

Mr Aman Laffire Afghan Sikh Ekta Charitable FND 15-18 South Road Smethwick B67 7BN	Demolition of existing building and replacement with proposed place of religious worship. 15-18 South Road Smethwick B67 7BN
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Date Valid Application Received 19 December 2018

1. Recommendations

Approval is recommended subject to the following conditions:-

- i) Materials;
- ii) Cycle parking;
- iii) EVC bays;
- iv) Drainage;
- v) Archaeological desktop study;
- vi) Construction management plan;
- vii) Car parking management plan;
- viii) No external amplification of sound and
- ix) Travel plan measures.

2. Observations

At your last Committee, your members resolved to visit the site. This application is being brought to your Committee because it has been requested by a Councillor and because it has received three objections.

The Application and Site

The application site is currently an office building which was initially built as a terrace of three houses, probably built in the late 19th Century. The surrounding area is notable for the Grade II listed

Holy Trinity Church opposite, along with terraced housing to the south-west and a post-war office building to the north-east.

The applicant proposes to demolish the existing building and to replace it with a two-storey structure to be used as a place of worship with car parking for 24 cars to the side and rear. The overall dimensions of the new building would be 27.3m wide by 12.6m deep by 11.2m high.

Publicity

The application has been publicised by neighbour notification letters, site notice and press notice with three responses. These responses raised the following concerns:

- i) The impact on the setting of Grade II listed Holy Trinity Church;
- ii) Parking issues;
- iii) There other places of Sikh worship nearby;
- iv) The buildings proposed for demolition are of historic value in themselves;
- v) The existing building could be used as a place of worship: and
- vi) The proposal looks more like a business than a place of worship.

Addressing these comments in turn:

- i) The Council's Conservation Officer has commented on this application. I will address his points in the next section.
- ii) The applicant has provided a Transport Statement which demonstrates that sufficient off-street parking exists for a maximum of 150 people on site. Building Regulations stipulate that no more than 220 people would be permitted on-site for fire safety reasons. Therefore, there could be up to 70 people on-site for which off-street parking would not be provided. The Transport Statement shows vehicle occupancy would be 3.2 persons per vehicle, equating to up to 22 cars displaced onto the highway on some occasions. The Transport Statement shows 35% parking occupancy on nearby streets during peak

times and there are parking restrictions currently in place. Sufficient on-street space is therefore available. The church opposite provides no off-street parking.

- iii) This is not a valid reason for refusal. The proposal would clearly meet a local need.
- iv) The proposed building would be purpose built as a place of worship. It is therefore understandable that the applicant would prefer this option and it would most successfully meet their needs.
- v) This comment was based on an assertion that the opening hours would be 8.00am to 10.00pm. This is incorrect and the proposed hours would be 5.00am to 8.00pm, which would be expected of a place of worship. There is some concern regarding the early opening and I would recommend a condition related to amplified sound prior to 9.00am.

Statutory Consultee Responses

Transportation Planning recommended a condition to require six cycle parking spaces.

The Police raised concerns regarding parking and made some suggestions on securing the premises.

Environmental Health requested a condition relating to electric vehicle charging.

Severn Trent Water requested a condition relating to the submission of drainage plans.

The Lead Local Flood Authority did not identify any specific issues but offered general guidance on achieving a betterment to discharge rates.

Planning Policy noted that the site is adjacent to a Conservation Area. They also noted that it is in an Area of Potential Archaeological Importance and requested a condition for a desktop study to determine the likelihood of archaeological remains existing on the site.

Canal and River Trust requested that a construction methodology be submitted to ensure an existing culvert is protected. They also requested an informative to be added to any permission notice.

The Conservation Officer noted that the existing building was not considered for local listing and was largely content with the proposed design, but noted that the new roof height would be increased and suggested a reduction in height to ensure subservience to the church opposite. I do not agree with this view, as there is no issue with subservience to the church. The church is a considerable larger, higher and more dominant structure than the proposed development.

Urban Design also commented on the increased roof height but did not consider it to be unreasonably overbearing. They noted the loss of some architectural detailing and requested more details regarding the materials to be used. This can be dealt with through a condition.

Following submission of a Transport Statement, Highways have agreed that the 24 parking spaces would be sufficient as long as the maximum number of people on site did not exceed 150. If the numbers were to exceed 150, additional vehicles would be displaced onto the highway.

Planning Policy and Other Material Considerations

The key policy for this proposal is SAD DM6 Community Facilities Including Places of Worship. The proposal is broadly in line with this policy as it is on the edge of a centre, has good public transport links and does not share a party wall with a dwelling. Because of the surrounding residential area, there is the opportunity for worshippers to walk to the proposed development, and there are two car parks within walking distance, and Smethwick Rolfe Street Station.

The principle of this proposal is therefore acceptable, subject to conditions.

Conclusion

This proposal would create a good quality new building to meet the needs of local people and provide a beneficial community asset.

Design concerns could be adequately addressed through careful control over materials to be used.

The primary concern with this proposal would be the potential for parking congestion to occur during busy periods. I have addressed this concern above and furthermore would highlight that this site is close to Smethwick town centre and is therefore suitable for a use such as this. The NPPF states: *'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.'* To ensure that potential parking congestion is minimized, I recommend a condition requiring the submission and implementation of a travel plan and a car park management plan.

I recommend the application for approval subject to conditions.

3. Relevant History

DC/99/35921 Change of use to Travel Agents office with living accommodation for staff and external alterations.

DC/06/46497 Erection of 18 apartments (12 No. 1 Bed & 6 No. 2 Bed) & alterations to existing highway access.

DC/23892 Convert part of loft area into offices.

4. Central Government Guidance

National Planning Policy Framework promotes sustainable development

5. Development Plan Policy

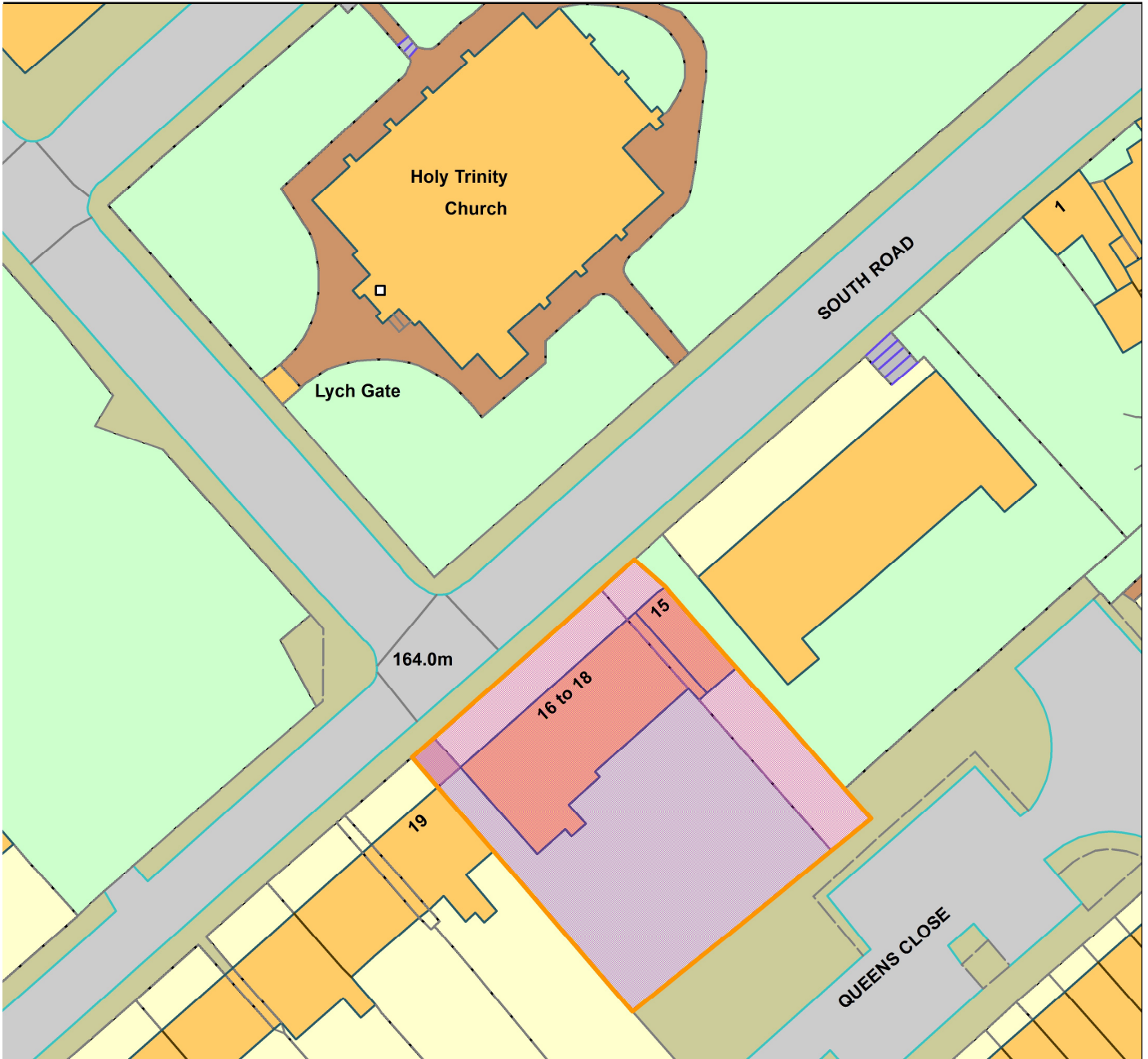
BCCS: ENV3 – Design Quality

SADD: SAD EOS9 – Urban Design Principles

6. Contact Officer

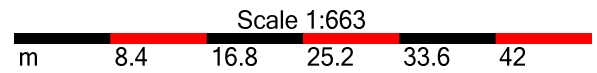
Mr David Paine
0121 569 4865
david_paine@sandwell.gov.uk

DC/18/62530
15-18 South Road



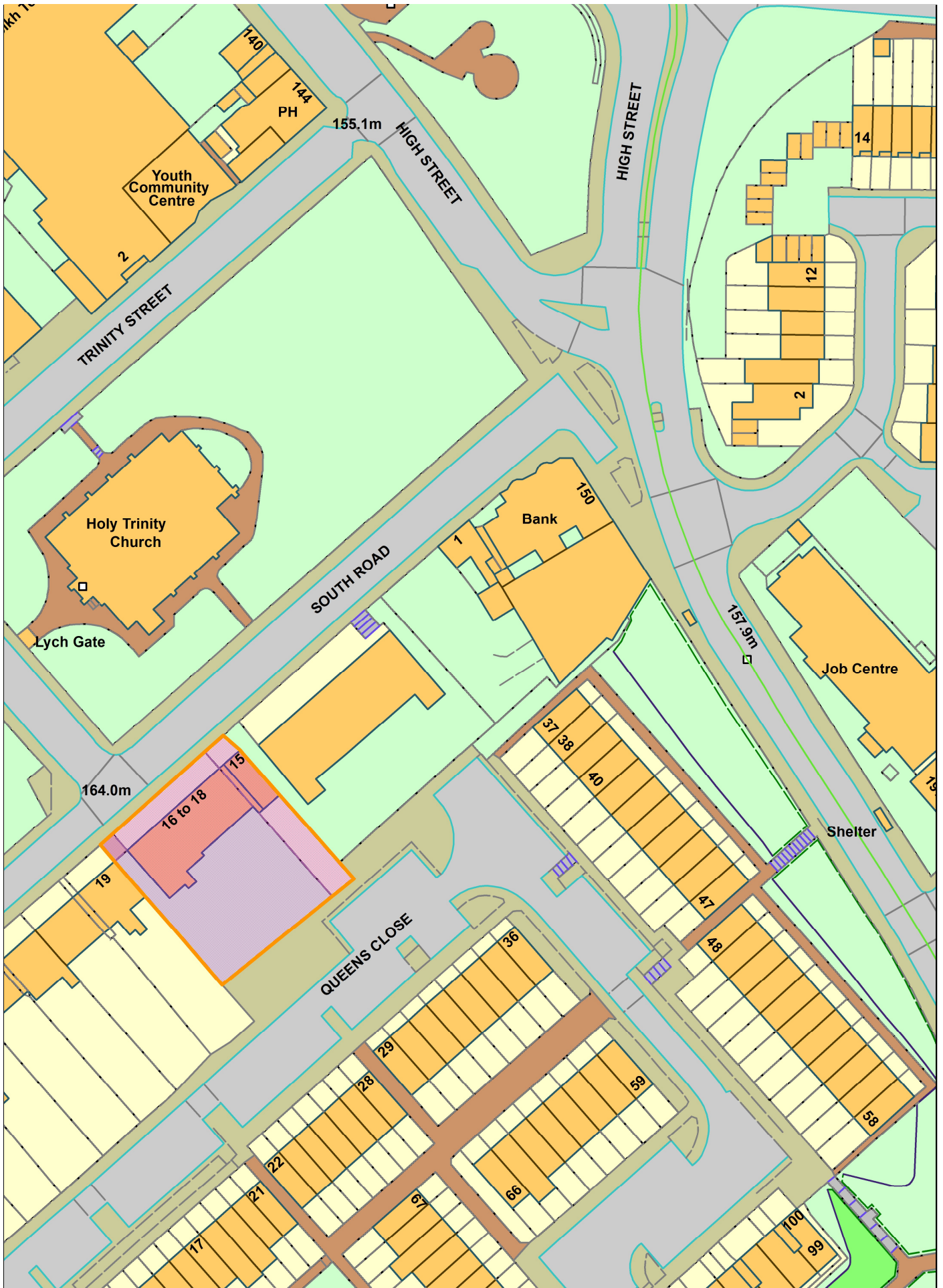
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Department	Not Set
Comments	Not Set
Date	21 May 2019
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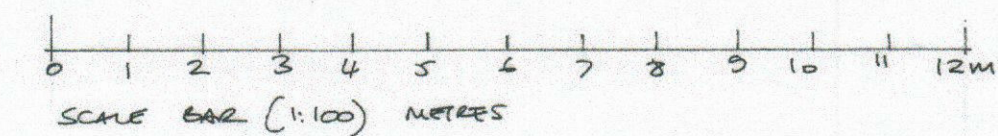




EXISTING STREET SCENE



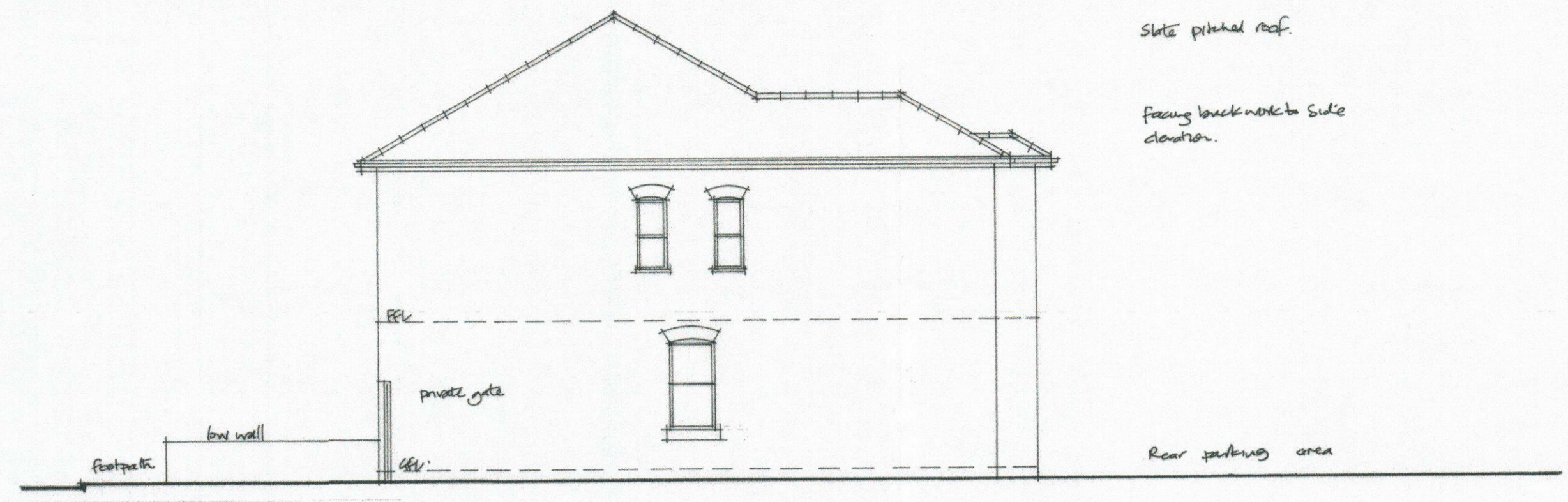
PROPOSED STREET SCENE



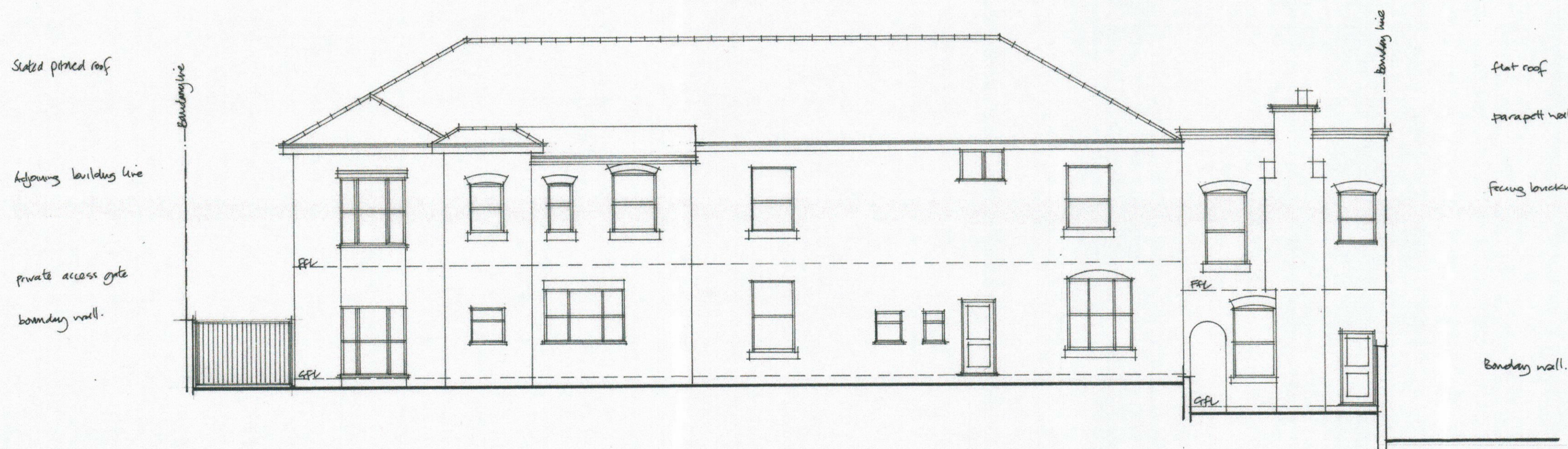
EXISTING & PROPOSED STREET SCENE		
AT: 15-18 SOUTH ROAD		
SMETHWICK		
B67 7BN		
Scale 1:100	Date Dec 18	Drawn 05



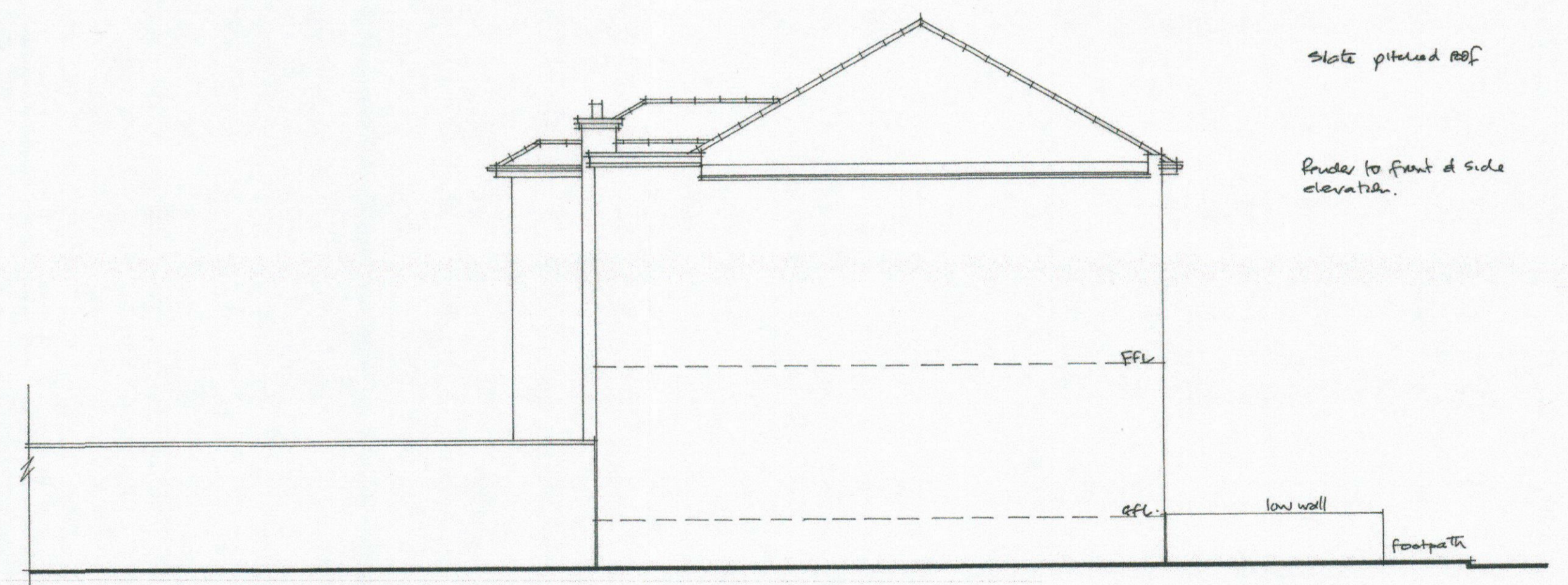
FRONT ELEVATION



SIDE ELEVATION



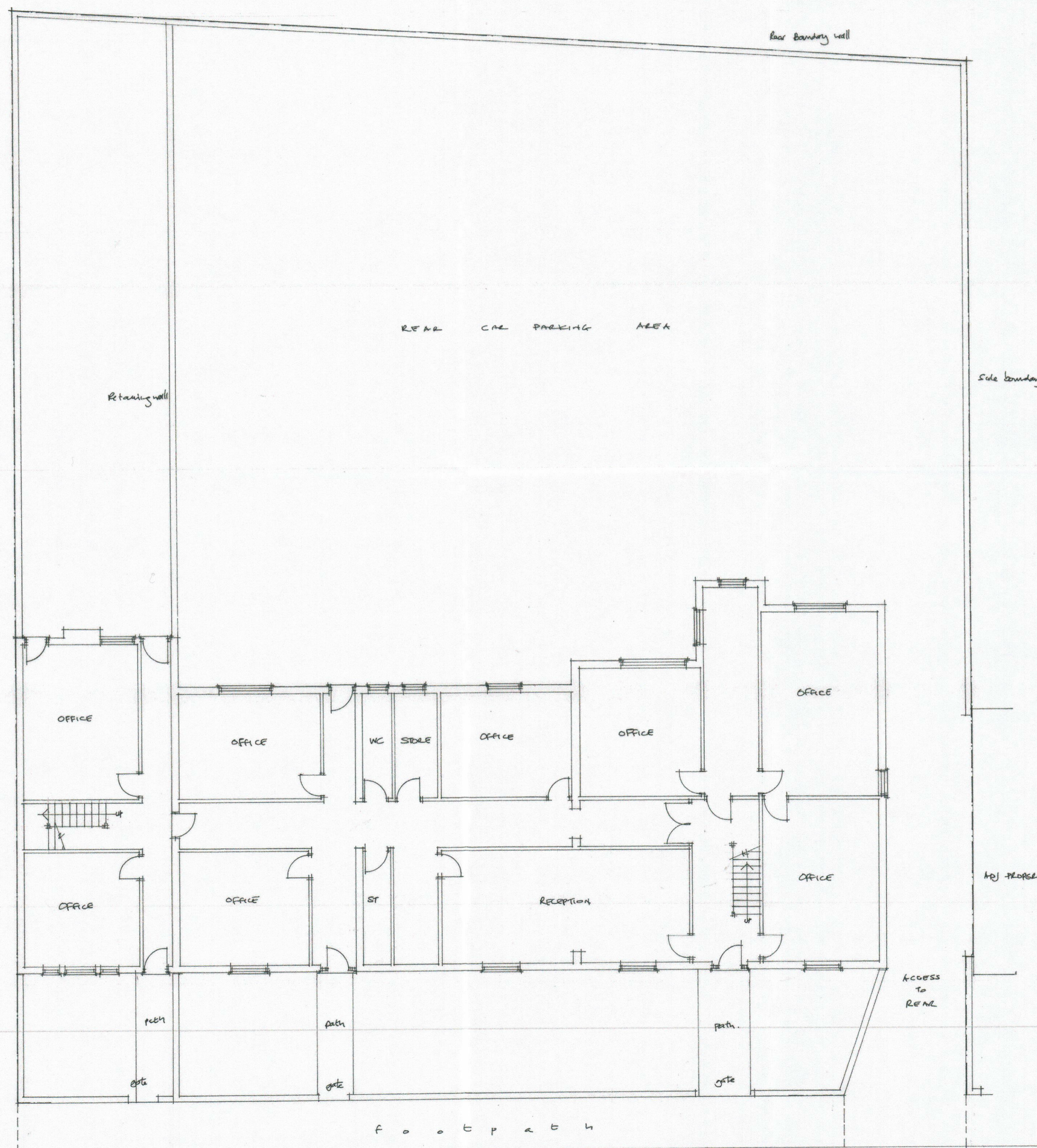
REAR ELEVATION



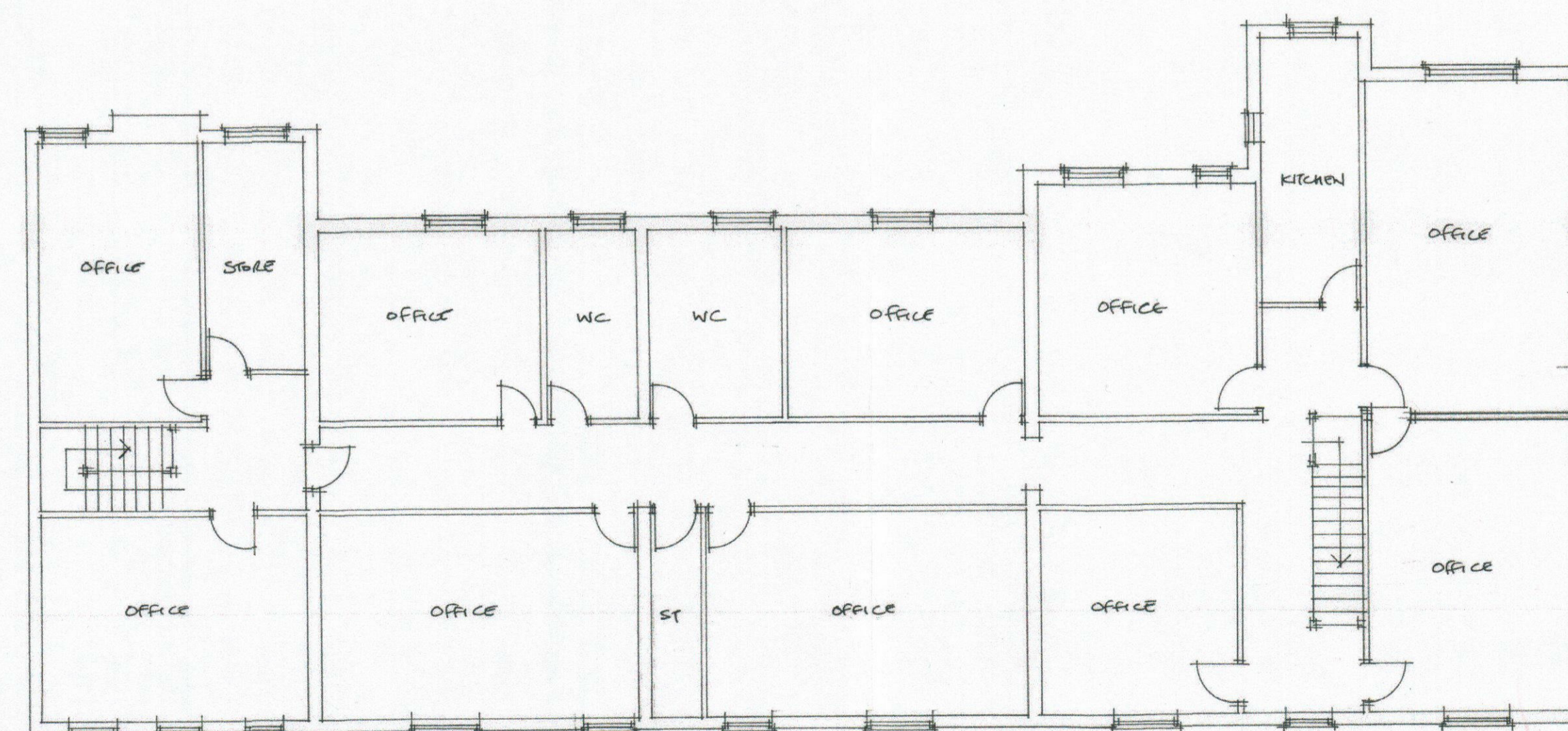
SIDE ELEVATION

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SCALE BAR 1:100 (METRES)

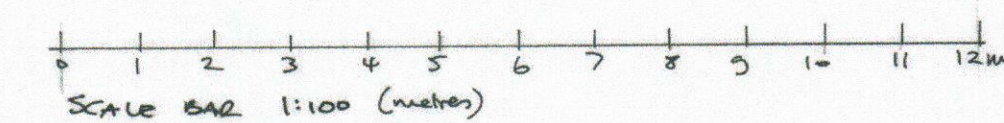
EXISTING ELEVATIONS			
AT: 15-18 SOUTH ROAD SMETHWICK B67 7BN			
Scale 1:100	Date Dec 18	Drawn BZ	



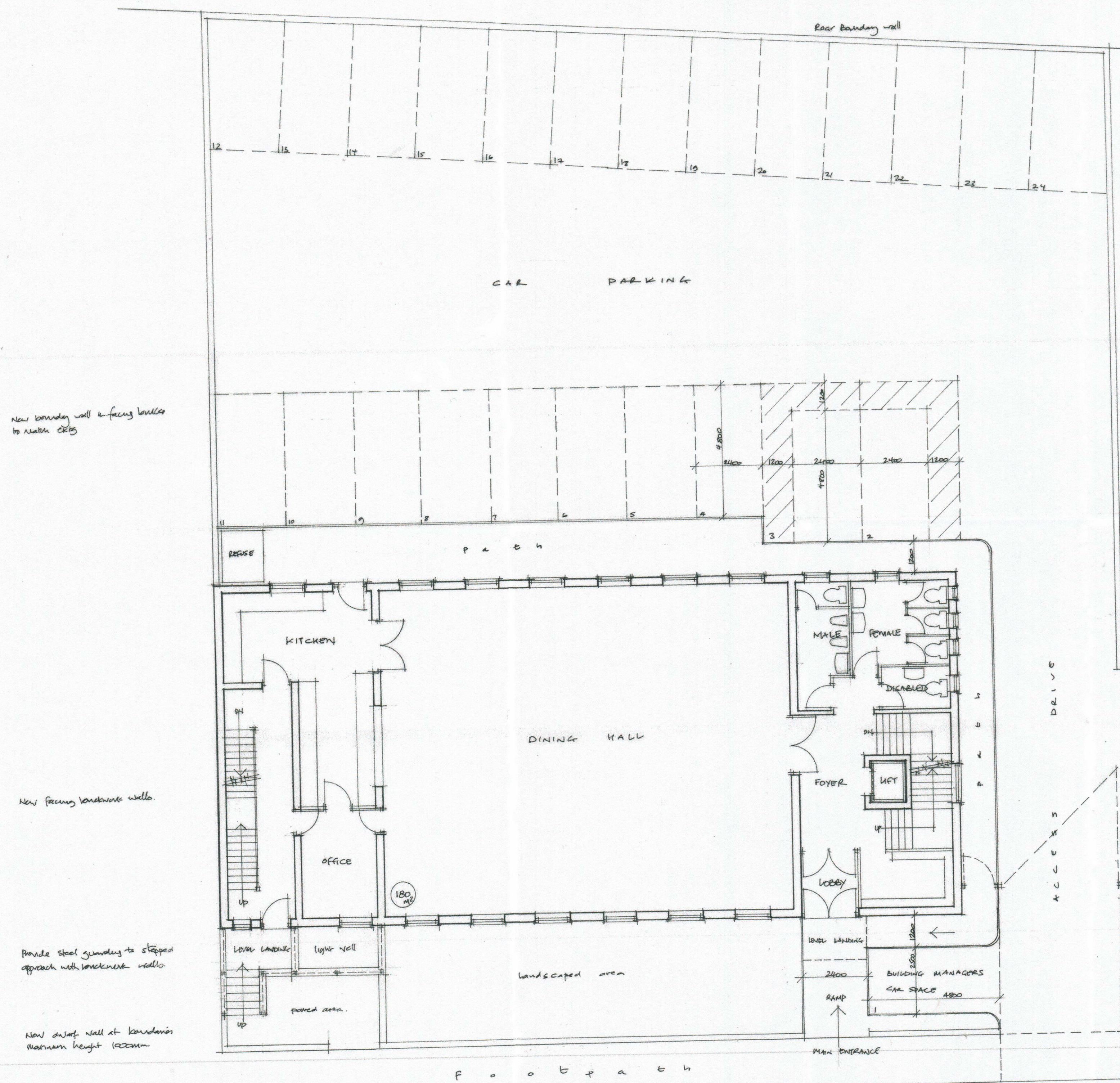
GROUND FLOOR PLAN



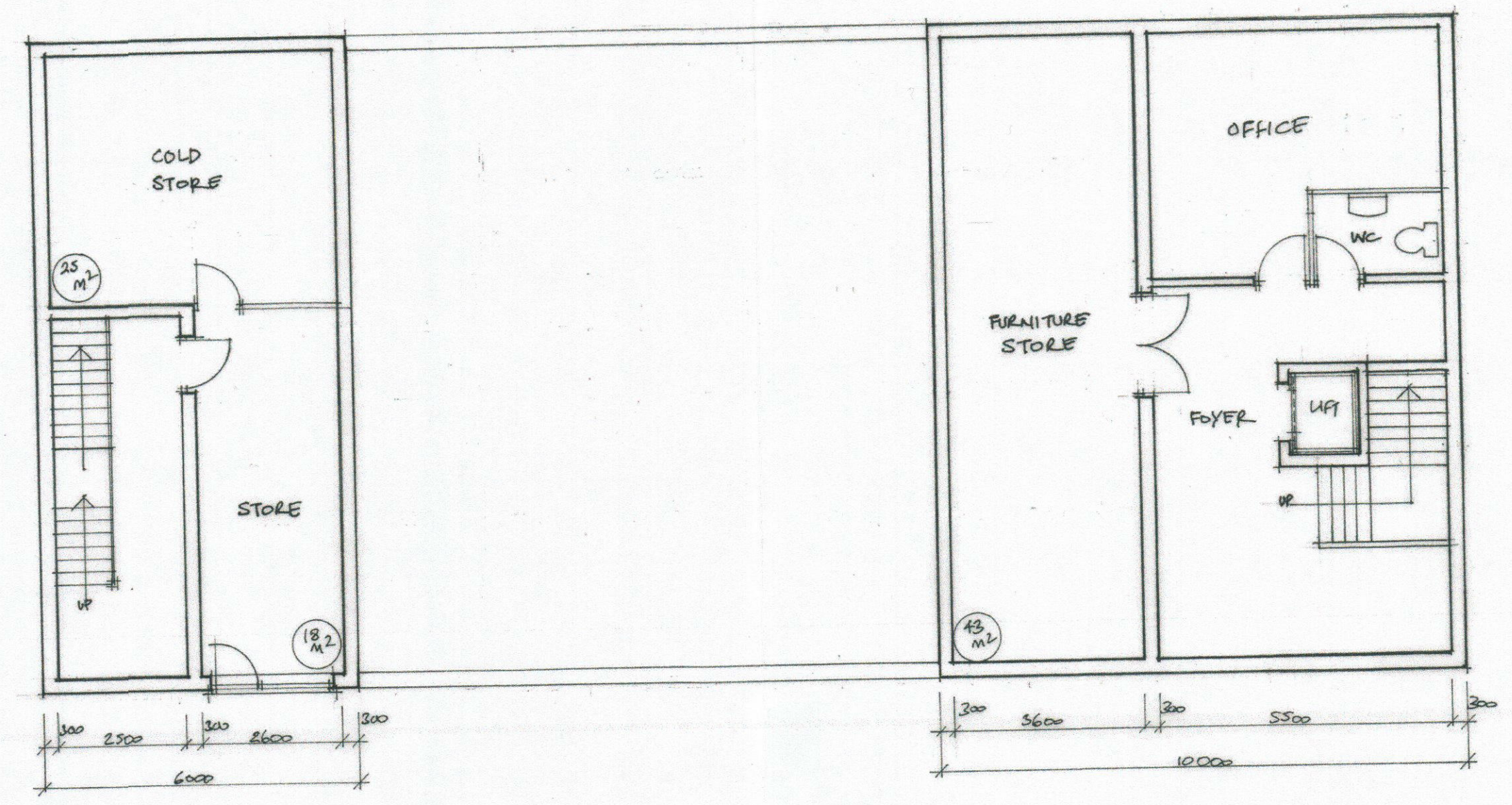
FIRST FLOOR PLAN



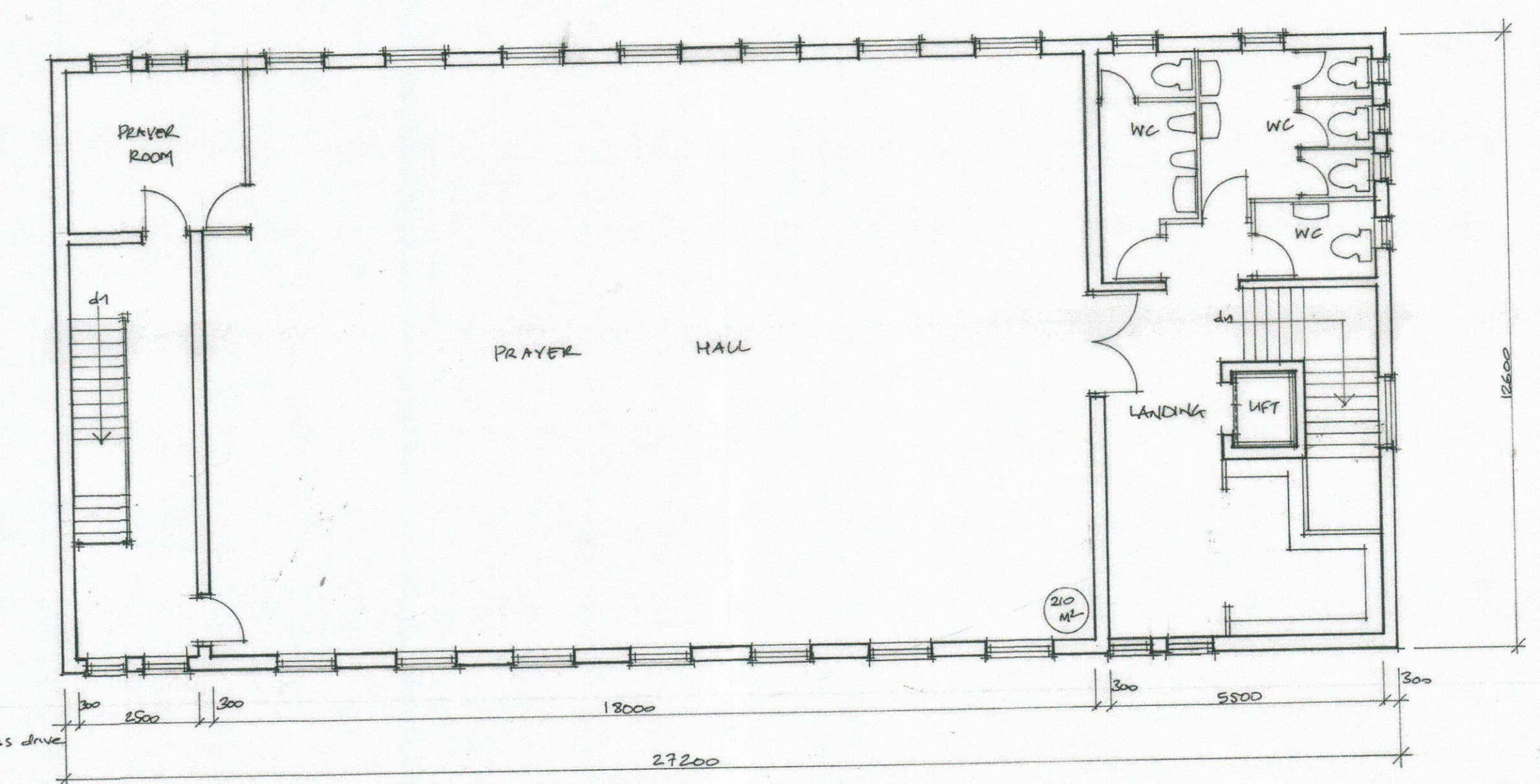
EXISTING OFFICES		
AT: 15-18 SOUTH ROAD SMETHWICK B67 7BN		
Scale 1:100	Date Sept 19	Drawn 01



GROUND FLOOR PLAN



BASEMENT FLOOR PLAN



FIRST FLOOR PLAN

New terrace area to rear car parking
Side Boundary wall

ADJ PROPERTY
New side access gates to rear parking area.

New terrace side access drive

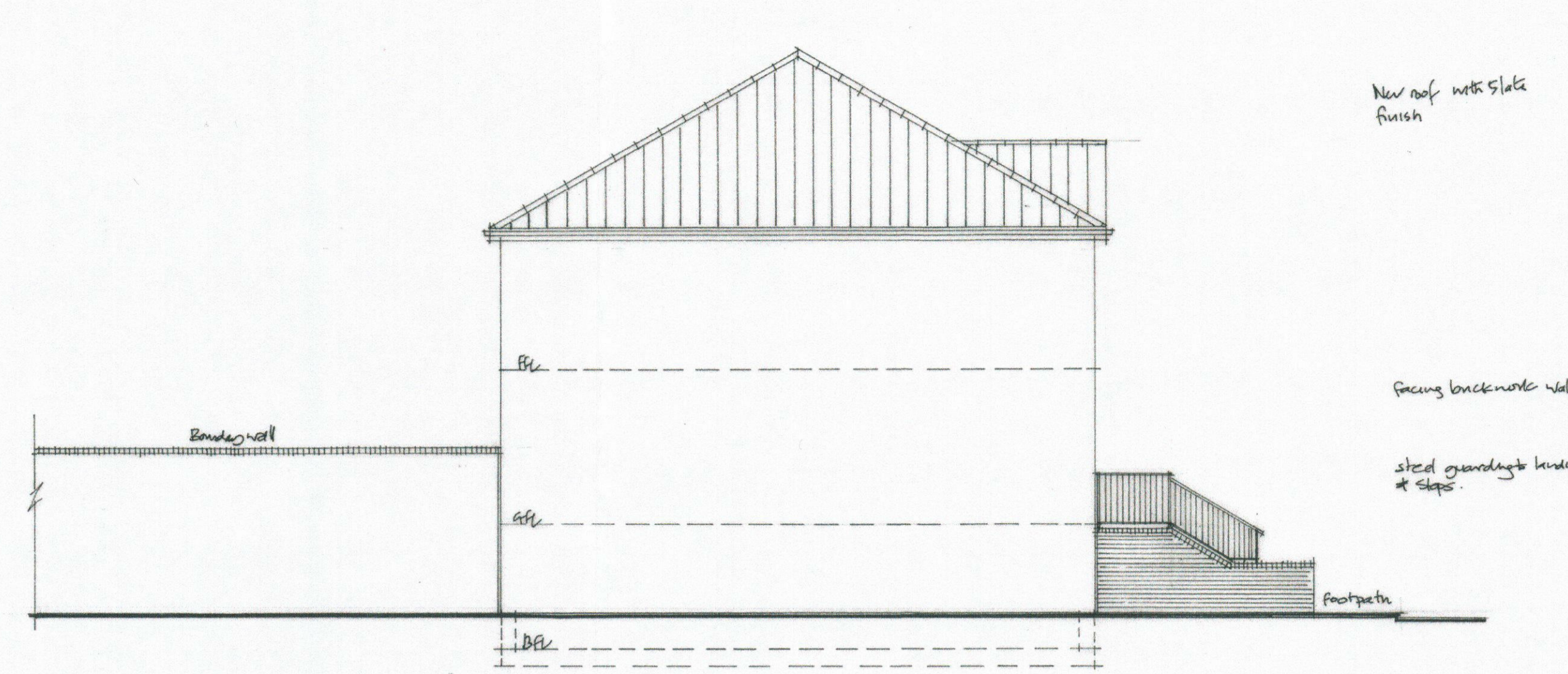
existing footpath crossover to be retained

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SCALE BAR 1:100 (metres)

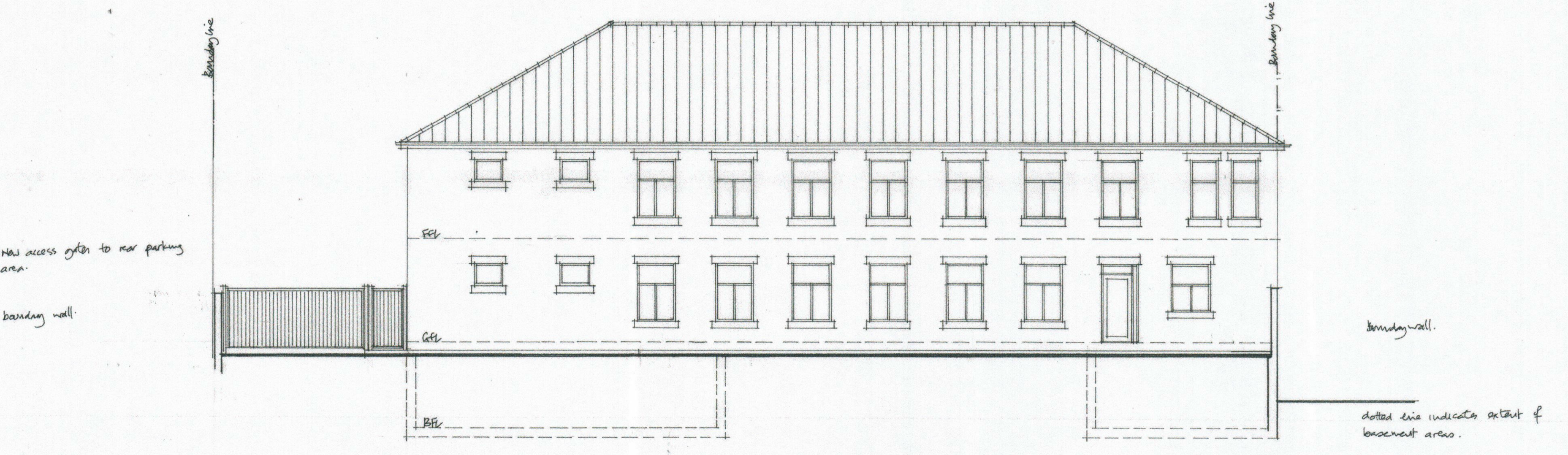
PROPOSED NEW BUILDING			
AT: 15-18 SOUTH ROAD SMETWICK B67 7BN			
Scale 1:100	Date 29/18	Drawn 03	



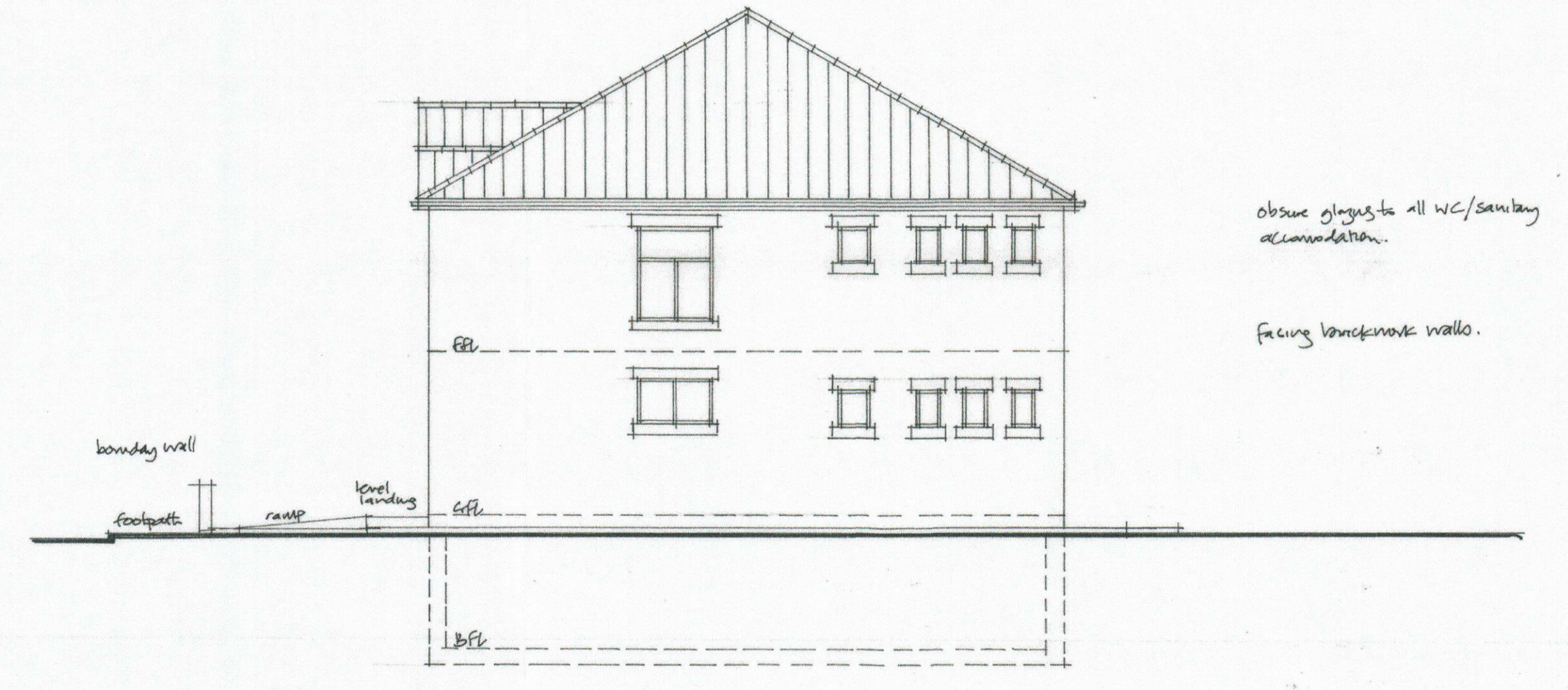
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

0 1 2 3 4 5 6 7 8 9 10 11 12m
SCALE BAR 1:100 (METRES)

PROPOSED ELEVATIONS			
AT: 15-18 SOUTH ROAD			
SMETHWICK			
B67 7BN			
DATE	SCALE	DRAWN	
DEC 18	1:100	DGND	04