

# Planning Committee

19 December 2013

**Reference:**  
**APP/13/01224**

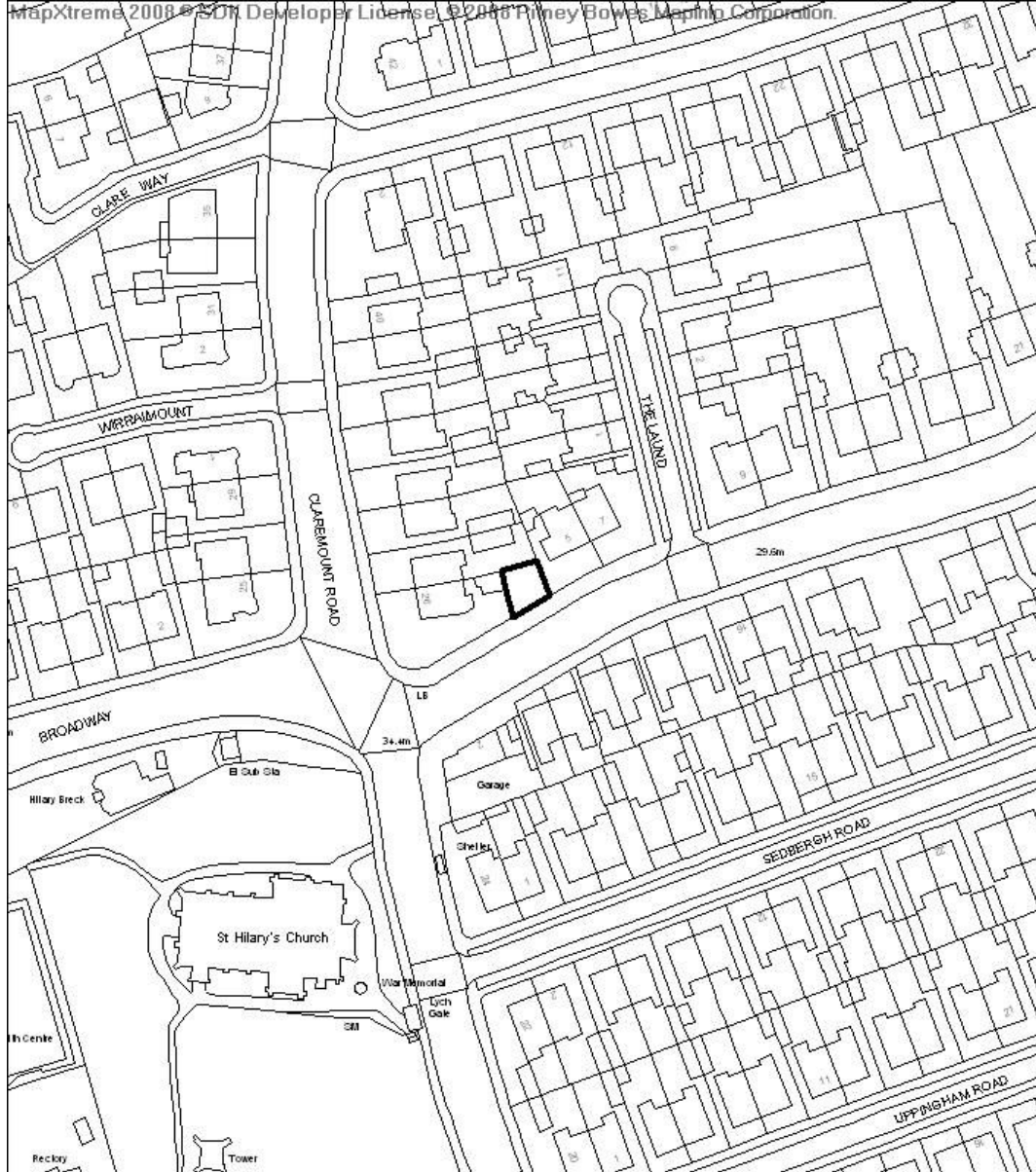
**Area Team:**  
**North Team**

**Case Officer:**  
**Mrs S Lacey**

**Ward:**  
**Wallasey**

**Location:** 26 CLAREMOUNT ROAD, LISCARD, CH45 6UB  
**Proposal:** Conversion and extension of existing garage to form a new dwelling.  
**Applicant:** Mr A Paterson  
**Agent :** SDA

## Site Plan:



© Crown copyright and database rights 2011 Ordnance Survey 100019803

**Development Plan Designation:**  
Primarily Residential Area

## **Planning History:**

Location: 26 Claremount Road, Liscard, Wirral, CH45 6UB  
Application Type: Full Planning Permission  
Proposal: Erection of a detached garage with pitched roof to replace existing garage.  
Application No: APP/02/06202  
Decision Date: 29/08/2002  
Decision Type: Approve

Location: 26, Claremount Road, Liscard. L45 6UB  
Application Type: Full Planning Permission  
Proposal: Erection of a detached garage and store.  
Application No: APP/88/07251  
Decision Date: 30/12/1988  
Decision Type: Approve

## **Summary Of Representations and Consultations Received:**

### **REPRESENTATIONS**

7 letters of notification were sent to neighbouring properties. A site notice was displayed. One letter of objection and one letter of comment was received from No.28 Claremont Road and No.5 Broadway Avenue, citing the following concerns:

1. The elevated site already overlooks No.5 Broadway, and the proposal would make the situation 'unbearable';
2. Unable to view plans online;
3. The proposed extension will have an overbearing impact on the garden of No.28 Claremont Road due to its height and length adjacent to the garden;
4. The proposed extension will have an overshadowing impact on the garden of No.28 Claremont Road;
5. The chalet style building is not inkeeping with existing properties surrounding;
6. The foundations should not affect the boundary wall;
7. The existing sandstone wall should be retained.

### **CONSULTATIONS**

The Head of Environment and Regulation (Highway Engineers) had no objection to the proposal, but raised concerns with the gate that opens out onto the highway, which should be conditioned.

The Head of Environment and Regulation (Environmental Health) had no objection

Merseyside Fire and Rescue commented on the application in relation to Approved Document B5 of the Building Regulations

### **Director's Comments:**

### **REASON FOR REFERRAL TO PLANNING COMMITTEE**

The application is submitted by SDA Architects and Surveyors, a partner and architect of which is an elected Member of the Council.

### **INTRODUCTION**

The application proposes the two-storey extension and conversion of a garage to form a two-bedroom dwelling.

It is considered the LPA is unable to support this application on its harm to the amenities of neighbouring properties and the character of the surrounding area. Whilst the LPA looks to amend applications when they can to grant planning consent, in this instance the constraints of the site prevent an acceptable scheme.

### **PRINCIPLE OF DEVELOPMENT**

The site is designated as a Primarily Residential Area in the Wirral Unitary Development Plan, and

the principle of residential dwellings are acceptable subject to UDP Policy HS4 'New Housing Development' and the National Planning Policy Framework.

### **SITE AND SURROUNDINGS**

The site is situated to rear of No.26 Claremont Road, which comprises of a semi-detached brick/pebbledash property. The land slopes away to the rear of the property. The site is currently hard-surfaced with an existing single-storey brick detached garage and forms part of the curtilage. There is a 2m high sandstone wall curtailing the highway and 2m high wooden fences to the boundaries. The surrounding area is characterised by traditional residential buildings. The adjacent property No.5 Broadway comprises of a pebbledash semi-detached property with the principle outlook to the front and rear. There is a first-floor window facing west, which appears to serve a bathroom. The site is situated lower than the application site.

### **POLICY CONTEXT**

The proposed development conflicts with Policy HS4 'Criteria for New Housing Development' criteria (i) and (ii) in that it would not relate well with neighbouring properties, the character of the surrounding area and that adequate garden space has been provided. New housing development can only be permitted under UDP Policy HS4 where all of its criteria can be fulfilled. The National Planning Policy Framework (NPPF) paragraph 64 makes it clear that poor design that fails to take opportunities for improving the character of an area should be refused.

### **APPEARANCE AND AMENITY ISSUES**

Proposals to sever gardens and construct new residential properties are considered with regard to the overall characteristics of the area and the way it is laid out, whether the proposal would be so out of place or out of scale that the area would suffer a significant reduction in its amenity and character. Policy HS4 states proposals will only be permitted if it is of a scale that relates well to surrounding properties, in particular with regard to existing densities and form of development. It is considered that the original character of the immediate area remains well-defined, typified by frontage development of mostly traditional semi-detached properties on spacious plots, which gives a distinct character and visual quality of space between houses.

The size, roof shape and design of the dwelling would differ significantly from the predominant form of traditional housing in the locality. It is considered the design would appear alien when viewed in context. Its architectural features would not reflect the traditional features of the prevalent type of dwellings in the area and would result in it appearing unduly unsympathetic in its location, and results in a uncomfortable and cramped form of development that would be distinctly contrary to the existing grain and pattern of development found in the immediate area.

There are concerns the proposal will result in an overbearing structure in relation to Nos 26 and 28 Claremont Road and 5 Broadway Avenue by virtue of its size, the size of the plot, the gradient of the land, and the surrounding development. No.28 Claremont Road has a rear garden 17 metres. The proposed two-storey extension in combination with the existing garage will create a bulky structure running 10.3m down the garden. It is considered the scale of the proposal, in combination with the occupiers own garage and the two-storey dwelling immediately adjacent to their rear boundary would create an overbearing and overshadowing structure which would be harmful to the amenities of the occupiers of No's 26, 28 Claremont Road and 5 Broadway Avenue..

It is considered the proposed layout would not provide a sufficient outlook to bedroom 2 on the ground floor, which is within 1.5m of the boundary. This would be detrimental to the outlook for future occupiers, and contrary to policy HS4.

The proposal provides approximately 30 square metres of amenity space, which is not considered sufficient. The LPA looks for new dwellings to achieve 10m rear gardens to maintain a reasonable separation distance between properties. Policy HS4 requires adequate garden space, and gardens should reflect the pattern of development in the area. Properties in the area have rear gardens measuring approximately between 10m-35m in length. It is considered the lack of suitable amenity space would be detrimental to the enjoyment of future occupiers, as well as inconsistent with the pattern of development in the area, and is contrary to policy HS4.

The proposal is unsustainable under the terms of the NPPF which states permission should be

refused for development of poor design that fails to take opportunities available for improving character and quality of an area and the way it functions.

#### **SEPARATION DISTANCES**

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. The proposal is not considered to result in direct overlooking or significant loss of privacy.

#### **HIGHWAY/TRAFFIC IMPLICATIONS**

Highways raised concerns regarding the gates opening outwards onto the highway.

#### **ENVIRONMENTAL/SUSTAINABILITY ISSUES**

The Government attaches great importance to the design of the built environment and good design is a key aspect of sustainable development (National Planning Policy Framework paragraph 56). It is considered the design of the proposed development would appear incongruous in the street scene and would detract from visual amenity.

#### **HEALTH ISSUES**

There are no health implications relating to this application.

#### **CONCLUSION**

In the opinion of the Local Planning Authority, the scale, design, siting and materials of the proposed development would appear visually incongruous in the street scene and would detract from visual amenity. This is contrary to Policy HS4 of the adopted Wirral Unitary Development Plan and the National Planning Policy Framework.

The proposal would result in a form of development having a cramped and overdeveloped appearance, which the local Planning Authority considers would have an overbearing impact that would be detrimental to the amenities of neighbouring properties and would not provide adequate living accommodation for future occupiers. This is contrary to Policy HS4 of the adopted Wirral Unitary Development Plan and the National Planning Policy Framework.

**Recommended            Refuse**  
**Decision:**

#### **Recommended Conditions and Reasons:**

1. The proposal would result in a form of development having a cramped and overdeveloped appearance, which the local Planning Authority considers would have an overbearing impact that would be detrimental to the amenities of neighbouring properties and would not provide adequate living accommodation for future occupiers due to the size of the development site. This is contrary to Policy HS4 of the adopted Wirral Unitary Development Plan and the National Planning Policy Framework.
2. In the opinion of the Local Planning Authority, the scale, design, siting and materials of the proposed development would appear visually incongruous in the street scene and would detract from visual amenity. This is contrary to Policy HS4 of the adopted Wirral Unitary Development Plan and the National Planning Policy Framework.

**Last Comments By: 30/10/2013 14:28:21**  
**Expiry Date: 18/11/2013**