

Planning Committee

08 March 2011

Reference:
APP/11/00016

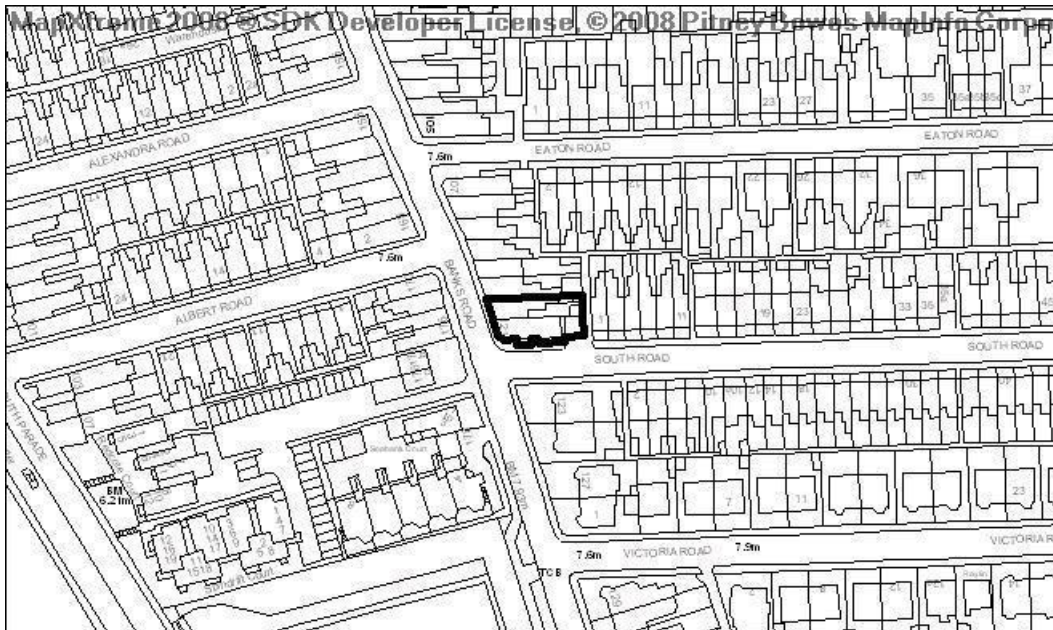
Area Team:
North Team

Case Officer:
Mrs S Lacey

Ward:
**West Kirby and
Thurstaston**

Location: Kukis, 119-121 BANKS ROAD, WEST KIRBY, CH48 0RB
Proposal: Change of use of first and second floors from two self contained flats to eleven B&B/hotel en-suite bedrooms.
Applicant: Mr F Izquierdo-Munari
Agent : Mr C Horgan

Site Plan:



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Development Plan Allocation and Policies:

Key Town Centre
Tourism Development Site
Primarily Residential Area

Planning History:

None

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

A site notice was displayed on Banks Road and a total of 14 letters of notification have been sent to properties in the area. At the time of writing this report 8 individual letters of objection and a qualifying petition of 72 signatures have been received, listing the following grounds:

- No off-street parking provision;
- Additional parking problems in an already congested area;
- South Road and Banks Road are heavily used for residential parking;
- Highway safety issues as when residents park on South Road there is only one lane for two way

- traffic. Additional cars seeking long stay parking will exacerbate an already dangerous situation;
- Banks Road is a busy highway;
 - Illegal parking on the corner of Banks Road on double yellow lines;
 - The proposal is adjacent to a residential area and will result in an increase in noise;
 - Pedestrian safety in an area of high volume of accidents and additional traffic;
 - Cars blocking entrance of private garage;
 - Reduction in property values;
 - Access for emergency services.

CONSULTATIONS:

Director of Law, HR and Asset Management – Environmental Health: No objection

Director of Technical Services – Traffic Management: No objection

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

A qualifying petition of 71 signatures was received citing issues regarding parking, traffic flow and safety issues, and noise. Councillor Watt requested the application be removed from delegation on the grounds of the proposal will result in increased on-street parking in a residential area where this is already a major problem.

INTRODUCTION

The application proposes a change of use of first and second floors from two self contained flats to eleven B&B/hotel en-suite bedrooms.

PRINCIPLE OF DEVELOPMENT

Proposals for hotels and guest houses within Key Town Centres are acceptable in principle.

SITE AND SURROUNDINGS

The site comprises of a restaurant situated on a corner plot between Banks Road and South Road with two flats above and a small yard to the rear. It is situated on a row of commercial shops. There are double yellow lines on the corner of Banks Road/South Road. The site is designated a Key Town Centre under the Wirral Unitary Development Plan, and is adjacent to a Primarily Residential Area where the residential streets have high levels of on-street parking.

No.1 South Road has four windows to the south elevation which are not considered to form the sole window serving a habitable room.

POLICY CONTEXT

The application shall be assessed against policies SH1 Criteria for Development in Key Town Centres, TL5 The Control of Tourism in West Kirby, TL7 Criteria for Hotels and Guest Houses and TR9 Requirements for Off-Street Parking of the adopted Unitary Development Plan, SPD4 Parking Standards, PPG13 Transport and PPS4 Planning for Sustainable Economic Growth.

APPEARANCE AND AMENITY ISSUES

The coastal resort of West Kirby is allocated an area of tourism development and a Key Town Centre. The Government's key objectives as set out in PPS4 Planning for Sustainable Economic Growth is to promote the vitality and viability of existing centres by encouraging a wide range of services in a good environment which meets the needs of the entire community and is accessible to all.

West Kirby is an established location for day or half-day trips to the coast by car, bus or rail. Events such as the Open Championship have boosted business in the accommodation sector. The site is located in a Key Town Centre which encourages the development of hotels, subject to no adverse impact on the surrounding area. The principle of hotel accommodation is therefore considered acceptable under policy PPS4, SH1 and TL5. The proposal is considered to promote a first and second floor use which will add to the vitality of the recognised town centre location

The internal layout of the proposed 11 hotel/B&B units utilises the existing window openings and are considered to achieve acceptable levels of daylight and outlook. The accommodation will utilise the existing restaurant. The external alterations to the building include a small porch facing South Road

measuring 3.3m in height. The porch is not considered to form a visually obtrusive feature or be detrimental to highway safety. It's location is considered not to result in a level of noise or disturbance that would be detrimental to neighbouring properties.

SEPARATION DISTANCES

Separation distances do not apply in this instance, as no residential properties will be affected by the proposed development.

HIGHWAY/TRAFFIC IMPLICATIONS

Objections were received citing additional demand for on-street parking would lead to increased vehicular movements and manoeuvring, which could adversely affect the existing character of the area, or that such movements would impede the free or safe flow of traffic. A balance has to be struck between encouraging new investment in the town centre, and potentially increasing traffic congestion caused by too many cars. Planning Policy Guidance 13 (PPG13) sets out the objectives to integrate planning and transport at the local level and to promote more sustainable transport choices to support a strong and prosperous economy. It focuses land uses which are generators of travel demand towards town centres. PPG13 states that the developer should not be required to provide parking if there was no need, particularly in urban areas with accessibility to public transport. The site is located within a Key Town Centre and there is a bus route along Banks Road and a train station within 700m of the site. The proximity of a site to public transport and a wide range of facilities and services by foot or cycle is an important consideration. The applicant proposes a "meet and greet" facility for guests arriving by train to be collected and dropped off at the hotel. PPG13 and SPD4 set out maximum levels of parking, which the proposal complies with. As such, in the absence of parking facilities and the proximity to public transport links the proposal complies with policies PPG13 and SPD4. Similarly, the requirements of UDP Policy TR9 are considered to have been met.

The Director of Technical Services (Highways) had no objection to the proposal. The proposal would be likely to lead to an increase in on-street parking demand in the adjacent residential roads. However nearby junctions and critical sections of highway are protected by existing waiting restrictions and therefore it is considered there are no sustainable reasons for objection on highway safety grounds.

The applicant has noted the existing restaurant has the capacity to cater for over sixty people. It is considered the proposal for 11 additional rooms is relatively small-scale development when compared to the existing capacity of the restaurant.

It is important to note the surrounding residential roads form part of the public highway and it is the public's right to park on the highway, not just the residents.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

The proposal is considered not to result in excessive noise or disturbance to the surrounding residential properties. The Director of Law, Human Resources and Asset Management (Environmental Health) had no objections to the proposal and did not request any conditions. There are no significant environmental/sustainability issues relating to these proposals.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The proposal complies with Policies SH1, TL5, TL7 and TR9 of the adopted Wirral Unitary Development Plan, SPD4, PPG13 and PPS4, and is deemed not to have an adverse impact on the character of the area, the amenity of nearby residential properties, or the vitality and viability of the Key Town Centre.

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 proposal complies with Policy SH1 and TL5 of the adopted Wirral Unitary Development Plan,

SPD4, PPG13 and PPS4, and is deemed not to have an adverse impact on the character of the area, the amenity of nearby residential properties, or the vitality and viability of the Key Town Centre.

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 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: To accord with Policy TR12 in the in the Wirral Unitary Development Plan 2000

Further Notes for Committee:

Last Comments By: 11/02/2011 15:04:19

Expiry Date: 04/03/2011