

CITY OF WOLVERHAMPTON COUNCIL	Planning Committee Tuesday, 16 November 2021
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Planning application no.	21/00048/OUT	
Site	Land Behind 2 To 30 Eccleshall Avenue, Wolverhampton	
Proposal	Proposed Residential Development for one detached dwelling	
Ward	Oxley;	
Applicant	Mr Poonia,	
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
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1.0 Summary recommendation:

1.1 Grant.

2.0 Application site

2.1 This application site is a part of a triangular parcel of land which is nestled behind properties, fronting Eccleshall Avenue, Churchfield Road, and Beech Road. The land is accessed off Eccleshall Avenue, via an existing vehicular/pedestrian access. The land has been divided off into segments, some of which have garages and sheds. There is a Western Power Sub Station located along the shared access. The surrounding area is predominantly residential.

3.0 Application details

3.1 This is an outline application 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.

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 Eight letters of objection:

- Highway/Pedestrian Safety due to the narrow nature of the access and surrounding highway
- Disruption to neighbouring properties, noise from traffic and building.
- Loss of Privacy
- Loss of outlook
- Increase in volume of traffic
- Impact on the character of the residential area
- Loss of Natural Beauty/Wildlife
- Restrict Access to Other Parcels of Land
- Provides Security/Access to neighbouring properties
- Greenfield not Brownfield
- Out of character as all properties are semidetached no detached properties
- Access not wide enough especially for larger vehicles – Problems with fire service etc
- Access/Egress on Eccleshall Avenue not wide enough, risk to damage of cars parked on the highway
- Insufficient access to drainage/electricity
- Health/Safety to uses of the access

18 Letters of Support:

- Help prevent fly tipping
- Help prevent anti-social behaviour
- Increase Security
- Reduce Disturbance due to mis use of garages
- Tidy up an overgrown piece of land
- Prevent Vermin.

6.0 Consultees

6.1 **Transportation** – No Objections subject to conditions.

6.2 **Coal** – No Objection

6.3 **Western Power** –

Our network off Eccleshall Road provides over 100 properties with an electricity connection and approximately of 20% of those properties are registered with us as having an occupant that is medically sensitive to interruptions to their electricity supply. Our equipment has been established in accordance with current site conditions and there

is a concern that the change of use proposed will increase traffic over our underground cables, which may potentially impact on the integrity and security of our network affecting our ability to maintain supplies in accordance with our statutory obligations.

Remedial measures may be available, but we are concerned that these could constrict our ability to expand our network in support of the predicted increase in the use of electric vehicles and make it more expensive to install replace and maintain our underground cables when we are bound by legislation to run an economic network.

6.4 Ecology

The Report is satisfactory and no further Ecological Assessments or Surveys are required before consideration is given to granting outline planning consent. The recommendations on Mitigation and Enhancements contained in the Assessment should be followed by the developer.

Detailed hard and soft landscaping plans will be required.

7.0 Legal implications

7.1 There are no legal implications arising from this report
KR/21102021/A

8.0 Appraisal

8.1 The key issues in this case are urban design, highway/pedestrian safety and the impact on neighbours' amenities, wildlife, and utilities.

Urban Design

8.2 The surrounding area is predominantly residential; therefore, the principle of residential development is acceptable.

8.3 The triangular piece of land has been divided up and owned by separate people, some of the land is used for garages, storage and parking of vehicles, one parcel of land has been left unattended, to overgrow naturally, another appears to be used for some form of commercial activity. Therefore, there is no formal designation for these private parcels of land.

8.4 The layout displays a large detached property, located along the western boundary of the plot adjacent, an overgrown parcel of land. The layout provides a sufficient amount of private garden land and parking to support the proposed dwelling and its occupants. Access to the dwelling would be along a shared access drive. The layout would have no detrimental impact on the established pattern of development, so would therefore, be in keeping with the character and appearance of the surrounding area.

Highway Safety

8.5 The existing access, is currently used by both pedestrians and vehicles, in connection with the various parcels of land and their usage. The development, which would be for

one five bedroom dwelling, should not generate an increase in vehicle trips that would have a significant impact on Eccleshall Avenue or the wider highway network. Therefore, the access would be suitable for a residential development of this size.

- 8.6 Access for larger vehicles during the development stage would be difficult. This is due to the narrow nature of the access. However, this could be address by condition for a "Construction Method Statement", which would be submitted for assessment/release. The statement would need to address access, by submitting a plan of action, which would prevent any larger vehicles accessing the site, protecting the access. The agent has confirmed that all deliveries would have to be made by suitable smaller vehicles which currently access the site. They have also suggested a "Banksman" at the entrance to the site to supervise access, in relation to Eccleshall Avenue, and to organise deliveries outside peak hours.
- 8.7 The concerns of Western Power have been considered, however, the volume of traffic associated with a dwelling of this size, would not be significantly different to what currently exists, and together with the construction method statement, would mitigate any concerns with respect to the under ground lines, and larger vehicles accessing the during development.
- 8.8 Without physical changes to the existing access, any vehicle larger than a Transit Van type vehicle would be unlikely to enter \ exit the access road, especially if \ when cars are parked on Eccleshall Avenue. This would need to be considered by any future residents \ occupiers. The access road is private, but it should be constructed so that mud and dirt are not brought out onto the highway network. Therefore, suitable replacement surfacing for the access road would be necessary, especially in light of the concerns raised by Western Power, this can be conditioned as part of the decision.
- 8.9 With reference to Refuse Vehicles, and Fire Service, accessing the site. This can also be addressed, by residents putting their own bins out for collection on Eccleshall Avenue, which is normal practice for surrounding dwellings, and in the case of a fire, internal sprinkler systems can be incorporated into the design as part of the building regulation application.

Neighbour Amenities

- 8.10 The proposed dwelling would be located adjacent to the western boundary with a neighbouring parcel of land and set in from the boundaries with neighbouring residential gardens. Although the dwelling would be clearly apparent, from neighbouring properties, due to the detachment from the boundaries, and a suitable window to window relationship, the development would not appear overbearing or oppressive. Restrictions, for future development could also be conditioned in order to protect neighbouring amenities.
- 8.11 Neighbours have raised concerns over disturbance during development, and from vehicles accessing the site, along with security. Disturbance during development can be conditioned, so that development takes place during suitable times of the day. Vehicle movement generated by a property of this size, would not be significantly different to what currently exists, so there would be no excessive increase in disturbance from

vehicles approaching or leaving the site. With respect to security, the site is currently accessed by owners of the site, and possibly other members of society. Development would be enclosed by suitable boundary treatment, preventing direct access, and once occupied the development would also provide natural surveillance, providing further security.

- 8.12 The development site is currently an untidy piece of land, with some neighbours welcoming development, as it would tidy the area up, and prevent vermin. It is hoped that once development is completed, it would deter any antisocial activity taking place, in the vicinity.

Wildlife

- 8.13 Wildlife has been considered via the submission of an Ecological Appraisal dated 6th January 2021, subject to the recommendations on Mitigation and Enhancements contained in the Assessment, being carried out by the developer, there would be no detriment to the wildlife in this area. The Mitigation/Enhancements can be conditioned as part of the proposal.

9.0 Conclusion

- 9.1 The application has satisfactorily demonstrated that the development can be accommodated, without any significant detriment to the character/appearance of the area, highway/pedestrian safety, neighbouring amenities, and wildlife. Therefore, subject to the inclusion of conditions, the proposal is acceptable and in accordance with the Development Plan.

10.0 Detail recommendation

- 10.1 Grant Planning Permission subject to the following conditions:

- Submission and Implementation of landscaping
- Sustainable Drainage
- Levels
- Boundary Treatment
- Tree Protection
- Materials
- External Lighting
- Parking provision as shown, and to be provided before occupation/and maintained as parking
- Turning Area as Shown and to be provided before occupation/and maintains as a turning area.
- Electric Charging Points and to be provided before occupation.
- Hours of Operation During Construction
- Construction Management Statement
- Restrict future development.

This report is PUBLIC
NOT PROTECTIVELY MARKED

