matters Arising
[To consider any matters arising] |
| 5 | 21/01335/FUL - 473 Wood End Road, Wolverhampton, WV11 1YE (Pages 9 - 12)
[To consider the planning application] |
| 6 | 21/01334/FUL - 9 Wrekin Drive, Wolverhampton, WV6 8UJ (Pages 13 - 18)
[To consider the planning application] |
| 7 | 21/01114/FUL - 25 Oaklands Green, Wolverhampton, WV14 6DW (Pages 19 - 22)
[To consider the planning application] |
| 8 | 21/00402/FUL - Former Quality Hotel Site, 126 Penn Road (including 42 Oaklands Road And Business Centre), Wolverhampton, WV3 0ER (Pages 23 - 32)
[To consider the planning application] |
| 9 | 21/00008/TPO - Woodthorne Road South, Tettenhall, Wolverhampton (Pages 33 - 38)
[To consider the planning application] |
| 10 | 21/01466/FUL - 14 Abingdon Close, Wolverhampton, WV1 2PR (Pages 39 - 44)
[To consider the planning application] |

CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Minutes - 16 November 2021
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Attendance

Councillors

Cllr Keith Inston (Chair)
Cllr Anwen Muston (Vice-Chair)
Cllr Alan Butt
Cllr Celia Hibbert
Cllr Rashpal Kaur
Cllr Asha Mattu
Cllr Phil Page
Cllr Jonathan Yardley
Cllr Andrew Randle
Cllr Adam Collinge

Employees

Stephen Alexander	Head of Planning
Vijay Kaul	Senior Planning Officer
Tim Philpot	Professional Lead - Transport Strategy
Fabrica Hastings	Democratic Services Officer
Jaswinder Kaur	Democratic Services Manager
Stuart Evans	Solicitor

Part 1 – items open to the press and public

Item No. *Title*

1 Apologies for absence

Apologies for absence were received from Councillor Wendy Thompson and Councillor Olivia Birch.

2 Declarations of interest

The following non-pecuniary interests were declared:

Councillor Adam Collinge in respect of agenda item 5.
Councillor Asha Mattu in respect of agenda item 8.

3 Minutes of the previous meeting

Resolved:

That the minutes of the previous meeting held on 14 September 2021 be confirmed as a correct record and signed by the Chair.

4 **Matters Arising**

There were no matters arising.

5 **Land Behind 2 To 30 Eccleshall Avenue, Wolverhampton**

Having declared an interest, Councillor Collinge left the meeting room whilst the application was considered.

The Committee considered a report regarding 21/00048/OUT – Proposed development for one five-bedroom detached dwelling, accessed via the existing shared vehicular/ pedestrian access. Matters for approval are access, layout and scale. Landscaping and appearance are reserved matters.

Mr Chandard, addressed the Committee and spoke in opposition to the application.

Members of the Committee felt that the proposals were unacceptable and Councillor Inston considered the access inadequate.

Councillor Muston moved the application be refused due to the inadequate access and the Western Power objection and Councillor Page seconded the motion.

Resolved:

That planning application 21/00048/OUT be refused for the following reasons:

- Inadequate access
- Western Power objection

6 **Land North East of Junction with Dudley Road, Parkfield Road, Wolverhampton**

The Committee considered a report regarding 21/00795/RC – Amendment to a previously approved permission 18/00354/FUL - Erection of a 600 capacity banqueting hall and a 30 bedroom hotel with associated car parking and landscaping. Planning Committee resolved to approve planning permission.

Councillor Collinge addressed the Committee for a point of clarification, regarding confirmation on whether a hotel could be built on the land in the future, under the previous planning permission, or if this was the fixed position of this application. Stephen Alexander, Head of Planning, confirmed that it was the latter.

Councillor Page commended the site and moved the recommendations. Councillor Alan Butt seconded the recommendations.

Resolved:

That planning application 21/00795/RC be granted subject to the following conditions:

- 600 person Banqueting Suite
- Works to the Central Splitter Island at Parkfield Road
- Contaminated land/Site Investigation (Coal)
- A noise assessment and mitigation
- Extraction ventilation/odour suppression
- External lighting specification
- Hours of use and delivery/despatch
- Submission/Implementation of Landscaping (Tree Protection)
- Drainage
- External materials
- Visibility (boundary treatment at both entrance and exit)
- Parking to be provided and retained as shown
- Improved Vehicle/Pedestrian Circulation Plan
- Hours of operation during construction
- Electric Vehicle Charging Points
- Cycle and Motor Cycle Parking
- Bin Stores
- Car Parking Management Plan
- Renewables (10%)

7 Open Space Bounded By Rushall Road, Northwood Park Road, Broadway, Bushbury

The Committee considered a report regarding 21/012921/FUL – Erection of a two storey medical centre, with new vehicular access from Broadway (from the east), 61 space car parking and landscaping. As the application site is also adopted highway, the application also includes stopping up the highway land.

Vijay Kaul, Senior Planning Officer, reported that since the agenda had been published, the applicant had disclosed a change to the opening hours on Saturday to 8:00am to 12:00pm.

Councillor Andrew McNeil, addressed the Committee and spoke in opposition to the application on behalf of the residents of Bushbury North.

Councillor Butt, addressed the Committee and spoke in support of the application.

Councillor Page, clarified this was not a Local Authority submitted planning application. Also spoke in support of development.

Councillor Jonathan Yardley, stated that he was concerned with the loss of open space public green space within Wolverhampton.

Councillor Collinge concerned about co-location of surgeries and loss of open space. NPPF Paragraph 99 not complied with, site should not be developed.

Councillor Muston spoke in support of development.

In response to concerns, Vijay Kaul outlined that the NPPF requirements were met in the development assessment.

In response to concerns regarding the consultation process, Vijay Kaul, Senior Planning Officer, stated that the statutory consultation process was followed.

Councillor Butt welcomed the application and moved the recommendations. Councillor Page seconded the recommendations.

Resolved:

That the planning application 21/012921/FUL be granted subject to the following conditions:

- Use of building restricted to Class E(e)
- Materials
- Levels
- Boundary treatment
- Drainage
- Detailed landscaping plan
- Land contamination
- Opening hours
- Details of the type and location of external equipment
- Construction Management Plan (including traffic control measures)
- Car Parking / access implementation
- Pedestrian crossing points - details to be submitted and agreed
- Travel Plan
- Cycle / motorcycle parking provision
- Electric charging points
- 10% renewable energy
- Barrier/gate to restrict car park access only outside operational hours
- Refuse management plan

8 Hill Avenue Academy, Hill Avenue, Wolverhampton, WV4 6PY

Having declared an interest, Councillor Mattu left the room whilst the application was considered.

The Committee considered a report regarding 21/01053/FUL – Proposed single story extension to provide additional four classrooms, new reception area and office space, created by partial demolition of the main school building. This will front the main entrance of the school.

Tim Philpot (Highway Authority) accepted the proposal subject TRO contribution.

Councillor Collinge commented on the additional parking and layout.

In response to concerns regarding the parking implications, Vijay Kaul stated the parking layout would be raised with the school to deploy site management.

Councillor Celia Hibbert welcomed the application and moved the recommendations. Councillor Page supported the application and seconded the recommendations.

Resolved:

That planning application 21/01053/FUL be granted subject to the following conditions:

- Materials
- Drainage
- Parking layout implementation
- Construction Management Plan (including traffic control measures)
- Transportation mitigation measures (inc staggered pick up/drop off times, TRO)
- Travel Plan
- Cycle/motorcycle parking
- Electric vehicle charging points

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CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Tuesday, 18 January 2022
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Planning application no.	21/01335/FUL	
Site	473 Wood End Road, Wolverhampton WV11 1YE	
Proposal	Porch, garage, utility, shower room and kitchen extension	
Ward	Fallings Park;	
Applicant	Ms Leah Ellington	
Cabinet member with lead responsibility	Councillor Stephen Simkins Deputy Leader: Inclusive City Economy	
Accountable Director	Richard Lawrence, Director of Regeneration	
Originating service	Planning	
Accountable employee	Tracey Homfray	Planning Officer
	Tel	01902 555641
	Email	Tracey.homfray@wolverhampton.gov.uk

1.0 Summary recommendation

1.1 Grant

2.0 Application site

2.1 The site comprises of a traditional semi- detached property, located within a street scene, of varying properties both semi- detached and detached, within an area which is predominantly residential. The property has an enclosed garden/parking area to the frontage, and a private enclosed garden to the rear.

3.0 Application details

3.1 The proposal seeks to extend the property at ground floor level, with a porch to the front of the property and a single storey extension along the side of the existing property and wrapping around the rear. The rear extension would project out along the common boundary by 4.050m. The design incorporates a part pitched roof design above the proposed garage, continuing with a flat roof design along the side/rear. The extension would provide additional living space to the property with an extended kitchen/living area, utility and w.c.

4.0 Relevant policy documents

- 4.1 National Planning Policy (NPPF)
Black Country Core Strategy (BCCS)
Wolverhampton Unitary Development Plan (UDP)

5.0 Publicity

5.1 Two letters of objection received with a request to speak at planning committee.

5.2 Objections to the proposal are as follows:

- Porch - on the grounds of proposed height and depth, out of keeping with the Street Scene, as it protrudes beyond the building line (the bay window),
- Loss of outlook, facing a blank wall,
- Reduce only source of daylight.
- Total length of proposed extension of 12.075 mts will totally envelop our property.
- The size and pitch of the new roof would reduce daylight.
- Invasion of privacy.
- Noise disturbance from connecting kitchen.

6.0 Legal implications

6.1 There are no legal implications arising from this report KR/23122021?B

7.0 Appraisal

Design

7.1 There are similar extensions in and around Wood End Road, with both flat and pitched roof designs. The porch although projecting out a little further from the existing bay window, would not appear alien, or at odds with the massing of the property. The design/layout ensures that the porch remains detached, which preserves one of the key features to these properties, being the bay frontage windows, maintaining the character and appearance.

Layout

7.2 The property currently has an enclosed garden area and drive to the frontage, and an enclosed private garden to the rear. The extension proposes to improve the living quarters to the existing property, and does not propose any additional bedrooms, therefore, the proposed off-street parking and remaining garden space would be sufficient to support both the extension and its usage. The proposed porch would eat into a small area of the frontage access area; however, this would not diminish the parking facilities currently existing/proposed.

Neighbouring Amenities

7.3 Although the extension would be clearly visible from neighbouring properties, the impact would not be significant enough to warrant further amendment or refusal of permission.

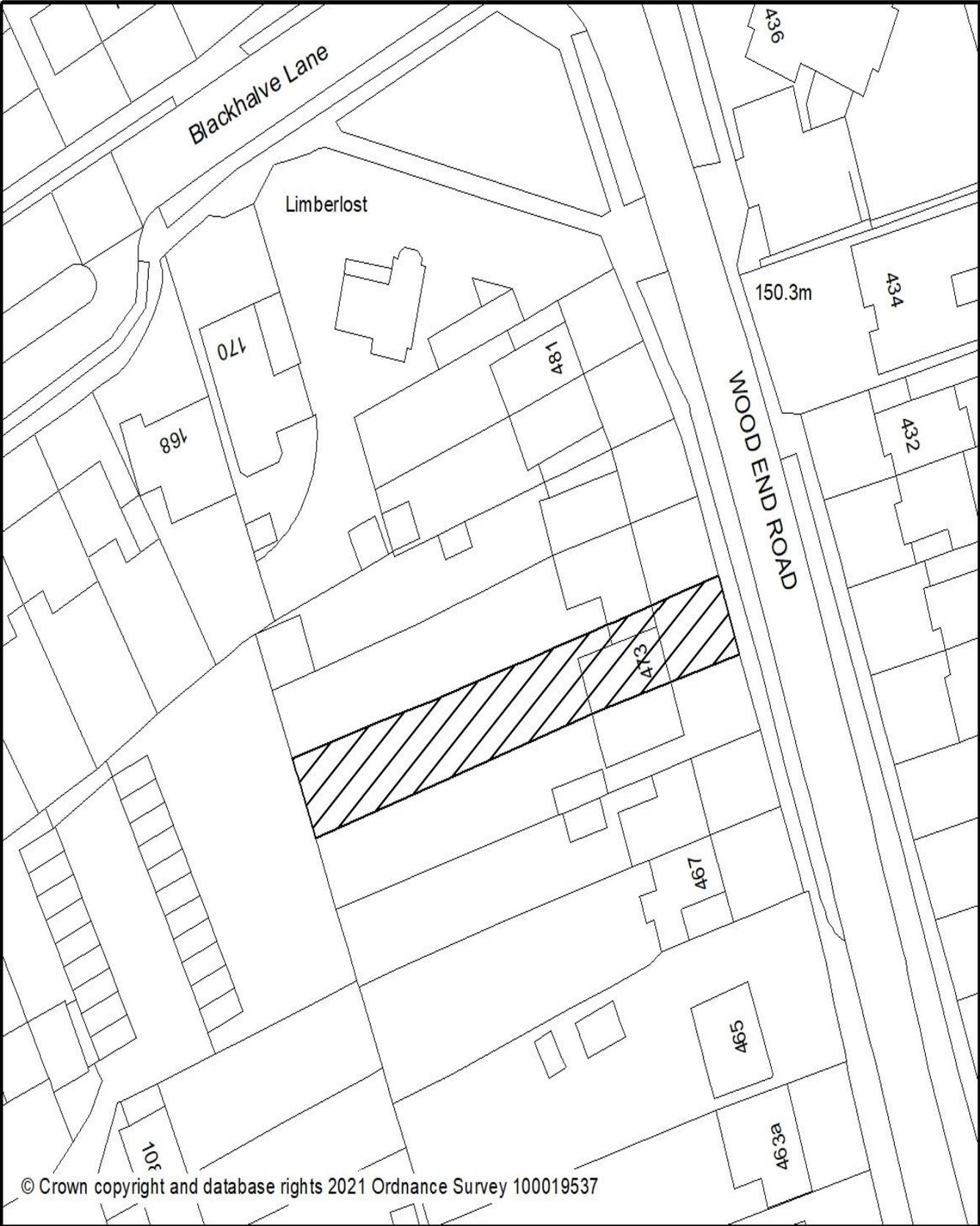
- 7.4 No.475 Wood End Road, has a side facing kitchen window and doorway which looks directly out onto the area to be extended. The property currently looks out onto a boundary fence dividing the two properties. The proposed extension would be approximately 1m higher than a 2m high boundary fence. Although it is acknowledged that that the extension would have some impact on the outlook currently enjoyed by this window, and light afforded it, the authority also needs to consider the fallback position, whereby the applicant can build in this location, at this height or higher (4m) under permitted development guidelines.
- 7.5 The proposal also features a flat roof design, in this location, which also reduces the impact to outlook, and will also enable sunlight to access the window from the south/westerly direction across the flat roof element of the extension.
- 7.6 Therefore, on balance it is considered that the extension would have no significant impact to the amenities of this neighbouring property.
- 7.7 No.471 Wood End Road, shares the common boundary at rear of the property, where the proposed flat roof extension would be located, at a depth of just over 4m. The majority of the extension would be screened by an existing extension at this neighbouring property, with 2m of the extension visible. At this projection the extension would have no significant impact to outlook, light or sunlight.
- 7.8 This neighbour has also raised concern with respect to noise emulated from the proposed kitchen/dining room area, due to its relocation which would be adjacent to her sitting room area. This should be covered by building regulations; however, we can condition that there should be adequate sound proofing, due to the relocation, in order to protect neighbouring amenities.

8.0 Conclusion

- 8.1 The proposed extension has been suitably designed in keeping with the character and appearance of the existing house and those surrounding. With ample car parking and garden space, and no signification impact to neighbouring amenities, the proposal is compliant with planning policies/development plan.

9.0 Detail recommendation

- 9.1 Grant subject to conditions:
- Matching materials
 - Sound proofing



CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Tuesday, 18 January 2022
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Planning application no.	21/01334/FUL	
Site	9 Wrekin Drive, Wolverhampton WV6 8UJ	
Proposal	Replacement Dwelling	
Ward	Tettenhall Regis;	
Applicant	Andrew Winning	
Cabinet member with lead responsibility	Councillor Stephen Simkins Deputy Leader: Inclusive City Economy	
Accountable Director	Richard Lawrence, Director of Regeneration	
Originating service	Planning	
Accountable employee	Tracey Homfray	Planning Officer
	Tel	01902 555641
	Email	Tracey.homfry@wolverhampton.gov.uk

1.0 Summary recommendation

1.1 Grant

2.0 Application site

2.1 The application site is located within a predominantly residential area. Wrekin Drive is a cul de sac location, and mainly comprises of detached and semi-detached houses, the application site being the only bungalow in this setting. The plots are quite substantial, with open plan leafy frontages, and large private enclosed gardens to the rear.

3.0 Application details

3.1 The proposal is for the demolition of the existing bungalow and a replacement detached dwelling, in a slightly different angled position. The new dwelling would be two storey, providing living quarters and a master and guest bedroom at ground floor, and three large bedrooms to first floor. The new layout proposes parking to both the frontage and to the rear, with an access drive running along the north/western boundary, to the rear of property where a further parking area would be provided.

4.0 Relevant policy documents

4.1 National Planning Policy (NPPF)
Black Country Core Strategy (BCCS)

Wolverhampton Unitary Development Plan (UDP)

5.0 Publicity

5.1 Six letters of objection, objections as follows:

- Loss of privacy, as a two-storey dwelling would look over neighbouring properties and gardens, along with velux roof lights which would also provide views into neighbouring property.
- Loss of light to both neighbouring properties and gardens due to the proposal being two storey high, and a different orientation.
- Increase in traffic due to it being a five bedroom two story home with parking for five vehicles.
- Car parking area is not sufficient to allow cars to manoeuvre in and out of spaces.
- Damage to existing trees and shrubs.
- Drainage due to an increase in hardstanding for cars, and no SUDS report.
- Out of Keeping with the character of the road, due to the design, position and materials as the majority are brick not render.
- Incorrect plans – no garage to the side/rear of the property.
- Noise Disturbance during development and from the driveway to the rear of the property and parking area.
- Loss of morning sunlight due to the orientation of the dwelling.
- Does not meet the sustainability criteria with large glazed windows, no cycle parking, rainwater collections, or bin storage.
- Does not meet the guidance for distance between windows and walls, 12m is required and this has not been met with a 9m distance.
- No ecology or arboriculture report or landscaping detail.
- Loss of views due to the height of the structure.
- Loss of housing type (bungalow).
- Questions over future uses of the dwelling, and commercial possibilities.

6.0 Legal implications

6.1 There are no legal implications arising from this report KR/23122021/D.

7.0 Appraisal

Design

- 7.1 The street is mainly depicted by large two storey dwellings, therefore, changing the property from a bungalow to a house would not be out of keeping with the streetscene.
- 7.2 The majority of the dwellings within Wrekin Drive are brick beneath a tiled roof. The proposal although not clearly stated on the proposed drawings has provided an indicative picture showing a rendered dwelling. Render would be out of keeping with the character and appearance of Wrekin Drive, however, this can be addressed by condition, to ensure the correct materials are used, in order to maintain the character.

Layout

- 7.3 To provide a property of this size, the dwelling would need to be slightly re-orientated, due to the configuration of the plot, being narrower to the frontage and wider to the rear. This results in the proposed dwelling being slightly angled away from the street scene at the frontage, and orientated towards the side elevation at the neighbouring property at No. 9 Wrekin Drive and towards the western aspect of the drive.
- 7.4 Although slightly out of keeping with the current setting, this re-orientation would have no significance impact on the character or appearance of the Drive, and would not appear alien or out of keeping. This is also supported due to its location at the head of the drive, where it would be less evident.
- 7.5 This would result, however, with two of the proposed habitable room windows looking out onto the side elevation of the neighbouring property. Ideally a distance of 12m, should be met, to provide satisfactory amenities for future occupiers of the dwelling, with respect to outlook. However, the frontage is still quite open, therefore, the structure should not appear overbearing, obtrusive or cramped. It should also be noted that these are bedroom windows, one being a secondary window, with an additional source of outlook and light to the rear of the property. Therefore, on balance the distance is considered acceptable in this instance.
- 7.6 The plot provides a suitable level of car parking and garden space to support a property of this size.

Landscaping

- 7.7 Comments have been received regarding the loss of trees, and the creation of further hardstanding to the rear of the property. No specific detail has been submitted with the application regarding materials to be used or the type of planting to be included. There are no tree preservation orders on this plot, and the dwelling is not located within a conservation area, therefore, this element of the development can be conditioned, for detail to be submitted for consideration/release.

Biodiversity

- 7.8 The plot is a typical residential garden area with perimeter trees, some which maybe lost during construction of the car parking area to the rear of the property. Therefore, it is not unusual for this level of detail not to be submitted with an application of this type. However, due to the demolition of a dwelling which may have been unoccupied for some time, and the level of landscaping to be removed, a report can be conditioned to ensure that there are not bats or other protected species at the site prior to works taking pace.

Neighbouring Amenity

- 7.9 Some of the neighbour's concerns have been addressed in the paragraphs above, such as parking and character/appearance.
- 7.10 Although the proposed development would increase the size of the dwelling and the number of occupants being able to reside there, the traffic related to this, would not be significant enough to have any serious impact on highway or pedestrian safety.
- 7.11 Any noise associated with the parking area should be minimal and would be no different to a car approaching or exiting the property at the frontage and its relationship with other residential properties.
- 7.12 The dwelling would be raised in height to two storey, however, due to its location, and orientation, within the plot, there would be no direct views into or over neighbouring properties, therefore, there would be no perceived loss of privacy.
- 7.13 The two storey nature of the proposal would provide a different outlook to neighbouring properties, however, although some views may now be restricted, the development would not appear overbearing or oppressive.
- 7.14 Due to the position, and orientation, of the proposed dwelling, there would be no significant loss of light to neighbouring properties, to justify a refusal of planning permission.
- 7.15 Concerns have been raised regarding the location of hardstanding to the rear of the property, and its impact on flooding of the street. The hardstanding would be next to landscaping, which can provide a natural source of drainage. As part of the decision and the inclusion of materials, we can ensure that the material used is porous, or for drainage channels to be incorporated to prevent any off run onto the highway.
- 7.16 Sustainability has also been raised as a concern with respect to the development the authority will consider this in conditions to be attached to the decision, such as the inclusion of electric car charging points.
- 7.17 The development would result in a loss of a bungalow at this location, however, there is access to other bungalow development in and around the City of Wolverhampton, therefore, its loss is not considered to be detrimental to the housing facilities of the City.
- 7.18 Concerns have been raised with respect to the proposed usage of the dwelling, and the possibility of it being used for commercial activities due to its size. The application under

consideration is for a residential dwelling, with no commercial activity taking place. Should the owners want to change the dwelling to a commercial usage requiring planning permission, this would be part of the planning application process at that time, and neighbours would be notified accordingly.

8.0 Conclusion

8.1 The proposed dwelling is acceptable having no detrimental impact on the character or appearance of the surrounding area, with a sufficient layout, and no significant detriment to neighbouring amenities, therefore, subject to conditions the proposal is compliant with planning policy and the development plan.

9.0 Detail recommendation

9.1 Grant subject to the following conditions:

- Levels
- Materials
- Landscaping
- Lighting
- Ecology
- Electric Charging point
- Sustainable drainage
- Construction Method Statement
- Hours of Operation during construction
- Parking as proposed
- Restriction on development – removal of permitted development for extensions



CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Tuesday, 18 January 2022
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Planning application no.	21/01114/FUL	
Site	25 Oaklands Green, Wolverhampton WV14 6DW	
Proposal	Two Storey and Single storey side/rear extension	
Ward	Bilston North;	
Applicant	Mr P McGuane	
Cabinet member with lead responsibility	Councillor Stephen Simkins Deputy Leader: Inclusive City Economy	
Accountable Director	Richard Lawrence, Director of Regeneration	
Originating service	Planning	
Accountable employee	Tracey Homfray	Planning Officer
	Tel	01902 555641
	Email	Tracey.homfray@wolverhampton.gov.uk

1.0 Summary recommendation

1.1 Grant

2.0 Application site

2.1 The application site comprises of a semi-detached property, located within a street scene of similar properties, and within an area which is predominantly residential. The property is sat at the head of a cul-de-sac location, with an area of open space to the frontage, leading onto a shared parking area. The frontages are largely open plan, with a front garden area, and a private enclosed garden to the rear, with a dropped kerb access to Green Oak Avenue at the rear.

3.0 Application details

3.1 The proposal is for a single and two storey side/rear extension, providing a playroom/gym to the ground floor at the side, and an additional bedroom and extended bedroom to first floor, providing four large bedrooms in all. The applicant also proposed to provide access off an existing drive to the rear of the property, to provide parking for two vehicles.

4.0 Relevant policy documents

4.1 National Planning Policy (NPPF)

Black Country Core Strategy (BCCS)
Wolverhampton Unitary Development Plan (UDP)

5.0 Publicity

5.1 Two letters of objection, and a 16 signature petition, objections as follows:

- Out of Character
- Loss of outlook/view
- Loss of Light
- Lack of Parking

6.0 Legal implications

6.1 There are no legal implications arising from this report KR/23122021/C.

7.0 Appraisal

Design

- 7.1 Although this is a substantial extension, due to the setting of the property, occupying a tight corner location, the appearance of the property would primarily remain the same to the frontage, with the majority of the extension dominating the rear elevation. The element which can be seen from the frontage, has been suitably designed with a pitched roof design.
- 7.2 At the rear, the extension would be clearly visible from Green Oak Avenue as the garden area to this property borders this avenue. The extension would wrap around the dwelling from the side to the rear, with an element of the extension being located above the existing ground floor extension. The extension would be quite evident from this aspect due to the open nature of this part of the estate.
- 7.3 The dominance of the extension to the rear has been addressed, by incorporating a double hip roof design, which reduces its bulk/massing, which maintains the balance and provides some subservience. The extension would also be set well back from Oaks Green Avenue, due to an extensive rear garden to the rear, where the extension, although clearly evident, would not appear overbearing or oppressive from this Avenue.

Layout

- 7.4 The property has a substantial garden to the rear. This would be of a sufficient size to support both the extension and its usage, providing an additional bedroom, and increasing the size of another. Parking is very limited to this property, with a shared parking area to the front of the property, which is quite limited, and can be typically oversubscribed due to a number of properties having no private off-road parking. However, the applicant has proposed two private spaces to the rear of the property

accessed off an existing access. The entry may need to be widened due to the location of an outbuilding, however, this can be conditioned as part of the proposal.

7.5 Neighbouring Amenities

The proposed extension would be clearly visible from neighbouring properties, however, due to the corner setting, the splay in the boundary, and the position/design of the extension there would be no detriment to the outlook from habitable windows, or from garden areas.

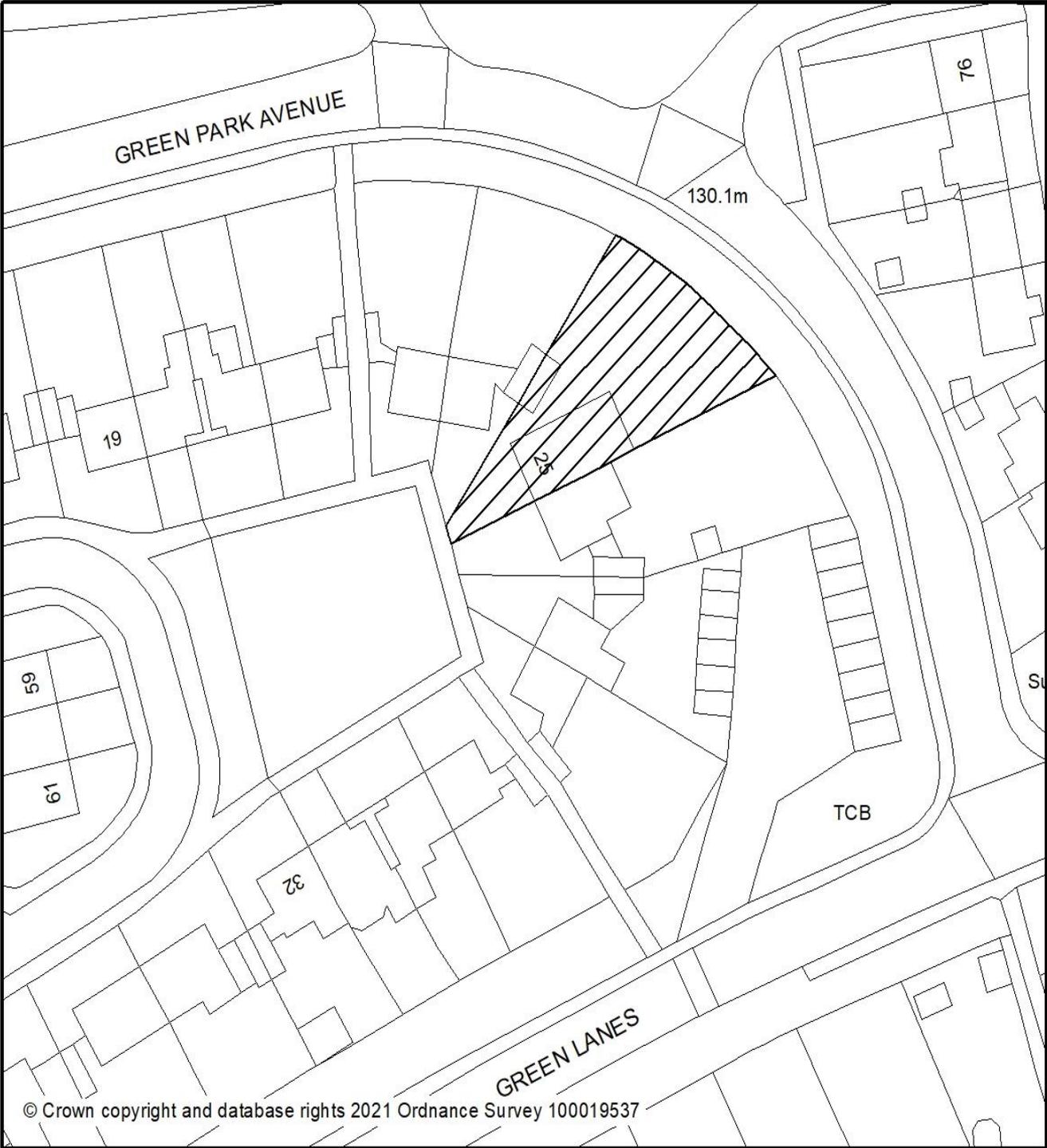
8.0 Conclusion

8.1 The proposed extension has been suitably designed, in keeping with the character and appearance of both the existing property and the street scene. With the proposed additional off-road parking, there would be no detriment to highway or pedestrian safety, and there is no significant detriment to neighbouring amenity. The proposal is compliant with Planning Policy and the Development Plan.

9.0 Detail recommendation

9.1 Grant subject to conditions:

- Matching Materials
- Restrict side facing windows
- Parking as proposed



CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Tuesday, 18 January 2022
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Planning application no.	21/00402/FUL
Site	Former Quality Hotel Site, 126 Penn Road (including 42 Oaklands Road and Business Centre), Wolverhampton, WV3 0ER.
Proposal	Demolition of existing buildings and erection of a Class E limited assortment discount foodstore with associated car parking, access, landscaping and engineering works.
Ward	Graiseley;
Applicant	Lidl Great Britain Ltd
Cabinet member with lead responsibility	Councillor Stephen Simkins Deputy Leader: Inclusive City Economy
Accountable Director	Richard Lawrence, Director of Regeneration
Originating service	Planning
Accountable employee	Andrew Johnson Planning Officer Tel 01902 551123 Email andrewk.johnson@wolverhampton.gov.uk

1.0 Summary recommendation

1.1 Delegated authority to grant planning permission.

2.0 Site description

2.1 The area is mixed and includes both residential and commercial uses. The site is located off the Penn Road (A449), a busy arterial route into/out of Wolverhampton.

2.2 The site currently comprises a hotel and associated facilities and detached buildings. The main building was formerly a large property that has been extensively extended, including linking it to others, to form the current hotel.

2.3 There are a number of heritage assets in the immediate area, including statutory listed buildings and a conservation area.

2.4 There are currently two vehicle access points to the site from Penn Road and Oaklands Road.

2.5 The site incorporates higher land levels along the Penn Road frontage, with levels decreasing towards the rear of the site, along both Lonsdale Road and Oaklands Road. The site also includes mature trees and landscaping.

3.0 Planning history

3.1 There is an extensive planning history for this site relating to the extension and alteration of the hotel facility. Nothing is recorded that would be directly related to this application.

4.0 Constraints

- Tree Preservation Order Point - Tree Points: 06/00354/TPO
- Close proximity to Penn Road (Graiseley) Conservation Area
- Close proximity to statutory listed building: Claremont House, No.131 Penn Road
- Mining Advice area
- Road Improvement Scheme - Status: RVKD
- Penn Road Highway Improvement Line (revoked 12-06-00)

5.0 Planning policy

5.1 National Planning Policy Framework (NPPF)
Wolverhampton Unitary Development Plan (UDP)
Black Country Core Strategy (BCCS)

6.0 Publicity

6.1 73 individual neighbour responses and a petition with 105 signatures against the development were received and one response in support. The reasons for objection can be summarised as follows:

1. Highway safety, location is an accident 'black spot' including concerns about potential harmful impacts on the safety of local school children and deliveries
2. Increase in congestion, proposals may exacerbate existing issues with congestion, including when the new Tesco opens in the former Waitrose unit
3. Fear proposals could exacerbate current issues with obstruction of highway/driveways (in particular during peak school dropping off/picking up times)
4. Potential damage to vehicles parked on the highway
5. Proposals may affect availability of on-street parking
6. Traffic data and highway safety analysis may not be accurate or robust as data was collected during quieter lockdown period when less vehicles were on the roads
7. Loss of trees and associated potential increase in pollution
8. Fears over an increase in CO² emissions
9. Harmful impacts on residential amenity and privacy
10. Noise nuisance (including from HGV movements and deliveries). Loss of trees may exacerbate noise nuisance

11. Light pollution
12. Increase in litter
13. Impact on health
14. Fear of unsocial behaviour and associated evening nuisance
15. Retail is out of character
16. Poor design, design is out of character
17. Harmful impact on/loss of local heritage
18. Over-development of site
19. Harmful impacts on local ecology and local wildlife
20. Need for another supermarket in this area
21. Loss of hotel facility in this area
22. Loss of employment at hotel
23. Inadequate supporting information
24. Alternative uses for the site have been suggested, including residential conversion or new build residential.
25. Loss of existing pool facilities
26. Harmful impact on viability of local business and smaller scale retailers
27. Harmful effect on property values

7.0 Consultees

- 7.1 Conservation Officer – the Conservation Officer has contributed to the design process throughout and to the improved amended design now being considered although he expresses concern for the loss of the building due to its historic significance and the impact the proposal will cause to the Penn Road Conservation Area, as a result of the visual impact of the proposal on the approach to the conservation area.
- 7.2 The Conservation Officer agrees with the conclusion in the Heritage Statement regarding the proposal not resulting in harm to the setting of the Grade II Listed, Claremont House and less than substantial harm to the conservation area.
- 7.3 Tree Officer – no objection.
- 7.4 Contaminated Land Team – no objection, subject to implementation of recommendations in reports.
- 7.5 Severn Trent Water – no objection, subject to recommended conditions.
- 7.6 Drainage/Flood Authority – insufficient information has been submitted to demonstrate that an acceptable drainage strategy is proposed. It has been recommended that planning permission is not granted without a satisfactory drainage solution.
- 7.7 Police – an objection has been received, however the Crime Reduction Officer has suggested some security measures that would enable their support. Security measures can be conditioned if planning permission is granted.

- 7.8 Victorian Society – object to the proposals. The building is unlisted and is not on the local list, constructed in c1890. It is one of few remaining historic buildings on this section of Penn Road.

The Victorian Society consider that the removal of this Victorian house will mean a loss of one of the last references to the historic streetscape in this part of the city. Whilst it is acknowledged that there is a proposal to install some heritage interpretation, they still wish to see the house incorporated in any proposed redevelopment.

Whilst there are some changes to the proposed design of the new building, including the introduction of some sections of sloping roof it is still considered the proposed design of the foodstore and proposed layout of the site combined with the loss of the Victorian house to have a negative impact on the character of Penn Road.

- 7.9 Transportation – no objection, subject to implementation of recommendations within the report.

8.0 Legal implications

- 8.1 There are no legal implications arising from the recommendations of this report KR/10012022/A

9.0 Appraisal

The main issues for consideration are:

- Background
- Planning policy
- Design, layout and heritage
- Trees
- Neighbour amenity
- Highway safety
- Drainage
- Air quality

Background

- 9.1 This application has been significantly amended following its initial submission. This has included a revised design and layout, updated survey documents and additional technical information in support of the proposals.
- 9.2 The proposals include significant supporting technical reports, studies and evidence that have informed the assessment of this application. The quality of the supporting information, and larger scheme, has allowed a balanced and pragmatic assessment of the importance of individual elements. This is in accordance with national and local planning policy and guidance.

Planning policy

- 9.3 The proposals would create significant investment at this site. The principle of a new food retail store in this location is acceptable and would accord with the NPPF and relevant development plan policies. The submitted retail policy evidence supports the scheme and it is considered there would be insufficient justification to refuse planning permission in this instance.
- 9.4 A number of neighbours have raised concerns about impact on local retailers. however, business competition is not material to the decision-making process and the development should be assessed against the relevant development plan policies.
- 9.5 Whilst the proposals would result in the loss of a hotel facility, there are no specific planning policies in the development plan that would protect this type of facility.

Design, layout and heritage

- 9.6 The proposal site is located adjacent to the Penn Road Conservation Area and diagonally opposite the Grade II Listed Claremont House.
- 9.7 The existing building itself is not a designated heritage asset, however, it does have some merit as a building of historic and architectural interest (built in the late 1800s) and is located in a significant location along a main route into the city centre. Extensions and additions have somewhat subsumed the original main buildings and much of their architectural character has been harmed or lost.
- 9.8 The site was the former the residence of John Rollings, Director of Star Cycles, Cars and Commercial Vehicles and Vice President and Benefactor of the Royal Wolverhampton School from 1894 to 1909. A blue plaque mounted on the building includes details of this.
- 9.9 The proposal includes a detailed supporting heritage statement which has informed the assessment of the scheme and an assessment into the significance of the undesignated heritage asset. As recognition of this significance and to compensate for its loss, the developer is suggesting that a section of brick wall along the northern side of the building, adjacent to the Penn Road/Oaklands Road junction, could include some form of recognition of its historical past.
- 9.10 The listed building, which is sited some distance away from the site and screened by mature planting on site is not harmed, and the conservation area is less than substantially harmed by the proposed development.
- 9.11 The proposed building is of a modern design that has avoided a pastiche copy of nearby heritage assets, whilst also picking up local design elements, including introducing a gable roof into the main elevation.
- 9.12 Depth and visual interest on important elevations has been created by using different materials and stepping façade elements. Windows have also been introduced into key elevations where possible to create additional visual interest and active frontages. This includes the Penn Road frontage.

- 9.13 The proposed layout is appropriate, with the building located towards the back edge of Penn Road. The car park and servicing areas are in suitable locations.
- 9.14 In accordance with paragraph 203 of Part 16, Conserving and enhancing the historic environment, NPPF 2021 an assessment has taken place on the effect of the application on the significance of the non-designated heritage asset and an informed and balanced judgement has been made, having regard to the scale of any harm or loss and the significance of the heritage asset.
- 9.15 Whilst the loss of the hotel buildings would be unfortunate, and there is considered to be less than substantial harm to the Penn Road conservation Area as a result of the proposal, the inclusion of a heritage panel would compensate somewhat and allow the developer to explain the historical and architectural importance of this site to a potentially wider audience.
- 9.16 On balance, the design and layout of the proposal and the economic benefits afforded the proposal outweigh any harm on the adjacent conservation area and nearby listed building.

Trees

- 9.17 The proposals include an Arboricultural Impact Assessment which states that 32 of the 38 assessed trees were of moderate, low quality to poor condition and that overall, the majority of trees were recorded as having various structural issues.
- 9.18 The development would result in the removal of 30 trees, however, eight trees will be retained, including a mature protected Beech tree located adjacent on Lonsdale Road. The proposals include a replacement tree planting scheme of at least 21 new trees.
- 9.19 On balance, the loss of the trees proposed and the visual amenity they currently afford, will be adequately compensated for with the retention of high value trees and a comprehensive landscape scheme to include new tree planting, which is acceptable.

Ecology

- 9.20 A supporting ecological report has recorded no evidence of protected species on site but due to the suitability of some of the buildings, the report recommends that an emergence/return to roost survey is undertaken prior to demolition and this can be conditioned. In addition, irrespective of the findings of the surveys, this would be a good opportunity to create new habits for bats by installing bat roost boxes. This can be a planning condition.

Neighbour amenity

- 9.21 The proposed building would be sited at an adequate distance away from neighbouring properties to ensure that impact on light and outlook would be within acceptable tolerances. Site levels and fenestration are appropriate, impact on privacy and neighbour amenity is also within acceptable tolerances.

- 9.22 The proposals included a Noise Impact Assessment. The technical evidence provided demonstrates that, on balance, it is unlikely that unacceptable nuisance would occur. However, it is appropriate to restrict opening and servicing hours to ensure that nuisance does not occur at unsociable hours.
- 9.23 The proposals include a lighting scheme that has been designed to limit impact on amenity.

Highway safety

- 9.24 The proposals included a significant amount of supporting information surveying the site and surrounding area. The supporting information adequately describes the potential impacts on highway safety.
- 9.25 It is acknowledged that the proposed foodstore development will generate more trips when compared to the Hotel Development. However, National Planning Policy Framework guidelines state that “developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety”. It is not considered that the additional traffic will have such an impact on Oaklands Road or the wider highway network that it would meet this criteria.
- 9.26 The proposed access arrangements are acceptable. Traffic signal refurbishment works are to be undertaken shortly to address the history of vehicle collisions at the adjacent junction, and to make better provision for pedestrians. Further improvement works to the highway will need to be undertaken by the developers, to accommodate service vehicle access. Modifications to the existing traffic regulation orders will be required, for which a contribution will be required from the Applicant.
- 9.27 The proposed car parking layout and number of spaces provided, including disabled parking, is acceptable. It is sufficient to contain parking generated by the store within its site, avoiding potential congestion, obstruction and safety concerns.
- 9.28 The proposals include adequate cycle parking facilities, which, if used, would contribute to improving both sustainability and air quality. A travel plan can be conditioned that can potentially further improve opportunities to encourage more sustainable transport methods. The proposals also include the provision of electric vehicle charging points to also contribute to opportunities for improving air quality.
- 9.29 Servicing from within the site is satisfactory, however, a Servicing Strategy Plan should be conditioned in order to ensure that servicing takes place safely.

Drainage

- 9.30 Flood risk assessment documentation has been provided and assessed by the Drainage/Flood Authority, who have commented that the current proposals may present risk of flooding on-site and/or off-site if surface water runoff is not effectively managed.
- 9.31 The Drainage/Flood Authority have provided technical advice for the developer, as insufficient information has been submitted to demonstrate that an acceptable drainage

strategy is proposed. The Drainage/Flood Authority have asked to be reconsulted with the results of the revised drainage strategy. Their objection will be maintained until adequate details have been submitted and agreed by them.

Air Quality

- 9.32 An air quality impact assessment was undertaken for the proposals. Conclusions of the assessment have recommended mitigation measures, comprising the provision of a Travel Plan, Electric Vehicle charging points and construction phase dust mitigation measures. These measures are in accordance with adopted policy and guidance and can be conditioned.

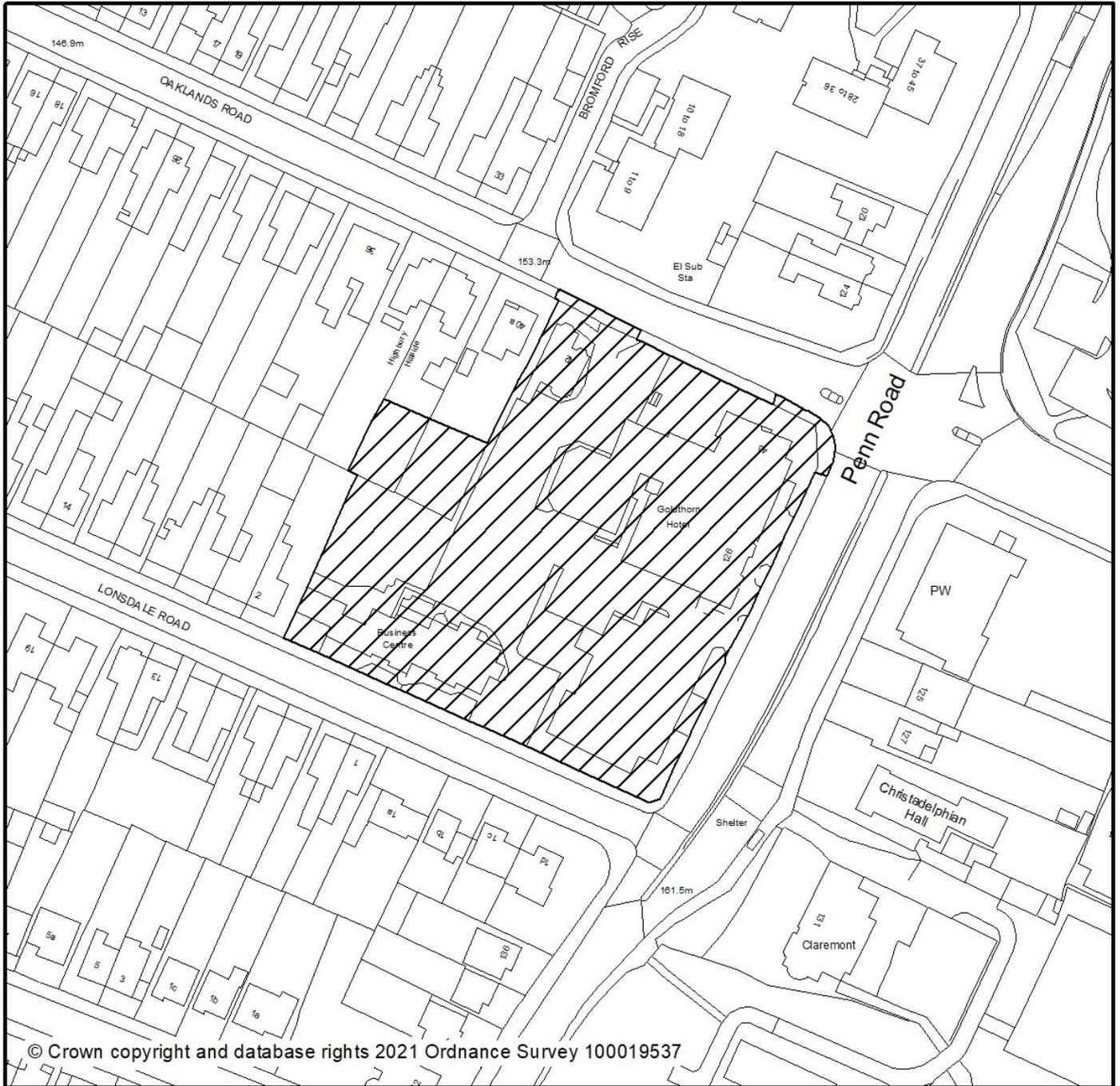
10.0 Conclusion

- 10.1 The implementation of the development would create significant investment and new jobs. Whilst there would be some impact on visual amenity and the loss of a heritage asset, the amended proposals would result in a high quality scheme which would not result in any highway concerns and are therefore considered appropriate. Notwithstanding this, delegated authority is necessary in order to agree the proposed modifications to the highway, including the access visibility splay and potential modifications to traffic regulation orders.
- 10.2 On balance, the benefits afforded the development outweigh the harm and the development would be in accordance with the policies of the development plan.
- 10.3 The holding objection from the Drainage/Flood Authority is materially significant and therefore, in order to allow the developer an opportunity to address the initial concerns, delegated authority to grant the application, once the holding objection is removed, is requested.

11.0 Detailed recommendation

- 11.1 That delegated authority is granted for planning application 21/00402/FUL subject to the slight revision of the proposed highway design, modifications to traffic regulation orders (to be secured through condition or Unilateral Undertaking through Section 106), resolution of the holding objection from the Drainage/Flood authority and subject to the following conditions:
- Materials
 - Landscaping and boundary treatments
 - Levels
 - Tree protection scheme
 - Contaminated land report recommendations implemented
 - Drainage conditions (recommended by Severn Trent)
 - Details of heritage installation
 - Lighting scheme
 - Construction management plan (including phases and dust mitigation measures)
 - Travel Plan

- Servicing strategy plan
- Cycle/Motorcycle parking facilities
- Electric Vehicle charging points
- 10% renewable energy provision
- Visibility splays maintained
- Modification of traffic regulation orders
- CCTV (Police recommendation)
- Opening hours
- Servicing Delivery times
- Bat surveys prior to demolition
- A scheme for bat roost boxes



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Agenda Item No: 9

CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Tuesday, 18 January 2022
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Planning application no.	21/00008/TPO	
Site	Woodthorne Road South, Tettenhall, Wolverhampton	
Proposal	Confirmation Report for The Wolverhampton City Council (Woodthorne Road South No. 2) Tree Preservation Order 2021	
Ward	Tettenhall Regis;	
Applicant	N/A	
Cabinet member with lead responsibility	Councillor Stephen Simkins Deputy Leader: Inclusive City Economy	
Accountable Director	Richard Lawrence, Director of Regeneration	
Originating service	Planning	
Accountable employee	Author name	James Dunn
	Tel	01902 555621
	Email	james.dunn@wolverhampton.gov.uk

1.0 Summary recommendation

- 1.1 Confirm the order subject to the deletion of "T4" (weeping willow) at 56 Woodthorne Road South.

2.0 Application site

- 2.1 This Tree Preservation Order (TPO), as served protected four trees, two oaks and two weeping willow trees that were located in, or immediately adjacent to four different properties in Woodthorne Road South. T1 (oak) is situated in the front garden of 78 Woodthorne Road South; T2 (oak) is located on a council-maintained grass verge immediately adjacent to the garden of 85 Woodthorne Road South; T3 (weeping willow) is located on the boundary of the front gardens of 68 and 70 Woodthorne Road South; and T4 (weeping willow) is located in the front garden of 56 Woodthorne Road South.

3.0 Application details

- 3.1 The trees subject to the order were identified for inclusion following an assessment of their amenity. The trees are mature, or maturing specimens that are prominent features within Woodthorne Road South and were considered to provide a high degree of visual

amenity to the surrounding area and made a positive contribution to the amenity of the area. The oak trees subject to the order were also considered likely to have been remnants of old field hedges, and therefore also provided a heritage link back to previous land uses in the area.

4.0 Relevant policy documents

4.1 Wolverhampton Unitary Development Plan (UDP) – Policy N7: The Urban Forest

5.0 Publicity

5.1 At the time of service, and in line with the statutory requirements, a copy of the order and associated documentation was served on the site owners and all owners of adjacent land that have a right to undertake works to the trees.

5.2 In response to the service of the order an objection was received from the owner of 85 Woodthorne Road South regarding the inclusion of T2 within the order.

5.3 The objection is based upon concerns regarding the safety of the tree, the risk to surrounding residents, pedestrians, and road users; the poor appearance of some parts of the tree, given the lack of previous management works and the presence of deadwood within the canopy that overhangs their property and the road. The objector states, that it is “wrong to preserve what is clearly in an unsatisfactory state”. Within their correspondence they provided a photograph showing a section of what appears to be deadwood that had fallen from the tree. The section of wood is approximately 1 metres long with a diameter of approximately 75-100 mm.

5.4 Following the service of the order, the owner of 56 Woodthorne Road requested a visit to discuss the tree (T4) that was included for protection within their property, as they had prior to the service of the order, been considering undertaking works to the tree.

6.0 Consultees

6.1 None.

7.0 Legal implications

7.1 If it appears to a local planning authority that it is expedient in the interests of amenity to make provision for preservation of trees, they may make an order to that effect. Before confirming the Order, the local planning authority must consider any objections and representations duly made. KR/16122021/A

8.0 Appraisal

8.1 The oak tree, T2, that was subject to the objection is a large and imposing specimen that is located close to the junction(s) between Woodthorne Road South, Wrekin Lane and Redhouse Road. It is the one of the two largest trees in Woodthorne Road South (the other being T1 of the order) and is prominently visible in the area. Given the size and

prominence of the tree, it forms a landscape feature in the area, and provides a high degree of visual amenity to the area.

- 8.2 Given the age and position of the tree it would also appear to be a surviving remnant from an old field boundary that pre-dates the residential development in the area so also acts as a heritage link back to previous land use.
- 8.3 The tree provides a high degree of public amenity and is therefore very worthy of inclusion within a TPO, with the view of preserving the public amenity value of the tree for years to come.
- 8.4 It is noted that there is some deadwood present within the tree, and that undoubtedly some maintenance works could be undertaken to improve the current appearance of the tree (such as the removal of the basal epicormic growth). However, the deadwood present is not in excess of what would be expected of a healthy and mature oak, and therefore it is not considered to be a symptom of poor health in the tree. Also, on viewing the tree, no obvious physiological defects were observed that would suggest that the tree currently requires any significant pruning from a structural safety or physiological point of view.
- 8.5 As the tree is council-maintained, it will be inspected and maintained within the framework of the Council's tree maintenance programme. Given the high number of trees that the council has to maintain and its associated duty of care, it is reasonable, and more efficient, for any such works to be identified and undertaken as part of a systematic inspection programme, and undertaken in accordance with their relative hazard rating.
- 8.6 The presence of a TPO would not prevent reasonable works from being undertaken to the tree as there is a well-established process for a tree owner making applications to undertake works to protected trees, and the removal of the deadwood from within the crown would not require permission as the removal of deadwood from a tree is specifically exempted from the need to apply for permission in the regulations. However, the continued presence of the TPO would prevent the undertaking of any inappropriate works to the trees, by any of the parties who have a right to prune the tree as it overhangs their property.
- 8.7 Therefore, the objections raised to the inclusion of T2 within the order are not sufficient to prevent the confirmation of the TPO with respect to this tree.
- 8.8 With regards to T4 of the order at 56 Woodthorne Road south, during the requested visit to discuss the tree with the owner, a column of developing decay was observed in the tension side of the main stem. Given the species profile and the extent and location of this area of decay, it is likely that this will require the premature removal of the tree in the medium term further, and therefore the continuance of the TPO on this tree is not appropriate, and future management decision should be left entirely to the tree owner.

9.0 Conclusion

9.1 The trees subject to this order provide sufficient public amenity to justify their inclusion within the Tree Preservation Order, and with the exception of T4, the remaining trees are all of such a condition to justify their continued inclusion within the order. Whilst the points raised in objection to the inclusion of T2 within the order are noted, they are not sufficient to prevent the confirmation of the order at this time, as the presence of a TPO would not prevent the resolution of the issues that have been raised.

10.0 Detail recommendation

10.1 Confirm the order subject to the deletion of T4 from the order.

SCHEDULE

Specification of trees

Trees specified individually
(encircled in black on the map)

<i>Reference on Map</i>	<i>Description</i>	<i>Situation</i>
T1	Oak	Front garden of 78 Woodthorne Road South
T2	Oak	Grass verge adjacent to 85 Woodthorne Road South
T3	Weeping Willow	Close to boundary between front gardens of 70 and 68 Woodthorne Road South
T4	Weeping Willow	Front garden of 56 Woodthorne Road South

Trees specified by reference to an area
(within a dotted black line on map)

<i>Reference on Map</i>	<i>Description</i>	<i>Situation</i>
NONE		

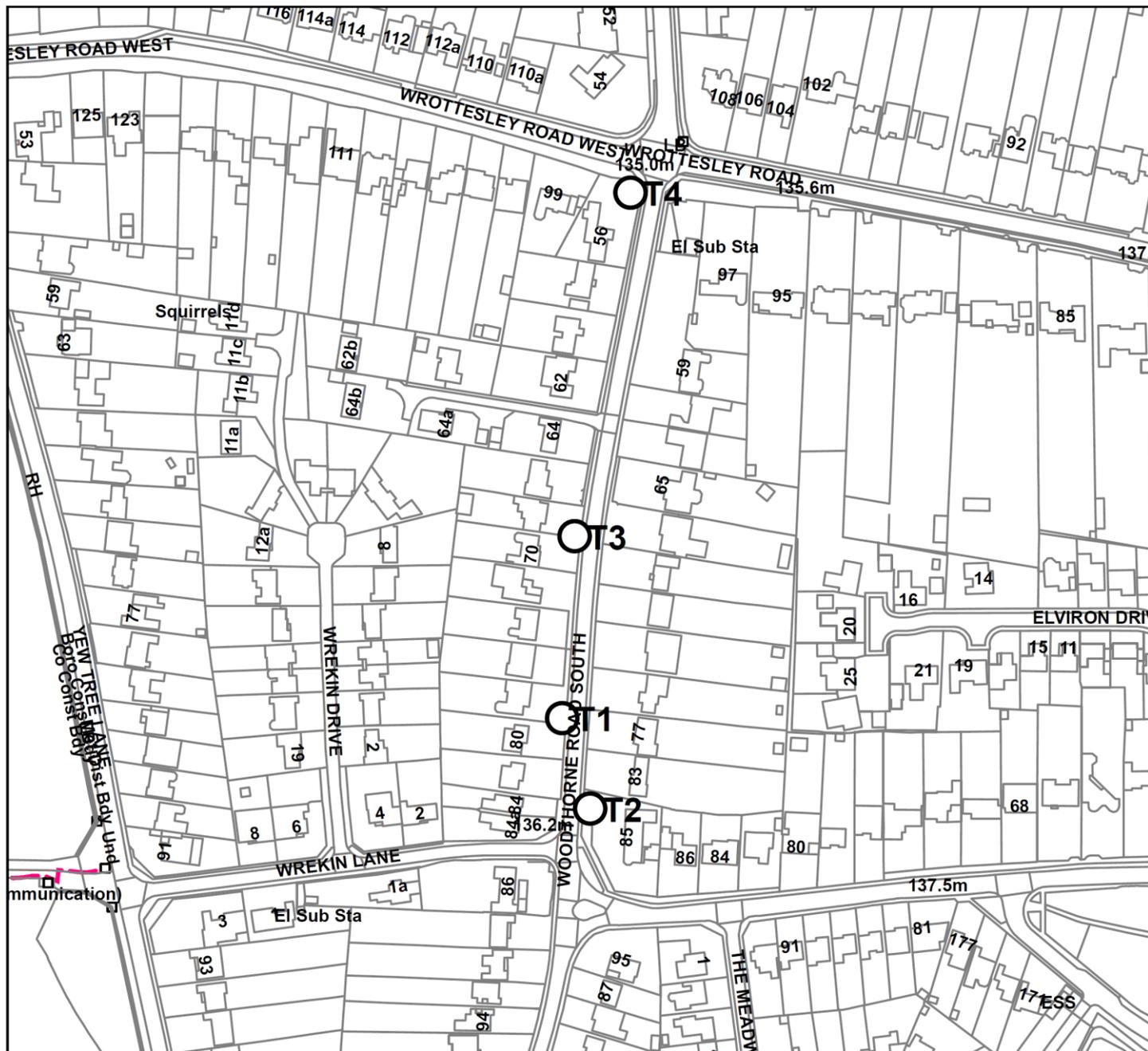
Groups of trees
(within a broken black line on the map)

<i>Reference on Map</i>	<i>Description (including number of trees of each species in the group)</i>	<i>Situation</i>
NONE		

Woodlands
(within a continuous black line on the map)

<i>Reference on Map</i>	<i>Description</i>	<i>Situation</i>
NONE		

(Woodthorne Road South No. 2) Tree Preservation Order 2021



Scale: 1:2,500

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Organisation	Wolverhampton City Council
Department	Department
Comments	21/00008/TPO
Date	08/09/2021
MSA Number	100019537

CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Tuesday, 18 January 2022
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Planning application no.	21/01466/FUL	
Site	14 Abingdon Close, Wolverhampton, WV1 2PR	
Proposal	Proposed conversion of existing dwelling house into 2 self-contained flats and bricking up of ground floor hallway window.	
Ward	East Park;	
Applicant	Mr. B. Sanghera	
Cabinet member with lead responsibility	Councillor Stephen Simkins Deputy Leader: Inclusive City Economy	
Accountable Director	Richard Lawrence, Director of Regeneration	
Originating service	Planning	
Accountable employee	Jobe Elwell	Planning Officer
	Tel	01902 551358
	Email	Jobe.Elwell@wolverhampton.gov.uk

1.0 Summary recommendation

1.1 Delegated authority to grant permission subject to conditions.

2.0 Application site

2.1 The application property is a semi-detached dwelling-house, situated towards the end of a cul-de-sac. The surrounding area is residential in character, comprising of uniform semi-detached two-storey houses. The houses traditionally included grassed front gardens, some of which have now been hard-surfaced to provide driveways for off-street parking. The application dwelling has an existing block-paved driveway that can accommodate 3-4 cars, accessed via an existing dropped kerb. There is a telegraph pole and a non-protected tree opposite the property adjacent to the highway. The application property and the surrounding dwellings all include private rear gardens which can be accessed by side passageways. According to the Council's mapping software, there are four existing apartments within Abingdon Close. The application dwelling currently contains two bedrooms, with a living / dining room, kitchen, utility room, bathroom, WC and storage cupboards, with a private rear garden.

3.0 Application details

- 3.1 This application seeks to convert No.14 Abingdon Close into two self-contained one-bedroom apartments. This proposal includes the bricking up of an existing front hallway window, otherwise no external changes to the property have been proposed.
- 3.2 The apartments would be divided into ground floor and first floor flats, with the ground floor accessed via the side passageway through the side door, and the first floor accessed via the front door which would lead straight upstairs.
- 3.3 Amended plans have been received which has sub-divided the rear garden horizontally, providing private amenity space to each apartment, each of which includes bin storage areas and a cycle storage unit. The block plan demonstrates off-road parking for at least three cars, accessed via the existing dropped kerb, which shall be serviced by a double EV charging port attached to the front of the house. An acoustic mitigation and fire attenuation scheme has been demonstrated between the two apartments.

4.0 Relevant policy documents

- 4.1 National Planning Policy Framework (NPPF)
- 4.2 Wolverhampton Unitary Development Plan (UDP)
- 4.3 Black Country Core Strategy (BCCS)

5.0 Publicity

- 5.1 Four neighbours were initially consulted on the application.
- 5.2 Seven objections were received in relation to the application and a public petition containing 26 signatures. These objections were based on the following grounds:
 - The additional dwelling would exacerbate existing parking issues within the close, potentially leading to more arguments between neighbours.
 - The additional dwelling would place pressure on existing utilities and services e.g. reducing water pressure and oversaturating the sewage system. It is the perception that this will lead to increased flooding.
 - This will create additional noise pollution within the area.
 - Neighbouring privacy will be adversely affected.
 - This will adversely affect the property prices of neighbouring dwellings (*not a material planning consideration*).

6.0 Consultees

- 6.1 Transportation – no objection but raised the following points:

- Whilst the site has an existing dropped kerb, this should be increased to span the length of the driveway to provide easier access. This would subsequently require the removal of the tree and telegraph pole.
- The application will require an electric vehicle charging port to comply with planning policy.
- A construction management plan will need to be submitted to and approved by the Local Planning Authority prior to the commencement of any development.

7.0 Legal implications

7.1 When considering development proposals the Local Planning Authority should consider a presumption in favour of sustainable development in accordance with the National Planning Policy Framework unless material considerations indicate otherwise.
[JA/10012022/C]

8.0 Appraisal

- 8.1 The only change to the external appearance of the dwelling will be the removal of the ground floor front hallway window, which is considered to not result in an adverse impact to the street scene. As the property is not increasing in size or gaining any new windows, this is considered to not present an adverse harm on neighbouring visual amenities or privacy.
- 8.2 The amended plans to provide separate parking spaces, with separate private garden provision, cycle and bin storages ensures that the two dwellings can operate independently from one another. The acoustic mitigation scheme ensures that the two apartments will not result in a detrimental harm to the amenities of either property. The gardens have been arranged so that their space will remain private and free from overlooking from the other flat and are of a sufficient size to deliver adequate amenity provision. Thus, the amenities of any future residents would be secured and protected.
- 8.3 The existing two-bedroom dwelling-house would be reasonably expected to accommodate at least two working adults with space for children. A two-bedroom dwelling requires two off-road parking spaces to comply with policy. Two one-bedroom flats require three off-road parking spaces (1.5 each), which has been demonstrated on the block plan. Provided the cars are arranged correctly there should even be space to accommodate a fourth parking space on the driveway for visitors. It is acknowledged that parking is an existing issue for the area, however it is expected that the two one-bed flats would generate a very similar parking demand to the existing two-bedroom dwelling. Although occasions may arise where the parking capacity may be exceeded, given that the parking provision complies with planning policy, this would not justify a reason for refusal. Furthermore, the cycle storages should reduce reliance on car parking, and together with the electric vehicle charging ports, this will encourage sustainable transport.

8.4 Since the Transportation Officer's comments were received, amended plans have been submitted which has provided a double EV charging port and has re-positioned the parking spaces. Whilst the removal of the tree and telegraph pole and extending of the dropped kerb was recommended, the tree is considered to deliver a positive contribution to the visual amenities of Abingdon Close. The social and environmental benefits of trees within the public realm have been well documented, and its loss would adversely affect the appearance of the street scene, which is considered unjustified in this instance. Instead, the parking layout has been reconfigured, allowing all vehicles to independently access the existing dropped kerb. This is considered to have overcome this concern from the Transportation Officer. Whilst a construction management plan was requested, it is considered that the limited scale of physical development would not require large vehicles or generate high volumes of traffic that would justify this request or pass as a 'reasonable' condition.

8.5 The remaining concerns raised by local residents include the perceived additional demand on services, utilities and creation of flooding. Whilst local flooding and poor water pressure may be a characteristic of the local area, given that there is to be no net increase in the number of bedrooms, only one additional bathroom and one additional set of kitchen taps, this is considered to not present a material increase in the demand on existing services. This is significantly unlikely to increase the likelihood of flooding or exceed the capacity of underground infrastructure, therefore does not justify a reason for refusal in this instance. Additionally, there is no evidence to suggest that this conversion into two apartments would lead to a notable increase in noise pollution given that there is to be no increase in bedroom capacity.

9.0 Conclusion

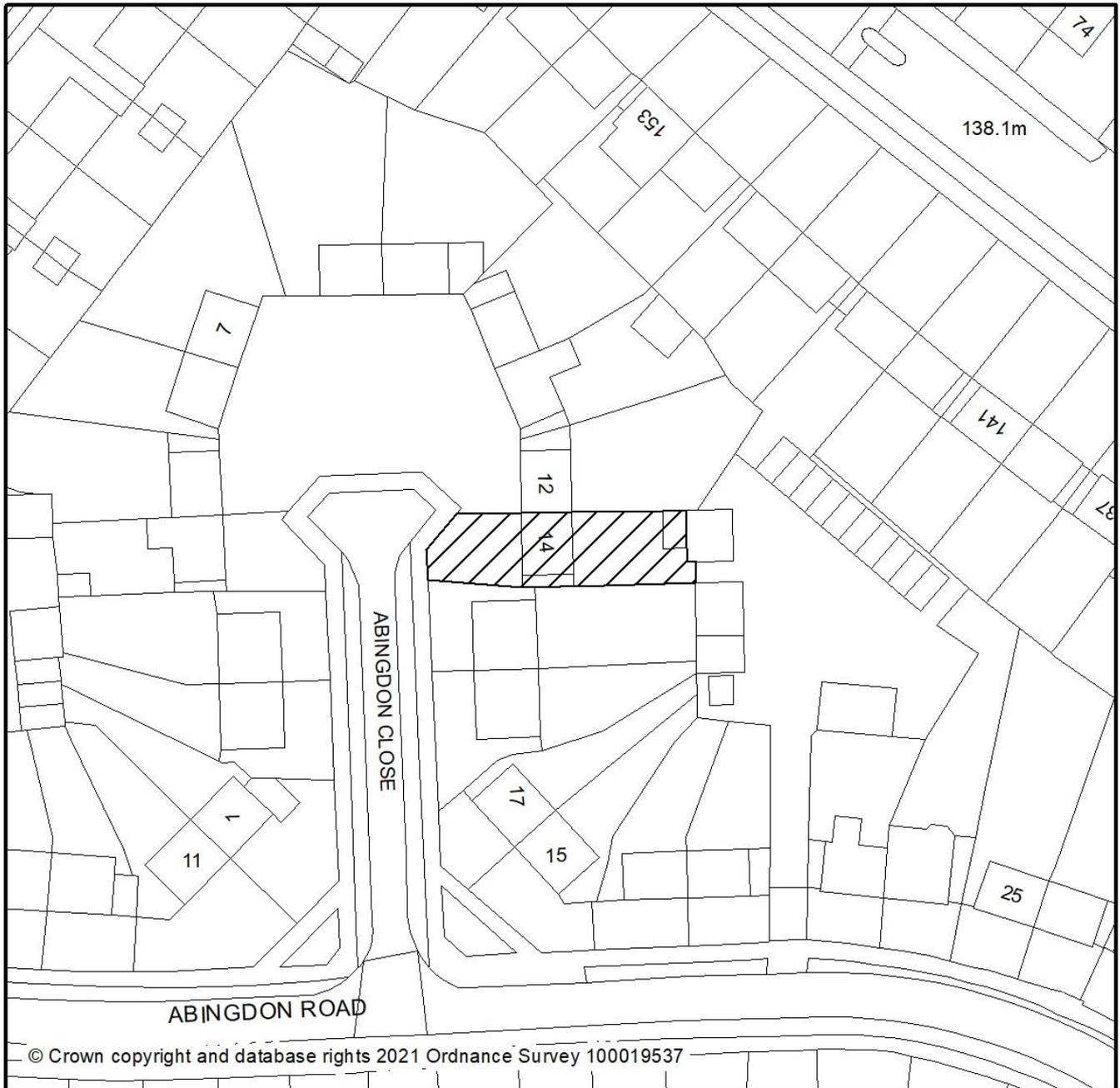
9.1 For the reasons given above, the proposal is considered to have overcome all of the material considerations raised by consultees and neighbours alike. There remain no material planning considerations that would justify a reason for refusal.

10.0 Detail recommendation

10.1 On balance, it is concluded that this application should be granted subject to the conditions as outlined below:

- 3-year timescale condition
- Permission in accordance with approved plans and documents only
- Matching materials condition
- No additional windows or doors to be included
- Obscure glazing to ground floor front bathroom window
- Acoustic mitigation measures to be implemented in accordance with approved drawing

- Provision of EV charging port in accordance with approved drawing
- Driveway to be retained for residential parking for at least 3 domestic vehicles
- Bins to be brought out for collection but otherwise stored in respective rear gardens



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