

PLANNING APPLICATION NUMBER: P10/0088

Type of approval sought	FULL PLANNING PERMISSION
Ward	NETHERTON WOODSIDE & ST ANDREWS
Applicant	MR RICHARD DEAN
Location:	158 & 160, STOURBRIDGE ROAD, SCOTTS GREEN, DUDLEY, WEST MIDLANDS, DY1 2ER
Proposal:	CHANGE OF USE OF 2 NO. RESIDENTIAL DWELLINGS INTO 11 NO. BEDROOM CARE HOME TO INCLUDE ELEVATIONAL CHANGES AND SINGLE STOREY FRONT AND REAR EXTENSIONS (RESUBMISSION OF REFUSED APPLICATION P09/1481)
Recommendation summary:	APPROVE SUBJECT TO A 106 AGREEMENT

SITE AND SURROUNDINGS

1. The site measures 0.1 hectares and comprises a pair of semi-detached dwelling houses. The buildings comprise two storeys, with gable end roof shapes. No 160 Stourbridge Road is traditional brick and tile construction with attractive architectural detailing and comprises garage (5.5m x 3m internal dimensions), kitchen/breakfast/utility with two reception rooms, a bathroom and four bedrooms. No. 158 Stourbridge Road is a rendered brick construction with tiled roof and comprises garage (5m x 2.7m internal dimensions), kitchen, breakfast room, with two reception rooms, cellar, a bathroom and three bedrooms. There are gardens to the rear measuring 10m and 9m wide and 20m and 27m deep respectively. The buildings provide frontage parking of 5-6m in depth, in addition to the space within the garage. No. 158 has a low front boundary wall, to the side The site fronts onto a classified road (dual carriageway).
2. The surrounding area is predominantly residential, however there is a care home converted from residential use at 166-168 Stourbridge Road (Stoneleigh House), a surgery and clinic located near to the junction with Pensnett Road. There are garden

areas located directly to the rear of the site, which are at lower ground level and screened by 2m high boundary wall. Ground levels differ between adjacent dwellings, the rear gardens of No.160 and No.156 are approximately 1m higher ground level than No.158.

PROPOSAL

3. The proposal seeks the change of use of 2 No. residential dwellings into 11 No. bedroom care home to include elevational changes and single storey front and rear extensions (resubmission of refused application P09/1481).

4. A design and access statement has been supplied with the application, which gives the following information:

5. The development would provide fully serviced independent living accommodation and appropriate level of care to Asperger disorder sufferers, who have normal intelligence and ability to take care of their own daily needs.

6. The change of use would generally include the subdivision of rooms to increase the number of bedroom spaces available. There would be the provision of a link between the two dwellings by conversion of the existing garages that currently join the properties. This would include rebuilding and addition of a pitched roof to a height of 5.7m (2.5m to eaves), to be constructed in matching materials with the adjacent buildings to each side. Communal dining and consultation facilities would be provided by the erection of a lightweight structure. It would be added to the rear of No.158 to project 9.5m to a height of 4.4m (2.8m to eaves) and would be located 0.5m from the boundary with No.156. Level ramped access would be provided to the front of No.160, A disabled parking space and 2 car parking spaces would be provided on

the frontage of the 2 dwellings. Two 0.6m high front boundary walls (2.5m & 5m in length) would be constructed to the back of the pavement. A bin store would be located adjacent to the parking spaces.

7. The application form states that there would be 3 full time and two part-time carers.

HISTORY

8. 158 Stourbridge Road

APPLICATION No.	PROPOSAL	DECISION	DATE
DB/71/8595	ERECTION OF BATHROOM OVER EXISTING GARAGE	Approved with conditions	16.7.71

9. 158-160 Stourbridge Road

APPLICATION No.	PROPOSAL	DECISION	DATE
P09/1481	CHANGE OF USE OF 2 NO. RESIDENTIAL DWELLINGS INTO 11 BEDROOM CARE HOME TO INCLUDE ELEVATIONAL CHANGES AND SINGLE STOREY FRONT AND REAR EXTENSIONS	Refused	30.12.09

The above was refused on the following grounds:

1. The proposal would be detrimental to the architectural appearance of 160 Stourbridge Road, because of its design and would thus have an adverse impact

on the streetscene and character of the area, contrary to policies DD1 and DD4 of the adopted Dudley UDP (2005).

2. The excessive footway crossing length and inadequate disabled car parking space, represents unacceptable highway safety issues. As such, the scheme is considered to be contrary to the adopted Dudley UDP Policy DD6 (2005).

3. The lack of an undertaking to make a contribution towards transport infrastructure improvements and nature conservation enhancements is contrary to the requirements of the adopted Dudley Unitary Development Plan (2005) Policy DD7 (Planning Obligations) and would result in an increase in the demand on local facilities with no compensation or enhancement, thus resulting in harm to the wider community around the site.

PUBLIC CONSULTATION

10. Direct notification was undertaken and a site notice was displayed, which is due to expire on 26 February 2010, there were no responses received at the time of writing the report.

OTHER CONSULTATION

11. Group Engineer (Development):

1. UDP Policy DD7 – Planning Obligations states: The Council will require applicants to enter into planning obligations where the scale and impact of development proposals can be shown, in accordance with government advice, to result in a consequential planning loss to the existing community. The planning obligation must, where appropriate and necessary:
 - a. Make appropriate provision for the infrastructure requirements of the development

- a. Ensure that there is no unacceptable adverse impact on the environment, nor consequential unacceptable loss to the existing level of services enjoyed by the community.
2. Planning Obligation Contribution calculation:
 - a. Based on the trip rates contained with Table 8 of the Planning Obligation SPD and available from the TRICS database, the proposed care home with 11 bedrooms will generate: 11 bedroom care home x 1.872 two-way trips = 20.59 two-way trips over the operational day of the development (7:00am to 7:00pm). The existing houses on the site generated: 2 dwellings x 6.5 two-way trips = 13 two-way trips over the operational day of the development (7:00am to 7:00pm), thus increasing the trips generated by **7.59 two-way trips** over the operational day of the development (7:00am to 7:00pm).
 - a. The revised Planning Obligation SPD requires a contribution of £61.74 per additional trip for transportation infrastructure. Therefore the proposed development, which generates 7.59 two-way trips over the operational day of the development (7:00am to 7:00pm), will require a contribution of 7.59 two-way trips x £61.74 = **£468.61**.

Parking Provision

Parking Standards and Travel Plans Supplementary Planning Document has a C2 Residential Institutions (low accessibility) of a single parking space per 4 bedrooms. Therefore the 11 bedroom residential institution will require **3 parking spaces**.

Comments

1. Stourbridge Road (A4101) forms part of the strategic highway network. These roads are for long distance and strategic traffic. Street parking and direct frontage access will be kept to a minimum to ensure the effective flow of traffic, and the Council will give a high priority to improvements and traffic management measures to assist traffic flows. (UDP policy AM3)
1. The footway crossing serving the development from Stourbridge Road should maintain a 2.0 metre (m) (X-distance) by 65m (Y-distance) visibility splay required upon exit from the driveway. Generally visibility splays should be kept clear of landscaping and structures over 1.05m in height from carriageway level and not cross third party land. However, in areas where pedestrian safety concerns arise the height should be lowered to 600 millimetres. In certain circumstances measuring the Y-distance from the actual vehicle path, normally 1m into the carriageway from the kerbline may be acceptable. Junction visibility splays are outlined in *Manual for Streets, Table 7.1 & Fig 7.18*.
2. The development as proposed would require an 8.8 metre (m) long footway crossing. The maximum acceptable length for individual crossings is 4.8

metres (m) and 2 No. taper kerbs and 1 No. full height kerbs should separate the crossings, maintaining a distance of 2.7m between the bull nose kerbs (the actual crossing). The excessive length kerbs raise pedestrian safety concerns as it gives the impression of vehicular priority over the footways and leaves no safe position for pedestrians to wait whilst vehicle manoeuvre in/out of parking spaces. In view of the reduced level of car parking provision, it may be possible to split up the parking bays, thus creating two separate crossings, neither of which would exceed the maximum size specified.

3. The desirable size of an off-street parking space is 6m by 2.4m with an absolute minimum size of 4.8 metres (m) by 2.4m with a forecourt/carriageway depth of 6 metres (m) should be maintained behind, or in between car parking spaces to allow easy access and egress. However, where a parking space is located adjacent a wall or fence that restricts door opening, the width dimension should be increased 3m.
4. Parking Standards and Travel Plans Supplementary Planning Document has a Mobility Impaired parking standard for employment generating development not normally visited by the public and hotels/guest houses open to residents only of 2 wider reserved spaces for car parks providing up to 25 spaces.
5. As specified in PPG 13, parking for disabled people will be additional to the general level of parking permitted under the maximum parking standards. Each reserved space should be at least 4.8 metres (m) by 2.4m, with a 1.2 metre wide hatched access zone located on one side and rear of the parking space facing the vehicular route. The overall size of the disabled parking including the access zone will be 6m by 3.6m. The disabled car parking space shown, doesn't comply with this standard.
6. The site's parking requirement of 3 parking spaces was calculated using the maximum parking standards within the Parking Standards and Travel Plans SPD and by providing only 3 parking spaces including 1 disabled parking space, the development could be considered to comply with the principles of *PPG 13* and the Parking Standards and Travel Plans SPD

Subject to a minor amendment of the parking layout to ensure compliance with the maximum permissible length for footway crossing, compliance with the disabled car parking sizes and a satisfactory contribution to Transportation Infrastructure, there are no objections to the development. Approval is recommended subject to conditions.

12. Environmental Protection: No comments received at time of writing report.

13. Fire Officer: No comments received at time of writing report.

14. Environment Agency: No comments received at time of writing report.

RELEVANT PLANNING POLICY

15. Unitary Development Plan (UDP)

AM14 Parking

CS1 Special Needs Accommodation

DD1 Urban Design

DD4 Development in Residential Areas

DD6 Access and Transport Infrastructure

DD7 Planning Obligations

EP3 Water Protection

16 Supplementary Planning Document(s)

Parking standards and travel plans

Planning Obligations

ASSESSMENT

17. The Key Issues are -

Principle

Design

Impact on amenity

Parking and highway safety

Planning obligations

Principle

18. In considering the change of use to a care home, policy CS1 states that the new special needs accommodation should;

- *'be within easy reach of a shopping centre and public transport;*
- *be suitable for providing appropriate support and assistance for future occupants;*
- *provide a reasonable and attractive area of accessible private open space;*
- *avoid the concentration of C2 uses;*
- *be in scale and character with the surrounding area;*
- *make adequate provision for parking and manoeuvring.'*

19. The care home would be within close reach of Dudley town centre and located on main bus routes.

20. The properties are large detached residences, which have sufficient space to provide large private rear amenity area of approximately 250 square metres (landscaping scheme subject to condition), that would be expected for the change of use and number of residents.

21. There are similar facilities at 152 Stourbridge Road (27 rooms), 170 Stourbridge Road 66-168 Stourbridge Road (17 rooms), however, this is not considered to comprise a concentration of C2 uses.

22. The proposal would provide special needs accommodation. With reference to the relevant UDP policy (CS1), the site is within walking distance of Dudley town centre, comprise buildings of an appropriate size in which to accommodate 4 carers and 11 residents and has a large rear garden for use by the residents. The proposal is therefore considered in accordance with Policy CS1.

Design

23. The rebuild of the garages to form a continuous link between the dwellings has been revised by the resubmitted application. The garages would be constructed in

matching materials to the dwellings either side, with painted render finish to match No.158 and brick to match No.160. The proposed windows of the extension would match with the design and proportions to each of the original dwellings. It is considered that the two separate components of the individual dwelling houses have therefore been retained with use of separate materials to divide the link and match with the dwellings to either side. Furthermore, the difference in ground levels between the properties has been reflected in the roof line of the link. It is considered that this would provide a varied frontage that would be compatible with the design and character to each existing building. Therefore it is considered that the proposal would be compatible with the architectural appearance of 158 and 160 Stourbridge Road and would have no detrimental impact on the streetscene. As such, it would comply with policies DD1 and DD4 of the adopted Dudley UDP (2005).

Impact on Residential Amenity

24. The proposed development would provide an 11 room facility. The existing use of the properties is as dwelling houses. There have been no objections received from local residents to the proposal at the time of writing the report, which will expire on 26 February 2010.

25. There is high boundary treatment (2.5-3m in height) at the boundary with No.156 and screening from evergreen vegetation (6m high conifer hedge). Due to the scale and nature of the proposal and relatively modest sized extensions, it is not considered that it would have an adverse impact upon residential amenity. The proposal would therefore not have a harmful impact on the amenity of neighbouring residents.

Parking and Highway Safety

26. There are no objections from the Group Engineer, Development, subject to conditions.

However, it is considered that the issue relating to the footway crossing length being excessive (4m too long) would not raise highway concerns sufficiently to outweigh the visual benefits that a front boundary wall, would bring to the streetscene by retaining a residential feel to the area and reducing parking dominated frontage.

27. The inadequate disabled car parking space has been partly addressed by increasing the disabled bay to 3.6m x 4.8m, although not conforming to 6m length as specified by the Group Engineer, Development, it is considered that because the space is not constrained tightly by boundary walls, that it would not be detrimental to pedestrian or highway safety. It is therefore considered that the condition requiring the submission of a revised car parking layout would not be required in this instance. As such, the scheme is considered to be in accordance with the adopted Dudley UDP Policy DD6 (2005).

Planning obligations

28. The proposed development has a requirement to provide planning obligations to mitigate against the consequential planning loss to the existing community. Should permission be granted a S106 Agreement would be required in respect of the following contributions:

Offsite contributions:

The proposal attracts a requirement for a commuted sum to be paid towards the following infrastructure:

- Transport Improvements - £468.61
- Nature Conservation Enhancements - £465.50
- Management and Monitoring Charge - £250.00

Total Offsite Contribution equates to £1184.11

29. The applicant has been notified of this principle and confirmation of their acceptance is awaited, however, the applicant has sent confirmation of his agreement to the previous request dated 5 January 2010 with the current application.

CONCLUSION

30. It is recommended that the application be approved subject to the terms and conditions set out below with delegated authority given to the Director of the Urban Environment subject to the expiration of the neighbour consultation period with any new objections on issues not covered in this report, reported back to Committee and subject to the following conditions:

- a) The development shall not be commenced until a scheme for the submission and approval of a planning obligation to guarantee the sum of £1184.11 for the provision and enhancement of transport improvements and nature conservation, has been submitted to and agreed in writing by the Local Planning Authority.
- b) 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.
- c) The following conditions, with delegated powers to the Director of the Urban Environment to make amendments to these as necessary.

REASON FOR APPROVAL

The development is considered to be acceptable in principle. The change of use does not adversely impact upon residential or visual amenity. There is no detrimental impact upon highway safety. The proposal therefore complies with policies DD4 and DD6 of the adopted UDP (2005) and Supplementary Planning Document Parking Standards and Travel Plans.

The decision to grant planning permission has been taken with regard to the policies and proposals in the adopted Dudley Unitary Development Plan (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 details on the decision please see the application report.

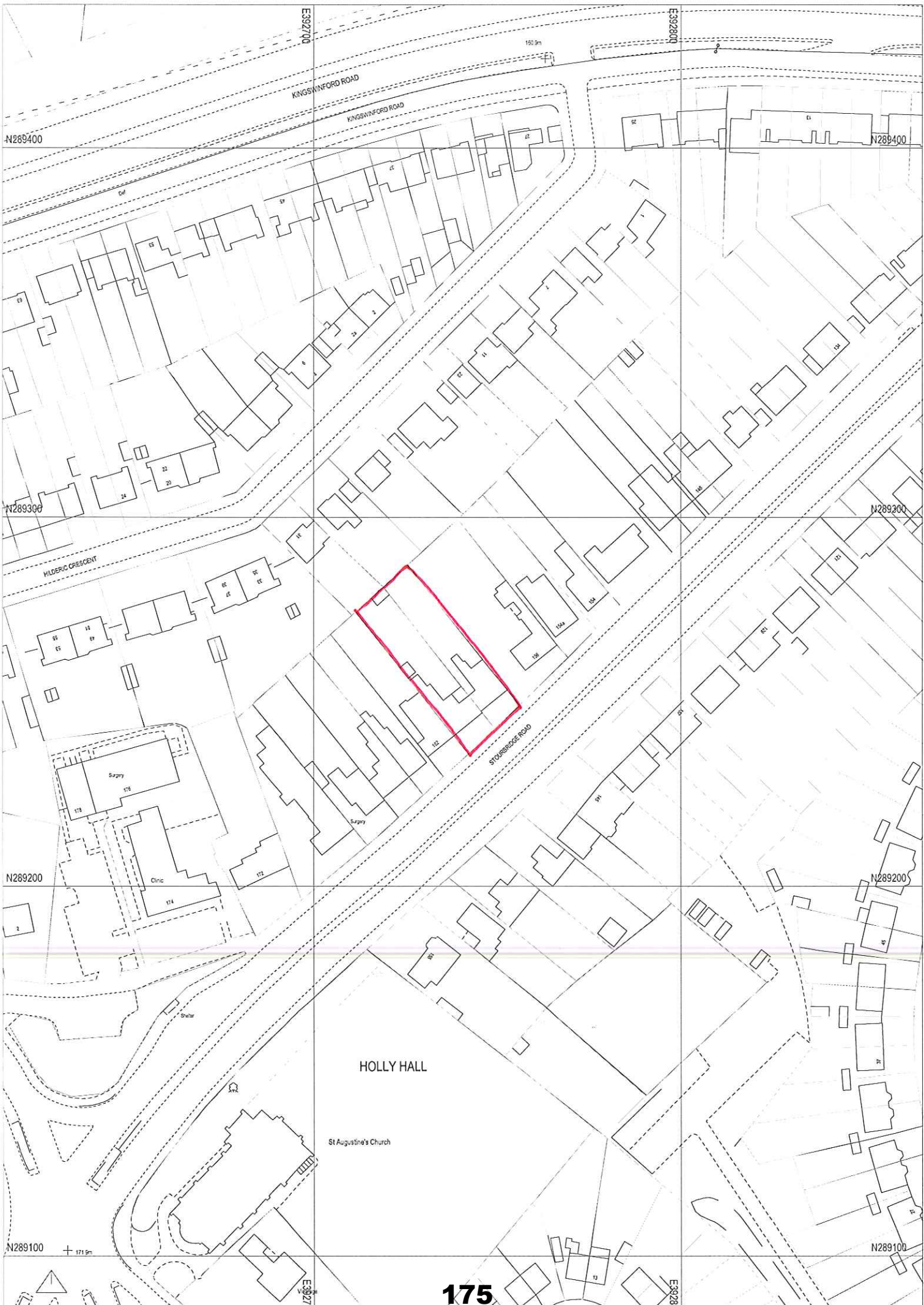
INFORMATIVE

The development hereby permitted shall be carried out in accordance with the drawings numbered 0901:5/1-5 and 0901:6/1 Rev A, 0901:6/2, 0901:6/3, 0901:6/4 Rev A, 0901:6/5, 0901:6/6 Rev A, 0901:6/7, unless otherwise agreed in writing by the Local Planning Authority.

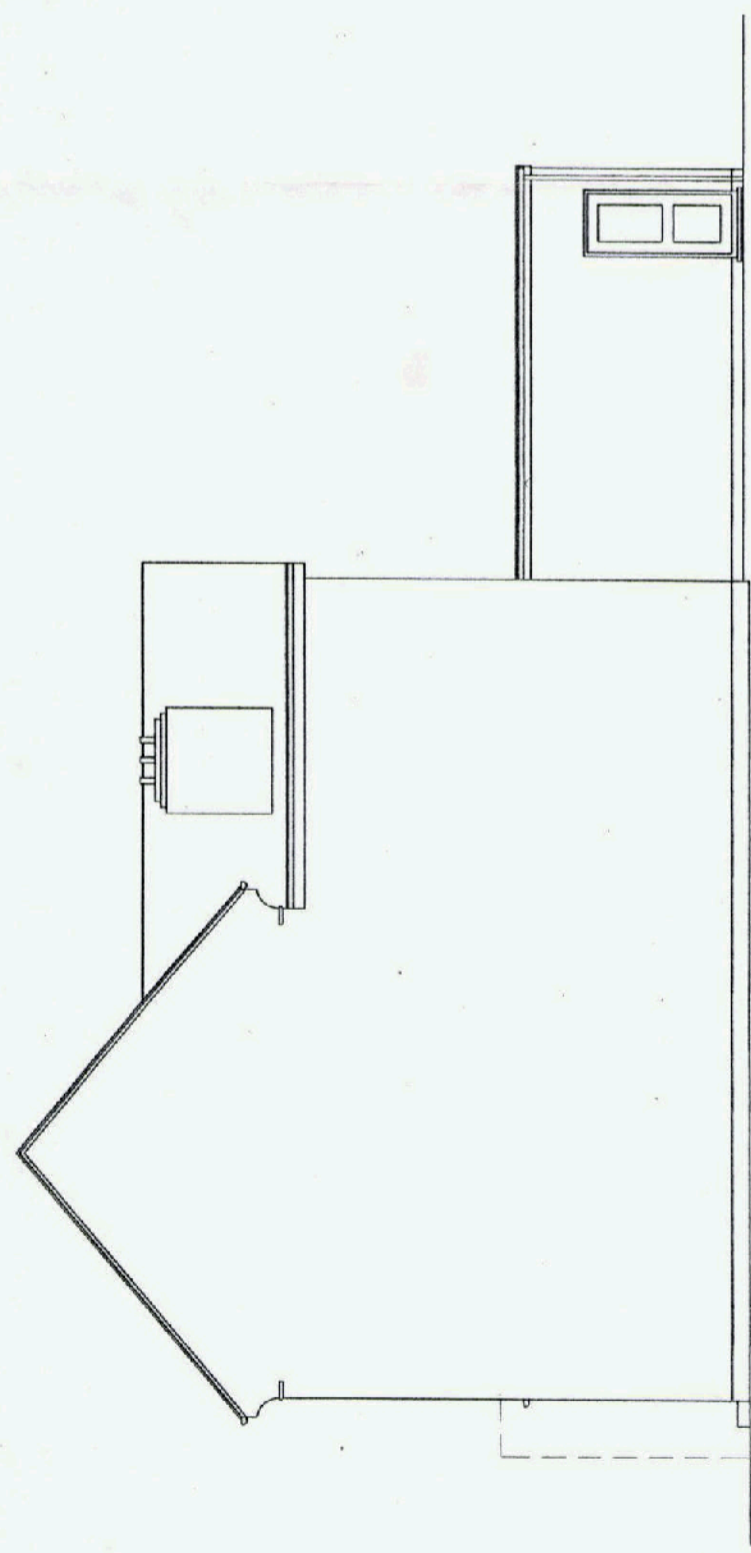
Conditions and/or reasons:

1. BA01 Commencement within 3 years (full)
2. The development not beginning until a scheme for the provision of:
 - Transport Improvements
 - Nature Conservation enhancements
 - Management and Monitoring Chargehas been submitted and approved in writing by the Local Planning Authority
3. BE04 Materials on approved plans only

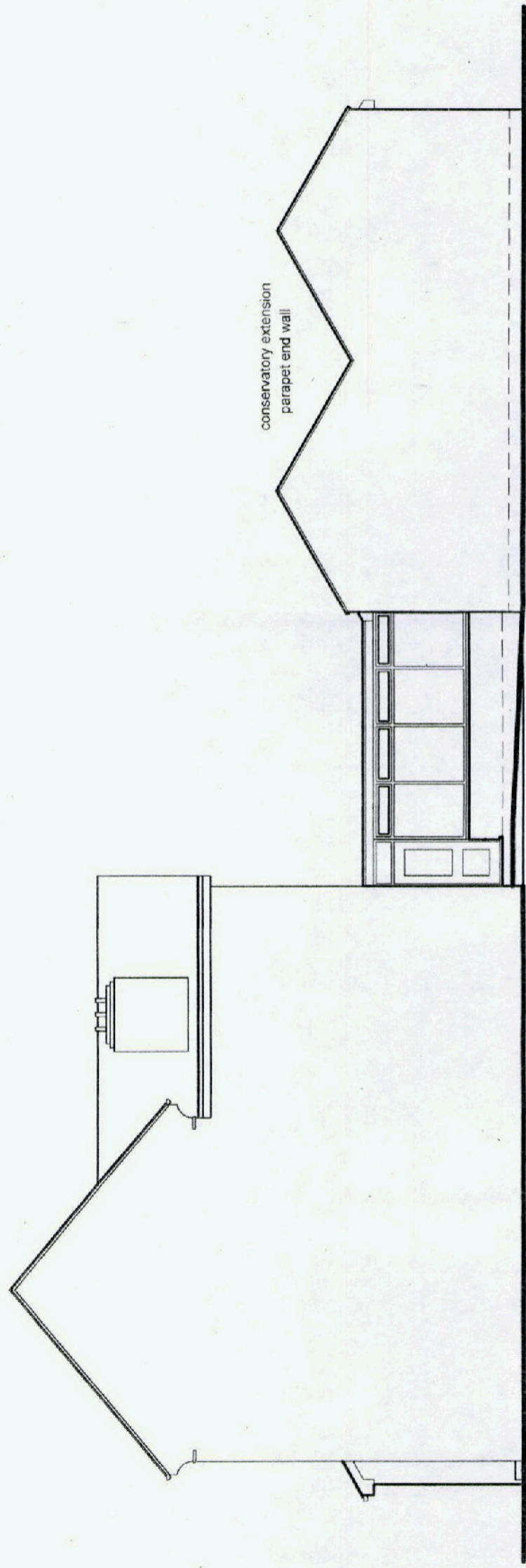
4. Prior to the use of the development hereby permitted the parking area shall be surfaced and marked out in complete accordance with the approved plans and thereafter maintained available for parking.
5. Prior to the commencement of development, the new bin storage area shall be implemented on site prior to the commencement of use of the building and thereafter maintained for the lifetime of the development.
6. A1011 Landscaping scheme to be submitted



Existing + Proposed side elevation (158) - PO/0088 (A3)



existing side elevation (158)
painted render finish



proposed side elevation (158)
painted render finish

conservatory extension
parapet end wall

painted render finish

Notes

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18 JAN 2010
ARCHITECT



Roger J Latham
Architect
12 School Road
Brewwood
Staffs
ST19 9DS
Tel. 01902 851113

158 & 160 Stourbridge Road
Scotts Green
Dudley
West Midlands
Client Mr R Dean

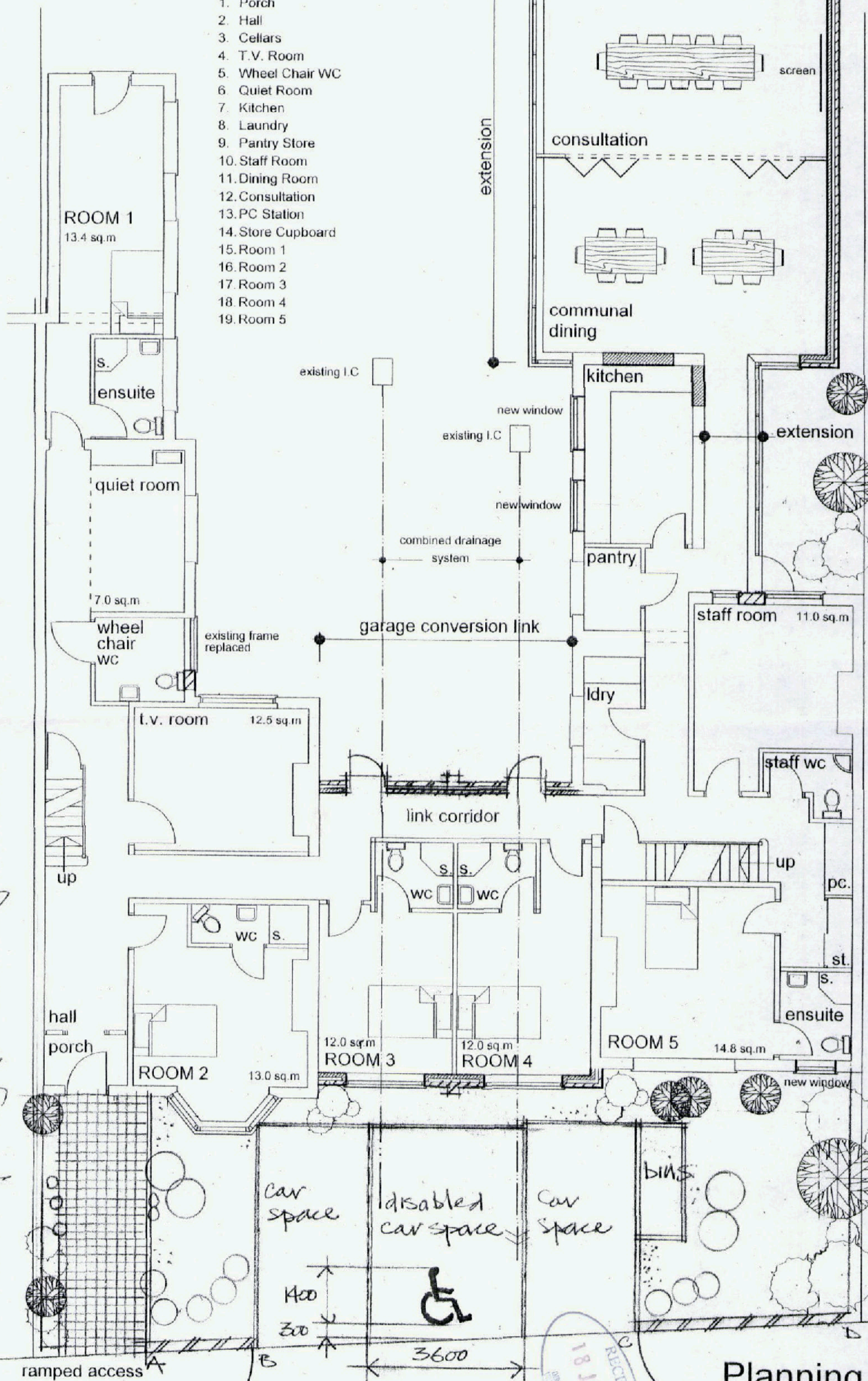
Existing & Proposed Side Elevations	
04.11.2009	0901:6/7
1:100	

Planning Drawing

Proposed 11 Bedroomed Care Centre (Aspergers disorder) Ground Floor Layout Facilities Plan Rooms 1 to 5

Ground Floor Accommodation

1. Porch
2. Hall
3. Cellars
4. T.V. Room
5. Wheel Chair WC
6. Quiet Room
7. Kitchen
8. Laundry
9. Pantry Store
10. Staff Room
11. Dining Room
12. Consultation
13. PC Station
14. Store Cupboard
15. Room 1
16. Room 2
17. Room 3
18. Room 4
19. Room 5



New wall between A to B and B to C
 to be in red brick and coping to
 match walls to frontages and return
 walls no higher than 600 mm
 Planting along front no higher than 600 mm

Planning Drawing

Roger J Latham
 Architect
 12 School Road
 Brewwood
 Staffs
 ST19 9DS
 Tel. 01902 851113

158 & 160 Stourbridge Road
 Scotts Green
 Dudley
 West Midlands
 Client: Mr R Dean

No.	Revision / Issue	Date

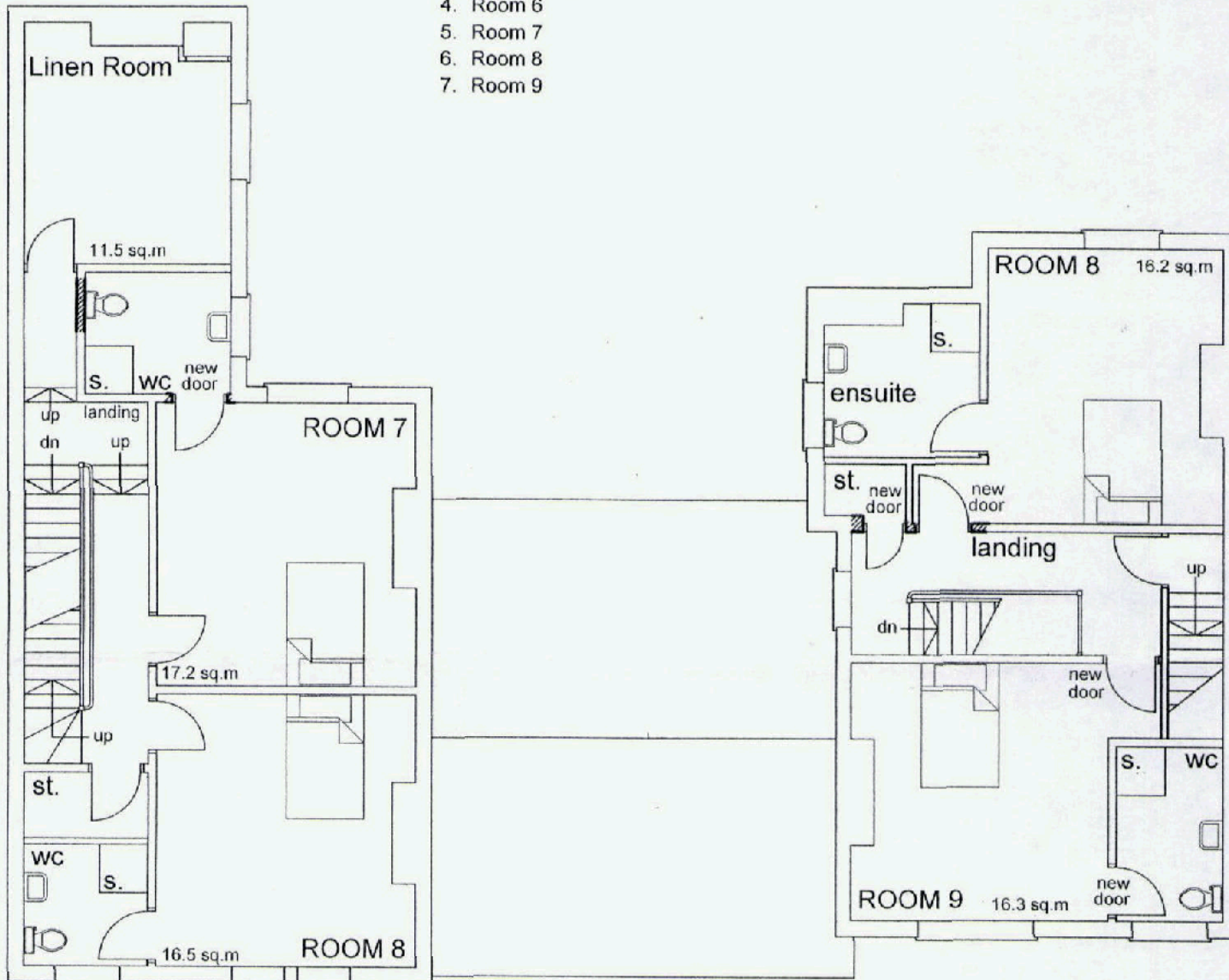
Proposed GF Layout	0901:6/1 REV A
20.10.2009	
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Proposed 11 Bedroomed Care Centre
 First Floor Layout Facilities Plan
 Rooms 6 to 10

(A3) Proposed first floor
 Layout - P10/0028

First Floor Accommodation

1. Landing
2. Linen Store Room
3. 2 Store Cupboards
4. Room 6
5. Room 7
6. Room 8
7. Room 9



Planning Drawing

Roger J Latham
 Architect
 12 School Road
 Brewwood
 Staffs
 ST19 9DS
 Tel. 01902 851113



158 & 160 Stourbridge Road
 Scotts Green
 Dudley
 West Midlands
 Client: Mr R Dean

No.	Revision / Issue	Date

Proposed FF Layout	0901:6/2
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Proposed side elevations
158+160 (A3) P10/0088

Notes

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DIRECTORIAN

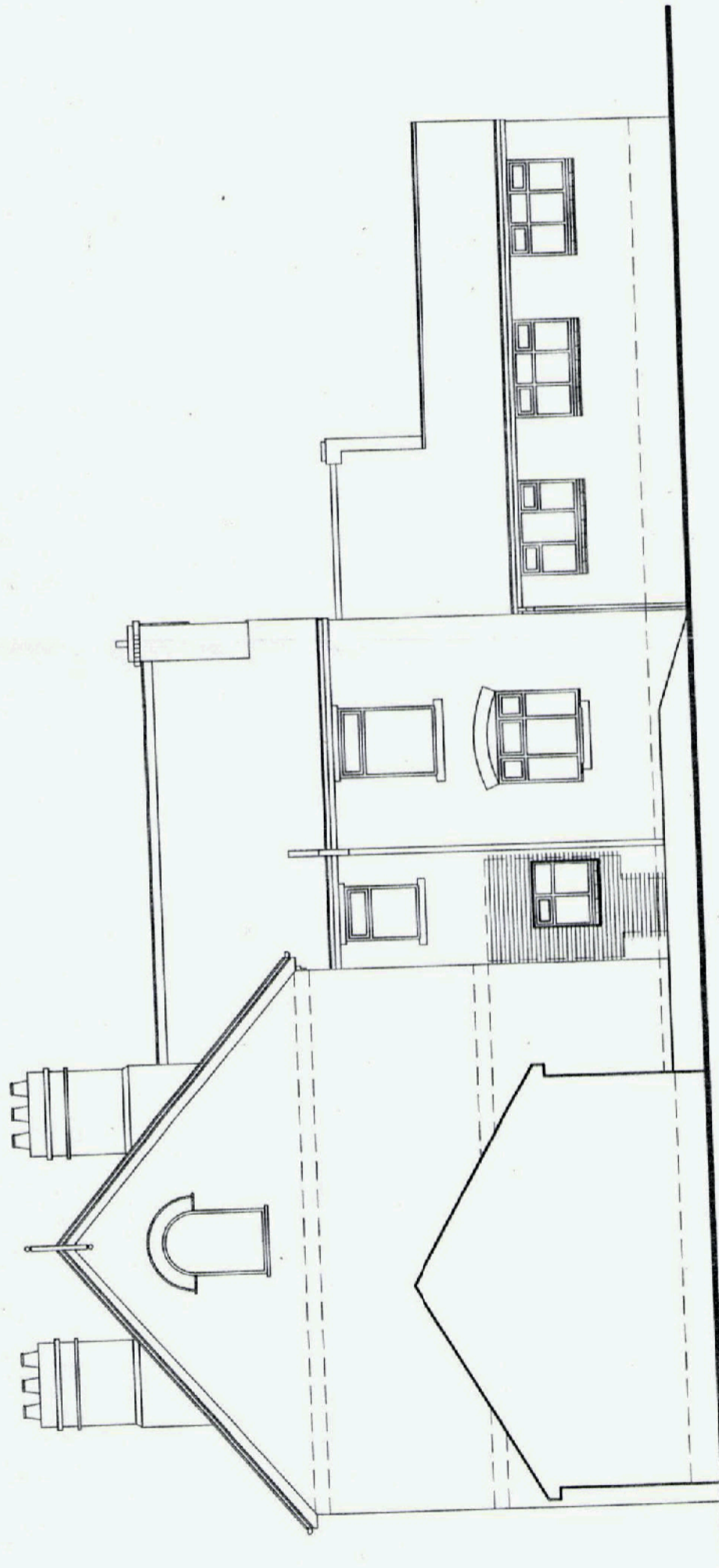


Roger J Latham
Architect
12 School Road
Brewwood
Staffs
ST19 9DS
Tel. 01902 851113

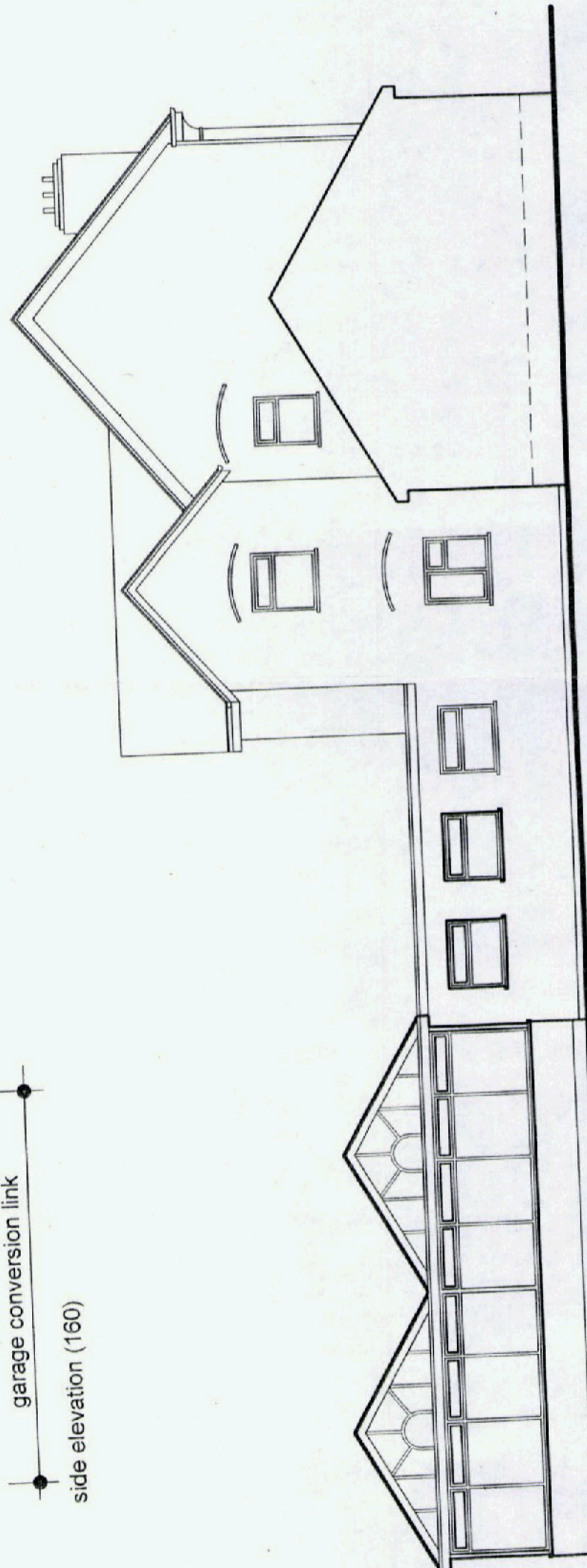
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Client Mr R Dean

Proposed Elevations
22.10.2009
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0901:6/5

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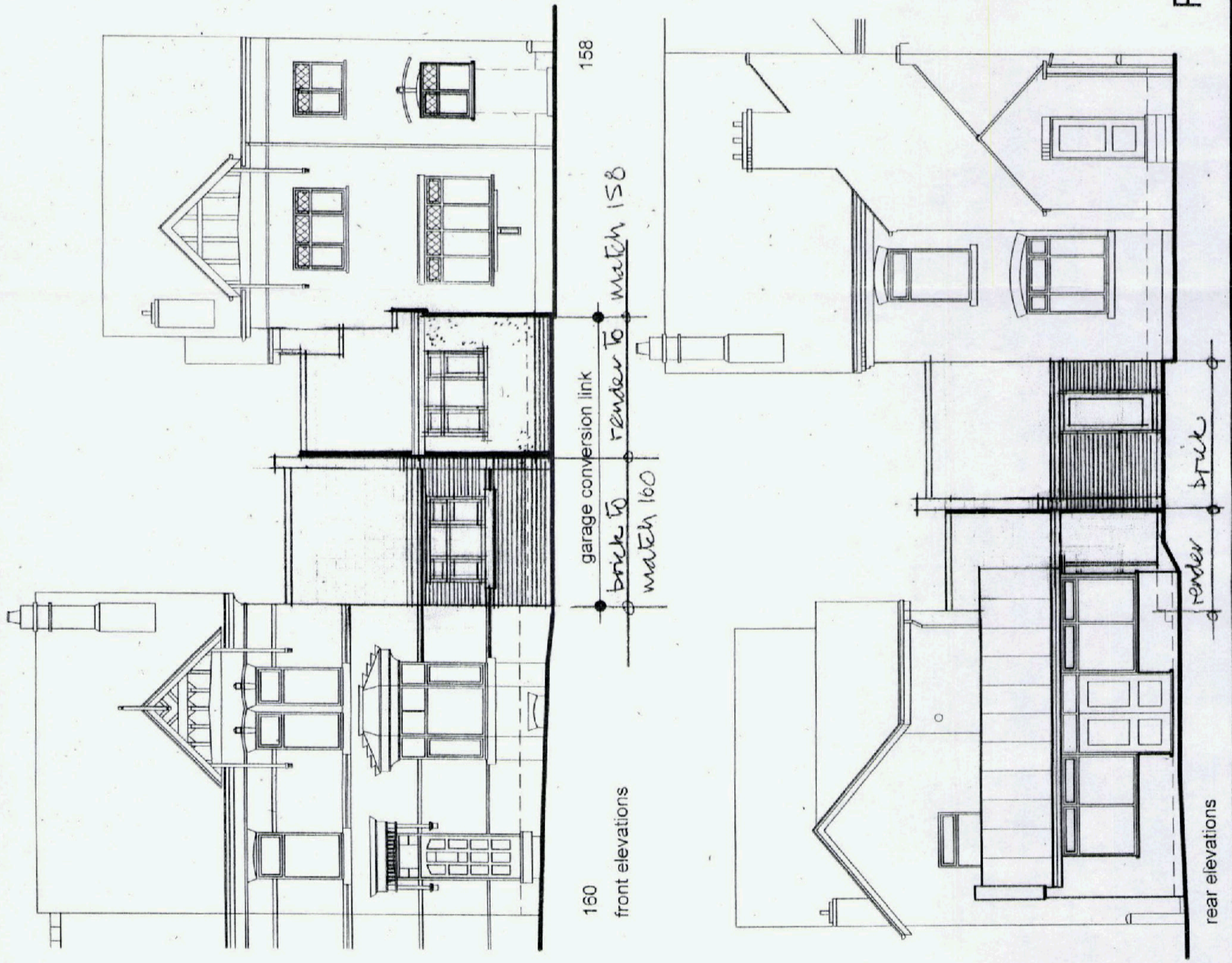
garage conversion link
side elevation (160)



garage conversion link
Painting Drawing

painted render finish
side elevation (158)

Proposed front + rear
Elevations (A3) - P1010088



160
front elevations

158

garage conversion link
brick to render to match 160
brick to render to match 158

rear elevations

brick
render

Notes

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DRAWING

Roger J Latham
Architect
12 School Road
Brewwood
Staffs
ST19 9DS
Tel. 01902 851113

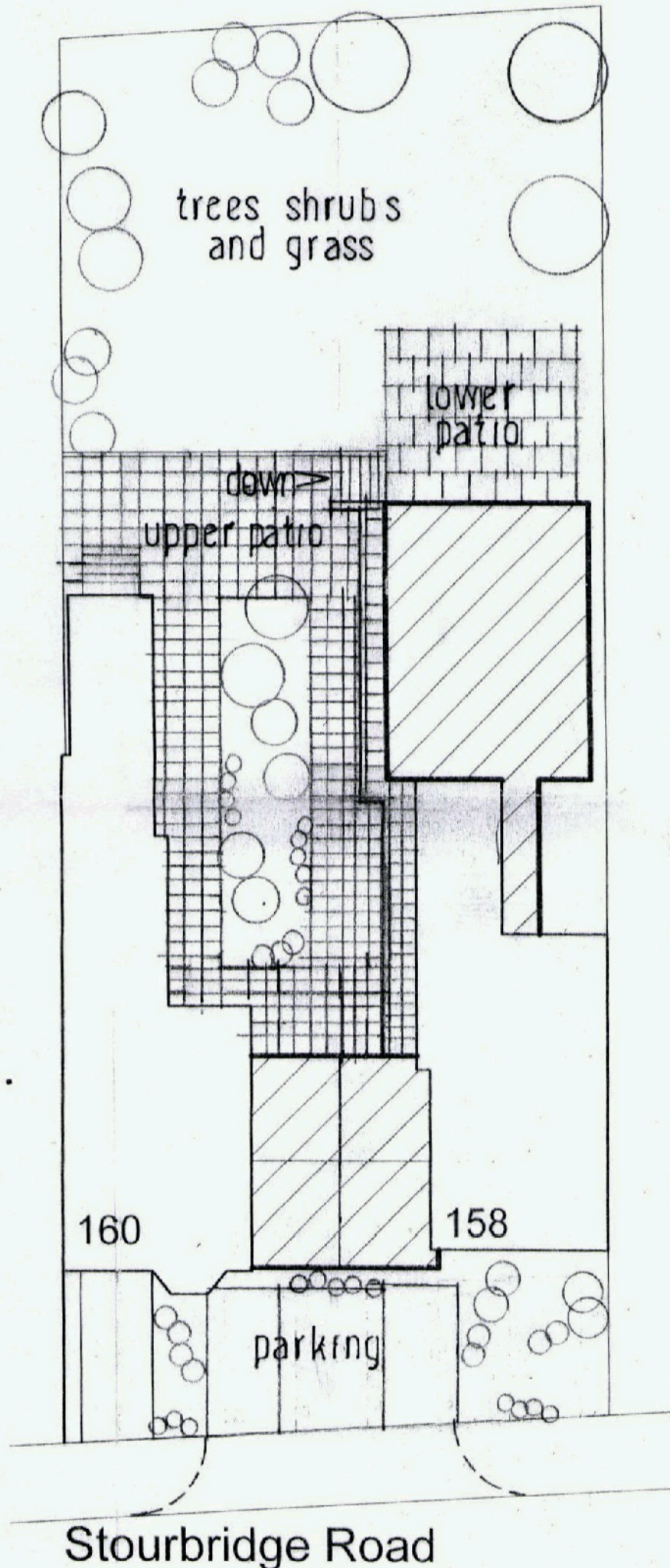
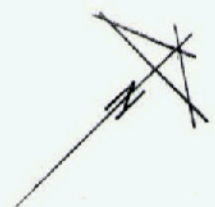
ARCHITECT
Chartered

158 & 160 Stourbridge Road
Scotts Green
Dudley
West Midlands
Client Mr R Dean

Proposed Elevations	0901:6/4
20.10.2009	REV A
1:100	

Planning Drawing

Proposed 11 Bedroomed Care Centre (Aspergers disorder) Site and Location Plans



EXTENSIONS SHOWN HATCHED

proposed site plan 1:200



Planning Drawing

Roger J Latham
Architect
12 School Road
Brewood
Staffs
ST19 9DS
Tel. 01902 851113

158 & 160 Stourbridge Road
Scotts Green
Dudley
West Midlands
Client: Mr R Dean

No	Revision / Issue	Date

Block & Location Plan	0901:6/6 REV A
20.10.2009	
1:200	

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