

Planning Committee

07 May 2014

Reference:
APP/14/00348

Area Team:
North Team

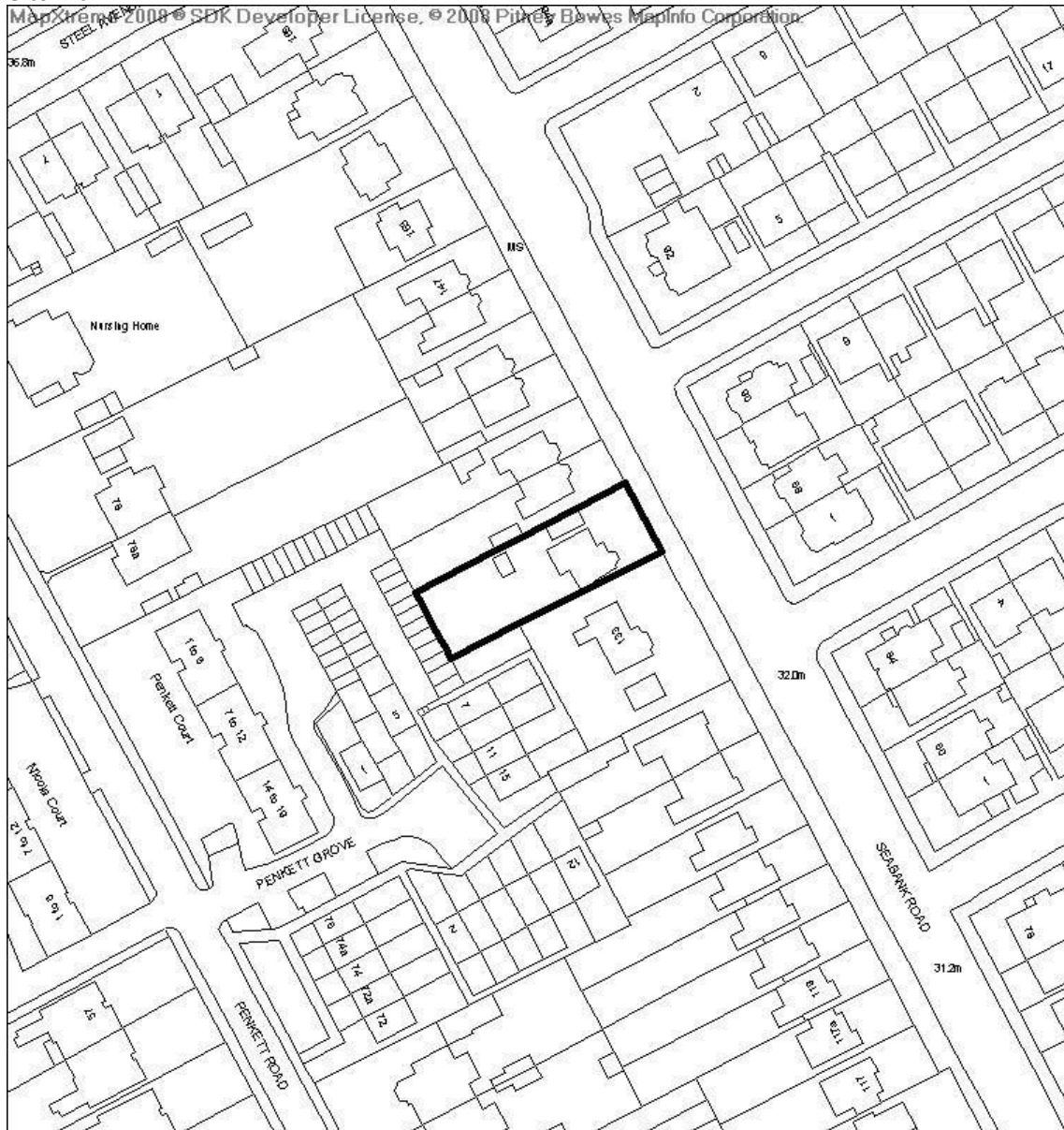
Case Officer:
Mrs J Malpas

Ward:
New Brighton

Location: 135 SEABANK ROAD, EGREMONT, CH45 7QL
Proposal: Proposed rear single storey extension. New pedestrian and vehicle access gates to the front boundary.

Applicant: Mr Clifford Kendrick
Agent : Mr G Fazakerley

Site Plan:



© Crown copyright and database rights 2011 Ordnance Survey 100019803

Development Plan allocation and policies:

Primarily Residential Area

Planning History:

Location: 135 SEABANK ROAD, EGREMONT, CH45 7QL
Application Type: Full Planning Permission
Proposal: Proposed re-build of the original front boundary wall, with materials to match existing, at an increased height of 2.4m.
Increase the width of the existing dropped kerb for ease of access for off road parking.
Application No: APP/13/01069
Decision Date: 13/11/2013
Decision Type: Approve

Location: 135 Seabank Road Egremont Wirral CH45 7QL
Application Type: Full Planning Permission
Proposal: Erection of a front, side and rear single storey extensions
Application No: APP/11/00163
Decision Date: 03/05/2011
Decision Type: Approve

Summary Of Representations and Consultations Received:

REPRESENTATIONS

Having regard to the Council's Guidance on Publicity for Applications, Site Notice was displayed and 10 neighbour letters were sent out. At the time of writing the report one letter of objection has been received from the Owners/Occupiers of 137 Seabank Road expressing concerns about visibility splays in connection with solid timber gates.

CONSULTATIONS

Head of Technical Services (Traffic/Highway Maintenance) - No objection

Director's Comments

REASON FOR REFERRAL TO PLANNING COMMITTEE

Councillor Glassman has requested this application be removed from delegation and considered by the Planning Committee for the reasons that the application is for retrospective permission and elements of the application have been subject to a planning enforcement investigation.

INTRODUCTION

Number 135 Seabank Road has been subject to retrospective permissions and elements of enforcement investigation. In summary:

1. APP/11/00163 application for side and rear extensions was approved.
2. A non-material amendment application was submitted 25 July 2013 (NOAPP/13/306), but required further information.
3. APP/13/01069 (September) for the re-build of the original front boundary wall at an increased height of 2.4 metres and the increased width of the dropped kerb was approved.
4. Enforcement case was lodged January 2014 with concerns of (i) the side and rear extension (breach of planning control) and (ii) the side boundary wall (no breach of planning control). The site investigation concluded that:
 - (i) Proposals were not built in accordance with the APP/11/00163 in that the shape of the roof above the garage was different and the rear extension did not have the step in.
 - (ii) Although the side boundary wall has a slightly different appearance to the approved plans (APP/13/001069), the wall does not exceed the height that has been approved and is lower than approved between each of the steps in the wall.

This application is to rectify the issues identified by the enforcement case (i) and also a new proposal

of a timber pedestrian and vehicle access gates to the front boundary.

PRINCIPLE OF DEVELOPMENT

The site lies within an area designated as primarily residential where development is acceptable subject to policy.

SITE AND SURROUNDINGS

The plot consists of a detached two-storey modern house located to the north west side of Seabank Road, opposite Denton Drive and Hertford Drive. Seabank Road is a main, wide classified road and on the north west side the pavements are a generous size. The majority of properties provide off street parking, however on street parking is also available.

The boundary treatment in Seabank Road varies, as does the age of buildings and their characters. The immediate properties either side of the site in question are distinctively different: No. 133 a modern detached (1950s) property with 2.4 metres brick wall with stone copings and No.137 a semi-detached (1940s) property with a 1.1 metre brick wall.

POLICY CONTEXT

The application property is located within land designated as Primarily Residential Area in Wirral's Unitary Development Plan, and the property falls under the use class C3 as it is a dwelling house. National Policy NPPF - Requiring Good Design, HS11 – House Extensions and SPG11 – House Extensions are directly relevant in this instance.

NPPF - Requiring Good Design - The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. With regards to HS11, it is considered that extensions should be designed in such a way as to have no significant adverse effect on the appearance of the original property, the amenities of neighbouring properties, in particular through overlooking or an adverse effect on the area in general. SPG11: House Extensions acts as a supporting document in relation to HS11.

APPEARANCE AND AMENITY ISSUES

135 Seabank Road a modern detached house with a front gable and hipped roof with attached side garage. The property extends the full width the plot. Originally the garage had a flat, the change in roof design (DRG No. CLIFF/010/A & CLIFF/004/A) to the front over the garage works better than what was originally approved. The roof slope now links up with the existing roof gradient to the front, which simplifies the roof form, meeting the criteria set out in the UDP Policy HS11(iii), visually this work well. The development has a minimal impact to the character of the area due to the various styles of buildings and ages within the immediate area.

The shape of the roof to the rest of the garage comprises a lean to, which wraps round the rear of the property to connect with the rear extension. The in-fill section of the single storey extension to the rear (DRG CLIFF/006/A) has been built flush with the existing elevations. The materials and design complement those of the existing house. The roof shape is a lean to, matching the roof shape either side. The overall scale of the rear extension with the in-fill is appropriate to the size of the plot as there is still sufficient amenity space provided (some 20 metres of garden), meeting the criteria set out in the UDP Policy HS11 (i), (ii) and (iii).

With the street having a mixed style of houses there is no prominent material for gates. Some are timber, some metal railings, some do not have gates. Immediately either side to the site: No. 133 has metal gates & No. 137 has no gates. The original gates to this property were timber gates. The proposed vehicle and pedestrian gates will be also be solid timber, positioned lower than the boundary wall and open inwards. The objectors concerns are regarding visibility and line of sight for pedestrians due to the proposed solid timber gate; however, the highway safety team have not raised this as an objection.

SEPARATION DISTANCES

The extensions are single storey. Separation distances do not apply in this instance, as no residential properties will be affected by the development.

HIGHWAY/TRAFFIC IMPLICATIONS

The Head of Environment and Regulation (Traffic and Transportation Divisions) has not objected to the proposal, provided that the access gates do not open out on to the street.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

There are no Environmental/Sustainability issues relating to this development.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The retrospective development is not considered to have a harmful visual impact on the general street scene or have an adverse impact on the amenities that the occupiers of the neighbouring properties can reasonably expect to enjoy. The proposal is acceptable in terms of scale and design, complies with Policy HS11-House Extensions of the adopted Wirral Unitary Development Plan and SPG11-House Extensions.

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 is not considered to have a harmful visual impact on the street scene or the character of the building. It is deemed not to adversely impact on the amenities that the occupiers of the neighbouring properties can reasonably expect to enjoy. The proposal is acceptable in terms of scale and design and complies with Policy HS11-House Extensions of the adopted Unitary Development Plan and SPG11-House Extensions.

Recommended Approve
Decision:

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. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 24 March 2014 and listed as follows: CLIFF/001/A REV A (21.02.14) , CLIFF/002/A REV A (21.02.14), CLIFF/003/A REV A (21.02.14), CLIFF/004/A REV A (21.02.14), CLIFF/005/A REV A (21.02.14) , CLIFF/006/A REV A (21.02.14) , CLIFF/007/A REV A (21.02.14) , CLIFF/008/A REV A (21.02.14), CLIFF/008/A REV A (21.04.14), CLIFF/005/D REV A (09.03.14) and CLIFF/010/A REV A (10.04.14).

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

3. The new vehicle and pedestrian gates DRG CLIFF/004/A REV A (21.02.14) on the front boundary facing Seabank Road shall only open inwards onto the site and this function shall remain thereafter.

Reason: In the interest of public highway safety.

Last Comments By: 22/04/2014 13:41:27
Expiry Date: 19/05/2014

