

Planning Committee

15 February 2011

Reference:
DLS/10/01266

Area Team:
South Team

Case Officer:
Mr K Spilsbury

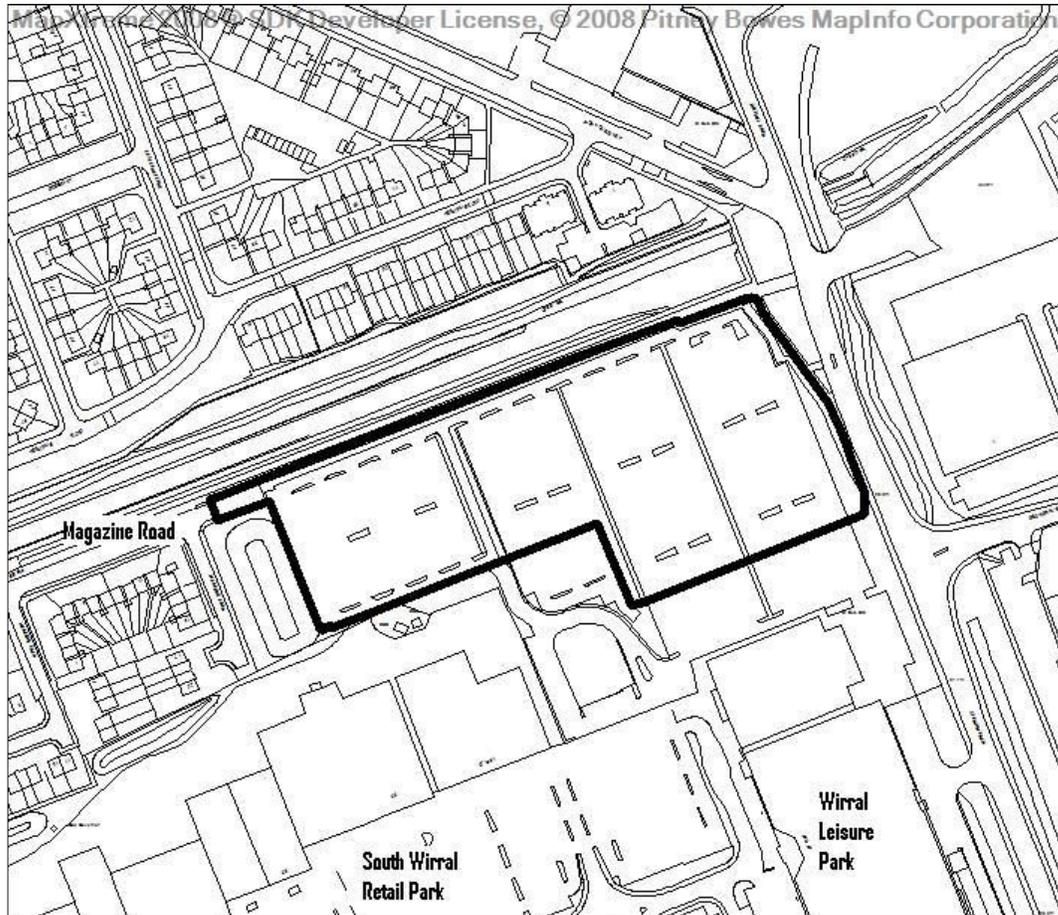
Ward:
Bromborough

Location: Land north of Croft Retail & Leisure Park, Welton Road, Bromborough, Wirral, CH62 3PN

Proposal: Reserved matters application for appearance, landscaping, layout and scale following outline approval for the redevelopment of the redundant car park to create 86 no. residential units and associated work (OUT/2009/5041).

Applicant: Taylor Wimpey
Agent : Mck Associates Limited

Site Plan:



Development Plan allocation and policies:

Primarily Industrial Area
Primarily Residential Area
Out of Centre Retail Development

Planning History:

OUT/2009/5041 - Redevelopment of redundant car park to create 86 no. residential units and

associated work, including access (Outline) - Approved 23/07/2009

Summary Of Representations and Consultations Received:

REPRESENTATIONS

A site notice was posted outside the site and individual letters of notification were sent to neighbouring properties.

At the time of writing this report a qualifying petition has been received objecting to the proposal, raising concerns over:

1. the emergency access/pedestrian and cycle access
2. vehicular access along Magazine Road

Four letters of objection have also been received from the occupiers of 1, 4, 7 & 16 Magazine Road. These objections can be summarised as follows:

1. Vehicular traffic generated by the development will be too much for Magazine Road to cope with.
2. Anti social behaviour and people leaving cars behind as a result of the emergency access
3. Access to the site should be from Stadium Road.
4. Traffic Congestion and grid locking

CONSULTATIONS

Director of Law, HR and Asset Management (Pollution Control) - No Objection.

Director of Technical Services (Traffic Management Division) - No objection subject to a condition.

Environment Agency - No objection.

Mersey Travel - notes the intention to include car parking spaces for 86 dwellings within the site and consequently would wish to be assured that Wirral Council are satisfied that all traffic likely to be generated by such car parking provision, together with all other traffic likely to emanate from the development site, could be accommodated within the local highway network, without resulting in congestion that could impede the passage of bus services on New Chester Road. Merseytravel also request that the Council require the developers to formulate and fully implement a full Travel Plan for the site which would effectively promote the use of sustainable modes of travel, including public transport, for access to and from the site, to all subsequent employees and users of the development. Given the scale of the development, Merseytravel would wish to request that Wirral Council requires the developer to construct the internal highway layout of the development to a design and format that could facilitate ease of access for Merseytravel Merseylink dial-a-ride vehicles to all relevant primary building entrance/exits around the development site and that good quality walking routes between the developments entrance/exits and the nearest bus stops.

Director's Comments:

INTRODUCTION

The proposed development is a reserved matters application for appearance, landscaping, layout and scale following outline approval for the redevelopment of the redundant car park to create 86 no. residential units and associated work (OUT/2009/5041).

PRINCIPLE OF DEVELOPMENT

The site is located within a regeneration priority area where residential development is permitted under the terms of the Interim Planning Policy for New housing Development. The principle of the development has also been established under the previous outline application (OUT/2009/5041). This application is contrary to Wirral's Unitary Development Plan because the site is designated for Out of Centre Retail Development and is therefore subject to Unitary Development Plan Policies SH9, 10, 11.

SITE AND SURROUNDINGS

The site is situated in the North East corner of the Croft Retail and Leisure Park to the eastern side of the A41 and forms part of the wider Wirral International Park.

The site is approximately 2.06 hectares in size and previously formed part of the Croft Retail and Leisure Park's car parking provision. The developer has indicated that this is now surplus to requirements.

The primarily residential area lies to the North and West of the site with residential dwellings running along Magazine Road. To the East of the site lies an industrial area forming part of the Wirral International Business Park and the Croft Retail and Leisure Park to the South.

A footpath, disused railway track and cycle route run along the Northern Boundary with a grassed mound containing dense trees forming the Western boundary.

POLICY CONTEXT

As stated, the original outline planning application establishes the use of the site for residential purposes. This application seeking consent for the reserved matters of appearance, landscaping, layout and scale. Consent for a access has already been granted under the outline application. In assessing the outline planning application it was considered that whilst the planning application was a departure from Wirral's Unitary Development Plan there were a number of material considerations that weighed in favour of releasing the site from its intended purpose and as such it was deemed acceptable to release the site for residential development. In which case the criteria in UDP Policies HSG2, HS4, HS6, GR5, GR6, GR7, RE11, TR9, TR11, TR12 alongside SPD2 become relevant. RSS Policies DP1-4 is also applicable.

APPEARANCE AND AMENITY ISSUES

The proposed layout submitted with the application follows a similar form to the indicative layout submitted with the original outline planning approval. The scheme is for 86 dwellings including 70 dwelling houses and 16 apartments which are to be located within a block on the eastern edge of the site. The layout has been amended at the request of the Local Planning Authority as it was originally deemed not to comply with the Council's interface distances between dwelling houses. The applicant was informed that the original submission would have resulted in a cramped and over developed scheme that would lead to both overlooking and overshadowing. As a result the applicant amended the scheme.

The outline approval established the overall density on the site at 86 dwellings and it is considered that the newly proposed scheme is an overall improved in terms of layout and design which demonstrates that 86 dwellings can be accommodated within the site with sufficient outlook and amenity for residents as well as the provision of 2760sq.m of green space for the provision of safe children's play.

Policy GR6 states: Proposals for new family housing development, defined as houses with two or more bedrooms, will be required to provide greenspace at an overall level of 60 square metres for every new dwelling constructed and will be required within this overall requirement, to make specific provision for safe children's play. This is provided at the eastern side of the site adjacent to Stadium Road. The applicant signed a section 106 legal agreement as part of the original approval (OUT/2009/5041) to ensure this level of provision is provided with the scheme.

SEPARATION DISTANCES

The Local Planning Authority employs separation distance guidance on interface distances between dwelling houses. For example habitable room windows directly facing each other should be at least 21 metres apart. Main habitable room windows should be at least 14 metres from any blank gable. If there are differences in land levels or where development adjoins that of different ridge height, such as three-storey development adjacent to two-storey property, a greater separation should be provided. For every metre difference in ridge height (or part thereof) the above distances should be increased by 2 metres.

As stated previously the proposed development has been amended at the request of the Local Planning Authority. Whilst the proposal does not always meet the standard interface distances advocated by the Local Planning Authority, it is considered that in this instance some compromise can be made due to the overall benefits that will be created as a result of the scheme. However it must be stressed that each individual case is assessed on its own merits and this relaxation of local authority

standards will in now way create a precedence for future housing schemes. More so, that in this case, the scheme will replace a previously redundant car park that was subject to anti-social behaviour.

For example, within the site there is a distance of between 19 metres between Units 36/37/38 to Units 44/45/46 where a distance of 21 metres should be achieved. Units 58/59 to the side gable of Unit 56 has a distance of 13.5 metres and units 33/34 to unit36 and Units 50/51 to the side gable of 35 has a distance of 13m. The usual guidance states that a distance of 14 metres should be achieved between blank gable walls to elevations with habitable room windows.

The important reference points in terms of national design guidance for new residential developments is 'By design' and 'Better places to live'. The former provides the overall approach to design which the government seeks to encourage and enforce through the statutory planning function and the latter adds more detail to the overall framework in respect of residential design guidance. Both documents have at their heart an aspiration to support the creation of sustainable high quality places. The development does create a new sense of place, which is well related to the site and context. The relatively self-contained nature of the site, and design response, enables the development to create a distinct urban form. All of the proposed buildings are well related and there is a clear family of materials and design features which unite the development. Importantly these features are related to the context, but also create a new sense of place as mentioned earlier. The Street within the site is well defined by building frontages and the site is based on a coherent and logical structure. The built form links into the wider neighbourhood to provide continuity between new and old, with new development linking to rather than turning its back on the existing residential neighbourhood and urban form.

The applicant has also entered into a legal agreement to deliver affordable housing on the site. The proposed affordable housing has been designed to meet spatial standards and Housing Quality Indicators of the housing trust and whilst the scheme does require some compromise by the planning department it is considered that the scheme can be sustainable.

Consequently, the special circumstances of the site outweigh the fact that the usual standards related to interface distances are slightly relaxed and the site will contribute to the regeneration of the area.

HIGHWAY/TRAFFIC IMPLICATIONS

The Director of Technical Services (Traffic Management Division) has no objection to the proposed scheme. The applicant has signed a S106 agreement as part of the original planning application to secure highway improvements, however as the site layout has been amended a further conditions proposed to control vehicular speeds.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

It is considered that the development is located in a sustainable location, with good transport links and a wide range of local amenities. The site is also previously developed land and therefore constitutes as a brown field site.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

It is considered that the proposed reserved matters application for a residential development of 86 dwellings as proposed on the site would be in keeping with the character of the area and would not introduce harm to the street scene.

The appearance, landscaping, layout and scale are considered acceptable and comply with HS4 of Wirral's Unitary Development Plan and SPD2- Designing for self contained flat development and conversions, SD1 & DP3 of Regional Spatial Strategy and National Policy PPS1, PPS3 & PPG13. The proposal is therefore considered to be acceptable and is recommended for approval subject to conditions.

Summary of Decision:

Having regards to the individual merits of this application the decision to grant approval of Reserved Matters 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 reserved matters scheme is considered acceptable in terms of Local and National Planning Policy and is therefore recommended for approval.

Recommended Decision: **Approve**

Recommended Conditions and Reasons:

1. The development hereby approved shall be carried out in accordance with all of the submitted details, documents and plans received by the Local Planning Authority on 20/10/2010 and amended plan details shown on the plan received by the Local Planning Authority on 27th January 2011

Reason: For the avoidance of doubt

2. 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 traffic calming measures on the new roads within the development site. Within six months of the first occupation, those works shall be completed in full in accordance with the Local Planning Authorities approval, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety.

3. Before the development hereby permitted is brought into use all windows in the western facing elevation of the apartment block adjacent to plot 81 as shown on drawing number AL001 revision H shall be fixed and obscurely glazed with frosted glass and shall be retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of residential amenity

Further Notes for Committee:

Last Comments By: 14/01/2011 15:56:51
Expiry Date: 19/01/2011