
ITEM	APP/2007/6361	WARD Liscard
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Location: Manor Grange 33 Seabank Road Egremont Wirral CH44 0EE

Proposal: Conversion and extension of existing building to form 11 No. apartments

Applicant: Geoffrey Black Ltd Unit 1 Centuria Business Park Georgia Avenue Bromborough Wirral CH42 3RG	Agent: Martin Fletcher Architects 4a Lucerne Street Aigburth Liverpool L17 8XT
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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 TRT1: 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 Press Notice was published and a total of 25 letters of notification have been sent to properties in the area. At the time of writing this report 1 objection had been received on the grounds of loss of view and light.

Merseyside Cycling Campaign request a sufficiently sized, secure cycle store to be included.

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

Director of Technical Services (Traffic Management Division) - No objection subject to the access being widened to allow simultaneous access and egress

Directors comments: PROPOSAL

The proposal is for the conversion of Manor Grange, 33 Seabank Road into 9 No. residential flats. The proposal also includes the erection of a second-floor extension

on top of the existing two-storey extension, and a glazed extension to the rear to provide access to three of the flats.

The application originally proposed 11 No. flats, but this has been reduced to 9 No. flats following concerns with regards to density.

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 property is a large, detached, white-rendered building which consists of a three-storey original property and a more recent two-storey, flat roofed addition. It is located in a fairly prominent location on Seabank Road and is set within a small plot. The original building has much character, although the extension does not and overall the building is currently in a fairly poor condition.

The immediate street scene along Seabank Road is extremely varied and contains numerous different property types. These include terraced dwellings, large detached properties and a modern block of flats directly adjacent to the site. Gibson House, an old seafarers mansion, and Mariners Park are also within the immediate area of the site, and as such, the street scene has no defining character, with each property adding positively to the street scene in its own way.

To the rear of the building are a row of tall terraced properties which front onto Poole Road. Between these properties and the application site is Greenwood Lane which is mostly used for rear access to the Poole Road properties.

APPEARANCE AND AMENITY ISSUES

Residential Amenity

Whilst the windows in the rear elevation of the building are in fairly close proximity to residential properties adjoining the site to the rear, this is considered to be acceptable when considered that the previous use would also have had habitable room windows facing to the rear.

The windows in the rear of the proposed extension will be a distance of at least 21 metres away from the windows in the rear elevation of properties on Poole Road. In addition, these new windows will be a distance of approximately 10 metres from the rear garden of these adjacent properties, which should prevent any undue overlooking. As such, it is considered that the proposal will not result in an unacceptable loss of privacy to these neighbouring properties.

There are no habitable windows in the side elevations of either building to the side of the application site and it is not considered that the proposal will have an adverse impact on these properties.

Design

The original part of the building is considered to be aesthetically pleasing and has a positive impact on the street scene. However, it is not in a particularly good condition at present and the proposed renovation will have a positive impact on its appearance and the street scene.

The existing two-storey extension is not considered to particularly compliment the existing building and has little character or special features, most notably due to its flat roof and lack of bay windows. It is considered that the erection of an extension on the top of this building will enhance the appearance of it, as well as the overall site itself.

The design of the proposal is considered to be . It is expected that this penthouse extension will be constructed from modern materials, which should compliment the extension and give it some character. This in turn will have a positive impact on the original building and will improve the appearance of the building on the street scene and on the surrounding area.

The glazed extension to the rear of the building will have minimal impact on the appearance of the building, as it will only be partially visible from the front elevation of Seabank Road, which is the principal elevation and the one with most architectural interest. In any case, the glazed extension is considered to be of a good design in its own right and is an imaginative way to accommodate access stairs.

The basement windows, which are currently covered in a large concrete plinth, will be opened up again. There will be minimal excavation to the front of these windows and as such, the removal of this concrete will improve the appearance of the property.

Density

The original proposal for 11 No. flats would have resulted in a density of approximately 137 dwellings per hectare, which was considered to be unacceptable. This has now been reduced to 9 No. flats and as such, will result in a density of approximately 110 dwellings per hectare. Whilst this is above recommended guidance in Supplementary Planning Document 2: Designing for Self-Contained Flat Developments and Conversions, it is considered to be an acceptable density for an existing building of this size. In addition, as it is located on a busy, main road, with good public transport links.

The proposed flat in the basement is considered to be acceptable. There was originally proposed to be two flats in the basement but due to insufficient outlook one flat was deleted from the scheme. The proposal now involves a living area with windows to the front and side, and the bedroom with windows to the side and rear. This window configuration is considered to be acceptable in order to allow sufficient light into these basement rooms.

There is only limited landscaping on the site at present, with the majority of the site being hardsurfaced, and the little greenery being in very poor condition. The proposal will introduce some amenity space and landscaping, and whilst this is not in line with SPD2, it will represent an improvement on the current situation, and will make the most of the space around the existing buildings.

HIGHWAY/TRAFFIC IMPLICATIONS

There is one off-street parking space provided for each flat to the side of the building. The Director of Technical Services (Traffic Management Division) indicates that there are no significant traffic management implications arising from this proposal.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

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

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

In conclusion, the conversion of this property into 9 No. flats is considered to be acceptable in density due to the large size of the existing building and the location on a busy main road with good public transport links. The proposed extensions are considered to be of a good design and will be a positive addition to the building and will add character to the street scene. The proposal in general is considered to be sufficient distance away from neighbouring properties to ensure that there is no loss of amenity to these local residents. Overall, the proposal is considered to comply with Policy HS4 of Wirral's Unitary Development Plan.

Summary of Decision: 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 All windows above ground floor level, in the rear elevation of the proposed rear glazed extension, directly facing properties on Poole Road, shall be obscurely glazed with frosted glass and retained as such thereafter.
- 4 Development according to plans received on 22nd August 2007. (C24C)
- 5 Cycle parking scheme to be submitted and completed prior to occupation (C61L)
- 6 Before the development hereby permitted is brought into use, full details of a revised access, including the widening of it to a width of 4.5 metres, shall be submitted to and agreed in writing by the Local Planning Authority.

Reason for conditions

- 1 Standard (CR86)
- 2 In the interests of visual amenity. Policy EM6 or HS4 of the UDP (CR66)
- 3 Amenities of adjoining occupiers. (CR23)
- 4 For the avoidance of doubt. (CR33)
- 5 To promote more sustainable forms of transport. Policy TR12 of the UDP (CR69)
- 6 Highway safety (CR13)

Last Comments By: **02 August 2007**

56 Day Expires On: **04 October 2007**