

Planning Committee

11 March 2010

Reference:
APP/10/00033

Area Team:
North Team

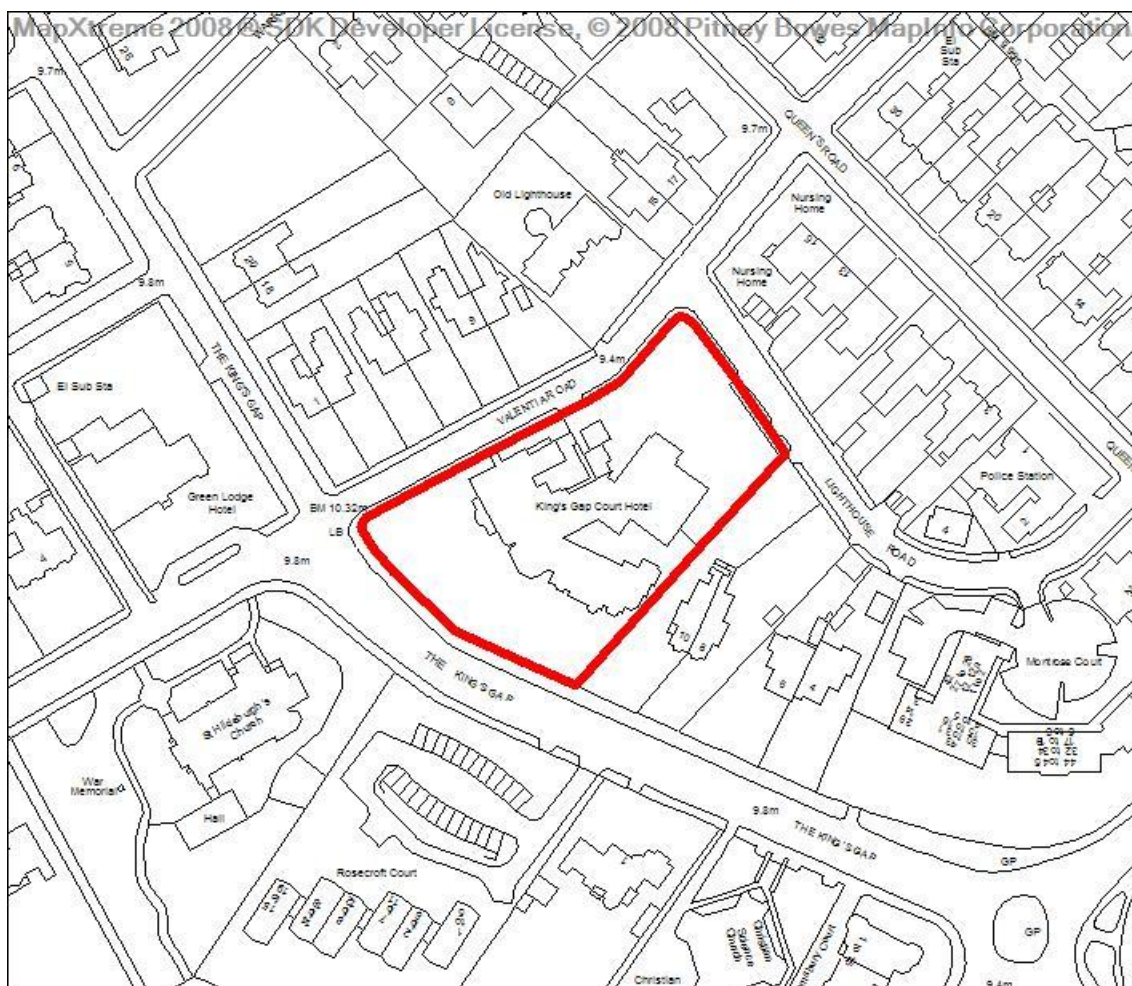
Case Officer:
Ms J Storey

Ward:
Hoylake and Meols

Location: Kings Gap Court Hotel, VALENTIA ROAD, HOYLAKE, CH47 2AN
Proposal: Renovation of the hotel, demolition of the majority of the extensions including the rear function room and adjoining annex to the hotel on the Kings Gap Frontage, and erection of new extensions

Applicant: Kings Gap Court Hotel Ltd
Agent : DPP

Site Plan:



Development Plan allocation and policies:

Density and Design Guidelines Area
Primarily Residential Area

Planning History:

4871 Demolition of property and erection of 30 flats and garages Ref 4/8/76
4872 Demolition of existing property and erection of 24 Town Houses Ref 4/8/76

4944 Conversion of existing building 5 self contained flats Ref 4/8/76
 5184 Change of use from private hotel to nursing home and clinic 4/8/76
 7773 Erection of 34 service flats and garages ref 7/10/1977
 1988/7045 Erection of 34 sheltered housing units and a new conservatory to the hotel W
 12/12/08
 1988/7398 Erection of 34 Sheltered housing units and a new conservatory to the rear of the
 hotel Ref 2/2/89
 1989/6378 Demolition of existing extension and erection of 28 sheltered housing units and layout
 of car park and conservatory A/C 13/9/89
 1992/6322 Extension of consent 1989/6378
 2002/7708 Demolition of existing function room and the erection of new leisure buildings to the
 rear A/C 6/6/2003
 APP/2008/6419 Renovation of hotel, demolition of extensions and erection of new extensions
 – Approved
 CON/2008/6422 Demolition of extensions – Approved

Summary Of Representations and Consultations Received:

REPRESENTATIONS

The application was advertised by site notices and individual letters were sent to 51 surrounding properties.

As a result of neighbour notifications letters were received from 3 and 1 Valentia Road. The issues raised are as follows:

- Concern over potential loss of prominent trees which would damage the landscape character and compromise the architecture of the building.
- Prominent site within Conservation area which is under threat

CONSULTATIONS

Director of Regeneration, Environmental protection – no objection

Director of Technical Services – Traffic Management – No objection subject to conditions

Director of Tourism – Support for proposal which will increase visitors to the area and help regeneration of the local economy.

Wirral Wildlife – Black Poplar Tree on site should be retained.

English Heritage – No comments to make.

Merseytravel - No objection subject to provision of a Travel Plan to promote the use of sustainable forms of transport

Director's Comments:

INTRODUCTION

The current application is for the renovation of the main hotel, demolition of extensions including the rear function room and adjoining annexe onto the Kings Gap and erection of extensions to the rear and south east of the existing hotel building.

The site has an extant planning consent for a similar redevelopment which was approved in 2008. This approval was however for a larger development, in addition to the renovation of the hotel it included a three-storey linked extension along the Kings Gap frontage where the existing annexe is and a three storey rear extension along the Valencia Road elevation. The current application is a revision of these proposals which no longer includes the three storey extension along the Kings Gap and has a smaller three storey rear extension. The total number of proposed bedrooms is reduced from the 66 previously approved to 56.

Internally, the existing three restaurant areas combine to become one restaurant. Whilst it is likely that this may operate with a different management structure to the hotel, it is contained within the hotel can

be used as part of the hotels facilities and forms part of the same planning unit.

The car parking area is larger than the previous approval and has increased numbers of spaces from 56 to 79. This increase is possible because the three storey extension on the Kings Gap frontage has been removed. The increase in parking spaces is still below the maximum number permitted through SPD4 and is acceptable.

PRINCIPLE OF DEVELOPMENT

The application site is within a Primarily Residential Area and The Kings Gap Conservation Area. The main issues to considered relate to the principle of the proposed development in relation to local and national conservation policies, impact on surrounding residential uses and the scale of development.

The need for an improved hotel facility was demonstrated and accepted with the previous approval. The applicants have submitted a revised needs analysis which concludes that there is a still a need for quality branded hotel accommodation in the Wirral area, which is demonstrated by the strength in hotel demand from local attractions, the local corporate market and proximity to Liverpool. The proposal is supported by The Director of Corporate Services, Tourism and Marketing Division.

SITE AND SURROUNDINGS

The application site is located on the south east corner of the junction between the Kings Gap and Valentia Road. The existing building is three storeys in height with a slate roof and white rendered walls and a two -storey veranda on the front elevation. The hotel was originally a pair of semi -detached houses. There are a number of extensions to the property including a large single storey function room to the rear of the site. Previous extensions have been added on an ad hoc basis and do not make a particularly positive visual contribution. to the building or wider Conservation Area. A large hard surfaced car park, which is accessed from Valentia Road is located at the rear of the site. There is an additional smaller car park to the front of the hotel.

The site is within The Kings Gap Conservation Area which was designated in April 2000. The lighthouse on Valentia Road and St Hildeburgh's Church, on Kings Gap opposite the site are both Grade II Listed Buildings. The surrounding properties are predominately three storey, semi detached houses within generous plots. The palette of building materials is generally red brick, Pebbledash render and white paint on rough render. The roof tiles comprise welsh slate and plain red tiles.

The site boundary contains a hedge and a number of mature trees. The boundary to Valentia Road and lighthouse Road consists of a low brick wall, with a small number of trees along the lighthouse Road frontage

POLICY CONTEXT

The application site is within a Primarily Residential Area and The Kings Gap Conservation Area, the main issues to consider relate to the principle of the proposed development in relation to PPS4, the impact of such a scheme on the Conservation Area and setting of the Listed Buildings, the design of the extensions, residential amenity, noise and general disturbance and highway and traffic implications. All of these matters were considered in detail when the previous proposal was approved, which establishes the principle of such a development.

The current proposal has changed in response to a change in the applicant's commercial requirements and thus results in a smaller development. The principles established with the previous approval are still relevant to a smaller development, which is likely to have a lesser impact on the surrounding area.

APPEARANCE AND AMENITY ISSUES

The proposed rear extension is still three storey and follows the design principles established with the previous consent. The extension runs parallel to Valencia Road and has been set behind the most forward projecting element of the existing hotel building ensuring that it appears subordinate to the existing hotel building. The strong vertical rhythm of the area is reflected in the proposed development fronting onto Valentia Road. The development has attempted to tie in to the hotel building through the use of scale and mass. Neither the eaves height nor the ridge height extends beyond those of the existing hotel.

The extension is not as long as the previous approval and as such has a lesser impact on adjacent properties and allows more opportunity for boundary landscaping.

The main change is along the Kings Gap frontage. The existing hotel annexe consists of a pair of semi detached properties which have been linked to the main hotel by an unsympathetic extension and have themselves, been altered so as to lose much of their historical character. Their demolition and replacement with a more contemporary three storey extension was accepted with the previous approval. The current proposal still includes the demolition of the annexe but does not propose a similar replacement. Instead, the proposals include single storey additions, which wrap around this side elevation and provide an entrance point from the widened car park. The removal of these and other ad hoc extensions helps to establish the main hotel in its setting at this prominent and sensitive part of the conservation area.

SEPARATION DISTANCES

The proposed extensions sit well within the site boundaries and achieve good separation from surrounding residential properties. The rear three storey extension is over 34m from the front elevation of houses facing Valentia Road, over 46m from the rear elevation of houses on Queens Road and over 22m from the boundary of the rear garden of 10 The Kings Gap. These distances far exceed the normal interface distances required by the Council and will not result in a loss of privacy for adjacent properties.

HIGHWAY/TRAFFIC IMPLICATIONS

The proposal does not significantly differ in traffic terms from the previous approval. An updated Transport Assessment has been submitted which explores issues such as traffic generation, safety and access to sustainable transport. The proposal is generally considered acceptable in traffic management terms and for the majority of time the facility will operate without significant impact on the public highway. However, there are concerns regarding the potential for displaced parking that the improved function and restaurant facilities may occasionally bring and the subsequent impact on highway safety, particularly at the junction of The Kings Gap and Valentia Road. Therefore, a 'grampian' planning condition is requested to secure the provision of appropriate waiting restrictions at the junction of The Kings Gap and Valentia Road.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

The proposed extensions will be constructed using modern energy efficient materials and techniques. The site is accessible from several modes of public transport which contributes to its sustainability.

HEALTH ISSUES

There are no health issues relating to this report

CONCLUSION

The proposal involves the demolition of a block fronting The King's Gap, which is an annex to the hotel, the removal of single storey extensions to the rear and the building of a further wing fronting onto Valentia Road. The original hotel will be retained with an existing conservatory removed and replaced with a single storey dining room. Demolition of these buildings could be considered to enhance the Conservation Area.

The proposed extensions will comply with the Council's normal standards with regards to the separation distances to adjacent residential properties. This, together with the existing tree and hedge screen between the properties will ensure that the proposed extensions should not result in a significant loss of privacy, daylight or sunlight for neighbouring properties, or be visually overbearing or dominant when viewed from adjoining properties.

The scale of the functions provided through the current operation does not differ unduly and should not impinge on the residential amenities of surrounding occupiers. The proposal will involve up-to-date construction methods that will include triple glazing to the function room thereby offering some improvements to the current situation.

Summary of Decision:

Having regards to the individual merits of this application the decision to grant Planning Permission has been taken having regards to the relevant Policies and Proposals in the Wirral Unitary

Development Plan (Adopted February 2000) and all relevant material considerations including national and regional policy advice. In reaching this decision the Local Planning Authority has considered the following:-

The current proposals represent a scaled down version of a previous approval. The design of the proposed extensions coupled with the removal of existing unsympathetic extensions represents a visual improvement, which will preserve and enhance this important site within the Conservation Area.

Recommended Decision: Approve

Recommended Conditions and Reasons:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development would include the re-use of limited resources, and to ensure that the amount of waste for landfill is reduced to accord with Policy PO1 of the Wirral Unitary Development Plan.

3. Details shall be provided for the manoeuvring, loading and unloading of servicing vehicles including the timetable for implementation, shall be submitted to and agreed in writing with the Local Planning Authority before development commences. The servicing shall be carried out and operated in accordance with the approved details thereafter.

Reason: To provide adequate servicing facilities to serve the development.

4. Before the development is commenced, precise details to a scale of 1:20 of the extension shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the manner of connection to the original building and alterations to the original building needed as a result of these works. The development shall be carried out in accordance with the approved details and retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of amenity

5. The development authorised by this permission shall not begin until the local planning authority has approved in writing a full scheme of works to provide waiting restrictions at the junction of The Kings Gap and Valentia Road. The occupation of any part of the development shall not begin until those works have been completed in accordance with the approved scheme and have been certified in writing as complete by or on behalf of the local planning authority.

Reason: For the avoidance of doubt and in the interests of highway and pedestrian safety, having regard to PPG13.

6. Details of the proposed windows and dormers to a scale of 1:20 shall be submitted to and agreed by the Local Planning Authority in writing prior to the commencement of works on

site. For the avoidance of doubt, the windows shall be set back within a recess of 60mm, unless otherwise agreed in writing.

Reason: In the intersets of visual amenity UDP policy CH2

7. Details of all external lighting shall be submitted to and approved in writing prior to the commencement of development. The details shall confirm the location, levels of illumination and proposed shading to prevent the spread of direct light or glare over the public highway or into neighbouring properties.

Reason: In the intersets of residential amenity and highway safety, having regard to UDP policy HS15 and PPG13.

8. No part of the development shall be brought into use until space and facilities for cycle parking of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority have been provided and these facilities shall be permanently retained thereafter.

Reason: In the interests of highway safety and to accord with Policy TR12 of the Wirral Unitary Development Plan

9. A scheme of works shall be submitted to and agreed in writing with the Local planning Authority showing details of all mechanical extraction/ventilation units, air conditioning units, chillers and cooler systems. The scheme should include the sound and power levels for each piece of equipment. All approved works to be completed before the extensions hereby approved are brought into use and operated in accordance with the agreed scheme.

Reason: To protect the amenities of adjacent residential properties with regard to UDP Policy HS15.

10. Pedestrian visibility splays of 2.4 metres by 2.4 metres shall be provided at the junction of the proposed access with The Kings Gap before any part of the development is brought into use. These splays shall be retained thereafter.

Reason: In the interests of highway safety .

11. Vehicular sight lines of 2.4m x 43m in both directions shall be provided at the junction of Kings Gap before the development hereby approved is brought into use. The sight lines shall be retained thereafter.

Reason: In the interests of highway safety

12. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years from completion of the scheme shall be replaced by trees or shrubs of a similar size and species to those originally approved unless agreed in writing with the Local Planning Authority

Reason: In the interests of the visual appearance of the site and in accordance with UDP policy GR5

13. The approved landscaping scheme shall be carried out within the first planting season of the completion of the extensions hereby approved.

Reason: To ensure a satisfactory landscaping scheme with reference to UDP Policy GR5.

14. Details of the type of foundations, method, type and programme to be adopted shall be submitted to and agreed with the Local Planning Authority before any work is commenced and shall not be varied unless agreed in writing with the Local Planning Authority.

Reason: To ensure that nearby properties are not adversely affected by the development.

15. No trees indicated in the approved plan(s) or documentation to be retained shall be cut down, uprooted or destroyed, nor shall any trees be pruned other than in accordance with the approved plans and particulars, without the prior written approval of the Local Planning Authority. Any agreed pruning shall be carried out in accordance with British Standard 3998 (Tree Works).

Reason: To ensure the trees are properly considered and protected and that any agreed work is carried out to accepted arboricultural practices for the long term well being of the tree(s) and to accord with Policy GR7 of the Wirral Unitary Development Plan.

16. Before any equipment, machinery or materials are brought onto site, a 1 metre high fence or other barrier as agreed in writing with the Local Planning Authority, shall be erected around the outer limit of the crown spread of all trees, hedges or woodlands shown to be retained on the approved plan. Such fencing shall be maintained in a satisfactory manner until the development is completed. During the period of construction, no material shall be stored, fires started or trenches dug within these enclosed areas without the prior consent in writing of the Local Planning Authority.

Reason: To prevent damage to the trees/ hedges in the interests of visual amenity and to comply with Policy GR7 of the Wirral Unitary Development Plan.

17. No works or development shall take place until a scheme for the protection of the retained trees (section 7, BS59837, the Tree Protection Plan) has been agreed in writing with the LPA:

A; a plan to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and Root Protection Area (para. 5.2.2 of BS5837) of every retained tree on site and on neighbouring or nearby ground to the site in relation to the approved plans and particulars. The positions of all trees to be removed shall be indicated on this plan.

B; the details of each retained tree as required at para. 4.2.6 of BS5837 in a separate schedule.

C; a schedule of tree works for all the retained trees in paragraphs (a) and (b) above, specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS3998, 1989, Recommendations for tree work.

E; the details and positions (shown on the plan at paragraph (a) above) of the Ground Protection Zones (section 9.3 of BS5837).

F; the details and positions (shown on the plan at paragraph (a) above) of the Tree Protection Barriers (section 9.2 of BS5837), identified separately where required for different phases of construction work (e.g. demolition, construction, hard landscaping). The Tree Protection Barriers must be erected prior to each construction phase commencing and remain in place, and undamaged for the duration of that phase. No works shall take place on the next phase until the Tree Protection Barriers are repositioned for that phase.

G; the details and positions (shown on the plan at paragraph (a) above) of the Construction Exclusion Zones (section 9 of BS5837).

H; the details and positions (shown on the plan at paragraph (a) above) of the underground service runs (section 11.7 of BS5837).

I; the details of any changes in levels or the position of any proposed excavations within 5 metres of the Root Protection Area (para. 5.2.2 of BS5837) of any retained tree, including those on neighbouring or nearby ground.

J; the details of any special engineering required to accommodate the protection of retained trees (section 10 of BS5837), (e.g. in connection with foundations, bridging, surfacing)

K; the details of the working methods to be employed with the demolition of buildings, structures and surfacing within or adjacent to the RPAs of retained trees.

L; the details of the working methods to be employed for the installation of drives and paths within the RPAs of retained trees in accordance with the principles of "No-Dig" construction.
M; the details of the working methods to be employed with regard to the access for and use of heavy, large, difficult to manoeuvre plant (including cranes and their loads, dredging machinery, concrete pumps, piling rigs, etc) on site.

N; the details of the working methods to be employed with regard to site logistics and storage, including an allowance for slopes, water courses and enclosures, with particular regard to ground compaction and phytotoxicity.

O; the details of the method to be employed for the stationing, use and removal of site cabins within any RPA (para. 9.2.3 of BS5837).

P; the details of tree protection measures for the hard landscaping phase (sections 13 and 14 of BS5837).

Q; the timing of the various phases of the works or development in the context of the tree protection measures.

Reason: To protect trees which are of significant amenity value to the area having regard to UDP Policy GR7 and to ensure that the arboricultural work is carried out to a satisfactory standard.

18. 21 days before any development is commenced resulting in any alteration of existing ground levels, demolition or alteration of the structure, written notice shall be given to the local planning authority whereupon the local planning authority, within 21 days of receipt of such notice, shall specify in writing to the developer which persons authorised by the local planning authority shall be allowed access to the site to inspect tree protection measures and construction of driveways / access near trees, for the purpose of arboricultural investigation.

Reason: To ensure that all works on the site properly take account of the future health of trees and having regard to Policy GR7 of the Wirral UDP.

19. All redundant vehicle crossings adjacent to the boundary of the site shall be reinstated as footway to match the existing footway immediately adjacent before the development hereby approved is brought into use.

Reason: In the interests of highway safety and amenity.

Further Notes for Committee:

Last Comments By: 04/03/2010 09:06:34

Expiry Date: 16/04/2010

