

PLANNING APPLICATION NUMBER: P09/1741

Type of approval sought	FULL PLANNING PERMISSION
Ward	BRIERLEY HILL
Applicant	MR PETER TYLER, SEVEN DESIGN BUILD
Location: ASIA WORKS, JUNCTION ROAD, WORDSLEY, STOURBRIDGE, DY8 4YJ	
Proposal: DEMOLITION OF DERELICT FACTORY AND ERECTION OF 6 NO. DWELLINGS (RESUBMISSION OF WITHDRAWN APPLICATION P09/1609)	
Recommendation summary: APPROVE SUBJECT TO A 106 AGREEMENT	

SITE AND SURROUNDINGS

1. The site measures 0.11 hectares. The site formerly contained an industrial unit, which has now been demolished with the site having recently been cleared for its redevelopment. The site lies at a higher level than Junction Road by approximately 1 metre.
2. Immediately abutting the north-eastern boundary of the site are traditional inter-war semi-detached properties. Adjoining the south-eastern boundary of the site is a mix of recently completed residential development and the Canalside industrial estate. Situated immediately to the south-west of the application site is the access to the Canalsite industrial unit with the nearest industrial unit to the application site being used as a car servicing and MOT centre. Located to the north-west and north-east of the site beyond Junction Road it self is further recently completed residential development largely comprising semi-detached properties.
3. Located to the beyond the industrial estate and residential development to the west of the application site is the Stourbridge canal which is designated as falling within a Conservation Area.
4. The application site is located within a predominantly residential area with pockets of employment.

PROPOSAL

5. The proposed development seeks full planning permission for the erection of 6 no. dwellings.
6. The dwellings would front Junction Road and would be set back from the road by 7 metres. Off street parking for each of the dwellings would be provided by frontage parking with the provision of 2 no. spaces per dwelling. Each of the dwellings would measure 4.6 metres wide and would be 10 metres deep. The rear gardens associated with each of the dwellings would be between 4.6 and 5.6 metres wide and would be in the region of 21 metres long.
7. The dwellings would be two storey properties with floor ceiling heights of a similar size and scale to the existing properties along Junction Road. The overall height of the proposed dwellings from ground level to ridge would be 8.3 metres. The row of dwellings would step down from no. 15 Junction Road with the highest ridge sitting 100mm below the ridge of no. 15 Junction Road.
8. The dwellings would be laid out as a row of six terrace properties with the two end units comprising pedestrian access from the street frontage with a one metre gap being provided at the side of both of the dwellings. There would not be any pedestrian access to the mid-terrace units.
9. The proposed development would facilitate the widening of the existing footway in front of the site and the addition of a set of steps in order to address the alignment of the existing footway on Junction Road and the new footway.
10. The proposed dwellings whilst modern buildings would be traditionally styled with chimneys, a gablet to each of the front elevations, monopitch and forward facing canopies over each of the front doors and casement white upvc windows. Materials used on the dwellings would be red facing brick with concrete interlocking roof tiles.
11. The application is accompanied by a design & access statement.

HISTORY

APPLICATION No.	PROPOSAL	DECISION	DATE
P07/1790	Outline application for demolition of existing industrial unit and erection of 6 no. terraced dwellings and associated parking (layout and access to be considered).	Approved subject to conditions.	6/11/07
P09/1609	Full application for the demolition of derelict factory and erection of 6 no. dwellings.	Withdrawn	22/12/09

12. The granting of outline planning permission with siting and access approved in 2007 for the erection of 6 no. terraced houses on the site has established the principle of the redevelopment of the site for residential purposes as well as the erection of 6 no. terraced houses on the site. In this regard, the key issues for consideration as part of the current full planning application is whether the design, external appearance and proposed landscaping associated with the 6 no. dwellings would be appropriate.
13. The previous scheme was withdrawn due to concerns relating to scale of the proposed dwellings which would have incorporated rooms within the roof in relation to their position within the street scene and the lack of off street parking provision for each of the units.

PUBLIC CONSULTATION

14. The application has been advertised by way of neighbour notification letters being sent to the occupiers of thirty-seven properties within close proximity to the application site. The latest date for a response to neighbour consultation is the 2nd February 2010. The application was also advertised by way of the display of a site notice and the placing of an advert within the local press.

15. At the time of writing the report no letters of objection have been received to the proposed development.

OTHER CONSULTATION

16. Group Engineer (Development): No objection subject to conditions to secure the widening and re-alignment of the footpath on Junction Road.
17. Head of Environmental Health and Trading Standards: No objections subject to conditions.
18. British Waterways: No objections.

RELEVANT PLANNING POLICY

- Unitary Development Plan

EE3 Existing Employment Uses

DD7 Planning Obligations

DD1 Urban Design

DD4 Development in Residential Areas

DD6 Access and Transport Infrastructure

HE4 Conservation Areas

H6 Housing Density

AM14 Parking

NC9 Mature trees

19. The site is not designated for any particular use within the Adopted Dudley Unitary Development Plan (2005) but lies within close proximity to the Stourbridge Canal, which is designated as a Conservation Area.

- Supplementary Planning Document(s)

Parking Standards and Travel Plans

New Housing Development

Planning Obligations

- Supplementary Planning Guidance

PGN3 New housing development

PGN12 The 45 Degree Code

- Regional Spatial Strategy

QE3 Creating a high quality built environment for all

- National policy documents

PPS3 Housing

ASSESSMENT

Key Issues

- Principle
- Density
- Design
- External Appearance
- Landscaping
- Impact upon Residential Amenity
- Conservation Area
- Parking
- Planning Obligations

Principle

20. The principle of redeveloping the site for residential purposes and for the erection of 6 no. dwellings has already been supported by the granting of outline planning permission in 2007. The loss of the existing employment site for residential purposes is considered acceptable given that the continued use of the site for employment purposes would be unacceptable given the poor road access with limited parking and the fact that the area is predominantly residential in character in any event. The redevelopment of the site for residential purposes provides an opportunity to provide a positive impact on the street scene and to improve the relationship of the site with adjoining residential properties. In this regard the proposed development would be in accordance Policy EE3 of the Adopted Dudley Unitary Development Plan (2005).

Density

21. The proposed development would result in a gross density of 54 dwellings per hectare. The adjoining inter-war semi-detached properties situated on Junction Road and the new build semi-detached properties located on Diamond Park Drive are built at a gross density of 50 dwellings per hectare. The proposed density of the development would therefore be comparable to the existing density of development within the surrounding area thereby being in accordance with Policy H6 of the Adopted Dudley Unitary Development Plan (2005).

Design

22. The scale of the proposed development would be appropriate within the context within the street scene. This particular part of Junction Road is at a lower level than the adjoining residential properties (no. 15) by approximately 1 metre. The proposed ridge height of the dwelling that would immediately adjoin this property would be 100mm lower than the ridge height of the existing dwelling and as the terrace drops down the hill so would the ridge heights of the proposed row of terrace properties. The stepping down of the ridge heights of the properties along with the introduction of chimneys to each of the houses would serve to break up the massing of the terrace and ensure that the development would make a positive contribution within the street scene.
23. The submitted layout is very similar to the siting of the dwellings that was approved as part of the 2007 outline planning permission with the exception of the dwellings having been pushed slightly back into the site by approximately 0.5 metre. Given the limited change in the siting of the dwellings from the granting of the outline planning permission the siting is on balance considered appropriate.
24. The proposed development would result in the creation of frontage car parking with the provision of 9 no. spaces to serve the 6 no. terrace properties. This would provide on average 1.5 spaces per dwelling with the ability to include additional landscaping to break up the visual appearance of the frontage car parking and to include dedicated pedestrian routes to the dwellings from the footway.
25. The existing footway serving the proposed development is narrow and substandard. The proposed development provides an opportunity to improve the width of the footway and its alignment. The submitted plans would increase the width of the footway immediately

outside of the site to 2 metres and proposes improvements to the alignment of the footpath through the addition of a set of steps. The increased width of the footway is supported as this would improve the safety of pedestrian using Junction Road. It is unlikely that the proposed steps would be an acceptable solution in terms of the alignment of the footway but this can be resolved at a later stage by condition.

26. In light of the above, the proposed layout would create an acceptable form of development with an appropriate scale of dwellings and a suitable layout in terms of the provision of off street car parking thereby being in accordance with Policies DD1 and DD6 of the Adopted Dudley Unitary Development Plan (2005).

External Appearance

27. The proposed development would result in the erection of 6 no. modern dwellings with traditional embellishments in the form of incorporating a gablet to the eaves, chimneys and traditional canopies over the front doors. The dwellings would be constructed using red facing bricks and inter-locking concrete roof tiles. The external appearance of the proposed dwellings and the use of materials would complement the new build properties located opposite the site and would not be significantly out of context when set against the traditional inter-war semi-detached properties in Junction Road. In this regard, the proposed development would be in accordance with Policies DD1 and DD4 of the Adopted Dudley Unitary Development Plan (2005) and would not detract from the character of the area.

Landscaping

28. The scheme provides little opportunity for the inclusion of landscaping with the exception of five strips within the proposed frontage car parking area. This landscaping would serve to help soften the potential impacts of the proposed car parking area and to help assimilate the development into the surrounding area. The amended car parking layout has improved the scheme from when it was submitted and would ensure on balance compliance with Policies DD1 and DD4 in terms of the ensuring that the scheme makes a positive contribution to the street scene.

Impact upon Residential Amenity

29. The unit immediately adjoining no. 15 Junction Road would extend 4.5 metres beyond the original rear elevation of the this property. No. 15 comprises two single storey extensions that have been added onto the rear, which measure 2.7 metres in depth. The

proposed dwelling would only extend 1.7 metres beyond these ground floor extensions ensuring compliance with the 45 degree code on the ground floor.

30. The siting of the unit closest to no. 15 Junction Road would extend beyond the rear elevation at the first floor by 4.5 metres. The nearest windows to the application site do not serve habitable rooms, these being a bathroom and en-suite bedroom. The siting of the dwelling would not contravene the 45 degree code with respect to the bedroom window within the rear elevation and would therefore not result in an unacceptable loss of daylight to this room.
31. The application site sits at a lower level than no. 15 Junction Road by approximately 1 metre and this would serve to further reduce the impacts of the proposed dwelling from this property. In addition, the redevelopment of the site has resulted in the demolition of the former industrial premises, which did extend along the whole of the site boundary with this property and which comprised a number of buildings of varying heights and quality. The demolition of these buildings has improved the immediate outlook from this property with the siting of the proposed dwellings providing an opportunity to improve the residential amenity of the occupiers of this property.
32. In light of the above, the proposed development would be in accordance with Policy DD4 of the Adopted Dudley Unitary Development Plan (2005) ensuring that there is no adverse impact upon the residential amenity of the occupiers of nearby properties.

Conservation Area

33. The site is located within close proximity to the Stourbridge canal but does not immediately adjoin it. Given the separation of the development from the canal and the conservation area the proposed development would preserve its character and appearance thereby being in accordance with Policy HE4 of the Adopted Dudley Unitary Development Plan (2005).

Parking

34. The proposed development would provide 1.5 spaces per dwelling thereby meeting the maximum parking standards are set out within the Adopted Parking Standards and Travel Plans SPD. The level of parking provision would ensure that a sufficient level of parking is available to meet the needs of the development and is supported by Group Engineer (Development). The parking provision proposed would be in accordance with

Policy AM14 of the Adopted Dudley Unitary Development Plan and the Adopted Parking Standards and Travel Plans SPD.

Planning Obligations

35. The proposed development has a requirement to provide planning obligations to mitigate against the consequential planning loss to the existing community. In view that there is still a live outline planning permission that could be implemented on the site for the erection of 6 no. houses it would be unreasonable to seek additional contributions beyond those secured by this permission. In view of this the following off site contribution would be required to be secured by condition:

Offsite Contributions:

36. The proposal attracts a requirement for a commuted sum to be paid towards the following infrastructure:
- Open Space, Sport and Recreation - £9002.78
 - Management and Monitoring Charge - £500

Total Offsite Contribution equates to £9,502.78

(A contribution for libraries, nature conservation enhancement, public realm and transport infrastructure improvements was not required due to those reasons set out above.)

37. The applicant has not at the time of writing the report agreed to the payment of these offsite planning obligations.

CONCLUSION

38. The principle of the redevelopment of the site for residential purposes has already been established by the granting of outline planning in 2007 for the erection of 6 no. dwellings on the site. The density of the proposed development would be appropriate and comparable to the existing density of residential development within the area. The design of the proposed dwellings in terms of their overall height and the siting of the dwellings within the site would result in an appropriate form of development with the

inclusion of some landscaping to ensure that the development makes a positive contribution within the street scene.

38. The external appearance of the proposed dwellings would not appear out of context and would complement the inter-war semi-detached properties that immediately adjoin the site as well as the new build dwellings located opposite the site. The siting of the unit nearest to no. 15 Junction Road would comply with the 45 degree code thereby ensuring that there would be no adverse impact in terms of a loss of residential amenity. The demolition of the industrial premises would also serve to improve the immediate outlook from these properties. The scheme would preserve the character of the conservation area and would provide a sufficient amount of off street car parking to meet the needs of the development.

RECOMMENDATION

- 39 It is recommended that the application be approved subject to:
- a) The development shall not be commenced until a scheme for the submission and approval of a planning obligation to guarantee the provision of off site contributions towards improvements to public open space, sport and recreation of £9002.78 and £500 towards monitoring and management has been submitted to and agreed in writing by the Local Planning Authority.
 - a) The Scheme shall include the method, timing and arrangements including a means to guarantee a financial payment, increased through index linking from the first April each subsequent year, in accordance with the Council's planning obligations policies.
 - b) Agreement by the applicant to the payment of the off site planning obligations.
 - c) Defferal to the Director of the Urban Environment to issue planning permission subject to no objections being received upon the expiry of the public consultation period raising new material planning considerations.
 - d) The following conditions, with delegated powers to the Director of the Urban Environment to make amendments to these as necessary

Reason for approval

The principle of the redevelopment of the site for residential purposes has already been established by the granting of outline planning in 2007 for the erection of 6 no. dwellings on the site. The density of the proposed development would be appropriate and comparable to the existing density of residential development within the area. The design of the proposed dwellings in terms of their overall height and the siting of the dwellings within the site would result in an appropriate form of development with the inclusion of some landscaping to ensure that the development makes a positive contribution within the street scene.

The external appearance of the proposed dwellings would not appear out of context and would complement the inter-war semi-detached properties that immediately adjoin the site as well as the new build dwellings located opposite the site. The siting of the unit nearest to no. 15 Junction Road would comply with the 45 degree code thereby ensuring that there would be no adverse impact in terms of a loss of residential amenity. The demolition of the industrial premises would also serve to improve the immediate outlook from these properties. The scheme would preserve the character of the conservation area and would provide a sufficient amount of off street car parking to meet the needs of the development.

The decision to grant planning permission has been taken with regard to the policies and proposals in the adopted Dudley UDP (2005) and to all other relevant material considerations.

The above is intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report.

Note to Applicant

The development hereby permitted shall be built in accordance with the approved plans numbered **1366/S1, 1366/P20 Rev B, 1366/P21 and 1366/P22 Rev A** unless otherwise agreed in writing by the Local Planning Authority.

Conditions and/or reasons:

1. BA01 Commencement within 3 years (full)

2. The development shall not be commenced until a scheme for the submission and approval of a planning obligation to guarantee the provision of off site contributions towards improvements to public open space, sport and recreation and the monitoring and management fee has been submitted to and agreed in writing by the Local Planning Authority. The Scheme shall include the method, timing and arrangements including a means to guarantee a financial payment, increased through index linking from the first April each subsequent year, in accordance with the Council's planning obligations policies.
3. AE03 Submission of materials samples
4. No development shall commence until details of the boundary treatment across the application site has been submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment shall be installed before the first occupation of the approved dwelling.
5. Development shall not begin until a comprehensive written site investigation strategy (in a form to be agreed with the local planning authority), has been submitted to and approved by the local planning authority. Such a strategy shall facilitate the identification of contaminants and permit the risk-based assessment of the development site. Where the investigations identify the presence of contamination, development shall not begin until a scheme to protect the development from the effects of such contamination has been submitted to and approved by the local planning authority. Such a scheme shall: include provisions for validation monitoring & sampling; be implemented before the development is first occupied; and be retained throughout the lifetime of the development.
6. Development shall not begin until a comprehensive written site investigation strategy (in a form to be agreed with the local planning authority), has been submitted to and approved by the local planning authority. Such a strategy shall facilitate the identification of ground gases and vapours that have the potential to pose a risk to human health and the wider environment. Where the investigations identify the presence of ground gases and vapours, development shall not begin until a scheme to protect the development from the effects of such gases and vapours has been submitted to and approved by the local planning authority. Such a scheme shall: include provisions for validation monitoring & sampling; be implemented in accordance with the approved details before the development is first occupied; and be retained throughout the lifetime of the development.
7. Development shall not begin until details of the existing and proposed levels of the site, which should be related to those of adjoining land and highways, have been submitted to and approved by the local planning authority and development shall be carried out in strict accordance with those details approved prior to the first occupation and retained for the life of the development.
8. Before any dwelling hereby approved is first occupied the parking areas and accesses thereto shall be paved with a suitable hard, impervious material, and drained retained for the life of the development.
9. Development shall not begin until a scheme for protecting the proposed dwellings from noise from industrial premises on Junction Road has been submitted to and approved

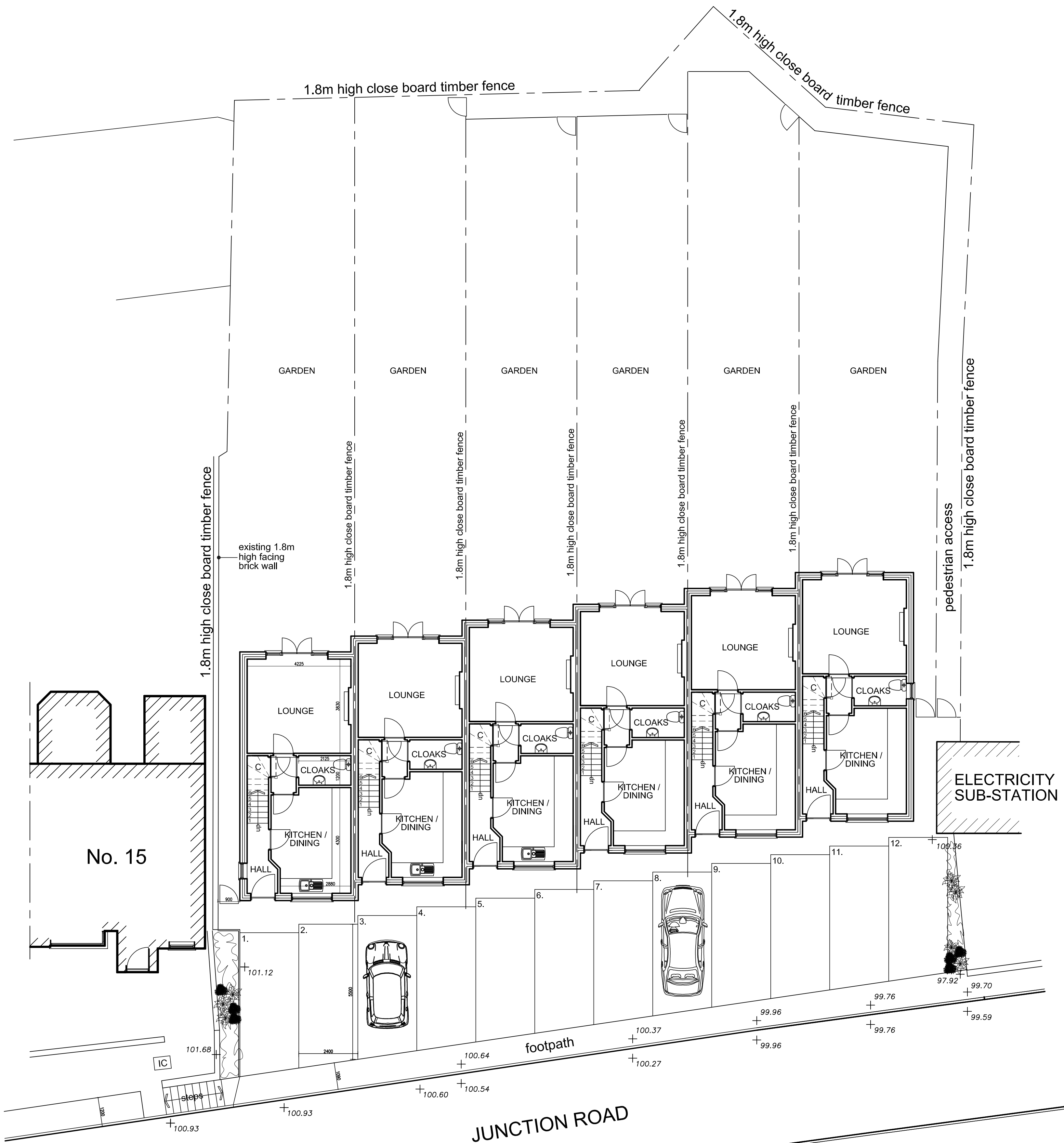
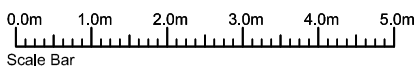
by the local planning authority. The scheme shall include a continuous 2 metre high acoustic barrier with a minimum surface density of 10 kg/m² to be erected along the south-west boundary. All works which form part of the scheme shall be completed before any of the permitted dwellings are occupied.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), no development referred to in Part 1 Classes B and D of Schedule 2 to that order shall be carried out.
11. No development shall commence until details have been submitted to and approved in writing by the LPA with respect to a scheme to widen and re-align the existing footpath that immediately adjoins the site. Following approval of this scheme it shall be implemented in accordance with the approved plans and retained for the lifetime of the development.

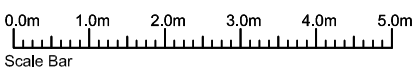




PROPOSED STREET SCENE (TO JUNCTION ROAD) (SCALE 1:100)




SITE PLAN (SCALE 1:100)



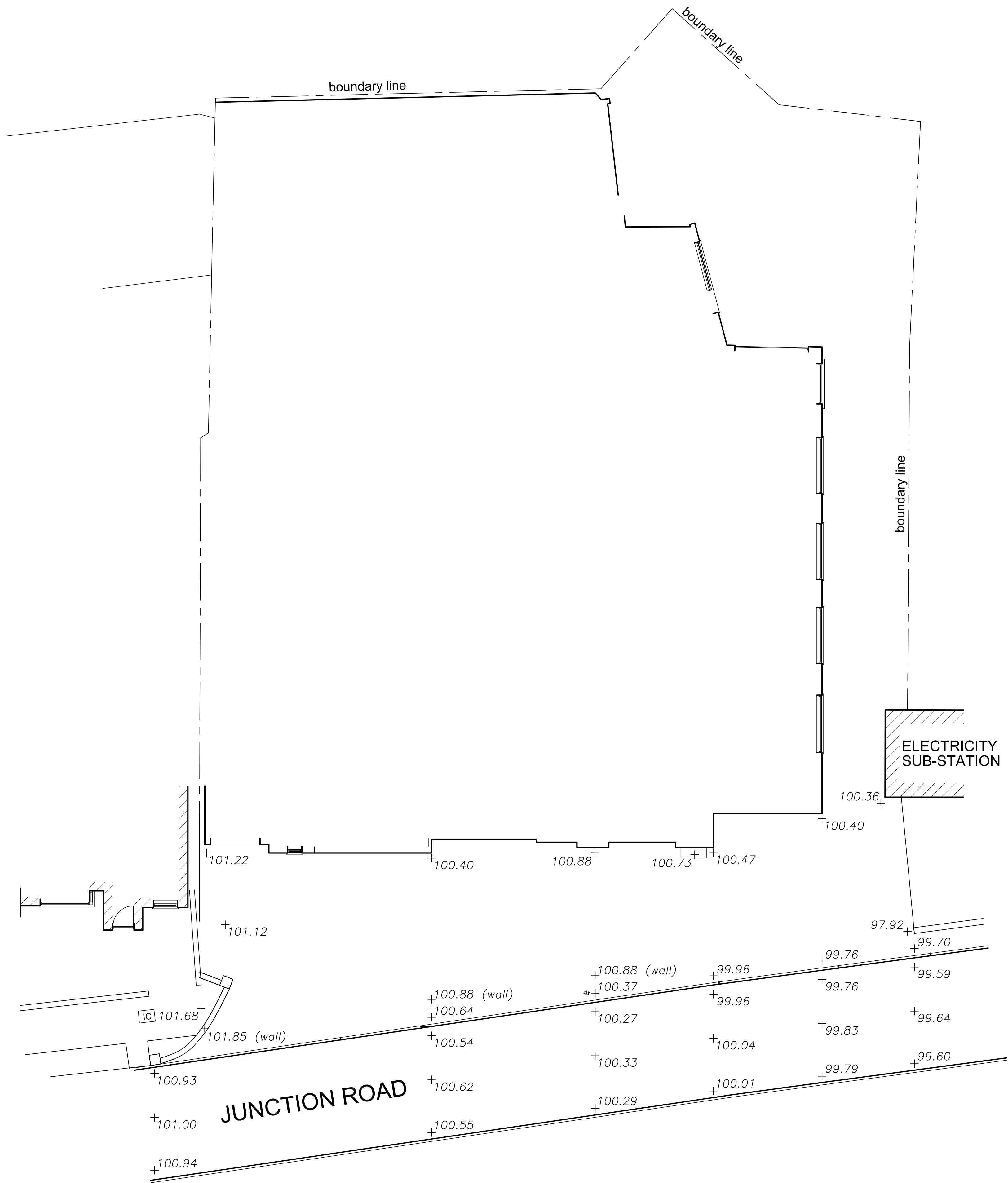
SEVEN DESIGN BUILD takes no responsibility for checking any building works on site. The contractor is to check and verify all building and site dimensions, levels and sewer & drain position and inverts and position of existing services before work commences. The contractor is to comply with all building regulations, whether specifically on this drawings or not. All necessary Local Authority inspections must be requested at the appropriate stages of construction.

REV	DRAWN	
	DATE	




SEVEN DESIGN BUILD
20 Bridgworth Road
Wombourne
Staffordshire
WV5 0AA
Tel: 01902 894517 Fax: 07773 895436 Email: BRINDLEYHOMES@AOL.COM

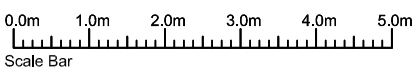
PROJECT		
PROPOSED RESIDENTIAL DEVELOPMENT ASIA WORKS JUNCTION ROAD WORDSLEY		
CLIENT		
BRINDLEY HOMES		
DRAWING		
SITE PLAN & STREET SCENE		
DRAWN	CHECKED	APPROVED
CAD.	SCALE	DATE
DRAWING No.		REV
1366/P20		

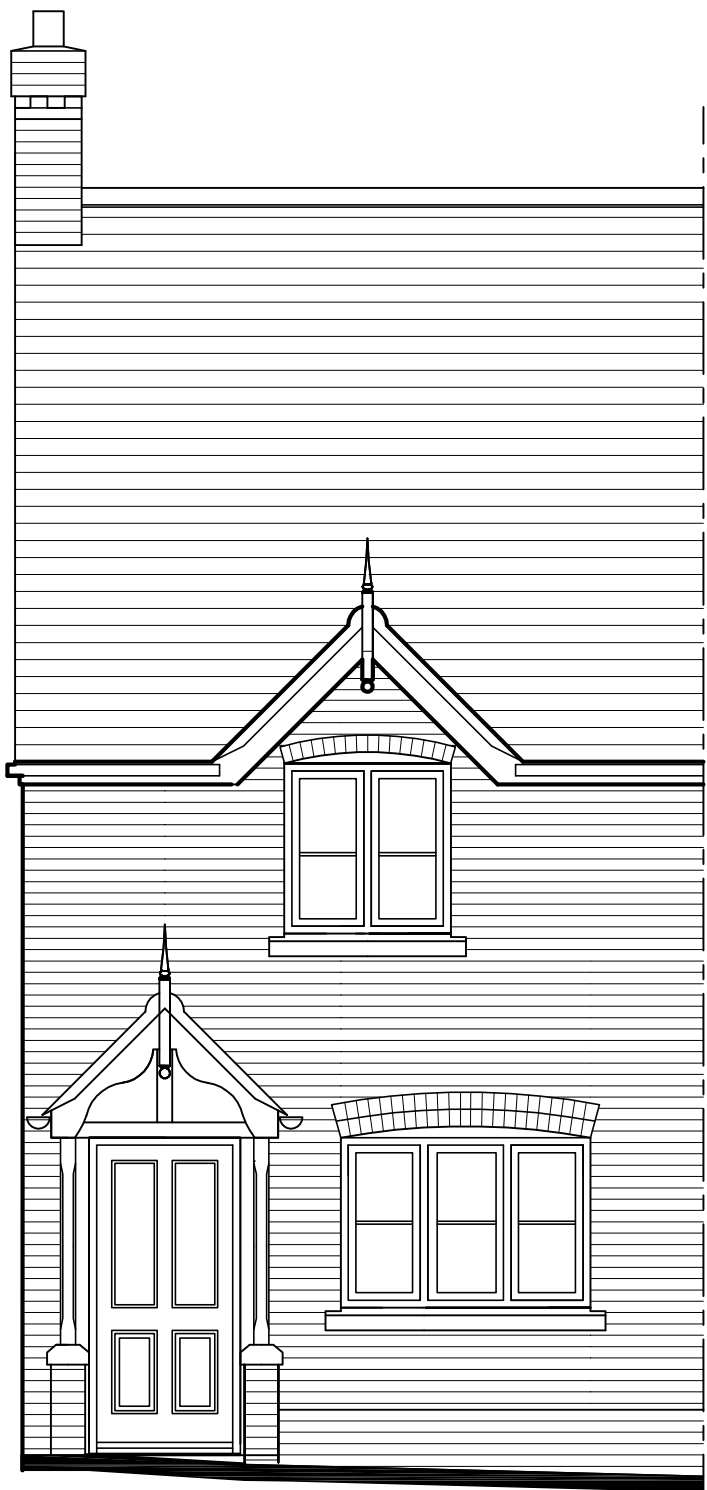


SITE SURVEY

SEVEN DESIGN BUILD takes no responsibility for checking any building works on site. The contractor is to check and verify all building and site dimensions, levels and sewer & drain position and inverts and position of existing services before work commences. The contractor is to comply with all building regulations, whether specifically on this drawings or not. All necessary Local Authority inspections must be requested at the appropriate stages of construction.

REV	DRAWN	DATE
<div>SEVEN DESIGN BUILD 20 Brklynorth Road Wombourne Staffordshire WV9 0AA Tel: 01902 894517 Fax: 07773 895436 Email: BRINDLEYHOMES@AOL.COM</div>		
PROJECT PROPOSED RESIDENTIAL DEVELOPMENT ASIA WORKS JUNCTION ROAD WORDSLEY		
CLIENT REDLAKE INVESTMENTS LTD		
DRAWING SITE SURVEY		
DRAWN	CHECKED	APPROVED
CAD.	SCALE	DATE
DRAWING No.		REV
1366/S1		





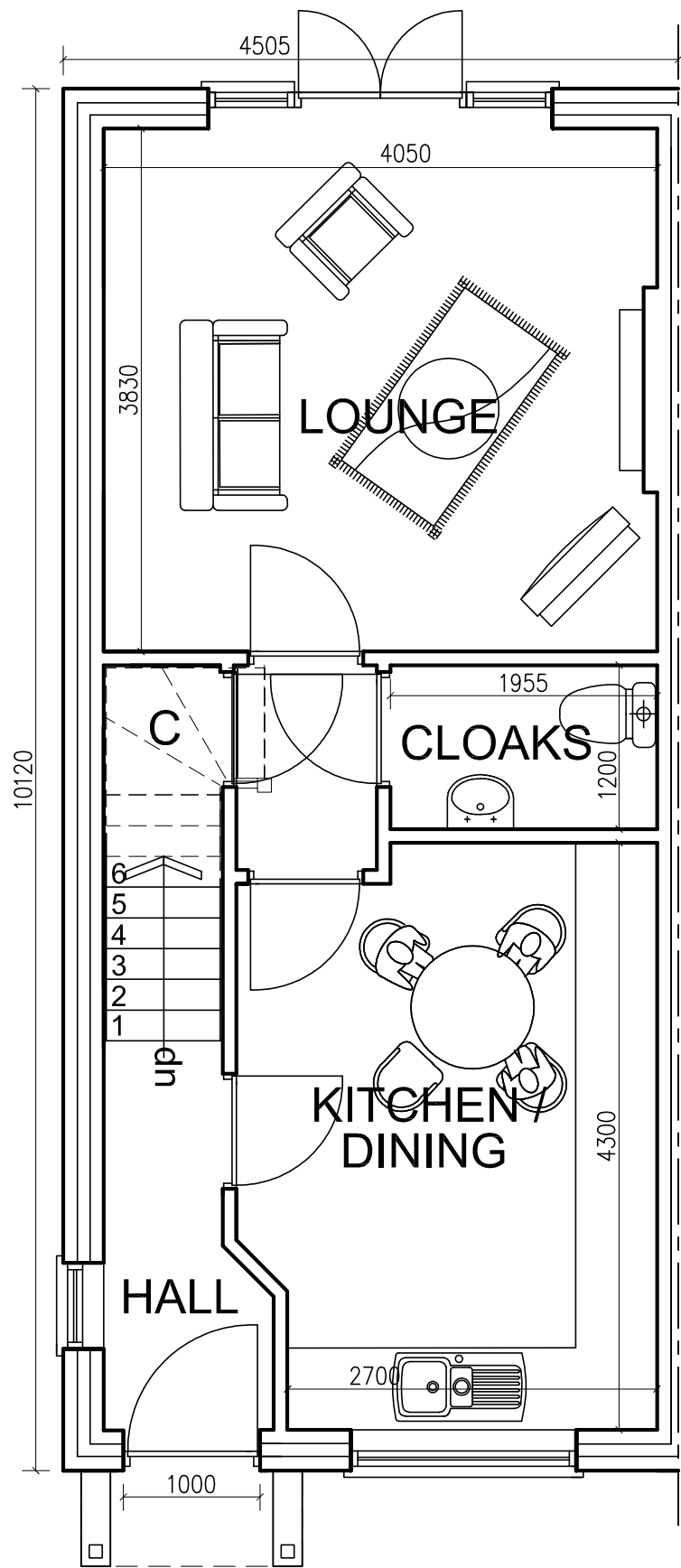
FRONT ELEVATION



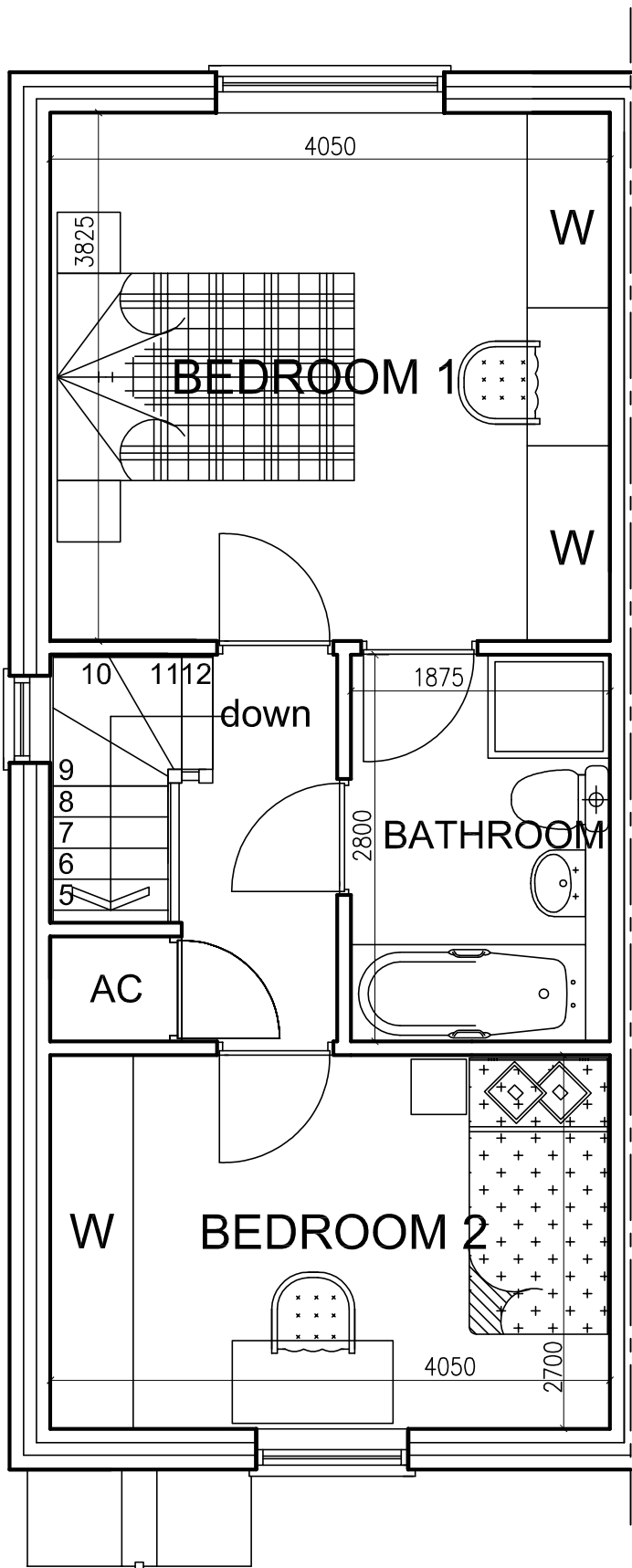
REAR ELEVATION



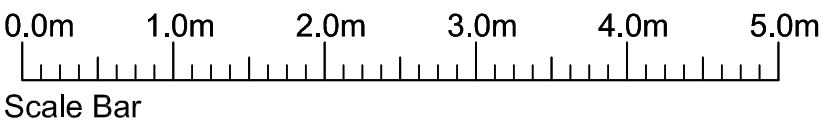
SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SEVEN DESIGN BUILD takes no responsibility for checking any building works on site. The contractor is to check and verify all building and site dimensions, levels and sewer & drain position and inverts and position of existing services before work commences. The contractor is to comply with all building regulations, whether specifically requested on this drawings or not. All necessary Local Authority inspections must be requested at the appropriate stages of construction.

REV	DATE	DESCRIPTION
<div><div><div>7</div><div>SEVEN DESIGN BUILD</div><div>20 Brighthelm Road</div><div>Wombourne</div><div>Staffordshire</div><div>WV5 0AR</div><div>Tel: 01902 894517 Fax: 07773 895436 Email: BRINDLEYHOMES@AOL.COM</div></div><div>PROJECT</div><div>PROPOSED RESIDENTIAL DEVELOPMENT</div><div>ASIA WORKS</div><div>JUNCTION ROAD</div><div>WORDSLEY</div></div> <div>CUSTOMER</div> <div>BRINDLEY HOMES</div> <div>DRAWING</div> <div>FLOOR PLANS & ELEVATIONS</div>		
DRAWN	CHECKED	APPROVED
CAD	SCALE 1:100@A1	DATE 22-12-09
DRAWING NO.	1366/P21	REV