

PLANNING APPLICATION NUMBER: P20/1834

Type of approval sought	Full Planning Permission
Ward	
Agent	Mr N. Ranford, NCR Architectural Design Limited
Case Officer	Catherine Golightly
Location:	28, PARGETER STREET, STOURBRIDGE, DY8 1AU
Proposal	DEMOLITION OF EXISTING DWELLING, AND ERECTION OF 2 NO. DWELLINGS (RESUBMISSION OF WITHDRAWN APPLICATION P20/1126)
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. The application site comprises of a large residential corner plot, occupying 0.09 ha, located within an established residential street at the junction of Pargeter Street and Oxford Drive. The site currently accommodates No.28 Pargeter Street, a large 1970's styled detached bungalow with a substantial garden to the side and rear of the property. There is an existing vehicular access to the frontage, that fronts onto Pargeter Street opposite No.17. The remaining boundary comprised of mature soft landscaping but some of this planting has been removed in recent months. The application dwelling is located within the 'Old Quarter' of Stourbridge Character Zone 11 as defined within the Stourbridge Area Action Plan but has been identified as having a neutral contribution to the local character within the Stourbridge Urban Historic Landscape Characterisation study. Furthermore, there are no TPO's covering the site nor is the site located within any defined area of High Historic Townscape Value or the Green Belt.
2. The surrounding area is largely residential that is defined predominantly by smaller residential plots, with a wide variety of property styles and designs being present locally, including 1070's terraces, 1980's detached dwellings, being interspersed with

traditional Late Victorian Villa styled detached dwellings and post war semi-detached dwellings.

3. On street parking within the street is prevalent, and the road is relatively narrow for a traditional residential street, however, some properties benefit from off street parking provision to the frontages or within designated parking areas to the rear.
4. There is an area of soft landscaped verge to the extreme corner of Oxford Drive and Pargeter Street that is excluded from the curtilage this application site.

PROPOSAL

5. The application is a resubmission of a previously withdrawn proposal on this site which sought permission for 3No.dwellings (under reference P20/1126). This revised proposal now seeks to reduce the number of properties to 2No. detached dwellings.
6. This application has also been amended through its progression in an attempt to overcome the concerns raised in respect of the original plans. It is noted that the Local Planning Authority has suggested the creation of two detached bungalows would be more appropriate. However, the submitted amendments that have been provided retain the principle of the two storey dwellings but with a modified layout and reduced building height in an attempt to the appease these concerns.
7. Therefore, the amended proposal now seeks to secure 2No. four bedroomed two storey detached units, each with an integral garage and additional parking areas to the frontage and private amenity areas to the rear. Each unit would provide approx. 150 sqm of living accommodation (excluding the integral garage) and would provide private amenity areas of between 170 and 190 sqm per dwelling. The dwellings would each have a brick facade and a tiles hipped roof, with a feature bay window to the front and a hipped roof integral garage to the side. Further to the garages, two additional parking areas are proposed with access off Pargeter Street, along with soft landscaped areas to the frontages.

HISTORY

8. Relevant or recent planning history:

APPLICATION NO.	PROPOSAL	DECISION	DATE
P20/1126	Demolition of existing bungalow and construction of 1x4 no. bedroom detached house and 2x no.3 bedroom semi-detached houses.	Withdrawn	30/09/2020
CC/79/1346	Erection of conservatory.	Approved with Conditions	21/06/1979
CC/78/2500	Erection of bungalow.	Approved with Conditions	16/10/1978

PUBLIC CONSULTATION

9. Two rounds of neighbour notification have been undertaken and a Site Notice has been displayed.

10. The first round of consultation was undertaken on the original scheme. This generated 24 responses. Comments were raised on the following grounds:

- Change to the Urban Landscape with the loss of the established bungalow,
- Out of keeping within the 'Old Quarter' of Stourbridge,
- Impact on the nearby designated Area of High Historic Townscape Area,
- The two storey dwellings are 'poor fit' within this context,
- The height of the properties being above the height of the existing boundary treatments and neighbouring dwellings,
- Overbearing form of development, forming an incongruous addition within the street,
- Increase in housing density with the potential to extend the proposed dwellings further in time,
- Failure to respect established building lines
- Loss of privacy and overlooking of neighbouring dwellings,
- Loss of light and overshadowing to neighbouring properties,

- Reducing the availability of properties suitable for elderly residents within the Borough.
- Loss of existing on-street parking provision and the displacement of on-street parking onto adjacent roads,
- No provision made for appropriate cycle storage,
- Increase in traffic congestion and traffic flow in the area,
- Possible impact on highway visibility and pedestrian safety along Pargeter Street and at the access of Oxford Drive,
- Inadequate parking for occupier and visitors; and garages are too small to accommodate a modern-day car,
- Loss of access to emergency vehicles and waste collection vehicles,
- The need to relocate the existing lamppost within the street,
- Increase in light and noise pollution, disturbance and dust during construction and in the long term,
- Insufficient parking provision during construction,
- Loss of ecological habitats, included protected and non-protected species,
- Loss of established landscaping and established boundary fencing,
- Inadequate landscaping proposed as part of the development,
- Possible land encroachment,
- Impact on mental health of local residents,
- Increased pressures of more housing on existing health facilities,
- Inadequate consultation has been undertaken,
- Encouragement for a replacement bungalow on the site,
- Need for appropriate conditions to retain landscaping and hedging for the lifetime of the development.

11. A second round of consultation was undertaken following the amendments to the proposal. As per the 21st September, this generated 23 responses reiterating the points outlined above but also adding the following points:

- The lower level of the foundations causing more disruption, noise and dust through the removal of the additional earth during construction,
- Concerns regarding the possible relocation of the dwellings closer to the junction of Oxford Drive,
- The removal of all fencing along the boundaries,
- Lack of chimneys being proposed as part of the proposal,
- Promoting the introduction of three bungalows onto Oxford Drive.

During the course of the consultations the following matters were raised that are not considered material planning matters in the determination of an application:

- Loss of neighbouring property values,
- Development for commercial gain to the detriment of the neighbour neighbours,
- Suspicions why the application was submitted during a Pandemic and over Christmas,
- Loss of Green Belt land, {**Officer comment:** this is not material as the site is not within or adjacent to greenbelt}

OTHER CONSULTATION

12. Head of Planning and Regeneration (Highway Engineer):

No objections subject to appropriate conditions being attached to any approval to secure appropriate access with appropriate visibility, and the provision of Electric Vehicle Charging Units are secured as part of the development.

13. Head of Environmental Health and Trading Standards:

No adverse comments or objections raised subject to conditions to ensure appropriate dust mitigation is secured, and appropriate boilers and electric vehicle charging points are installed.

14. Head of Planning and Regeneration (Land Contamination Team):

No adverse comments.

RELEVANT PLANNING POLICY

15. National Planning Policy

- National Planning Policy Framework (2021)
- National Planning Policy Guidance (2019)

Black Country Core Strategy (2011)

- DEL 1 - Infrastructure Provision
- CSP1 - The Growth Network

- CSP4 - Place Making
- HOU1 - Delivering Sustainable Housing Growth
- HOU2 - Housing Density, Type and Accessibility
- TRAN2 - Managing Transport Impacts of New Development
- ENV2 - Local Character and Distinctiveness
- ENV3 - Design Quality

Dudley Borough Development Strategy (2017)

- S1 – Presumption in favour of Sustainable Development
- S6 - Urban Design
- S17 - Access & Impact of Development on the Transport Network
- S21 – Nature Conservation Enhancement, Mitigation and Compensation
- S22 Mature Trees, Woodland and Ancient Woodland
- L1 - Housing Development, extensions and alterations to existing Dwellings

Supplementary Planning Guidance

- Parking Standards SPD (2017)
- New Housing Development SPD (2013)
- PGN No. 12. The 45 Degree Code
- Stourbridge AAP

ASSESSMENT

16. The main issues are

- Policy
- Principle
- Density
- Design, Layout and Appearance
- Residential Amenity
- Access and Parking
- Soft Landscaping
- Ecology

- Other matters
- Financial Material Considerations

Policy

17. The current version of the National Planning Policy Framework (NPPF) was adopted in July 2021 and has retained its presumption in favour of sustainable development.
18. The main thrust of the NPPF is to create economic growth, whilst supporting strong, vibrant and healthy communities, as well as seeking to protect and enhance the natural and built environment. This presumption in favour of sustainable development outlines that decision makers should approve developments proposals that are in accordance with an up to date development plan without delay unless, and as outlined in Paragraph 11 d) ii, *“any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*
19. When it comes to housing, the NPPF refers to the importance of housing supply, however, it does outline in Paragraph 71 that Local Planning Authorities should consider providing appropriate policy framework to resist inappropriate development of residential gardens, a policy principle that is reflected in the New Housing SPD, which is referred to later in this report.
20. Notwithstanding this, it is appropriate to note that Paragraph 119 of the revised NPPF expresses the need to make effective use of land, by amongst other matters, promoting and supporting the development of underutilised land, especially where development would support an identified need for housing where land supply is constrained, and where development would be *“consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers”*.

21. In assessing this, the revised NPPF makes specific reference to the good design principles expressing that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”* (Paragraph 126). In recognition of this, the Ministry of Housing, Communities and Local Government has produced National Design Guide (2019) and this document is now referred to within the revised NPPF. This Design Guide focuses on ten key characteristics that collectively contribute to well-designed places. Five of these characteristics focus on *form* (paragraph 24), *scale* (paragraph 26), *Appearance* (paragraph 27), *Materials* (paragraph 29), and *detailing* (paragraph 31) which are all particularly important in this instance as collectively they all contribute to the basis of good design and the character of a place.
22. In considering the design of any development, Paragraph 124 of this National Design Guide states that *“The creation of high quality buildings is fundamental to what the development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*
23. The above national policies are supported and reinforced at the local level by the Black Country Core Strategy, the Dudley Borough Development Strategy and subsequent SPD's which shape decision making within the Borough.
24. One of the Spatial Objectives of the Strategy of the Black Country Core Strategy is to help to deliver sustainable communities on redundant land, that make the most of opportunities such as public transport, are well served by residential services and green infrastructure, have good walking, cycling and public transport links to retained employment areas and centres, are set in high quality natural and built environments and are well integrated with surrounding areas. In recognition of this, the following policies are relevant during the consideration of this application.
25. Policy CSP4 - Place Making - of the Black Country Core Strategy outlines that, *“All development will be required to demonstrate a clear understanding of the historic character and local distinctiveness of the area and show how proposals make a*

positive contribution to place-making and environmental improvement in the following spatial terms”

26. Policy ENV2 – Historic Character and Local Distinctiveness – of the Black Country Core Strategy states that *“Development proposals will be required to preserve and, where appropriate, enhance local character and those aspects of the historic environment together with their setting which are recognised as being of special historic, archaeological, architectural, landscape or townscape quality.”*
27. Policy ENV3 - Design Quality – of the Black Country Core Strategy states: *“Development proposals across the Black Country will deliver a successful urban renaissance through high quality design that stimulates economic, social and environmental benefits by demonstrating that the following aspects of design have been addressed through Design and Access Statements reflecting their particular Black Country and local context”*
28. Policy HOU2 - Housing Density, Type and Accessibility – of the Black Country Core Strategy states requires new development *“...To achieve high quality design and minimise amenity impacts, taking into account the characteristics and mix of uses in the area where the proposal is located”*. The policy further outlines that the density of new residential developments should not prejudice historic character and local distinctiveness as outlined with ENV2.
29. Policy TRAN2 - Managing Transport Impacts of New Development – of the Black Country Core Strategy states that *“Planning permission will not be granted for development proposals that are likely to have significant transport implications unless applications are accompanied by proposals to provide an acceptable level of accessibility and safety by all modes of transport to and from all parts of a development including, in particular, access by walking, cycling, public transport and car sharing.”*
30. Policy ENV1 – Nature Conservation – of the Black Country Core Strategy outlines that species which are legally protected will not be harmed by development. In doing so the policy states that *“Adequate information must be submitted with planning*

applications for proposals which may affect any designated site or any important habitat, species or geological feature to ensure that the likely impacts of the proposal can be fully assessed. Without this there will be a presumption against granting permission.”

31. Further to the above Black Country Core Strategy policies, Policy S8 – Local Character and Distinctiveness - of the of the Dudley Borough Development Strategy outlines that *“All development proposals within the Dudley Borough should take account of the locally distinctive character of the area in which they are to be sited..... and should respect and respond to its positive attributes.”*
32. Policy S17 - Access and Impact of Development on the Transport Network - of the Dudley Borough Development Strategy outlines that developments should have regard to the Councils Parking Standards SPD (referred to later in this document) and should ensure *"Adequate and safe provision for access and egress by vehicle users, cyclists, pedestrians and other users."* It also outlines that *"Developers should ensure that adequate provision is made on site for the managing of delivery operation and the servicing of new properties and businesses."*
33. Policy S21 - Nature Conservation Enhancement, Mitigation and Compensation – of the Dudley Borough Development Strategy outlines that *“Dudley Council will safeguard and enhance designated nature conservation sites, habitats and features through the development process and in accordance with the Core Strategy, in particular Policy ENV1.”*
34. Policy S22 - Mature Trees, Woodland and Ancient Woodland - of the Dudley Borough Development Strategy promotes the protection of Ancient woodland, Ancient Trees woodland and veteran trees within the Borough whilst ensuring that *“proposals involving the loss of mature and semi-mature trees will normally be required to include replacement tree planting.”*
35. Policy L1 - Housing Development, extensions and alterations to existing dwellings - of the Dudley Borough Development Strategy supports new housing on sites in

sustainable locations, close to public transport facilities and links, provided that amount other things that *“The design of the development is of an appropriate form, siting, scale, and mass, with the use of appropriate materials, which respect and are responsive to the context and character of the surrounding area”*. This policy further states that developments should be *“appropriate in its locality and would not cause unacceptable harm to the amenities of the occupiers of neighbouring dwellings, including harm arising from loss of privacy, outlook and sunlight, taking into account factors such as levels, orientation and the separation of development”*. This policy further states that developments should provide *“adequate access, parking and provision for the manoeuvring of vehicles, with no detrimental impact on highway safety”*.

36. In response to the policy framework above, the Councils New housing Development SPD (2013) was amended to include Section 5 - New Housing Development on Private Residential Garden Land. This section of the document outlines the definition and examples of inappropriate garden land development and highlights that ‘Garden Grabbing’ often *“results in the subdivision of existing dwelling plots. This can have a detrimental impact both on the character and distinctiveness of an area, as well as residential amenity.”* However, this policy goes on to outline examples of appropriate garden land development (Section 5.15) where it suggests that such developments would only be allowed in exceptional circumstances where the following can be demonstrated:

- *“Only a small proportion of the garden area would be built on, leaving a sufficient amount for residential amenity whilst still maintaining the character and layout of the area.*
- *The proposal would be within close proximity to local services, for example being located close to a town centre or a main public transport hub, meeting sustainability objectives.*
- *The proposal would be in keeping with the character of the area by reflecting the existing settlement pattern and the resulting plot sizes and ratio of built form to garden are similar to that in the existing area.”*

37. Paragraph 3.8 of New Housing Development SPD states *“The redevelopment of existing buildings and the development of land in residential areas should provide a unique opportunity to contribute to the overall urban design qualities of an area in a seamless fashion”*. However, it does outline in Paragraph 3.15 that in determining the density of new residential development *‘it is important to appreciate the relationship between urban, suburban and rural locations, the relationship between buildings and spaces, the nature of the public realm, the definition of public and private space and the character of the local townscape.’*
38. Further to the above, the policy New Housing Development SPD also provides technical details relating to minimum standards relating to the design and layout of new housing development. Appendix A of this policy document expresses the importance of ensuring new developments protect ‘amenities’ which *“relates to such matters as outlook, lack of over-shadowing, reasonable protection from overlooking, etc”*. In doing so, it outlines that *“development will only be permitted where it can be demonstrated that the privacy and visual amenities enjoyed by existing occupiers remains unaffected.”*
39. The Councils Parking Standards SPD has been introduced to ensure that developments do not result in on-street parking congestion to the detriment of highway and pedestrian safety and efficient operation of the highway network.
40. Paragraph 3.1 of this document outlines the minimum residential Parking standards that will be required for new developments, it outlines that *“The Council recognises that ensuring the right amount of parking provision in the right place and to the right size is essential in the creation of new residential developments both in terms of good scheme layout and design and also highway safety.”* Further expressing in paragraph 3.2 states that *“Developments that suggest likely on-street parking which would create or exacerbate issues of highway safety will not be supported.”*
41. The Councils Nature Conservation SPD outlines that many rare and protected species and the habitats upon which they depend are often found outside of the network of protected sites and may only be discovered when development is proposed. However, it outlines that applications should only be supported by a Phase

1 Ecological Survey if the development site falls within specific site characteristic area. However, in this instance the development site would not fall within or adjacent to any designated or important undesignated ecological sensitive landscapes to warrant a Phase 1 Ecological Survey to be submitted in this instance.

Principle

42. In light of the policy framework outlined above, the proposed development would facilitate development of an area of underutilised garden land that is located within a predominantly residential area. As such, the principle of a residential use would be supported as this would be in keeping with the established use of the wider area. Furthermore, the resulting development would reflect the existing settlement pattern within this location, by creating plots sizes that would be reflective of the plot sizes and ratio of built form in the existing area, thereby making effective use of underutilised existing residential garden land for housing. Therefore, the development would generally meet with the national and local policy principles to use land effectively to respond to an established housing need in the Borough.

Density

43. The NPPF indicates that local authorities should set their own approach to housing density to reflect local circumstances and to protect the local distinctiveness of the area. The New Housing Development SPD as part of the Local Development Framework provides guidance in relation to design and density, ensuring that local context and distinctiveness are the drivers for successful housing development.
44. The New Housing Development SPD identifies the location of this site as “Suburban Inner” which predominantly has typical densities between 35-45 dwellings per hectare (dph). In this case, the current density of the application site only provides 11 dph which is significantly lower than that of the surrounding densities, which comprises of a density of approx. 28 dph. Whilst these densities fall short of the suggested typical densities as identified in Policy HOU2 which seeks a “*minimum net density of 35 dwellings per hectare*”, the development at a density of 22 dph would be

in more akin to the established densities of the locality, thereby reflecting the established character and urban form and local distinctiveness of the 'Old Quarter' of Stourbridge.

Design, Layout and Appearance

45. As outlined in the policy section above, the principle of good design forms a reoccurring policy focus throughout both national and local policy frameworks to support sustainable forms of development within the Borough. In this instance, amendments have been provided through the progression of the application to improve the appearance of the proposal to ensure the development assimilates well within its context.
46. It is recognised that due to the ground level differences between the application site and its immediate neighbour that a principle of two replacement bungalows would have been ideal in this location, and the principle of this appeared to gain some support from local residents. However, despite Officers requests, no such amendments were forthcoming. Notwithstanding this, although two storey nature of the dwellings has been retained, some fundamental changes have been incorporated into the design of the properties that mitigates these concerns in terms of their overbearing nature and excessive height of the proposed dwellings.
47. In light of these changes, it is considered that the amendments go some way to overcome these initial concerns in terms of the proposed built form and suggested building heights. As such and on balance, the principle of the amended scheme largely meets with the policy framework above by preserving and enhancing the character and local distinctiveness of the area whilst respecting the historic aspects of the surrounding townscapes. As such, there are no sustainable grounds for refusal of the amended scheme.
48. Further to the above, the proposal would see the properties fronting the established highway respecting the established building lines within the street, along with the inclusion of appropriate boundary treatments, soft landscaping areas and soft

landscaped boundaries, that would maintain a good relationship to the existing road network and would enhance the visual amenity of the site. Furthermore, the plot sizes and their respective gardens would be of an appropriate size and layout to provide a good standard of amenity for the future occupiers of the site and to improve the visual appearance of the dwellings within this setting.

49. The appearance of the dwellings would be in keeping with the character of the street by using traditional materials that would complement the established but varied street scene. Therefore, it is considered that the principle of a new residential development would not result in any significant adverse impact upon the character of the area and the development would broadly be in accordance with Policies ENV2, ENV3 and CSP4 of the Black Country Core Strategy, Policies S6 and L1 of the Dudley Borough Development Strategy and the New Housing Development SPD.
50. Whilst local objections are noted regarding the loss of an established bungalow within the street, there is no National or Local policies in place to resist the loss of such dwellings, and as such, there is no sustainable grounds to resist the loss of the existing bungalow.

Residential Amenities

51. In respect of the amenities for the future occupiers, the development would provide appropriately sized garden areas that far exceed the suggested garden sizes promoted within the New Housing Development SPD. Furthermore, appropriate distance separation standards would be secured to provide appropriate outlook for the future occupiers.
52. In terms of impact upon the existing neighbouring dwellings, despite the objections that have been raised, there would be no detrimental impact on the neighbouring amenities in terms of loss of light, light intrusion, outlook and overlooking. These matters are as detailed below:
53. The proposed development would comply with the 45 Degree Code to all adjoining properties along Pargeter Street and Oxford Drive and as such there would be no

detrimental impact on the neighbouring amenities in terms of loss of light and overshadowing.

54. The proposal would also exceed the suggested 11m gardens depths as suggested within the New Housing Development SPD to maintain privacy to No. 2 Oxford Drive. As a result, the proposal would have no direct overlooking implications or loss of privacy to this adjoining neighbour.
55. The proposed development would far exceed the 14m distance separation standard suggested within the New Housing Development SPD between the Plot 1 and the windows in the side elevation of No.32 Pargeter Street, thereby maintaining outlook to this neighbouring property. Furthermore, the proposal would secure the suggested 22m distance separation between opposing habitable room windows to Nos. 17 and 19 Pargeter Street and the proposed dwellings, thereby protecting the opposing occupiers from any undue overlooking implications.
56. In light of the above and despite the objections that have been received, the proposal would not result in any detrimental impact on the amenities of the existing residential properties that adjoin the application site and the proposal would comply with the policy requirements outlined in Policy L1 of the Dudley Borough Development Strategy and the New Housing Development SPD.
57. Notwithstanding the above, it is noted that the proposed dwellings propose modest windows in the side elevations of the dwellings that would look onto their immediate neighbours. However, as these windows would serve light to non-habitable spaces, an appropriate condition has been added to the approval to ensure these windows are fitted with obscure glazing to maintain privacy to these neighbouring properties.

Access and Parking

58. The proposal seeks a modest form of development that would in essence secure only one additional dwelling within the street, the nature and scale of which would have limited increase in the number of trip generations and traffic flows locally.

59. It is acknowledged that this application has generated significant highway safety concerns from local residents due to the level of on-street parking pressures already evident in this street. However, no formal objections have been raised by the Head of Planning and Regeneration (Highway Engineer) who recognises that the proposal seeks to provide an adequate level of parking and appropriately sized garages to meet with the requirements of the Parking Standards SPD. As such, it is considered that the proposal provides adequate parking to prevent the displacement of cars into the highway, exacerbating the current parking pressures locally.
60. It is acknowledged that the creation of a new access in this location would dispel the current on-street parking pressures along this immediate stretch of highway, however, the nature of this would consequently improve highway and pedestrian safety and visibility along this section of the road. Whilst the existing parking pressures are not disputed, such matters are not sufficiently detrimental to highway safety to warrant a refusal of this application. Furthermore, appropriate conditions have been attached to the approval to ensure appropriate visibility is maintained at the proposed accesses for the lifetime of the development and that the relocation of the existing street light is appropriately accommodated within the street, therefore, further protecting highway safety.
61. In light of the above and having regard to paragraph 111 of the NPPF which states that, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* In this instance, and as suggested by the Highway Engineer, the highway implications of the proposed development would not be ‘severe’, and as such, there are no sustainable reasons for the application to be refused on highway safety grounds.
62. Additional objections have been raised regarding the lack of visitor parking spaces or cycle storage within the proposal, but as outlined in the Parking Standards SPD, the development is not of a sufficient size to warrant or require additional parking provision for visitors to be provided or for specified cycle storage to be provided.

63. Further objections have also been raised regarding the potential obstruction of the highway for emergency service vehicles, however, the road is an established highway and the principle of the development as outlined above would mitigate the existing pressures from on-street parking along this stretch of highway, thereby improving highway safety and access for such vehicles.
64. Notwithstanding the above, it is considered appropriate to restrict permitted development rights to ensure that the suggested parking arrangements are maintained for the lifetime of the development, so the development does not give rise to additional parking demands in the future.
65. Furthermore, and in accordance with ENV8 (Air Quality) of the BCCS and the Parking Standards SPD there is a requirement to secure appropriate Electric Charging Points at the site to improve the sustainability and to encourage the adoption of ultra low emissions vehicles to assist with Air Quality improvements and infrastructure provision within the Borough. This provision is welcomed and has been conditioned as part of the approval.

Soft Landscaping

66. A number of objections have been raised regarding the loss of established landscaping from the site. However, it is noted that the site is not covered by any form of tree protection measures, and as such, no permission is required for these works to be undertaken. Furthermore, and as part of the application, it is noted that a soft landscaping is proposed as an integral part of the proposal and this provision has been conditioned accordingly to ensure appropriate landscaping is secured and maintained as part of the redevelopment of the site.

Ecology

67. Objections have been raised regarding the potential loss of protected and non-protected wildlife habitats within the site. It is noted that an ecological survey has not been submitted with the application to date, however, given the siting within an

established residential area, and the modest nature of the semi-mature garden, and the absence of any ecological designations within or in proximity of the application site it is not considered that the absence of such an assessment would reasonably warrant refusal. Notwithstanding this, in light of the semi-mature characteristics of the garden it will be necessary for further investigations to be undertaken prior to any development on site to establish what, if any, mitigation measures are required prior to any commencement of works on site. This has been conditioned accordingly so a full and comprehensive assessment and appropriate mitigation can be secured prior to the commencement of any development.

Other Matters

68. It is acknowledged that other objections that have been raised regarding disruption during construction and possible short and long-term noise pollution generated by the proposal. However, the Head of Environmental Health and Trading Standards have raised no objection to the principle of development providing appropriate dust mitigation measures are secured, and this has been conditioned accordingly as part of this recommendation to mitigate any possible impacts to neighbouring residents.
69. Objections also refer to a loss of property values and the capital gains associated with the development. These are non-material planning considerations, and as such, these matters cannot be taken into consideration as part of the formal decision making process.

Financial Material Considerations

70. Section (124) of the Localism Act states that: Local planning authorities are to have regard to material considerations in dealing with applications including any local finance considerations, so far as material to the application. A 'local finance consideration' may be taken to cover the payment of New Homes Bonus, or sums that a relevant authority has received, or will or could receive, in payment of the Community Infrastructure Levy (CIL).

71. The section does not change the law in any way. It is not a new basis for planning policy and it remains unlawful for planning permissions to be 'bought'.
72. This proposal would provide two houses generating a New Homes Bonus grant of two times the national average council tax for the relevant bands.
73. The proposed dwelling is located in a Zone 1 area which has a 0 (zero) charging rate for CIL for residential development proposals. As such, a financial CIL contribution is not required on this occasion.

CONCLUSION

74. The revised development, and enhanced by the proposed amendments, would on balance form an appropriate form of residential development that would be sensitive to the unique character and specific constraints of the site. The proposed dwelling by reason of its scale, design, proportions and visual prominence would create appropriate, proportionate additions to the street that would be responsive to its unique setting and respectful of the overriding character and distinctiveness of the street. Furthermore, the proposal would subject to appropriate conditions would be responsive to the soft landscaping and ecology of the site, while preventing any severe highways safety implications. As such, the development would comply with the policy principles contained within the NPPF, the National Design Guide, Policies ENV2, ENV3, HOU1, HOU2, CSP4, and TRAN2 of the Black Country Core Strategy (2011); Policies S1, S6, S17, and L1 of the Dudley Borough Development Strategy (2017), and the advice given in the New Housing Development SPD (2013), the 45 Degree Code and the Parking Standards SPD (2017).

RECOMMENDATION

75. It is recommended that the application be APPROVED subject to the following conditions:

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91(1) of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in accordance with the following plans and amended plans: 28PS10 Rev F, 28PS/11 Rev E, 28PS/12 Rev D, 28PS/13 Rev F (as amended on the 16/06/2021).
REASON: For the avoidance of doubt and in the interests of proper planning.
3. Prior to the commencement of above ground works a written schedule of the types, colours and textures of the materials to be used on the external surfaces of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. REASON: To ensure the satisfactory appearance of the development in accordance with BCCS Policy ENV2 - Historic Character and Local Distinctiveness and Saved UDP Policies DD1 - Urban Design and Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part)
4. No development shall commence (excluding demolition, site clearance and initial ground works) until detailed plans and sections showing existing site levels and proposed ground floor levels of the dwellings have been submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be implemented in complete accordance with the approved details.
REASON: In the interests of the visual amenities of the area and to safeguard the amenities of occupants of neighbouring properties and to comply with BCCS Policies CSP4 - Place-Making and ENV2 - Historic Character and Local Distinctiveness and Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part).
5. No above ground development shall begin until details of the types, sizes and locations of the boundary treatments around the site and between the proposed plots has been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be carried out in complete accordance with the approved details prior to the occupation of the dwellings hereby approved and shall thereafter retained for the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority
REASON: In order to make a positive contribution to place-making and provide a high quality public realm in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part)

This detail is required prior to the commencement of above ground works as the

required works may need to be incorporated into buildings on the site and as well as needing to protect the amenity of existing and proposed occupiers.

6. No development shall commence (excluding demolition, site clearance and initial ground investigation works) until details of the accesses into the site, together with parking and turning areas [including details of lines, widths, levels, gradients, cross sections, drainage and lighting] have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the accesses into the site, together with parking and turning areas within the site have been laid out in accordance with the approved details. These areas shall thereafter be retained and not be used for any other purpose for the life of the development.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings, Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5 of the Black Country Core Strategy.

7. No part of the development shall be occupied until visibility splays to the new accesses have been provided at the junction between the proposed means of access and the highway with an 'x' set back distance of 2 metres and a 'y' distance of 43 metres. No structure or vegetation exceeding 600mm in height above the adjoining highway shall be placed or allowed to grow within the visibility splay for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings, Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

8. No above ground development shall commence until details of the electric vehicle charging points, to be provided for the dwellings in accordance with the Council's standard (Parking Standards SPD), has been submitted to and approved in writing by the local planning authority. Prior to first occupation the electric vehicle charging points shall be provided in accordance with the approved details and shall be maintained for the life of the development.

REASON: In the interests of creating a sustainable form of development and to encourage the use of ultra low emission vehicles in accordance with Policies ENV8 (Air Quality) and DEL1 (Infrastructure Provision) of the Black Country Core Strategy.

9. Prior to the commencement of any works a method statement for the control of dust and emissions arising from the construction of the development has been submitted to and approved by the Local Planning Authority. All works which form part of the approved scheme shall be implemented throughout the construction and demolition phase of the development.

REASON: To safeguard the air quality of the Borough which is an Air Quality Management Area in compliance with the Black Country Core Strategy Policy ENV8 and the adopted Air Quality SPD.

10. In order to minimise the impact of the development on local air quality, any gas boilers provided within the development must meet a dry NO_x emission concentration rate of <40mg/kWh. The specification of the gas boilers shall be

submitted to and approved in writing by the Local Planning Authority and the approved specification of boilers shall thereafter be fitted in accordance with such details.

REASON: To safeguard the air quality of the Borough which is an Air Quality Management Area in compliance with the Black Country Core Strategy Policy ENV8 and the adopted Air Quality SPD.

11. No development shall commence (excluding demolition, site clearance and initial ground works) until full details of the soft landscaping scheme for the site have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details before the end of the first planting season following first occupation of the development. Any trees or shrubs planted in pursuance of this permission including any planting in replacement for which is removed, uprooted, severely damaged, destroyed or dies within a period of five years from the date of planting shall be replaced by trees or shrubs of the same size and species and in the same place unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to make a positive contribution to place-making and provide a high quality landscaping in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 - Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part). This detail is required pre commencement (excluding demolition, site clearance and initial ground works) as landscaping is integral to providing a high quality and sustainable development.

12. No above ground development shall commence until details of the types, colours and textures of the materials to be used in the hard surfacing of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the approved details and retained for the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority.

REASON: In order to make a positive contribution to place-making and provide a high quality landscaping in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) This detail is required as landscaping is integral to providing a high quality and sustainable development.

13. No development shall commence (including demolition, site clearance and initial ground works) until an Ecological Survey and Assessment of the site has been carried out within twenty-four months prior to the commencement of development, and this has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter proceed in accordance with the approved recommendations and method statements of the agreed ecological survey and assessment.

REASON: In order to enhance, encourage and protect the nature conservation

value of the site and in accordance with BCCS Policies ENV1 - Nature Conservation, CSP3 Environmental Infrastructure and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S21 Nature Conservation Enhancement, Mitigation and Compensation, and Policy S1 Presumption in favour of Sustainable Development (in part).

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the proposed window to be installed in the west elevation of Plot 1 and the east elevation of Plot 2 shall be: i) obscure glazed, ii) and non-opening, unless the parts of the window which can be opened are top hinged and more than 1.7 metres above the floor of the room in which the window is installed. These windows shall be permanently maintained thereafter as obscure glazed and non-opening.

REASON: In the interests of the privacy and amenity of surrounding residents and in accordance with Borough Development Strategy 2017 Policy L1 Housing Development, extensions and alterations to existing dwellings.

15. Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (Order) 2015 (England) (or any order revoking or re-enacting that order with or without modification) no additional openings shall be formed in the side elevations of the dwellings without the prior written approval of the Local Planning Authority.

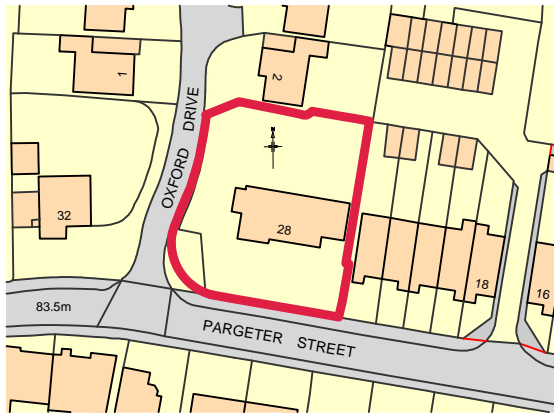
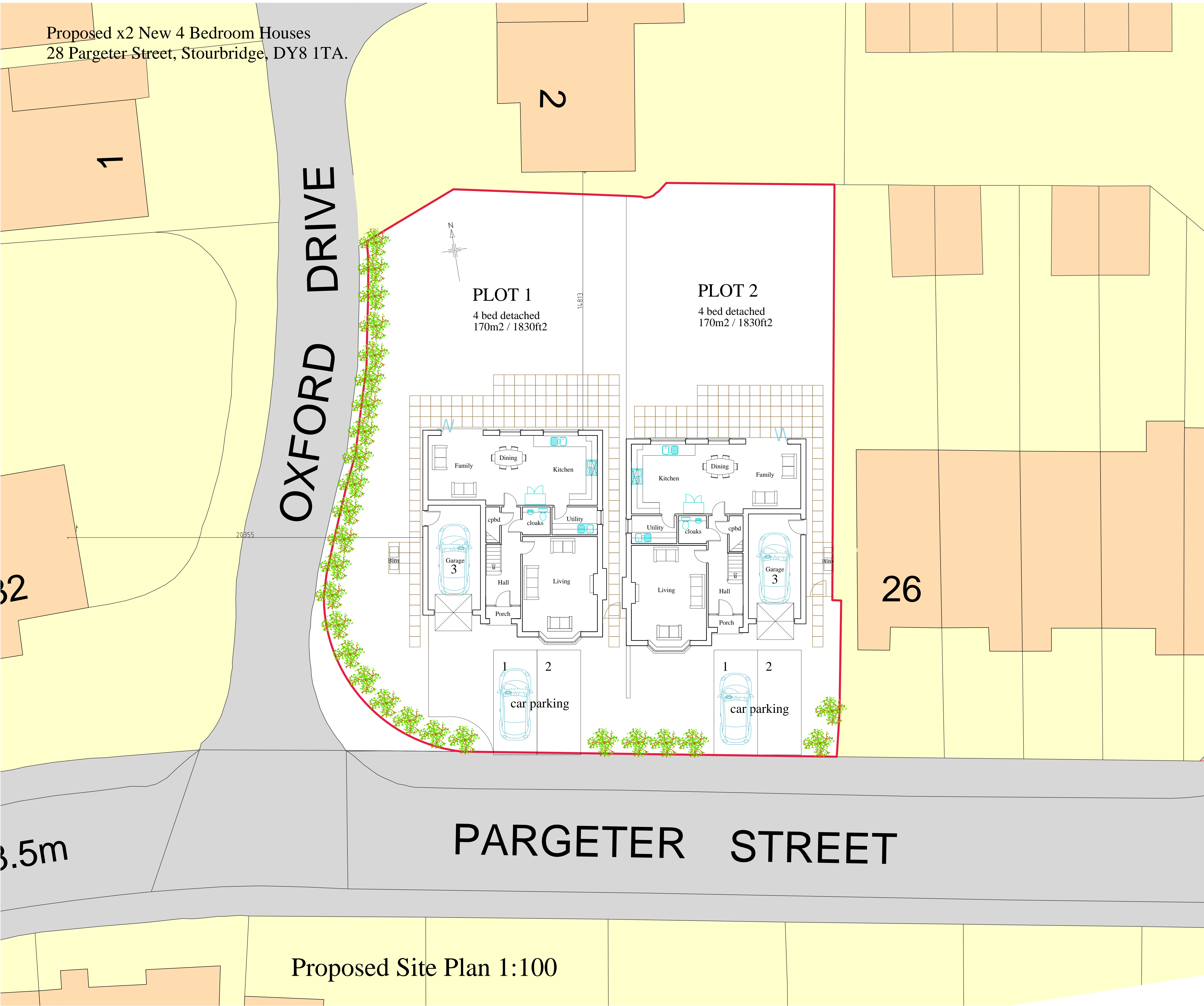
REASON: In the interests of the privacy and amenity of surrounding residents and in accordance with Borough Development Strategy 2017 Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part).

16. Prior to first occupation details of the relocation of the lighting column shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the lighting column has been relocated in accordance with the approved details.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings, Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

17. Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) (Order) 2015 (England) (or any order revoking or re-enacting that order with or without modification) no modifications shall be made to the garages hereby approved without the prior written approval of the Local Planning Authority.

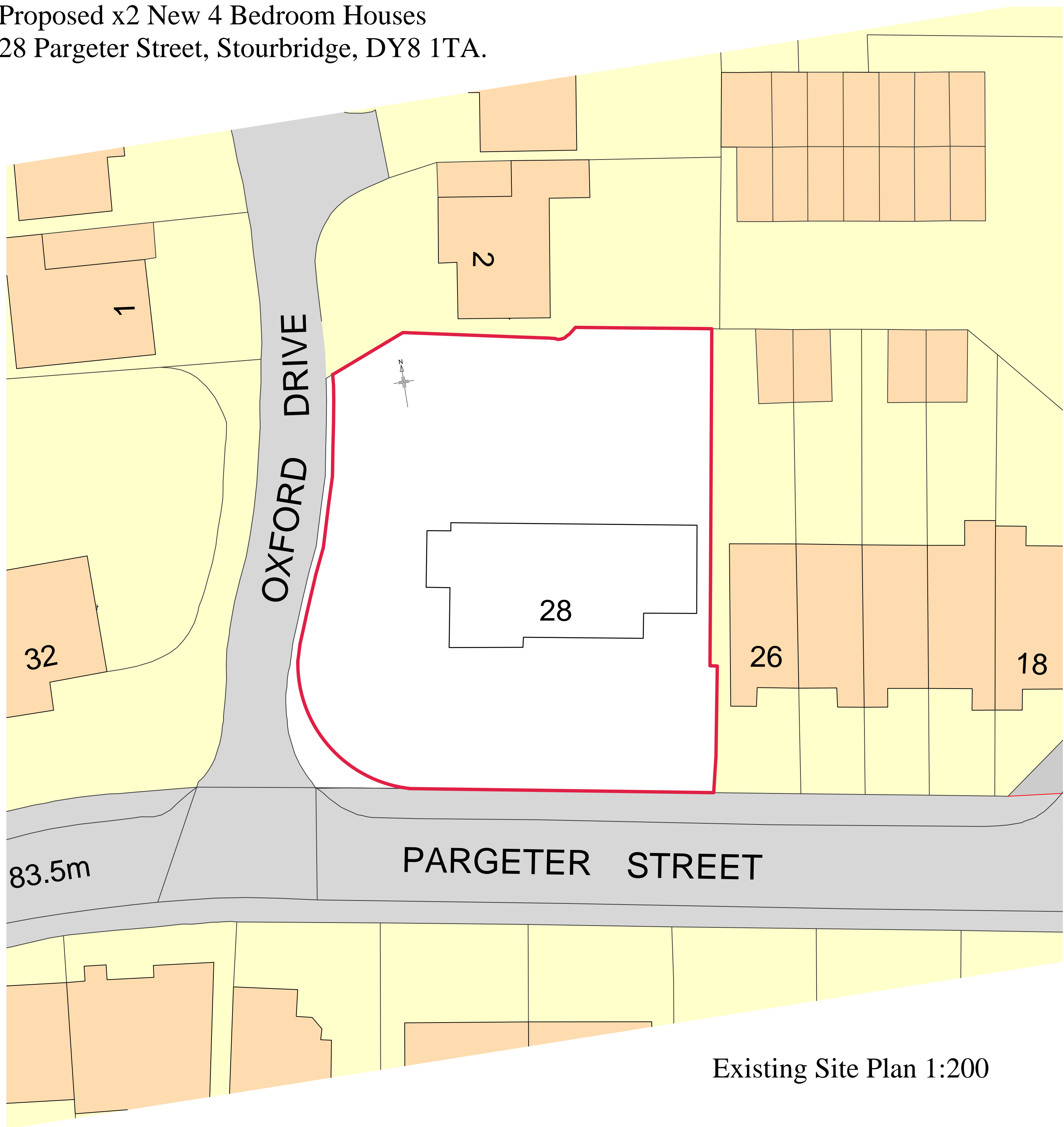
REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings, Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5 of the Black Country Core Strategy.



Location Plan 1:1250

TITLE:		Proposed x2 New 4 Bedroom Houses 28 Pargeter Street Stourbridge West Midlands DY8 1AU
DRAWING NO.	28PS/11	REV: E
DATE:	November 2019	
SCALE:	1:100 & 1:1250	

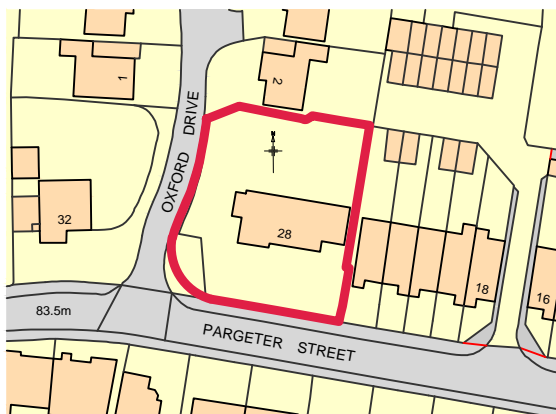
Proposed x2 New 4 Bedroom Houses
28 Pargeter Street, Stourbridge, DY8 1TA.



Existing Site Plan 1:200



Proposed Site Plan 1:200

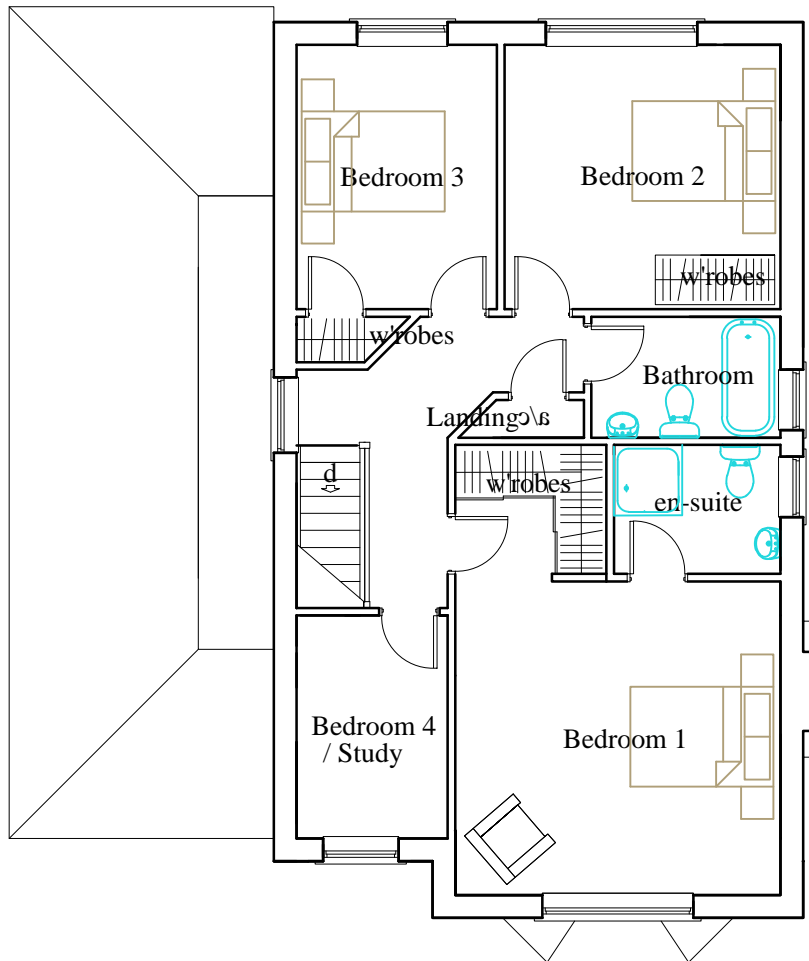
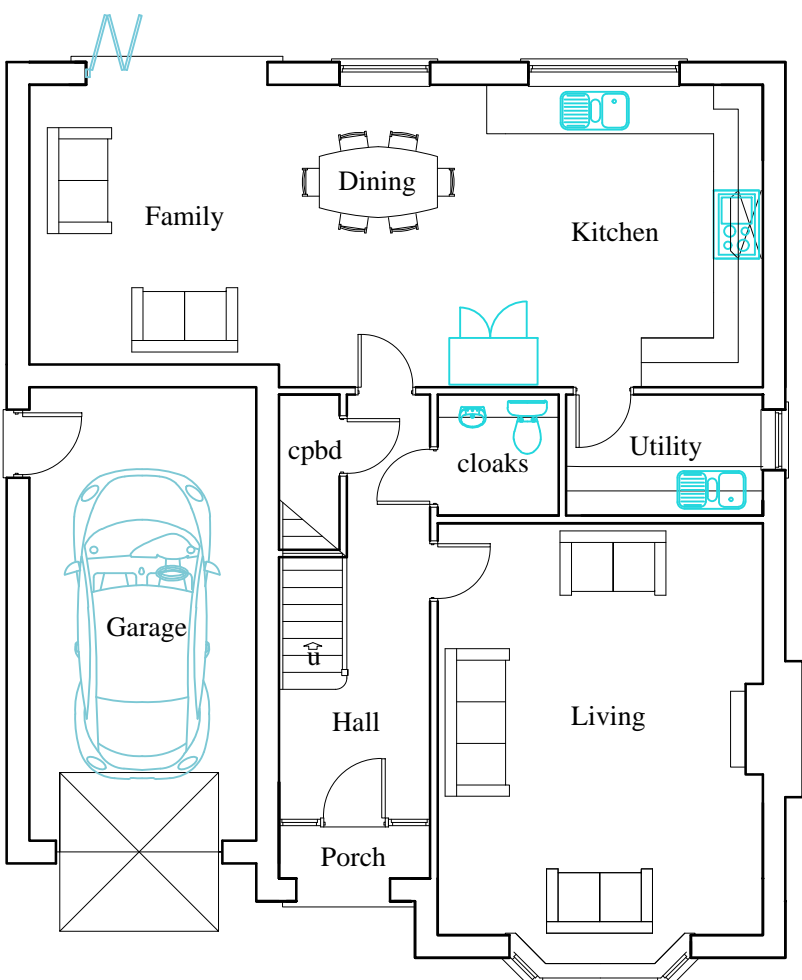


Location Plan 1:1250

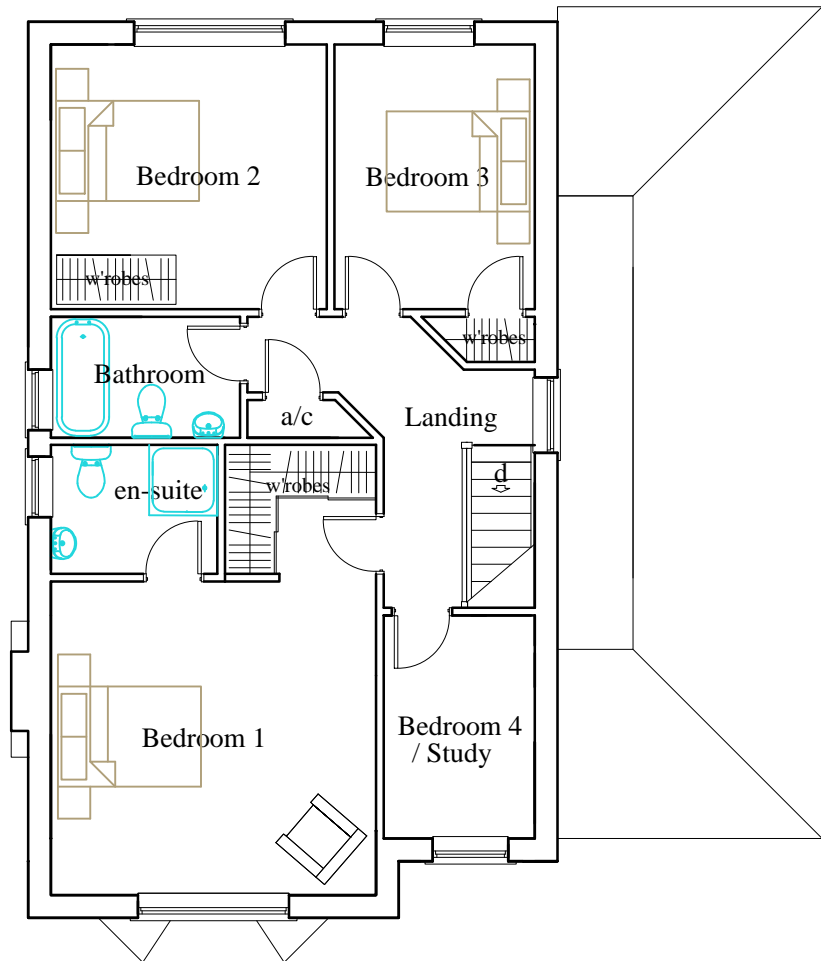
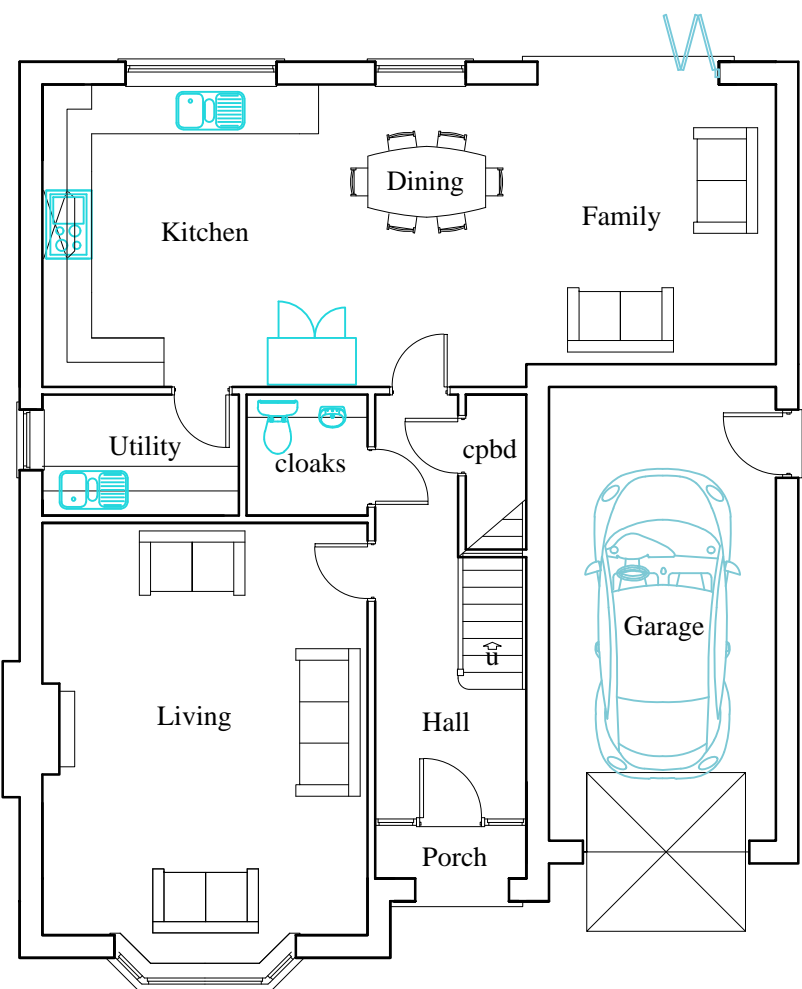
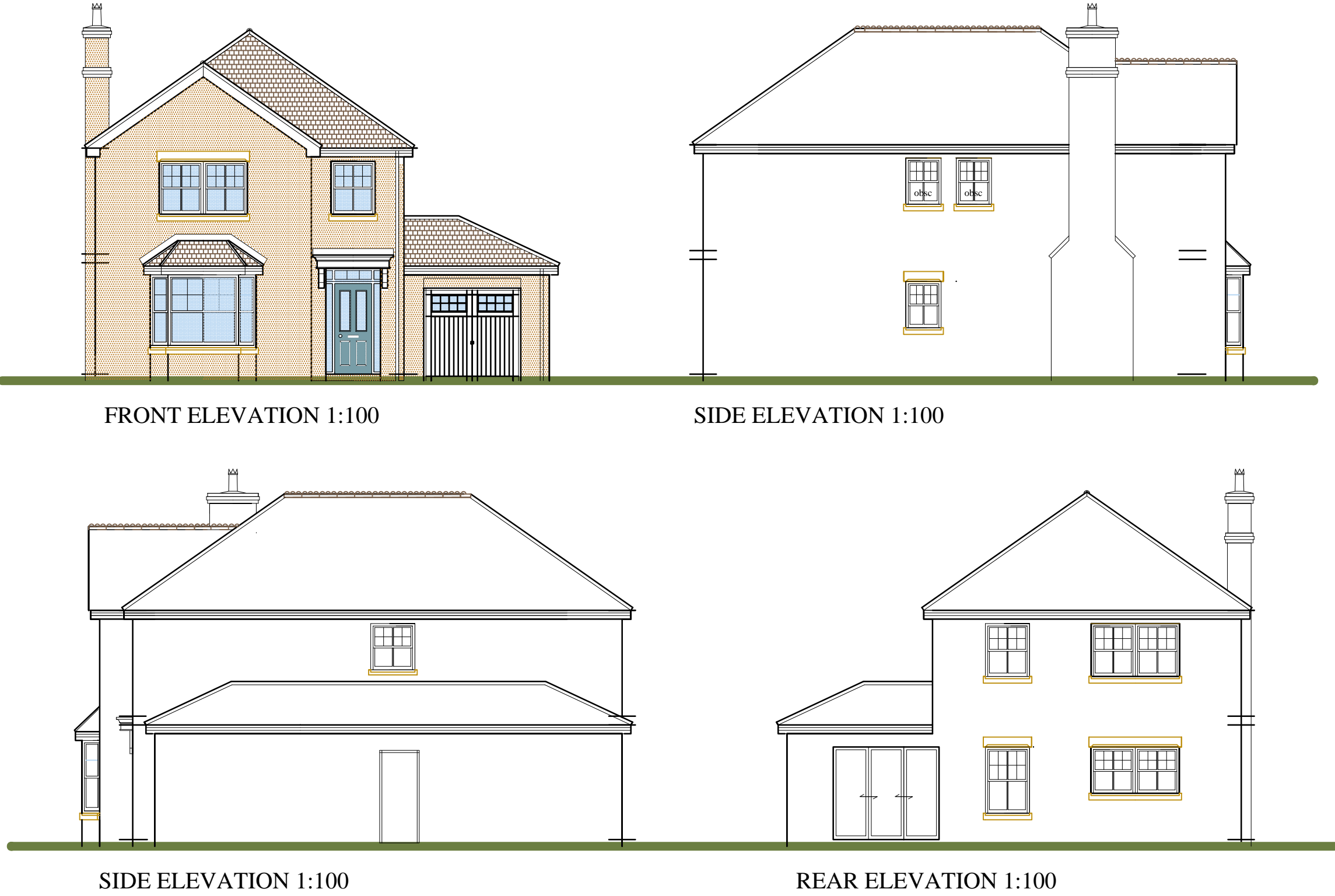
TITLE: Proposed x2 New 4 Bedroom Houses 28 Pargeter Street Stourbridge West Midlands DY8 1AU		
DRAWING NO.	28PS/10	REV: F
DATE:	May 2019	
SCALE:	1:200 & 1:1250	
NCR ARCHITECTURAL DESIGN & TOWN PLANNING 34 Lower High Street Stourbridge West Midlands DY8 1TA		
Mob : 07956 805316 neilranford@btinternet.com		

Proposed x2 New 4 Bedroom Houses
28 Pargeter Street, Stourbridge, DY8 1TA.

PLOT 1



PLOT 2



TITLE:
Proposed x2 New 4 Bedroom Houses
28 Pargeter Street
Stourbridge
West Midlands
DY8 1AU

DRAWING NO. 28PS/12 REV. D

DATE: November 2019

SCALE: 1:100

NCR ARCHITECTURAL DESIGN & TOWN PLANNING

1st & 2nd Floors
34 Lower High Street
Stourbridge
West Midlands
DY8 1TA

Mob : 07956 805316 neilranford@btinternet.com

Proposed x2 New 4 Bedroom Houses
28 Pargeter Street, Stourbridge, DY8 1TA.



TITLE: Proposed x2 New 4 Bedroom Houses 28 Pargeter Street Stourbridge West Midlands DY8 1AU		
DRAWING NO.	28PS/13	REV: F
DATE:	November 2019	
SCALE:	1:100	