

PLANNING APPLICATION NUMBER:P13/1750

Type of approval sought	Full Planning Permission
Ward	Netherton Woodside and St Andrews
Applicant	Mr R. Stokes
Location:	LAND ADJACENT TO 32, MEETING STREET, NETHERTON, DUDLEY, WEST MIDLANDS
Proposal	ERECTION OF TWO STOREY BUILDING TO CREATE 6 NO. APARTMENTS WITH ASSOCIATED PARKING
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. This is a vacant and overgrown site on the eastern side of Meeting Street. Immediately adjacent the site to the south and on the opposite side of Meeting Street are traditional terraced houses. To the north is a garage. Along the northern boundary of the site is a 2.5m high brick wall which separates the site from the rear gardens of properties on Church Street. The site is also bound to the west by the long rear gardens of properties on Church Street. Meeting Street rises steeply from south to north.

PROPOSAL

2. This is an application for the erection of a two storey buildings to create six, one-bedroom apartments, with access through to a parking area at the rear with eight parking spaces. The building will be set back at an angle from the highway with small landscaped areas to the front enclosed by a boundary wall and railings. To the rear, each of the three ground floor flats has a 12sqm amenity area. The density of the proposed development is 150 dwellings per hectare.

HISTORY

3. Permission was granted in 2007 for the erection of four one-bedroom dwellings at the site (application P07/0180). The permission was not implemented.

PUBLIC CONSULTATION

4. Neighbour notification letters have been sent to 18 properties. In response one letter of objection has been received, raising the following concerns over the proposal:
 - the proposal constitutes overdevelopment of the site;
 - flats are inappropriate for this area;
 - appropriate materials should be used and design elements incorporated to ensure the development compliments the heritage of the area.
5. The occupant of 25 Church Street has requested that the brick wall along the site boundary with her property is replaced by a brick wall of a similar height rather than a fence.

OTHER CONSULTATION

6. Group Engineer (Highways) – Following receipt of a plan showing increased access width there are no objections subject to a condition requiring the submission of a revised car parking layout plan and unallocated parking provision.

Head of Environmental Health and Trading Standards – No objection.

Police Crime Prevention Design Advisor – The rear courtyard should be protected by security gates to prevent unauthorised parking and access for criminal purposes.

RELEVANT PLANNING POLICY

7. National Planning Guidance
National Planning Policy Framework (NPPF) 2012

Black Country Core Strategy 2011
HOU1 Delivering Sustainable Housing Growth
HOU2 Housing Density, Type and Accessibility

Saved Adopted Dudley Unitary Development Plan 2005

Policy DD1 Urban Design

Policy DD4 Development in Residential Areas

Supplementary Planning Documents

New Housing Development SPD

Parking Standards and Travel Plans SPD

ASSESSMENT

8. The key issues in the assessment of this application are:

- Principle;
- Impact upon the character of the area;
- Residential amenity;
- Access and highway safety;

Principle

9. The NPPF encourages the effective use of brownfield land as one of its core planning principles. The principle of the development of this site for housing purposes is also in accordance with the aim of Policy HOU1 of the Core Strategy which seeks to ensure the provision of sufficient land to provide for sustainable housing growth, to be achieved by building at least 95% of new housing on previously developed land. This site constitutes previously developed land.
10. Policy HOU2 of the Core Strategy advises that the density and type of housing at a site should be informed by, amongst other things, the need for a range of types and sizes to meet identified local needs. A Housing Needs and Market Intelligence Survey of the borough carried out in 2011 identifies that the future delivery of housing has to bias, to a degree, in favour of smaller units to create a more balanced housing market than there is at present, to meet the needs of single, couple and small family households. The proposal accords with this requirement and is therefore considered to be in accordance with Policy HOU2 in terms of meeting a identified local housing need.

Character

11. Policy HOU2 also seeks the provision of high quality design in new housing developments and states that all developments should aim to achieve a minimum net density of 35 dwellings per hectare. Saved Policy DD1 of the UDP requires that new developments should have a positive impact on the character and appearance of the area.
12. With regard to Policy HOU2 advice in terms of density, and in the context of the pattern of existing development in the immediate vicinity of the site, the density of the proposed development is considered to be appropriate. The proposed building is of an appropriate scale and has staggered ridge heights to ensure that it follows the rise in street level from south to north. Whilst the siting of the building does not strictly adhere to the existing build line of the existing adjacent properties, the set back from the highway is required to provide a satisfactory visibility splay for vehicles leaving the site and is therefore considered to be acceptable. The front elevation of the building incorporates some of the features of existing properties, including window cills and heads and fenestration of a similar size. A condition will be imposed to ensure the materials to be used are appropriate to the setting.
13. In view of the above it is considered that the development would assimilate well into the existing built form and would make a positive contribution to the character of the area, in accordance with Policy HOU2 of the Core Strategy and Saved Policy DD1 of the UDP.

Residential Amenity

14. One of the core land-use planning principles set out in the NPPF is that a good standard of amenity should be provided for future occupants of buildings. Amenity space is provided for each of the three ground floor flats and whilst none is provided for the remaining first floor flats, this is often the case and is not considered to be a sufficient reason to warrant refusal of the application, given that this is a relatively

constrained site within which an appropriate amount of parking and turning space must also be provided to serve the number of flats proposed.

15. Saved Policy DD4 of the UDP requires that new developments do not have a harmful effect on residential amenity. 32 Meeting Street to the south has no habitable room windows on its side elevation and the proposed building would not project beyond its rear elevation. As such the development would not have any impact on outlook from the property. The northern (side) blank flank wall of the building would be sited approximately 20m from the rear elevation of 23 Church Road and 25m from 19 and 21 Church Road. This is sufficient distance separation to ensure that there would be no loss of outlook from those properties and comfortably exceeds the normal 14m distance required.
16. With regard to the comments of the occupant of 25 Church Street, the applicant has submitted a revised plan which shows that all existing brick boundary walls are to be rebuilt in brickwork.

Highway Safety

17. The development provides on-site parking numbers in accordance with the standards set out in the Parking Standards SPD. An amended layout plan showing the provision of gates and the access widened to 4.5m has been received. The provision of a gate within the access drive will ensure that the parking area is secure.
18. The location of car the parking spaces is relatively close to the building and is not considered to be remote. The access to the three first floor flats is from the rear car park and surveillance will be provided from the three bedroom windows on the rear elevation of the building. The residents of the flats will not therefore be discouraged from using the parking area and the development will not give rise to additional on-street parking to the detriment of highway safety. In this respect the proposal complies with Saved UDP Policy DD4. It must also be considered that to accommodate frontage car parking, the development would need to be set back

within the site which would be inappropriate given the context of properties within the street scene.

CONCLUSION

19. The layout, scale, density and appearance of the development are considered to be acceptable. The development would not adversely impact the amenities of adjacent residents. Parking provision and means of access are appropriate. As such the proposal complies with Policies HOU1 and HOU2 of the Core Strategy and Saved Policies DD1 and DD4 of the UDP.

RECOMMENDATION

20. It is recommended that the application is 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.
2. No development shall commence until a revised parking layout, showing parking spaces of the required widths as set out in the Council's Parking Standards Supplementary Planning Document, has been submitted to and approved in writing by the local planning authority. The parking area shown on the approved plan shall thereafter be maintained for these purposes for the lifetime of the development and none of the spaces shall be allocated to individual dwellings.
3. Prior to the commencement of development, details of the existing and proposed levels of the site (including finished floor levels) which should be related to those of adjoining land and highways, shall be submitted to and approved in writing by the local planning authority. The development shall proceed in accordance with the approved levels.
4. Prior to the commencement of development, details of the types, colours and textures of the materials to be used in the hard surfacing of the development 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 and retained for the lifetime of the development unless otherwise agreed in writing with the Local Planning Authority.
5. Prior to the commencement of development, details 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.

6. The development hereby permitted shall be carried out in accordance with the following approved plan: 0721-01-rev F.
7. The flats shall not be occupied until gates have been installed across the access drive at the site, in accordance with a scheme to have firstly been submitted to and approved in writing by the local planning authority. The gates shall thereafter be retained for the lifetime of the development.

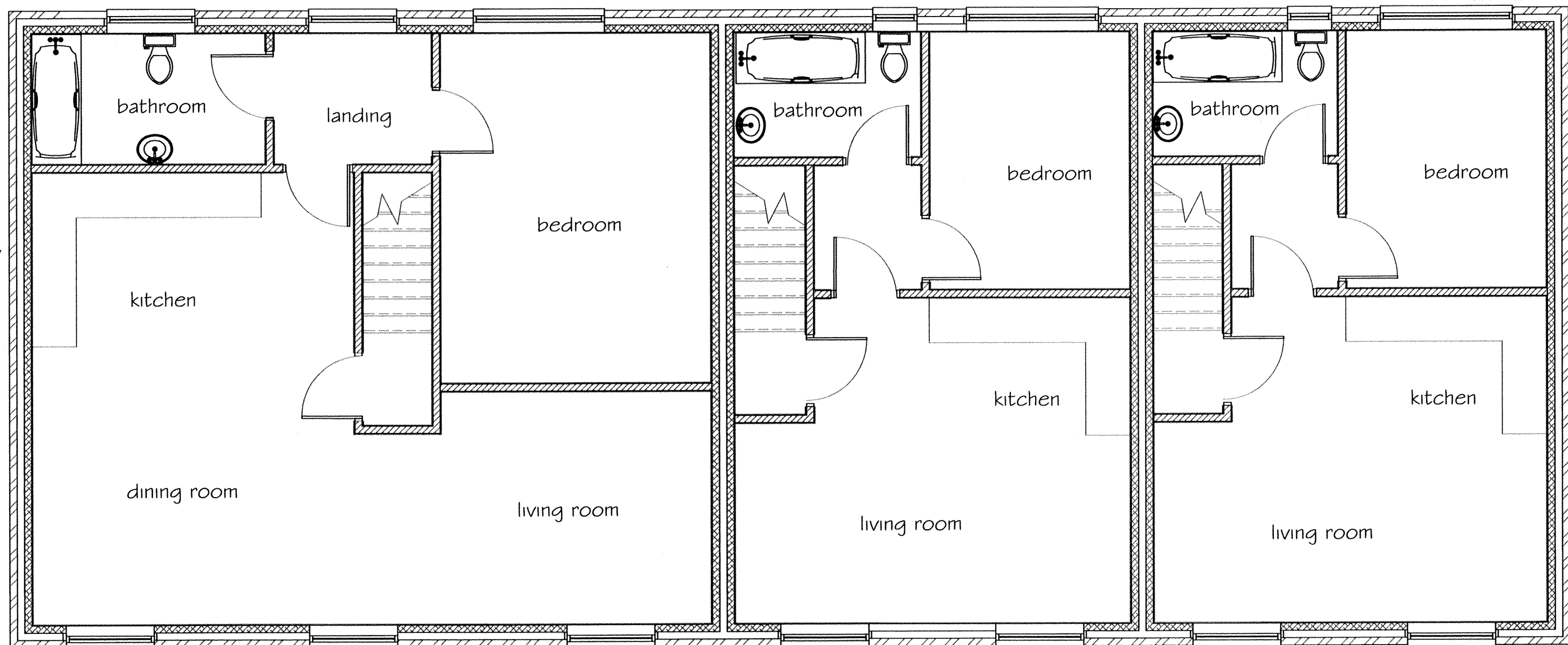
All dimensions and levels to be checked on site by contractor prior to commencement of work.



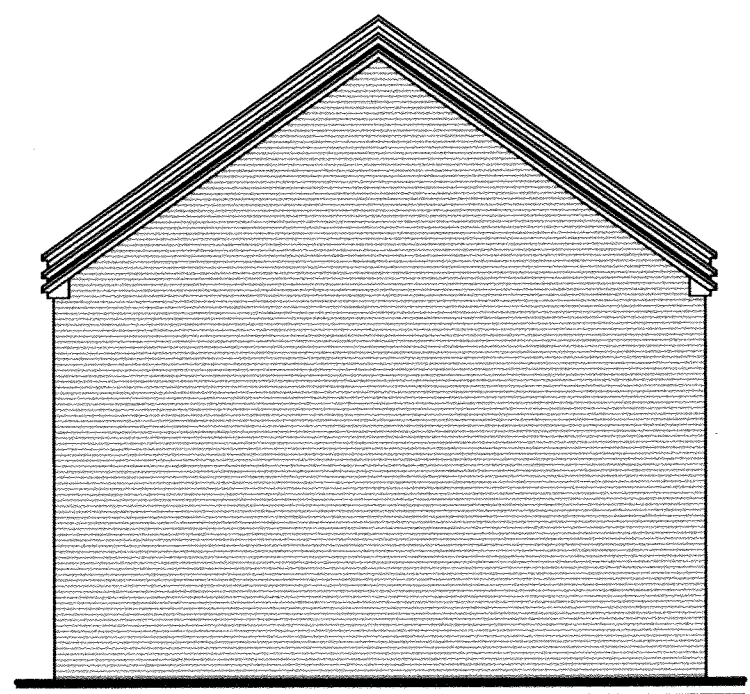
PROPOSED EAST ELEVATION



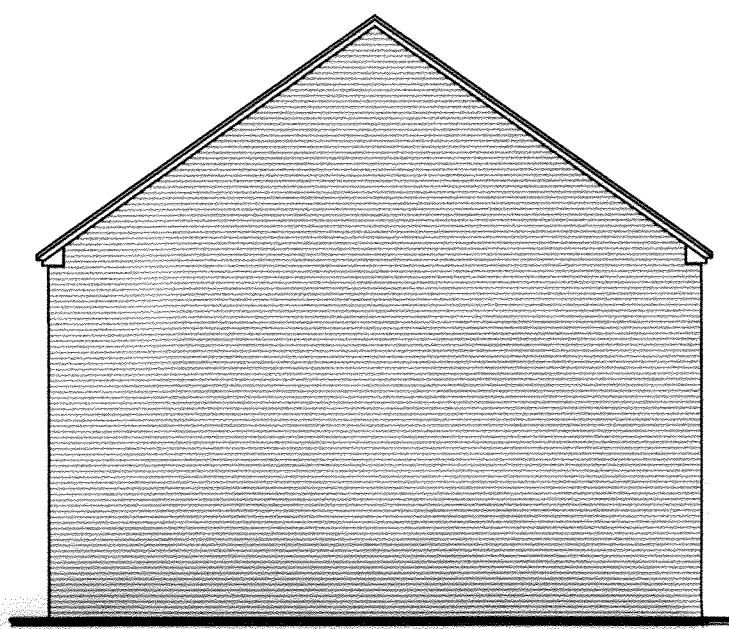
PROPOSED WEST ELEVATION



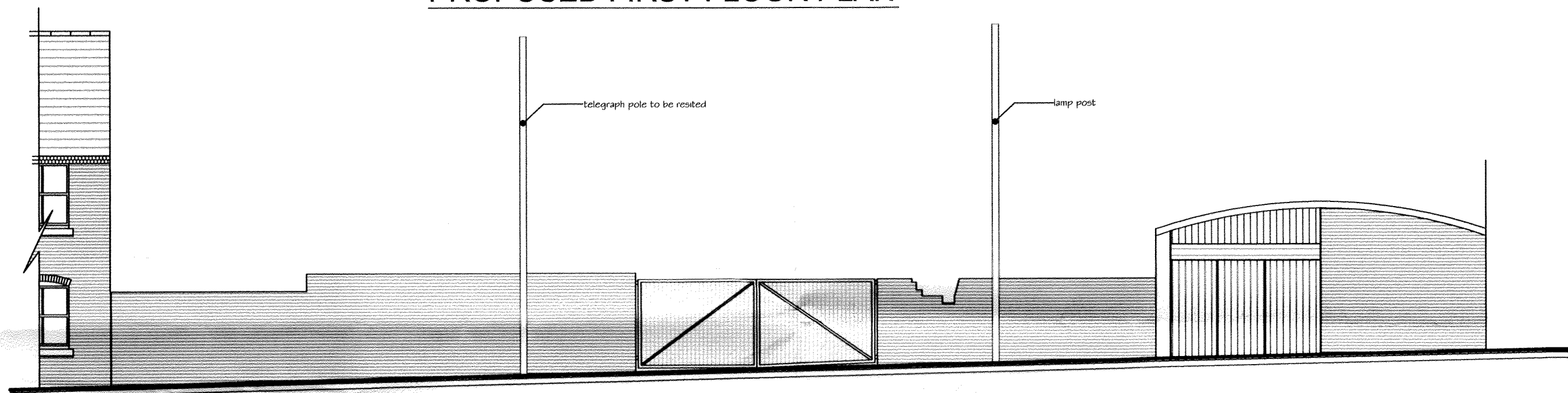
PROPOSED FIRST FLOOR PLAN



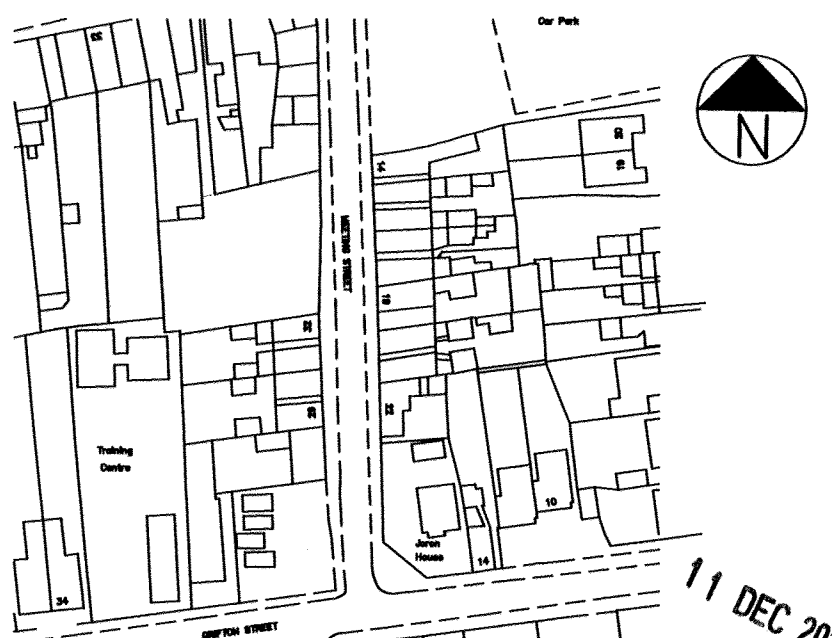
PROPOSED SOUTH ELEVATION



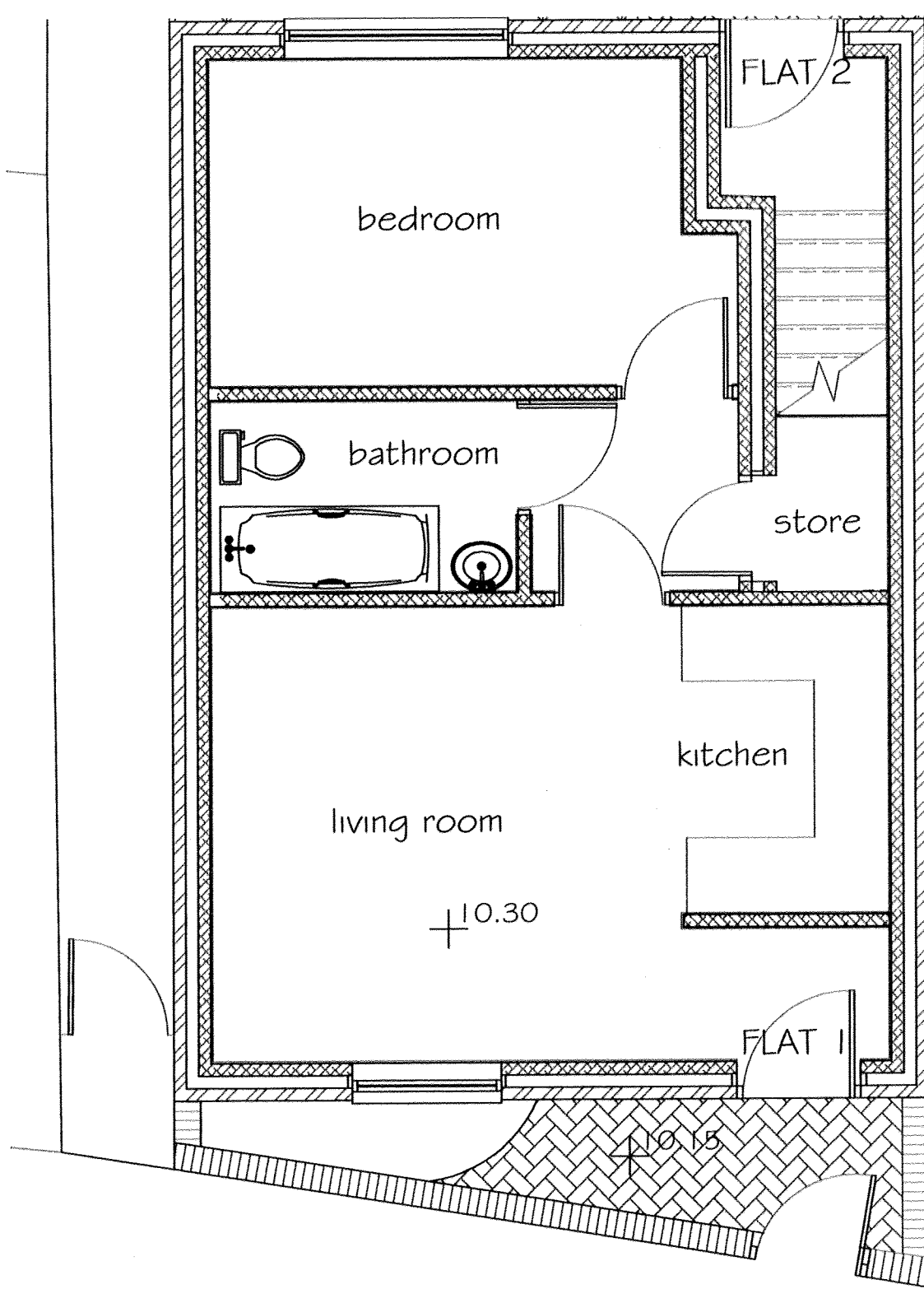
PROPOSED NORTH ELEVATION



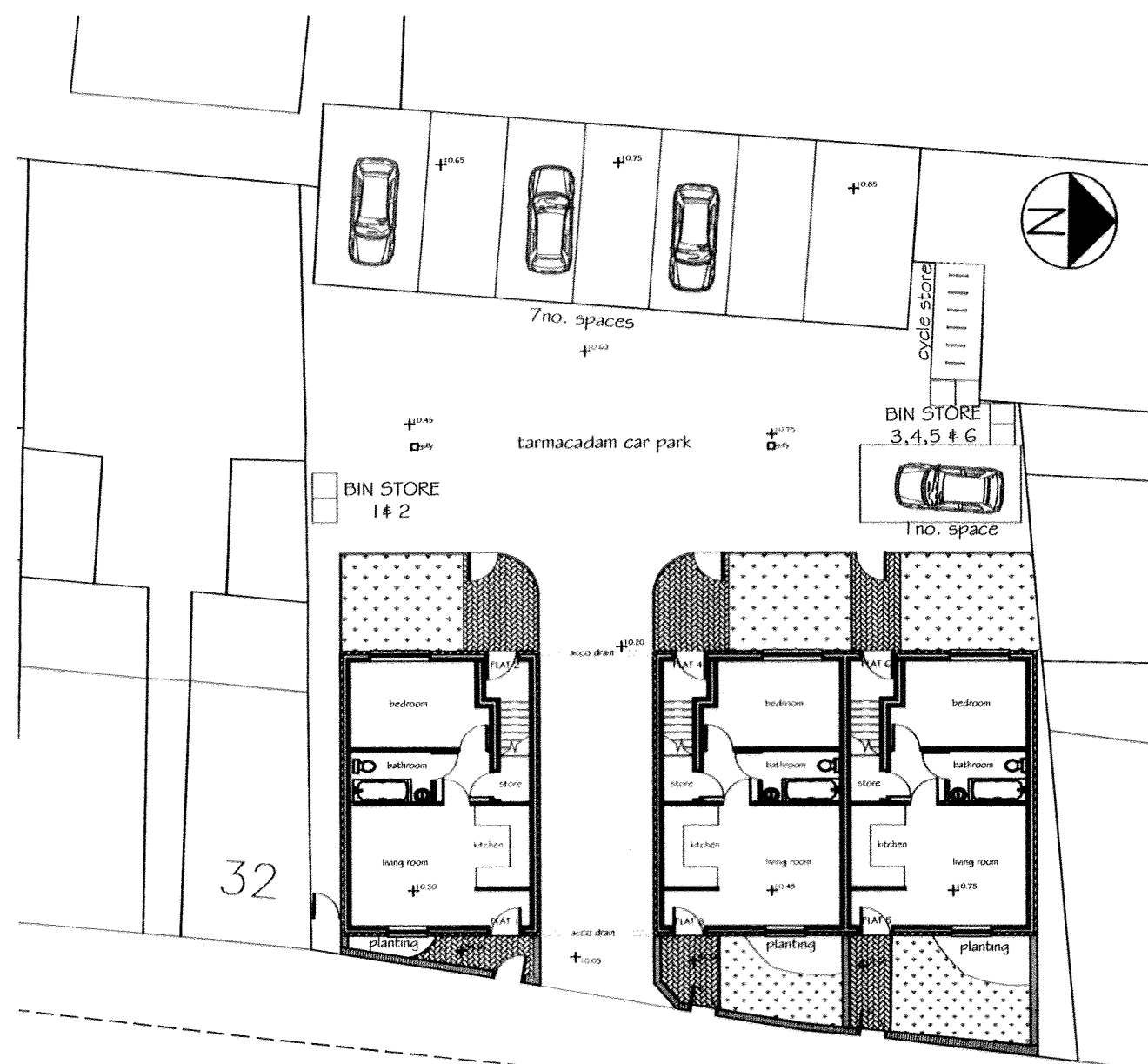
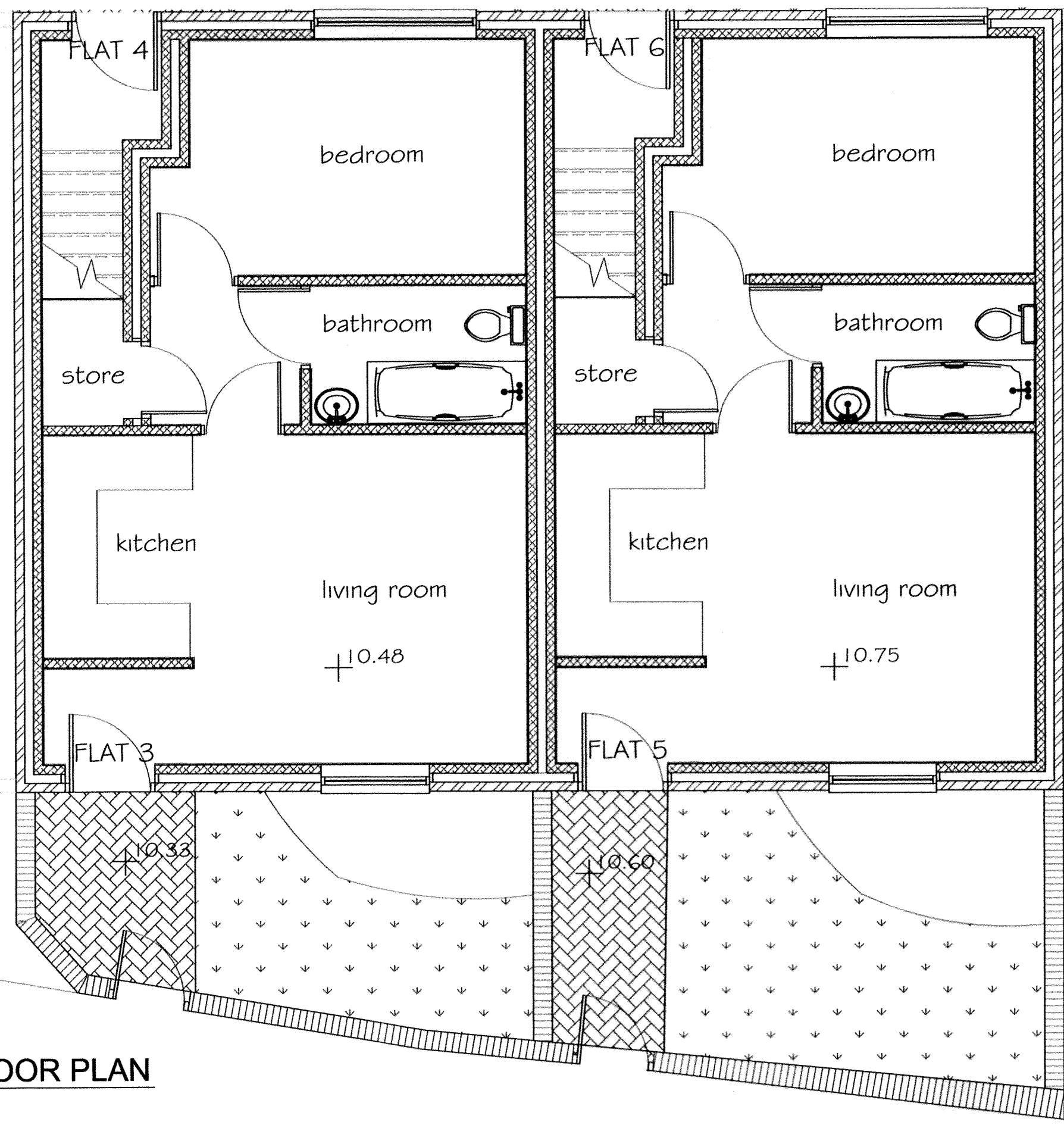
EXISTING STREET SCENE @ 1:100



LOCATION PLAN @ 1:1250



PROPOSED GROUND FLOOR PLAN



PROPOSED SITE PLAN @ 1:200

E	SITE LEVELS ADDED	07.12.13
D	NO. OF CAR PARKING SPACES INCREASED TO 8	17.11.13
C	CAR PARKING AND FLOOR PLANS AMENDED	08.11.13
B	MINOR AMENDMENTS MADE TO CAR PARKING AND DWARF WALL ADDED	28.10.13
A	FOR CLIENT REVIEW	03.10.13
REV.	COMMENT.	DATE.

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT AT:
MEETING STREET
NETHERTON
DUDLEY
WEST MIDLANDS

DRAWING TITLE
PROPOSED FLOOR PLANS, ELEVATIONS, SITE
PLAN AND LOCATION PLAN

SCALE
1:50 & 1:100

DATE
03/10/13

DRAWING No.
0721-01

REV.
E