

Planning Committee

Tuesday, 25 May 2021

Planning application no.	21/00314/FUL	
Site	Land Adjacent 91 Cranmore Road, Wolverhampton, WV3 9NN	
Proposal	Erection of 2 three-bedroom semi-detached properties.	
Ward	Park;	
Applicant	Mr M Ward	
Cabinet member with lead responsibility	Cabinet Member for City Economy	
Accountable Director	Richard Lawrence, Director of Regeneration	
Originating service	Planning	
Accountable employee	Vijay Kaul	Senior Planning Officer
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1.0 Summary recommendation

1.1 Grant subject to conditions.

2.0 Application site

2.1 The 367 square metre site is a former car park area to a group of flats fronting Tettenhall Road, which has now been abandoned and fenced off.

2.2 It sits at the end of a run of traditional dwellings built in the Victorian period, directly opposite the site are terraced dwellings. Also, in the applicant's ownership are 117-123 Tettenhall Road, which have been converted to flats, adjoin the eastern boundary and sit higher in land level. The application site is located within Tettenhall Road Conservation Area.

3.0 Application details

3.1 The application proposes the erection of two three-bedroom semi-detached houses.

3.2 Two vehicular access points would be created for each dwelling from Cranmore Road, leading to two off-street parking space per dwelling. Landscaping will be introduced within the site and fencing along part of the boundary of 117 Tettenhall Road will be replaced with a brick wall.

3.3 A Parking Capacity survey accompanies the planning application.

4.0 Relevant policy documents

4.1 National Planning Policy Framework (NPPF)

4.2 The Development Plan

Wolverhampton Unitary Development Plan (UDP)

Black Country Core Strategy (BCCS)

4.3 Renewable and Low Carbon Energy SPD (September 2012)

5.0 Publicity

5.1 The application was advertised by direct neighbour notification, a site notice and newspaper advert. Representation has been received from six neighbours and summarised as follows:

- In principle no objection to properties being built.
- Land is currently used by flats at 117-123 Tettenhall Road.
- Development will increase parking demand, already a struggle to park close to home. Congestion on Cranmore will cause safety issue or congestion
- Capacity data in accompanying parking survey is theoretical, not does not apply to real-life day-to-day parking, and doesn't take into account changes in flat rentals.
- Suggested available parking nearby on The Beeches, Parkdale East and Parkdale West are private property or on streets which have limited parking already, and A41 includes a cycle lane.
- Electric charging points to be installed on Cranmore Road will lose further on-street parking.
- Can on-street bay, parking permits be considered?
- Concern about impact of construction traffic.
- Impact on local ecology

6.0 Consultees

6.1 Highways: No objection subject to conditions.

6.2 Environmental Health (Land Contamination): No objection.

7.0 Legal implications

7.1 The legal implications arising from this report are covered below. SE/13052021/F.

8.0 Appraisal

8.1 The key issues

- Principle of development
- Character and appearance of Conservation Area
- Highways and Parking
- Residential amenity
- Ecology

Principle of development

- 8.2 The proposed dwellings would occupy an area of land which was formerly a car park, the accompanying Design and Access Statement confirms this it is no longer in operation and is currently fenced off.
- 8.3 The development would make effective use of previously developed land and would provide two residential units, helping to boost the supply of housing in the area. The principle of residential development on this site is acceptable.

Character and appearance of Conservation Area

- 8.4 The new dwellings would be built to a density of 54 dwellings per hectare (dph), which is considered appropriate for this area.
- 8.5 The character of Tettenhall Road Conservation Area is derived from the late 19th and early 20th century houses, largely detached and semi-detached, red brick, three-storey villas arranged in a linear layout along a main trunk road.
- 8.6 The proposed site sits to the back of this linear development. The continuation of two storey built form in the defined frontage, with development that has a traditional design form and use of brick, tile and render would be assimilated within the established street scene. The replacement of fencing with an extended brick wall on the boundary of 117 Tettenhall Road would be an improvement.
- 8.7 In accordance with section 72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990, the development would therefore preserve the character or appearance of the area.

Highways and Parking

- 8.8 The applicant has confirmed that the application site no longer serves the flats at 117-123 Tettenhall Road, only one resident at these premises has raised concern about its loss. Furthermore, it is evident that the close proximity to local facilities and highly accessible public transport provision does facilitate lower car ownership for flat occupiers.

- 8.9 The limited increase in parking demand arising from displacement of vehicles that could currently park on-street in front of the application site (approximately 3 spaces), would not amount to an unacceptable impact upon highway safety. It remains likely that the availability of unrestricted on-street parking on Cranmore Road and in the local area, would continue to be available to meet the demands of existing residents' parking.
- 8.10 Parking demand created by the proposal would be accommodated entirely within the application site. The Highways Officer confirming two parking spaces per dwelling is acceptable, meeting the Council's technical standards.
- 8.11 It would be necessary to include a condition requiring the submission of a construction management plan, which will include delivery times to avoid peak traffic hours, unloading of deliveries methodology, construction vehicle and staff parking. A condition is also required for provision of an electric charging point per dwelling.
- 8.12 The proposal would not result in an unacceptable impact to highway safety.

Residential amenity

- 8.13 There would be a distance of at least 13.5m between the rear elevations of the flats at 117 and 119 Tettenhall Road and the side elevation of the nearest proposed dwelling. These flats sit on a higher land level and almost perpendicular to the application site. The side elevation of the nearest proposed dwelling to 91 Cranmore Road would sit between 3.3m to 4.2m from the boundary and would not obstruct windows in the side elevation of a rear two storey wing. No harm would therefore arise to adjacent occupiers.
- 8.14 Each new dwelling would be provided with sufficient private amenity space for future occupiers to enjoy.

Ecology

- 8.15 A condition is required to implement ecological enhancements, which could include the provision of a bat and bird box for each dwelling.

9.0 Conclusion

- 9.1 The proposed development is acceptable and in accordance with the development plan.

10.0 Detail recommendation

- 10.1 That planning application 21/00314/FUL is granted subject to the following conditions:
- External materials
 - Levels
 - Construction Management Plan (inc delivery hours, unloading, parking)
 - Drainage
 - Landscaping
 - Ecological enhancement
 - Boundary treatment visibility splays / H markings

- Existing redundant dropped kerbing replaced with full height kerbing
- Implement access and parking
- Boundary treatments
- Electric charging points
- Remove PD rights for rear extensions and dormers
- Remove PD for installation of side elevation windows at first floor level.

