

Consultee Comments for Planning Application 18/00840/OUTMEI

Application Summary

Application Number: 18/00840/OUTMEI

Address: Land North Of Browns Lane Tamworth Staffordshire

Proposal: Outline application for up to 210 dwellings, public open space, landscaping, sustainable urban drainage, access, and associated infrastructure. (All matters reserved except access).

Case Officer: Michael Brereton

Consultee Details

Name: _ Conservation Officer - LDC

Address: Lichfield District Council, Development Services, Frog Lane Lichfield, Staffordshire
WS13 6YZ

Email: CUD.consultations@lichfielddc.gov.uk

On Behalf Of: Conservation Team - LDC

Comments

Considerations: Urban Design, Setting of CA

Summary: This site is situated immediately to the north of the existing urban edge of Tamworth. The proposed development would extend the northern edge of Tamworth much closer to the village of Wigginton of which the historic part is a designated conservation area. There are still unresolved objections to the principle of development on this site as outlined in the comments made on the 26/06/18.

Comments:

Conservation Area. It is still considered that the proposed development would impact on the setting of Wigginton Conservation Area. For more detailed comments please refer to my consultation response dated 26/6/18. The note dated 3/12/19 in relation to the matter of Coalescence fails to understand remit of the approved Conservation Area Appraisal and Management Plan. The CAA&MP does not refer to coalescence because it relates only to Wigginton Conservation Area and does not include the southern end of the village. The CAA&MP describes the setting of the conservation area, as far as this contributes to its significance. The document illustrates some of the key views while noting that one of the key aspects of its significance is its relationship with its rural hinterland including views into and back out from the village.

Coalescence. The LVIA states that ribbon development along Main Road to the south of Wigginton means that from some areas it appears as though the two settlements are already

almost joined (para 5.8). However, given the quantum of development along Main Street at the most southerly point of Wigginton and the dense suburban form of the northern edge of Tamworth it is considered that from most vantage points, the two settlements are still very clearly distinct from one another. The distance between the two settlements has been very considerably eroded in the 20th from the growth of Tamworth northwards this reduced separation between the two settlements is all the more reason to protect it from further erosion. This is included within the Neighbourhood Plan Policy WHC1. The LVIA shows that the proposals will not result in the physical joining of the two settlements, in as much that there will still be a gap, albeit much reduced, between the two settlements. However, coalescence is a process, the joining or merging of elements to form a whole and these proposals will continue that process.

Urban Design. The latest layout is P16-1451_05_2 Rev. K. There are no plot numbers and the layout is missing a number of details so a clearer, more detailed layout will be required.

Notwithstanding the objections to the principal of the development I would make the following comments on the amended indicative masterplan.

Permeability has been improved slightly with a pedestrian/cycle access between the proposed development and the approved development to the south. As access is not a reserved matter in this instance this access point should be shown in detail. There is still an over-reliance on cul-de-sacs. It is not clear what level some of the roads on the edges of the development are, are they private drives? Are they through roads, if the latter is the case, this would improve permeability.

The end point of streets needs careful design, it should either be a strong, built form or, if the road has a dead end into an open space there should be some strong landscaping to finish the view. Most end views are now suitable, but a couple face onto parking spaces which need amending. A number face out either onto the edge of the development or into POS so the landscaping of these is key to ensuring the quality of these end points.

Legibility has been improved by the careful use of 2.5 storey buildings. Dual aspect houses appear to have been used where they face more than one road or face onto POS.

The density and height of buildings should be reduced towards the rural edges to create a much looser form of development where the built form faces open spaces. I am unsure about the use of focal buildings on the edges of the development except where they face existing built form. Some of the building lines have been softened so that they are not overly regimented.

Less than a quarter of the houses have garages, although some may have internal garages, it is not possible to tell from the sketch plan. For properties without a garage, provision needs to be made for the adequate storage of bikes and garden equipment.

There is no indication of the distribution of the affordable housing although it is assumed that they

will be in the same locations as shown on the earlier layout drawing P19-0041_02-1 Rev A. If this is the case then the earlier comments will still apply regarding the over reliance on parking courts for affordable housing which are not used for market housing. There appear to be a couple of large clusters of affordable units, and these could be better pepper-potted around the site. There is also the need to demonstrate that they will be tenure blind.

Claire Hines