

Planning Committee

22 August 2013

Reference:
APP/13/00844

Area Team:
North Team

Case Officer:
Mr M Rushton

Ward:
**West Kirby and
Thurstaston**

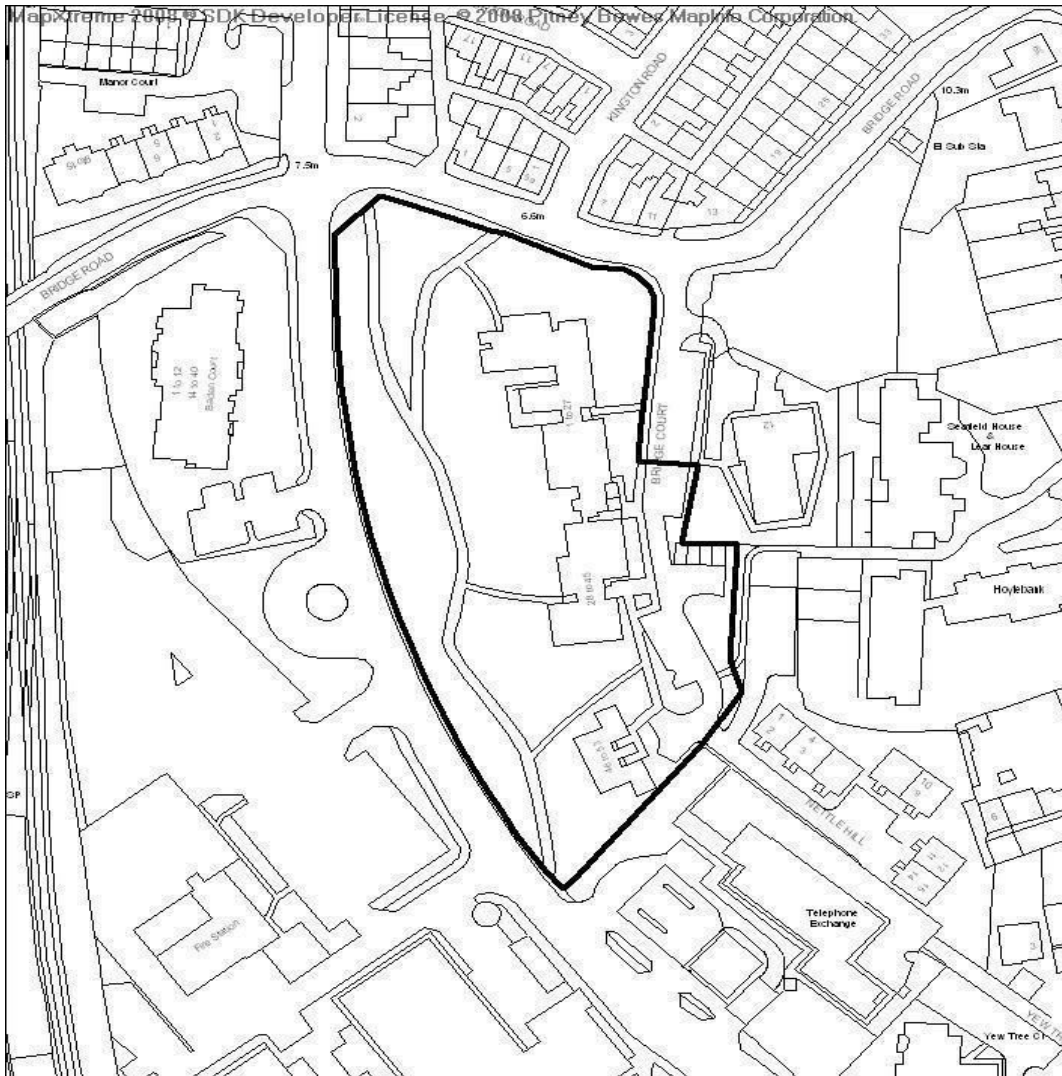
Location:
Proposal:

Bridge Court, BRIDGE ROAD, WEST KIRBY, WIRRAL CH48 4HT
Phased new build construction of development of:
(A) Forty eight apartments consisting 8 no. 1-bedroom and 40 no. 2-bedroom, with associated car parking and landscaping;
(B) Healthcare facility with associated car parking and landscaping.

Applicant:
Agent :

Wirral Partnership Homes
IBI Nightingale

Site Plan:



Development Plan Designations:

Primarily Residential Area
Urban Greenspace

Planning History:

Location: Land south of Bridge Road, east of Orrysdale Road, West Kirby. L48 5E
Application Type: Work for Council by Council
Proposal: Erection of a two storey office building and car parking.
Application No: APP/91/07378
Decision Date: 13/02/1992
Decision Type: Approve

Location: 28-45 Bridge Court, Bridge Road, West Kirby, Wirral, CH48 4HT
Application Type: Full Planning Permission
Proposal: Erection of two portakabins for temporary period
Application No: APP/00/06882
Decision Date: 08/12/2000
Decision Type: Approve

Location: 28-45 Bridge Court, Bridge Road, West Kirby, Wirral, CH48 4HT
Application Type: Full Planning Permission
Proposal: Change of use of elderly persons home to temporary doctors surgery.
Application No: APP/00/06881
Decision Date: 08/12/2000
Decision Type: Approve

Location: Bridge Court Elderly Persons Home, Bridge Road, West Kirby, Wirral, CH48 4HT
Application Type: Work for Council by Council
Proposal: Form new access ramp to front entrance.
Application No: APP/03/07169
Decision Date: 03/12/2003
Decision Type: Approve

Location: 28-45 Bridge Court, West Kirby, Wirral, CH48 4LE
Application Type: Work for Council by Council
Proposal: Change of use from residential accomodation to office accomodation for local administration purposes (ground floor only) and construction of parking area.
Application No: APP/03/05890
Decision Date: 18/07/2003
Decision Type: Approve

Location: 1 Bridge Court, BRIDGE ROAD, WEST KIRBY, CH48 4HT
Application Type: Prior Notification of Demolition
Proposal: Bridge Court - Former domestic accommodation and office Accommodation, site clearance, mechanical, residential developemnt, recycled as far as possible.
Application No: DEM/10/00613
Decision Date: 14/06/2010
Decision Type: Prior approval is required

Location: Land bounded by Bridge Court, Bridge Road & Orrysdale Road, West Kirby, Wirral CH48 4LE
Application Type: Outline Planning Permission
Proposal: Construction of fourty eight two bed apartments and ten three bedroomed houses with associated parking and a new healthcare facility with associated car parking.
Application No: OUT/11/00782

Decision Date: 02/07/2012
Decision Type: Withdrawn

Location: Bridge Court, BRIDGE ROAD, WEST KIRBY
Application Type: Outline Planning Permission
Proposal: Outline planning application for (A) Construction of forty eight two bed apartments with associated car parking, and (B) A new healthcare facility with associated car parking.

Application No: OUT/12/00331
Decision Date: 02/11/2012
Decision Type: Approve

Location: Bridge Court, BRIDGE ROAD, WEST KIRBY
Application Type: Reserved Matters
Proposal: Approval of reserved matters from OUT/12/00331 for: (A) construction of forty eight two bed apartments with associated car parking and (B) a new healthcare facility with associated car parking.

Application No: DLS/12/01456
Decision Date: 21/03/2013
Decision Type: Approve

Summary Of Representations and Consultations Received:

REPRESENTATIONS

In accordance with the Council's Guidance on Publicity for Applications, 144 letters of notification were sent to adjoining properties and five Site Notices were displayed at intervals around the site. As the proposals constitute Major Development a Press Notice was also displayed in the Wirral Globe in the week commencing 22 July 2013. At the time of writing, 7 representations have been received – 6 raising objections, and a further submitted as a comment. The representations are made by the occupiers of 4 Manor Court (Murray Grove), 16 Jubilee Drive, 13 Bridge Road, 126A Banks Road, 2 Yew Tree Lane (two representations), and 30 Hoylebank (7 Darmonds Green), and concerns raised can be summarized as follows:

1. Education provision: there are not enough schools in the area to serve the occupants of the flats;
2. Noise and disturbance: as this is family accommodation, noise will be increased considerably from the previous use which was by residents generally aged over 45; the development shows a lack of sensitivity for the sick and elderly who live adjoining the site – who will be disturbed by car doors slamming day and night; the health centre would be open 7 days a week;
3. Regeneration priorities: There is an empty school and there are boarded up houses in Birkenhead (Cole Street and Laird Street respectively), which need urgent regeneration;
4. Absence of need for housing: Homes of this size, for one or two occupants, are not a priority;
5. Inadequate neighbour notification [by the Local Planning Authority]: those who formerly lived in Bridge Court care home and were forced from their homes should have been included in the consultation process; the consultation list should have been updated to include those who objected to previous applications at the site; all those in close proximity should have been consulted;
6. Inaccurate information: The plans do not constitute 'small scale dwellings', this is a large scale proposal for West Kirby; the applicant information is incorrect – WPH is an organization that no longer exists – having been rebranded as Magenta Living, and the applicant's address is no longer correct;
7. Traffic and road safety concerns: Orrysdale Road is set to become a very busy junction, with increased traffic and associated noise. This is a concern because the surrounding uses are residential and there has been a road traffic accident in recent weeks at this junction;
8. Concerns at the adequacy of public consultation [by the applicant]: this was limited to week

- days rather than weekends;
9. Questions of conflict of interest: There seemed to be a conflict of interest at the previous Planning Committee stage, whereby members of the (now disbanded) Wirral Partnership Homes were in attendance; no members of WPH/Magenta Living should participate as members of the Planning Committee; no representatives, deputies or substitutes should be able to sit on the Planning Committee instead of actual Planning Committee members; construction consultancy proprietors should not be permitted to sit on the Planning Committee
 10. Concerns at the link to the 'Greater Concourse Project': it is requested that this is made public and discussed at a public meeting; residents should be told what the real plans are for West Kirby; concern that this is part of a Council aim to create a greater development, including retail and office space and a multi-storey car park;
 11. The need for Environmental Impact Assessment: An EIA process must be completed, an Environmental Statement produced and local residents included in that process; as the previous grant of permission was unlawful, the whole process must be started again and an EIA process must be completed and an Environmental Statement produced;
 12. Impacts to trees: the new plans are different and may impact the trees;
 13. Privacy and overlooking: concern at the separation distances achieved; request that Supplementary Planning Document 2 is adhered to in this regard
 14. Change in character: the proposal will urbanise a small town;
 15. Concern at openness/transparency: question whether the Development Management team of the Council works on behalf of local residents or major developers; request all Development Management team meetings with WPH/Magenta Living in relation to the Bridge Court applications be made available to West Kirby residents;
 16. Scale of development: concern that development should fit within maximum parameters set out by the applicant in 2011.

CONSULTATIONS

Head of Housing and Community Safety (Housing Strategy Division) – comment that the planning application is for 48 one and two-bed apartments, 100% of which would be for affordable rent. Note the credentials of the scheme – Code Level 3, HCA Housing Quality Indicators, Secure by Design, Building for Life, and appropriate cycle and car parking.

Head of Environment and Regulation (Pollution Control Division) – no objection.

Head of Environment and Regulation (Traffic and Transportation Division) – no objection, subject to conditions and the requirement for a s106 Legal Agreement. Refer to Director's Comments.

Merseyside Police Architectural Liaison Officer - Merseyside Police Architectural Liaison Unit – a Design Out Crime Assessment (DOCA) was undertaken by Merseyside Police's Architectural Liaison Officer (ALO) on the applicant's behalf, which set out recommendations that would ensure the development could meet the principles of Secure By Design (SBD). The recommendations include, in particular, the need for: secure boundary treatment to appropriate heights, hard and soft landscaping and external lighting; detailed design work for car and cycle parking; appropriate standards of glazing and security features for window and doors; CCTV provision to entrances, and; features (bollards, planters or similar) to prevent a vehicle from attacking the health centre building fabric.

Merseyside Cycling Campaign – welcome the incorporation of cycle parking facilities in the overall design, but express reservations about the details: there do not appear to be any visitor parking stands for apartment blocks; the parking areas shown do not appear to be covered or secure, and if they were then this would reduce the capacity of the facility. The accommodation should be improved in line with the requirements of SPD2.

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

The application seeks approval for a development proposal of 48 apartments (8 no. 1-bedroom, and 40 no. 2-bedroom), and a health care facility, which is defined as Major Development and is therefore required to be considered by the Planning Committee under the Council's adopted Scheme of

Delegation for Determining Planning Applications.

INTRODUCTION

The proposal seeks approval for a development including 48 apartments and a new health care facility. The development sought differs from that previously approved under permissions OUT/12/00331 and associated DLS/12/01456 in that the applicant is seeking permission for a phased development. A phasing plan (reference AR-XX-WS-PL-100-006) has been submitted, which indicates that the development is being procured in two phases: Phase A consisting the apartments and associated car parking, landscaping, pedestrian and highway works (to Bridge Court and Bridge Road), Phase B consisting the health care facility with associated car parking and pedestrian and highway works (to Orrysdale Road). An anticipated timescale for each phase is not detailed within the application – it is indicated that this is not yet known, and that the phases may be concurrent, overlap or follow one another. It is indicated within a letter submitted alongside the planning application that conditions imposed to the previous grant of permission do not provide for flexibility in the two elements of the development. In particular, conditions specifying that pre-commencement information or detail must be submitted for both elements of the development before any part of the development commences, are highlighted as not providing for the flexibility required by the applicant to procure each phase separately.

Whilst an application (or applications) could have been submitted to seek variations to these conditions, the applicant considers it more straightforward and simpler to submit a full application for the development.

Considering the development proposed, the apartments would be set out in two 'C-shaped' blocks running through the centre of the site, and a health centre facility located at the southern end of the site adjacent to the existing petrol station. Access to the residential elements of the development would be from Bridge Court, where a number of car parking areas would be located for residents of the apartments (a total of 48 no. spaces, set out in two car parks of 24 no. and 20 no. spaces to the west of Bridge Court, and a further 4 spaces on unadopted highway land to the east side of Bridge Court). A car park of 18 no. spaces is proposed with access from Orrysdale Road for the Health Centre, which it is indicated would provide for patient and visitor drop off, accessible parking, GP parking and deliveries. The buildings would each be 12m in height from the ground floor finished floor level, including pitched roofs.

The health centre proposed would be three storeys in height and have a more 'contemporary' feel to its design, incorporating a low pitch coloured powder-coated aluminium standing seam roof and powder-coated aluminium fenestration detailing, a curved coloured feature wall and entrance structure, and larger glazing apertures. The health centre building would be a mix of render and traditional buff brickwork. A paved courtyard is proposed around the entrance point onto Orrysdale Road.

The apartments would be set over four floors in each of the two blocks (24 apartments in each), with the fourth storey utilizing roof space - i.e. a 3.5-storey building. The elevations have been stepped, and balconies are proposed to the corners of each building and centrally within each elevation. The roof design includes a number of gable pitches along the front elevation, whilst the materials proposed include a palette of two brick types (in a horizontal plinth and vertical panels), white render, and tiled roofs.

The application has been made by a Registered Social Landlord and is to provide 100% affordable accommodation. The Head of Housing and Community Safety (Housing Strategy Division) has confirmed that the proposal would meet an identified need in the area in terms of the provision of affordable housing and the nature of accommodation proposed.

Cycle parking and bin storage areas are indicated for each of the buildings, which addresses the provisions of UDP Policy TR12, Supplementary Planning Document 2: Designing for Self-Contained Flat Development, and the Joint Merseyside Waste Local Plan Policy WM9. Conditions would whilst landscaping is also proposed. The landscaping includes replacement tree planting, low ornamental planting beds, hedging, bulb planting, and the use of groundcover planting to soften the western edge of the development.

PRINCIPLE OF DEVELOPMENT

The proposed residential development would be on the site of previous two storey residential development that had 53 units, predominantly within a Primarily Residential Area adjacent to West Kirby Town Centre. The health centre proposal would also in part be located on land designated for Primarily Residential uses.

These parts of the development proposal are acceptable in principle, subject to UDP Policies HS4 'Criteria for New Housing Development', HSG2 'Affordable Housing', and consideration of UDP Policies GR5, GR6 and GR7 in relation to trees and landscaping.

The development would also encroach on land designated in the Unitary Development Plan (UDP) as Urban Greenspace, which is protected by UDP Policies GRE1 and GR1, and Proposal GR2. For this reason, the application has been advertised as a Departure and must be considered as such. A landscaped walkway alongside Orrysdale Road would be retained and this part of the scheme would otherwise be appropriate adjacent to the Town Centre.

SITE AND SURROUNDINGS

The application site is an area of undulating land, set below the level of Orrysdale Road. The application site includes a strip of Urban Greenspace land, which is currently set out informally, with winding paths through a number of mature trees. The pathways supplement the pedestrian footway adjacent to Orrysdale Road, and the area acts both as a visual green buffer between the town centre of West Kirby and residential areas, and as a recreational route linking residential areas to the north with the Wirral Way and other recreational greenspaces to the south (notably Ashton Park).

The surroundings are mixed in use and building design. To the north, along Bridge Road, Orrysdale Road and Kington Road, are predominantly two-storey residential uses, traditional in design and layout, set in short terraces, with a mix of materials including red brick, white painted brickwork and render and pebble dashed finishes. To the west there are larger buildings – Baden Court is a four-storey sheltered accommodation development, whilst the municipal Concourse is of similar scale in parts, supporting the existing Health Centre premises and Local Authority Leisure functions. These buildings are separated by a public car park, West Kirby Fire Station, and bus turning area and stop. To the east there are a series of sheltered accommodation developments, set at intervals up the side of a hill which rises up from the application site. The nearest of which would be Nettle Hill and Elliot House, 2-storey and 1.5 storey respectively. Lastly, to the southern end of the site there are commercial uses, including a petrol filling station.

POLICY CONTEXT

The statutory development plan consists of the Wirral Unitary Development Plan (UDP February 2000) and the Joint Waste Local Plan for Merseyside and Halton, which was formally adopted with effect from 18 July 2013. UDP Policies URN1, HS4, HSG2, HS15, GRE1, GR2, GR5, GR7, LAN1, TR9 and TR12, as well as Supplementary Planning Documents SPD2 and SPD4 and Waste Local Plan Policies are relevant. These are considered to be consistent with National Planning Policy Framework (NPPF), which provides updated guidance in relation to sustainable development and open space.

The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. The NPPF outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraphs 18 to 219 taken as a whole constitute the Government's view of what sustainable development in England means in practice for the planning system. There is now a presumption in favour of sustainable development, which should be approved without delay unless the adverse impacts of doing so outweigh the benefits. Sections 6 'Delivering a Wide Choice of High Quality Homes', 7 'Requiring Good Design' and 8 'Promoting Healthy Communities' are particularly relevant.

Urban Greenspace

The proposed development would encroach upon an existing landscaped area along the western boundary to the application site, which is protected as Urban Greenspace under UDP Proposal GR2/188. The applicant indicates that the development would lead to a loss of approximately 0.15

hectares (1500 square metres) of this designated area.

Section 8, paragraph 74 of the NPPF indicates that existing open space and land should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by better provision in terms of quantity and quality in a suitable location.

Policy GRE1 'The Protection of Urban Greenspace' states that the local planning authority will regulate the supply and distribution of accessible public open space and other land with amenity value by protecting a network of open spaces which are close to where people live, located within a comfortable walking distance from their homes, and which provide for a range of recreational opportunities within each area of the Borough. Policy GR1 'The Protection of Urban Greenspace' states that development for purposes other than play, recreation and tourism or the re-use of existing buildings will not be permitted on land designated as Urban Greenspace unless alternative provision of equivalent community benefit is made available.

The applicant has put forward a number of arguments that they consider support the proposed development:

- There are a limited number of sites with potential for the development of a Health Care Centre and that the application site was 'qualitatively' much better placed than the other sites considered such as Grange Hill Farm, Grange Water Treatment Plant, Rectory Road and Grange Road, particularly with regard to the sustainability and connectivity of the site;
- Wirral MBC's open space assessment concluded that West Kirby and Thurston have some of the highest levels of open space provision (per 1000 population) within Wirral;
- Various reports including public consultation feedback identify the limitations of the current Health Centre building to meet the requirements set out by the NHS and other Government agencies;
- The negative impact on the quality of patient care that can be administered at the Concourse;
- The extent of the works required to bring the design and fabric of the existing Health Centre up to current required standards;
- The existing building does not comply with acoustic requirements, compromising patient confidentiality;
- The size of spaces renders large parts of the building unusable;
- The accommodation that can be used is now overcrowded;
- The building affects the practices ability to comply with Care Quality Commission standards, as well as other NHS Guidance such as on infection control;
- There is a need for affordable rented housing in West Kirby, given the lack of building in recent years.

The latest evidence in the Wirral Open Space Assessment shows there is an overall surplus of greenspace in the wider West Kirby/Hoylake area but there is a shortfall of amenity greenspace which is provided for causal recreation and aesthetic value. The Urban Greenspace at this particular site currently provides a pleasant recreational linkage along a main road frontage between the Wirral Way and other services within the town. Nevertheless, the proposal, which would encroach on some of this area includes a commitment to retain and improve these linkages, including the enhancement of the pathways within the greenspace, the provision of wider (and therefore safer) pedestrian footways along Orrysdale Road and a pedestrian crossing across Orrysdale Road. The landscaping proposed would include replacement tree planting within the site. A small area of amenity open space, which would be maintained by the applicant, would also be provided to the rear of the proposed Health Centre as a buffer to sheltered accommodation areas beyond.

In this instance, therefore, it is considered on balance - having regard to the proposal to retain and enhance the larger proportion of the existing open space, its function as a pleasant landscaped strip with linkages between the surrounding residential area to West Kirby Town Centre and the route to the Wirral Way - that equivalent community benefit is provided, in line with the aims of the NPPF and consistent with UDP Policies GRE1, GR1 and GR2.

Housing Need

The application has been made by a Registered Social Landlord who would provide 100% affordable accommodation. The Head of Housing and Community Safety (Housing Strategy Division) has

confirmed that the proposal would meet an identified need in the area in terms of provision of affordable housing and the nature of accommodation proposed. In addition, the development would provide a type and form of accommodation in an accessible location that would relate well to existing land uses. It is therefore considered that the proposal would assist in the regeneration of the site and would not harm the character of the surrounding area, satisfying the requirements of UDP Policy URN1 and addressing Policy HSG2.

Phasing

Considering the request for conditions to be drafted to allow flexibility in the procurement of the development, there is considered no planning reason to refuse this request. It should be noted that a planning permission cannot impose a restriction on the completion of any element of a development – conditions can only be imposed requiring the implementation (start) of permission. It is considered that conditions can be satisfactorily drafted which require the details relating to each phase of development before that phase commences, and so achieving a high quality development. That said, some elements of highway infrastructure which are indicated as being within the phase associated with the health centre, are considered necessary for residential users of the site, including footways to the east and west of Orrysdale Road – proposed planning conditions have been drafted to ensure that this infrastructure is delivered ‘up front’ of either part of the development being occupied.

APPEARANCE AND AMENITY ISSUES

The application seeks a full permission for the development of 48 apartments and a new health care facility. The proposed development must address the criteria of UDP Policies HS4: Criteria for New Housing Development, and HS15: Non-Residential Development in Primarily Residential Areas, in that the proposal in general terms must relate well to adjacent properties and not result in a detrimental change in the area. The plans submitted with the application confirm that the development would introduce taller buildings than the site previously supported, at 3 and 4 storeys. The maximum height given is 12m from ground floor finished floor level. It should be noted that the existing levels for the site undulate, and at some points are slightly lower than the level proposed for ground floor finished floor level – effectively adding to the height of the buildings at these points (in relation to existing ground levels) – by up to 0.2m in addition height.

The southern end of the site is more commercial in character, including the concourse, the telephone exchange building and petrol filling station. Given this, the proposed health centre, at this height, would not detrimentally impact to the character of its surroundings.

Whilst residential properties are in relatively close proximity to the south east, at Nettle Hill, the orientation and siting of the proposed health centre would avoid any detrimental impact to these surrounding properties. It is considered that the health centre aspect of the proposal is in accordance with UDP Policy HS15 in this regard.

The proposed flat development would be 4-storey in height, up to a maximum height of 12m from ground floor finished floor level. The units would be broadly located on the footprint of previous residential development, of two storeys height.

The proposals would include a pitched roof design to each building – a shallow pitch to the health centre, and a more steeply pitched roof to the apartment proposals. As noted above, the scale of surrounding uses is mixed, including four storey buildings at Baden Court, but two-storey buildings to the north and east.

It is not considered that the scale proposed would be out of keeping with the character of the area - the site is distinct from the grain of surrounding streets, being surrounded by roads. The edge-of-town location is considered suitable (having regard to UDP Policy HS4 and SPD2) for a greater scale and density of development, given the sustainability in terms of proximity of services, leisure facilities, and transport links. The impact of the buildings proposed to surrounding residential properties would be negated by the separation distances achieved and the orientation of buildings. The closest properties are at Nettle Hill, which is set at 25m from the proposed health centre, and on Bridge Road, 23m from the flat proposals at the closest point (no. 7 Bridge Road). Elliot House is, at its closest, 36m from the development. The separation distances, in conjunction with the orientation of buildings, are considered to ensure that there would be no loss of privacy or outlook to surrounding uses, even taking into account the 3.5 storey scale proposed.

The proposal includes a limited amount of private amenity space, though not strictly in accordance with the general guidance given by Supplementary Planning Document 2 (SPD2) that one third of the site should be available as private amenity area. The approach taken must be balanced, however, with the proximity of other (public) recreational opportunity – including retained Urban Greenspace areas to the east, and access to the Wirral Way and Ashton Park (which includes play equipment provision), and the adjacent leisure centre.

Off street parking is proposed at a rate of 1 space per apartment, which would address the criteria of HS4, and is within the limits established in Supplementary Planning Document 4 (SPD4). The health centre proposal includes car parking, but it must be noted that a large public car park is located across Orrysdale Road.

The proposal has been designed in line with the principles of Secure by Design, and Merseyside Police's Architectural Liaison Officer raised no objections to the grant of permission subject to the inclusion of measures to reduce the potential for crime. Conditions can secure appropriate measures – landscaping, boundary treatment and lighting.

The applicant has submitted an arboricultural report, which considers the quality of all trees within the site, including those that would be lost as a result of the development. Five trees are proposed for removal: a silver birch (T1), whitebeam (T4), a Norway maple (T5), a rowan (T15), and an English elm (T18) would be lost. Considering each of these, the tree survey submitted identified that the silver birch (T1) was in very poor condition and should be removed. The rowan (T15) and the whitebeam (T4) are identified within the arboricultural report as of minimal value and likely to die within 10 years as they have each suffered past damage and are in poor condition. The Norway maple (T5), is identified as being in normal condition but of low quality and amenity value, showing early signs of stress from the previous demolition works, including evidence of root disturbance and an included union in the tree structure. Lastly, the English elm, has died and as such does not provide any amenity value. It should be noted that none of the trees proposed for removal is currently subject to a Tree Preservation Order (TPO). Whilst notifications in relation to the application refer to Tree Preservation Orders at the site, the order relates to a line of trees along the boundary with the adjoining petrol station – which would be retained. Given this, and having regard to the submitted arboricultural report, it is considered that the loss of trees envisaged is acceptable, having regard to UDP Policy GR7 - there is considered no grounds to refuse planning permission or seek amendment to the proposal in this instance.

The remainder of trees would be retained, and a tree protection plan has been submitted. Landscaping proposals include provision for 11 new trees to be planted, of a mix of heavy standard and multi-stemmed varieties. Given this, it is considered that the proposals can accord with UDP Policy GR7. Hedging is proposed to boundaries of the site, and bulb planting within grassland areas retained as urban greenspace - it is considered the measures outlined can produce a satisfactory form of landscaping to soften the appearance of the development. Conditions are proposed to secure the detail of landscaping, including tree species details.

Environmental Impact Assessment

As the site exceeds 0.5ha the development proposal falls within Schedule 2 of the 2011 EIA Regulations, under category 10 Infrastructure Projects, subcategory (b) Urban Development Projects. Following consideration of the information with a request for a screening opinion from the applicant on the need for a full Environmental Impact Assessment it was determined that the proposal is unlikely to have significant environmental effects. A copy of the screening decision is appended to this report, in which the Local Planning Authority concludes that the proposals do not constitute EIA development.

Other Matters Raised in Representations

A concern is raised that the development proposed is linked to an aspiration for a greater development (the 'Greater Concourse Project'). It is understood that a Masterplan for West Kirby and Hoylake was concluded in 2004 by consultants on the Council's behalf. The detail of this Masterplan was presented to a meeting of the then Economic Regeneration and Planning Strategy Select Committee in 2004. The Masterplan included, amongst other things, options for the improvement of the West Kirby Concourse area that might be taken forward as a regeneration project. Amongst the potential outcomes to this project were considered to be a new Doctors Surgery, improvements to the

station and the shops fronting the station, the creation of a new town square in front of the Concourse, improvement of the Concourse building through measures such as re-cladding, and a new commercial development. Officers at the time had established an indicative willingness amongst all the public sector parties involved to examine the prospects for new and creative investment in the target area and to do so on a collaborative basis.

It should be noted, however, that whilst the Masterplan set out a broad 'vision' it was not intended as a blueprint, and it was made clear that further public consultation, feasibility and design work would be necessary to realise any projects. A development brief was later drawn up, to seek to attract private investment via development companies which would have been necessary to progress the project, but no decision or appointment was made by the Council (a Cabinet decision would have been required), and in effect, the current economic difficulties and collapse of the market have prevented any further progress on consideration of the options outlined in the Masterplan. In short, the redevelopment scheme options proposed by the Masterplan are understood to have been effectively shelved, the last activity being around 4 years ago.

Notwithstanding this, planning legislation (The Town and Country Planning Act 1990, as amended) dictates that a planning decision must be made "having regard to the provisions of the development plan and any other material considerations". In this case, the development plan consists Wirral's Unitary Development Plan and the Joint Waste Local Plan for Merseyside and Halton. The Government's National Planning Policy Framework is a material consideration. The recommendation to approve the granting of permission, in order to comply with legislation, has had regard to the policies within these documents firstly.

Whereas a development plan sets out the scale and type of development, and the key principles of character for an area, a masterplan is generally employed where there is a greater degree of certainty regarding the development of a specific site, and is linked to social and economic analysis and a delivery strategy. A masterplan may specify more detailed governing principles such as building heights, spaces, movement, landscape type and predominant uses, but it cannot form part of the development plan. Documents such as economic regeneration masterplans can be treated as a material consideration (alongside other considerations) in the decision making process, particularly if they have been subject to public consultation. In this instance, given the age and status of the Masterplan and its irrelevance to the planning application in the current economic climate, it is not considered to be a material consideration and no weight is given to it in the recommendation made.

Some other matters raised include matters that do not fall within the remit of planning legislation, and are therefore not considered here - notably representations made in relation to transparency and conflict of interest.

Regarding the notification undertaken of the planning application, as indicated above, the notification process was undertaken in full accordance with legislative requirements and to address the Council's adopted Guidance on Publicity for Planning Applications.

Regarding the inaccuracy of information provide, a concern is raised that the development is being referred to as 'Small Scale Dwellings'. This reference is found on the Council's website when looking at the details of the planning application, and this reference is made under the heading 'statutory class'. This reference to the application's 'statutory class' is a reference to the statutory classes for planning applications defined by central Government (the Department for Communities) rather than Wirral Borough Council. In all notifications issued, the extent of the proposal has been made clear – the description of development used throughout includes clear reference to 48 apartments being proposed, a health centre and associated car parking. A further concern is raised that the application is made by Wirral Partnership Homes and it is stated that this organisation does not exist, rather being 'Magenta Living' now. It is understood that Wirral Partnership Homes is still the registered company name for the applicant, Magenta Living being a trading name - as such the application form submitted need not be amended.

Lastly, concern is raised at the adequacy of public consultation undertaken by the applicant. Whilst the Local Planning Authority does promote pre-application consultation, through it's adopted Statement of Community Involvement, it must be noted that there is no prescriptive legislative requirement for such consultation.

SEPARATION DISTANCES

As noted above, the proposed dwellings are adjacent to existing houses on three boundaries. The required interface distances are set out in SPD2 and require 21m between habitable windows in principle elevations facing and 14m between a habitable windows in principle elevations and a blank gable. The guidance requires the distances to be increased where there is a difference in height between adjoining buildings. The separation distances are considered to have been achieved between the existing and proposed dwellings. As noted above, the closest properties are at Nettle Hill, which is set at 25m from the proposed health centre, and on Bridge Road, 23m from the flat proposals at the closest point (no. 7 Bridge Road). The orientation shown for the buildings ensures that principle elevations would not directly face these properties, however. A separation distance of between 36m and 39m is achieved to Elliot House to the east. Whilst only 1.5 storeys in height, this property is at a slightly higher level than the development site and partially screened from the development by a stone wall. Even taking into account the height difference of the proposed building, an adequate separation distance is achieved.

HIGHWAY/TRAFFIC IMPLICATIONS

It is not considered that there are significant adverse traffic management or highway safety impacts associated with the development. The Head of Environment and Regulation (Traffic and Transportation Division) has raised no objection to the proposed development.

The application has been accompanied by a Traffic Assessment (TA), which indicates that the Health Centre would include 15 doctors' consultation rooms plus 3 nurses' consultation rooms and three "other" consultation rooms, with Primary Care Trust services.

The TA models the impact of the proposal on the adjacent junctions and concludes that there is sufficient capacity within those junctions. The Health Centre would include a 18-space car park accessed from Orrysdale Road. This is approximately 20% of the maximum allowed under the Council's Parking Standards in SPD4. Visitors to the Health Centre would also be able to use public parking on the opposite side of Orrysdale Road (as is currently the case) and cross at the proposed Toucan Crossing. As this proposal is essentially a relocation of existing services from the opposite side of Orrysdale Road, it is not considered that this level of parking provision will create any significant highway safety issues (subject to the provision of the Toucan Crossing).

The submission does not provide any detail about how the Medical Centre and Pharmacy is to be serviced and a condition is therefore proposed to secure such details for approval with any subsequent reserved matters application.

It should be noted that the development proposes to upgrade the footway on the eastern side of Orrysdale Road to 2m wide, includes measures to improve the footpaths through the retained urban greenspace area, and details a new footpath link across from Orrysdale Road to Bridge Court. In addition, a "Toucan" Crossing is proposed on Orrysdale Road itself. Conditions will be imposed to control the detail and design of these facilities.

The TA submitted modelled the impact of the proposal on the adjacent junctions and concluded that there is sufficient capacity within those junctions.

A section 106 legal agreement is required to secure a commuted sum towards the provision of safe crossing points to the Bridge Road/Orrysdale Road junction, and contributions towards the operating costs of existing School Crossing Patrols on Anglesey Road (serving West Kirby Primary School) and on Grange Road (serving St Bridget's Primary School). The cost for this would be £1250 for each patrol to be paid as a commuted sum through a S106 agreement (calculated as £250 per year over a five year period for each patrol). This contribution is considered necessary to ensure that any children that move into the new residential units could continue to benefit from the provision of those SCPs. A contribution of £6250 is requested to assist with the provision of a safe crossing point at the Bridge Road / Orrysdale Road crossroad. The total contribution for these three items through S106 would be £8750. Monies not expended within five years of the commencement of the development would be returnable.

A cycle / footway is to be provided on the western side of Orrysdale Road, connecting the new

Toucan Crossing with the Toucan Crossing on Grange Road.

Lastly, a slight widening of Bridge Court is proposed, with the provision of a footpath to the eastern edge and the construction of a standard turning head at the end of the road adjacent to Nettle Hill. The details of these works are shown in the submitted drawings, and can, again, be controlled by conditions.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

The proposal has been screened under the terms the Town & Country Planning (Environment Impact Assessment) Regulations 2011 and it has been concluded that there are unlikely to be significant environmental effects. The development is in a sustainable location with access to public transport and local facilities. The dwellings will be built to code for sustainable homes level 3, to the Lifetime Homes Standard, and achieve Building for Life, Secure by Design, and Housing Quality Indicators outlined by the Homes and Communities Agency. Detail has not been provided of drainage proposals, and the approach to Sustainable Drainage System (SuDS) cannot be ascertained at this time, however, conditions imposed can secure consideration of SuDS. The health care facility is proposed at the BREEAM Excellent standard.

HEALTH ISSUES

There are no health implications arising from the development proposed (beyond those in relation to the provision of health care).

CONCLUSION

Although the proposal would also encroach on land designated as Urban Greenspace it is considered that principal role and function of this amenity area would, in this particular case, would be retained as pleasant landscaped strip with footpath linkages to West Kirby Town Centre and the Wirral Way. The proposed development would provide high quality affordable housing and a health centre that are considered well designed and appropriate in scale, character, and appearance to the surrounding residential properties and land uses. There would be no detrimental change in the character of the surrounding area or significant loss of amenity to surrounding residential properties. The development is acceptable having regards to the provisions of the National Planning Policy Framework and the adopted Unitary Development Plan, Policies HS4 – New Housing Development, HS15 - Non Residential Development within Primarily Residential Areas, GR5 - Landscaping and New Development, GR7 - Trees and New Development, GRE1 'The Protection of Urban Greenspace', GR1 'The Protection of Urban Greenspace', and Proposal GR2 'Land Designated as Urban Greenspace', and associated SPD2 and SPD4.

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 proposed development would provide high quality affordable housing and a health centre that are considered well designed and appropriate in scale, character, and appearance to the surrounding residential properties and land uses. There would be no detrimental change in the character of the surrounding area or significant loss of amenity to surrounding residential properties. The development is acceptable having regards to the provisions of the National Planning Policy Framework and the adopted Unitary Development Plan, notably policies HS4 – New Housing Development, HS15 - Non Residential Development within Primarily Residential Areas, GR5 - Landscaping and New Development, GR7 - Trees and New Development and associated SPD2 and SPD4.

Recommended Decision: **Approve Subject to S106 Agreement**

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 COMMENCE UNTIL such time as a datum for measuring land levels has been submitted to and agreed in writing by the Local Planning Authority. Full details of existing and proposed ground levels and proposed finished floor levels shall be taken from that datum, notwithstanding any such detail shown on previously submitted plans. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: To ensure a satisfactory appearance and that the development is subject to a minimum risk of flooding.

3. Full details of all fencing, walls, gateways and means of enclosure shall be submitted to and approved by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to first occupation of any part of the development unless an alternative timescale has previously been agreed in writing with the Local Planning Authority, in accordance with the details so approved, and retained as such thereafter.

Reason: In the interests of residential amenity and to ensure a satisfactory appearance to the development, having regard to UDP Policies HS4 and HS15.

4. NO DEVELOPMENT SHALL COMMENCE UNTIL details of works to provide a Toucan Crossing on Orrysdale Road have been submitted to and agreed in writing by the Local Planning Authority. First occupation of any part of the development shall not commence until works have been completed in accordance with the agreed details, to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety, having regard to UDP Policy TR9.

5. NO DEVELOPMENT SHALL COMMENCE UNTIL details of works to provide a shared cycle / footway along the west side of Orrysdale Road from the above mentioned Toucan Crossing to Grange Road Toucan Crossing have been submitted to and agreed in writing by the Local Planning Authority. First occupation of the development shall not commence until those works have been completed to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety.

6. NO DEVELOPMENT SHALL COMMENCE UNTIL details of works to widen the existing footway to 2.0 metres along the east side of Orrysdale Road from the junction with the footpath linking Orrysdale Road and Bridge Court to the southernmost extent of the site have been submitted to and agreed in writing by the Local Planning Authority. First occupation of the development shall not commence until those works have been completed in accordance with the agreed details, to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety.

7. NO WORKS OR DEVELOPMENT TO ANY PART OF THE DEVELOPMENT SITE SHALL TAKE PLACE until a detailed Method Statement for the protection of the retained trees (section 7, BS59837, the Tree Protection Plan) has been agreed in writing with the Local Planning Authority. The development shall be implemented in accordance with the approved method statement. For the avoidance of doubt, the method statement shall include:

A; 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.

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

C; the details and positions 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.

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

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

F; 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.

G; 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, water features, surfacing)

H; 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.

I; 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.

J; 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.

K; 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).

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

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

Reason: To ensure that the trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained and kept in good condition, having regard to UDP Policy GR5.

8. The following activities must not be carried out under any circumstances:
- a, No fires shall be lit within 10 metres of the nearest point of the canopy of any retained tree.
 - b, No works shall proceed until the appropriate Tree Protection Barriers are in place, with the exception of initial tree works.
 - c, No equipment, signage, fencing, tree protection barriers, materials, components, vehicles or structures shall be attached to or supported by a retained tree.
 - d, No mixing of cement or use of other materials or substances shall take place within a RPA, or close enough to a RPA that seepage or displacement of those materials or

substances could cause them to enter a RPA
e. No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the Local Planning Authority.

Reason: To ensure that the trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained and kept in good condition, having regard to UDP Policy GR5.

9. All excavations within the crown spreads of existing trees, situated on or off site, shall be undertaken manually by hand with the use of hand tools and only upon the prior written approval of the local authority shall the use of a mechanical digger be permitted within the crown spreads of trees. Severance of tree roots is to be avoided and under no circumstances shall roots of a diameter 25mm or greater be removed, severed or damaged.

Reason: To ensure that the trees are not damaged during the period of construction, as they represent an important visual amenity which the Local Planning Authority considers should be substantially maintained and kept in good condition, having regard to UDP Policy GR5.

10. NO DEVELOPMENT SHALL COMMENCE UNTIL such time as a scheme for the management of overland flow from surcharging of the site's surface water drainage system is submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the proposed ground levels and proposed finished floor levels. The development shall be implemented in accordance with the approved scheme.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

11. NO DEVELOPMENT SHALL COMMENCE UNTIL until such times as a scheme for the provision and implementation of a surface water regulation system has been submitted to, and approved in writing by, the local planning authority. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of Sustainable Drainage Systems (SuDS) and the results of the assessment provided to the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site, having regard to the National Planning Policy Framework.

12. NO DEVELOPMENT SHALL COMMENCE UNTIL the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved, in writing by the Local Planning Authority:

1) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risk arising from contamination at the site

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site

3) The site investigation results and the detailed risk assessment (2) and, based on remediation measures required and how they are to be undertaken

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for

long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure a safe form of development that poses no unacceptable risk of pollution in accordance with UDP Policy PO5.

13. Notwithstanding the details shown in drawing no. 6200 SP(90)01 Rev D, the site shall be landscaped in accordance with a detailed scheme to be submitted to and approved by the Local Planning Authority before any works commence on site. The landscaping scheme shall indicate the proposals for landscaping of the site at each phase of the development (indicated in approved plan AR-XX-WS-PL-100-006), the landscape work to be completed in accordance with an agreed timescale, and maintained thereafter in accordance with the details contained within the approved scheme.

Reason: To ensure a satisfactory standard of appearance and that the proposed development enhances the visual amenity of the locality in accordance with Policies GR5 and GR7 of the UDP.

14. 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 EM8 of the Waste Local Plan.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (or any Order revoking or re-enacting that Order) no walls, fences or other means of enclosure (with the exception of those expressly permitted by this decision notice and as detailed within submitted drawing SP(90)01 Rev D and TPP-01 dated 24/11/12) - shall be erected on any part of the land lying between the west facing elevations of the residential apartment buildings and the boundary with the Orrysdale Road highway.

Reason: To preserve the visual amenities of the area and the function of the land as publically accessible urban greenspace, to accord with Policies GRE1, GR2 and HS4 of the Wirral Unitary Development Plan.

16. Arrangements for the storage and disposal of refuse, and vehicle access thereto, shall be made within the curtilage of the site to the satisfaction of the Local Planning Authority prior to the occupation of the building.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection, having regard to Waste Local Plan Policy EM9.

17. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 23rd July 2013 and listed as follows: AR-WS-XX-PL-200-001 dated 11/12; AR-XX-WS-PL-100-001 Rev A dated 31/10/12, AR-XX-WS-PL-100-002 Rev B dated 11/12, AR-XX-WS-PL-100-003 Rev C dated 11/12, AR-XX-WS-PL-100-004 Rev B dated 11/12, AR-XX-WS-PL-100-006 dated July 2013, AR-XX-00-PL-200-001 Rev A dated 26/04/13, AR-XX-01-PL-200-002 dated 26/04/13, AR-XX-02-PL-

200-001 dated 26/04/2013; AR-XX-RF-PL-200-001 dated 11/12, AR-WS-XX-EL-251-004 Rev A dated 11/12, AR-XX-00-PL-251-001 dated 22/04/13, AR-XX-01-PL-251-002 dated 22/04/13, AR-XX-02-PL-251-003 dated 22/04/13, AR-XX-03-PL-251-004 dated 22/04/13, AR-XX-RF-PL-240-001 dated 22/04/13, AR-XX-XX-EL-251-001 dated 16/04/13, 6200-SP(90)01 Rev D and TPP-01 dated 24/11/12.

Reason: For the avoidance of doubt and to define the permission

Conditions for Phase A (Affordable Housing Development)

18. Prior to the occupation of any part of Phase A of the development, hereby approved, a scheme for the provision of affordable housing to be provided shall be submitted to and agreed in writing by the Local Planning Authority (LPA). The scheme shall include the occupancy criteria to be used in determining the identity of prospective and successive occupier of the affordable housing and the means by which such occupancy can be enforced. The approved scheme shall be implemented in full and in perpetuity unless otherwise agreed in writing with the LPA.

Reason: For the avoidance of doubt and to comply with the provisions of the NPPF.

19. Notwithstanding the details shown in the submitted plans, no part of the development indicated within submitted plan AR-XX-WS-PL-100-006 as Phase A 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 for that Phase of development, 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.

20. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase A until details of works to provide a shared cycle / footpath along the line of the existing footpath on the grassed area to the east of Orrysdale Road from Bridge Road to the southernmost extent of the site have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the details hereby submitted shall include a maintenance schedule. Prior to first occupation of any part of the Phase of development, the works shall be completed in accordance with the written approval to the satisfaction of the Local Planning Authority and shall be retained as such thereafter and maintained in accordance with the approved maintenance schedule.

Reason: In the interests of pedestrian and highway safety.

21. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase A until details of works to provide a footpath linking Orrysdale Road and Bridge Court have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the details hereby submitted shall include a maintenance schedule. Prior to first occupation of any part of the Phase of development the works shall be completed in accordance with the written approval to the satisfaction of the Local Planning Authority and shall be retained as such thereafter and maintained in accordance with the approved maintenance schedule.

Reason: In the interests of highway and pedestrian safety.

22. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase A until details of works to

widen Bridge Court and provide a turning head at its southernmost extent have been submitted to and agreed in writing by the Local Planning Authority. First occupation of any part of the Phase shall not commence until those works have been completed to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety.

23. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase A until samples of the facing/roofing/window materials to be used in the external construction of this phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall then be used in the construction of the phase of development.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policies HS4 and HS15 of the Wirral Unitary Development Plan.

24. Notwithstanding the submitted details, and having regard to the submitted Design Out Crime Advice, NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase A until the Local Planning Authority has approved in writing the details of measures to be incorporated for the prevention of crime. The detail shall include the following measures:

- CCTV cameras to be installed to the buildings and car parks;
- Laminated glazing to be installed to ground floor vulnerable windows;

The development shall be implemented in accordance with the approved details, and retained as such thereafter.

Reason: In the interests of crime prevention, having regard to the National Planning Policy Framework.

Conditions for Phase B (Health Centre)

25. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase B until details of a regime for servicing and deliveries for the Health Care Facility have been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented upon first occupation of the Health Care Facility and shall be retained as such thereafter. For the avoidance of doubt, all deliveries and servicing shall only take place between the hours of 07.00 and 22.00 Monday to Saturday. On Sundays and Bank Holidays, deliveries and servicing shall only take place between the hours of 09.00 and 17.00.

Reason: In the interests of highway and pedestrian safety, and having regard to the amenities of adjoining residents in accordance with UDP Policies HS4 and HS15.

26. A Full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority within 6 months of occupation of Phase B of the development, as indicated within submitted plan AR-XX-WS-PL-100-006 hereby approved. The provisions of the Travel Plan shall be implemented and operated in accordance with the programme and shall not be varied other than through agreement with the Local Planning Authority. For the avoidance of doubt a travel plan should include, but shall not be limited to:

- A commitment to the principals outlined in the draft Framework Travel Plan;
- Any changes to the existing transport services to the site;
- Results of the initial staff travel survey;
- Details of visitor travel patterns;
- Revised targets for modal shift or split based upon the travel survey;
- Identification of a Travel Plan co-ordinator;
- An action plan of measures with a timescale for implementation;
- Detail of measures and resource allocation to promote the Travel Plan; and
- Mechanisms for monitoring (which include mode share and exact numbers of staff) and reviewing the Travel Plan, including the submission of an annual review and action plan to the Local Planning Authority.

Reason: To ensure a sustainable form of development through the encouragement of access to a choice of means of transport to the site and to comply with UDP policy TR9.

27. Notwithstanding the submitted details, and having regard to the submitted Design Out Crime Advice, NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase B until the Local Planning Authority has approved in writing the details of measures to be incorporated for the prevention of crime. The detail shall include the following measures:

- CCTV cameras to be installed to the building and car park;
- Roller shuttering or 6.4mm laminated glazing to be installed to ground floor vulnerable windows;
- Bollards, planters or an alternative feature to the front elevation of the health centre capable of stopping a vehicular attack to the building.

The development shall be implemented in accordance with the approved details, and retained as such thereafter.

Reason: In the interests of crime prevention, having regard to the National Planning Policy Framework.

28. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase B until samples of the facing/roofing/window materials to be used in the external construction of this phase of the development have been submitted to and approved in writing by the Local Planning Authority. The approved materials shall then be used in the construction of the development.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policies HS4 and HS15 of the Wirral Unitary Development Plan.

29. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase B until as samples of the materials to be used in the surfacing of the car parking areas and pedestrian and highway routes of this phase of the development have been submitted to and approved in writing by the Local Planning Authority. The approved materials shall then be used in the construction of the development and shall be retained as such thereafter.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policies HS4, HS15 and TR9 of the Wirral Unitary Development Plan.

30. NO DEVELOPMENT SHALL COMMENCE within that part of the development site indicated within submitted plan AR-XX-WS-PL-100-006 as Phase B until details of works to widen the existing footway to 2.0 metres along the east side of Orrysdale Road from the junction with Bridge Road to the southernmost extent of the site have been submitted to and agreed in writing by the Local Planning Authority. First occupation of the development in Phase B shall not commence until those works have been completed in accordance with the agreed details, to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety.

Further Notes for Committee:

1. United Utilities have requested details to ensure that the site is drained by a total separate system, with only foul sewerage connected into the foul sewer and that surface water discharges into the public surface water sewerage system at a maximum discharge rate of 30 l/s. UU have requested that the developer contact John Lunt on 01925 678305 to discuss full details of the proposed site drainage.

Last Comments By: 14/08/2013 16:52:13

Expiry Date: 22/10/2013