
ITEM	APP/2007/6311	WARD Rock Ferry
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Location: 8 Holt Road Tranmere Wirral CH41 9ES

Proposal: Erection of two residential buildings containing a total of 11 No. flats

Applicant: Roy Jones
Urbancity Properties Ltd
48-52 Penny Lane
Liverpool
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Agent: Survey and Design
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Development Plan allocation and policies: National Policies

PPS1: Delivering Sustainable Development
PPS3: Housing
PPS22: Renewable Energy
PPG13: Transport

Regional Policies

RSS Policy DP1: Economy in the Use of Land and Buildings
RSS Policy DP2: Enhancing the Quality of Life
RSS Policy DP3: Quality in New Development
RSS Policy UR7: Regional Housing Provision

Local Policies

UDP Policy URN1: Development and Urban Regeneration
UDP Policy GR5: Landscaping and New Development
UDP Policy GR6: Greenspace within New Family Housing Development
UDP Policy TR1: Provision for Public Transport - Para. 15.5
UDP Policy TR9: Requirements for Off-Street Parking
UDP Policy TR12: Requirements for Cycle Parking
UDP Policy TR13: Requirements for Disabled Access
UDP Policy REN1: Principles for Renewable Energy

Policy HS4: Criteria for New Housing Development
Policy HS13: Self-Contained Flat Conversions

Supplementary Planning Document 2: Designing for Self-Contained Flat Developments and Conversions

Planning History: None.

Representations and consultations received: Representations:

A site notice was displayed on the site and a Press Notice published. In addition, a total of 14 letters of notification have been sent to properties in the area. At the time of writing this report 4 objections from 12, 14 and 16 Holt Road, (2-5) Holborn Square, have been received, listing the following grounds:

- Loss of light and privacy;
- Increased noise;
- Loss of property value;
- Safety fears;
- Structural problems;
- Parking and traffic problems;

Merseyside Cycling Campaign request secure cycling parking to be provided.

Consultations:

Director of Regeneration (Housing & Environmental Protection Division) - No objection

Director of Technical Services (Traffic Management Division) -

Director of Corporate Services (Forward Planning) - No objection

Directors comments: PROPOSAL

The application is for the demolition of the existing bungalow and the erection of two buildings containing a total of 10 No flats.

The two buildings will be located on either end of the site, with amenity space and parking located between the buildings.

Block A will be at the front of the site, and will contain 5 apartments. It will have an archway at ground level to allow vehicle access into the parking area. It will also contain a top floor penthouse apartment, set back from the main elevation.

Block B will be located at the rear of the site, and will be smaller in scale than Block A. It will be similar in design, but with two apartments at penthouse level and will also contain 5 apartments.

The two buildings will have a contemporary appearance but will be built using mostly traditional rendering and timber cladding.

PRINCIPLE OF DEVELOPMENT & POLICY CONTEXT

The application site is within an area designated as a Primarily Residential Area within the Wirral Unitary Development Plan and is also within the North West Metropolitan Area as defined in Regional Spatial Strategy. Therefore, the principle of residential development is acceptable, subject to Policy HS4: Criteria for New Housing Development, of the UDP, and Supplementary Planning Document 2: Designing for Self-Contained Flat Development and Conversions.

SITE AND SURROUNDINGS

The application site at present contains a small detached bungalow, with a large area set aside for amenity space. It is located at the bottom of Holt Road, near its junction with Old Chester Road. The land levels around the site vary quite dramatically, with land to the east and north being much lower due to an old quarry, whilst land on the other side rises fairly steeply.

Holt Road contains mostly terraced dwellings and slopes down towards Old Chester Road at a steep gradient. The level of the existing dwellings show this steep gradient by being staggered in height, more so towards the application site.

There is a large grassed area adjacent to the site, at the junction with Old Chester Road, which contains a large number of trees. This area is also set lower than the application site and screens part of the application site.

Directly adjacent to the application site is a long access path to 12 Holt Road. This property, which is a detached bungalow is set well back from the Holt Road frontage. The side of this property contains a bathroom window and a small window for the loft space. It is set above the application site by approximately 2 metres.

APPEARANCE AND AMENITY ISSUES

Design & Scale

The proposed buildings are considered to be of a good design, and it is considered that there is sufficient character within the two buildings to ensure that the proposal is a positive addition to the area.

The application site is much larger than the plots in the immediate area, and as such, it is considered a good use of the land to make use of the rear part of it. The presence of 12 Holt Road being set back, and the sites location on the corner will ensure that

the presence of a building at the rear of the site wont appear out of keeping or harmful to the character of the area.

The scale of Block A respects the current building line and the staggered heights of the existing buildings. The presence of a penthouse level to the west of this building will ensure a continuous stagger from the existing dwellings and will result in the building being of an acceptable scale and form. As such, the scale of this building is considered to be acceptable, with the penthouse level helping to minimise the overall height of the buildings.

Block B is smaller in scale than Block A due to its location to the rear of the site. This is considered to respect the scale of the area. The two separate buildings are very similar in design and this will result in a degree of uniformity between the two buildings.

Old Chester Road is being regenerated within the immediate area, with a number of flat developments within fairly close proximity. As such, it is considered that the proposal will add to this and be generally in keeping with the new developments taking place along Old Chester Road.

Although the proposed buildings are taller than the dwellings adjacent to the plot, the level of the land results in them being in scale with the overall street scene and provide a balanced development which respect the character of the area.

Residential Amenity

There are no habitable windows to the side of 10 or 12 Holt Road, and as the proposed buildings will be directly adjacent these two properties it is considered that there will be no unacceptable loss of light suffered at these properties. The lower land levels will also help to minimise the impact on the neighbouring properties.

The proposed balconies are limited at penthouse level so that they do not have a direct view over neighbouring amenity areas. The balcony of Block B is a minimum distance of 12 metres away from the private garden of No. 12 Holt Road, whilst the balcony of Block A is a minimum distance of 20 metres away. As there is some substantial vegetation screening along this boundary, this is considered to be sufficient to ensure that there is no loss of privacy to these properties. In addition, the proposal meets separation distances with surrounding properties.

Whilst the proposal will be readily visible from the adjacent properties, it is not considered that this is an unacceptable intrusion on the amenities of these properties. The site is of a sufficient size, and development to the rear of the site is considered necessary to make good use of the land. The two buildings will be directly adjacent existing buildings and this will limit the impact they have on the surrounding area and ensure that they do not appear out of character or in an unacceptable location.

HIGHWAY/TRAFFIC IMPLICATIONS

There are no Highway Implications relating to this proposal.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

There are no Environmental or Sustainability issues relating directly to this proposal.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The proposal is considered to be of a good design and will be a positive addition to the street scene of both Holt Road and Old Chester Road. The proposal is of such a scale and siting that it shall not have an adverse impact on the amenities of neighbouring properties and as such is considered to comply with Policy HS4 of Wirral's Unitary Development Plan.

It is considered that the proposal complies with Policy HS4 of Wirral's Unitary Development Plan and will not have an adverse impact on the character of the area, the appearance of the building or the amenities of neighbouring properties.

Recommendation: Approve

Condition(s):

- 1 Full planning permission: standard commencement date. (C03A)
- 2 samples of the materials to be submitted and approved prior to commencement (C59B)
- 3 Cycle parking scheme to be submitted and completed prior to occupation (C61L)
- 4 Before the development hereby permitted is begun, full details of a gated access way shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the flats.
- 5 Detailed landscaping scheme to be agreed prior to commencement (C71A)
- 6 Replacement of diseased planting for a period of 5 years from completion. (C71G)
- 7 Landscaping works to be carried out in accordance with the approved details as set out in Condition 5. (C71J)
- 8 Pedestrian visibility splays of 2.4m x 2.4m to be provided at Holt Road. (C61C)
- 9 Development according to plans received on 23rd August 2007. (C24C)
- 10 Vehicular sight lines to be provided at Holt Road. (C61E)
- 11 Before the development hereby permitted is first commenced, a datum for measuring land levels shall be agreed in writing. Full details of existing and proposed ground and building slab levels on site and adjoining levels off site shall be taken from the datum, and submitted to and approved in writing by the Local Planning Authority, notwithstanding any such detail shown on previously submitted plans(s). The development shall be carried out in accordance with the approved details.

Reason for conditions

- 1 Standard (CR86)
- 2 In the interests of visual amenity. Policy EM6 or HS4 of the UDP (CR66)
- 3 To promote more sustainable forms of transport. Policy TR12 of the UDP (CR69)
- 4 In the interests of security.
- 5 In the interests of the visual amenities of the area. Policy GR5 of the UDP (CR79)
- 6 In the interests of the visual amenities of the area. Policy GR5 of the UDP (CR79)
- 7 In the interests of the visual amenities of the area. Policy GR5 of the UDP (CR79)
- 8 Highway safety (CR13)
- 9 For the avoidance of doubt. (CR33)
- 10 Highway safety (CR13)
- 11 To protect the appearance of the locality and in the interest of the amenities of local residents.

Last Comments By: 26 July 2007

56 Day Expires On: 19 September 2007