

Planning Committee

21 August 2014

Reference:
APP/14/00567

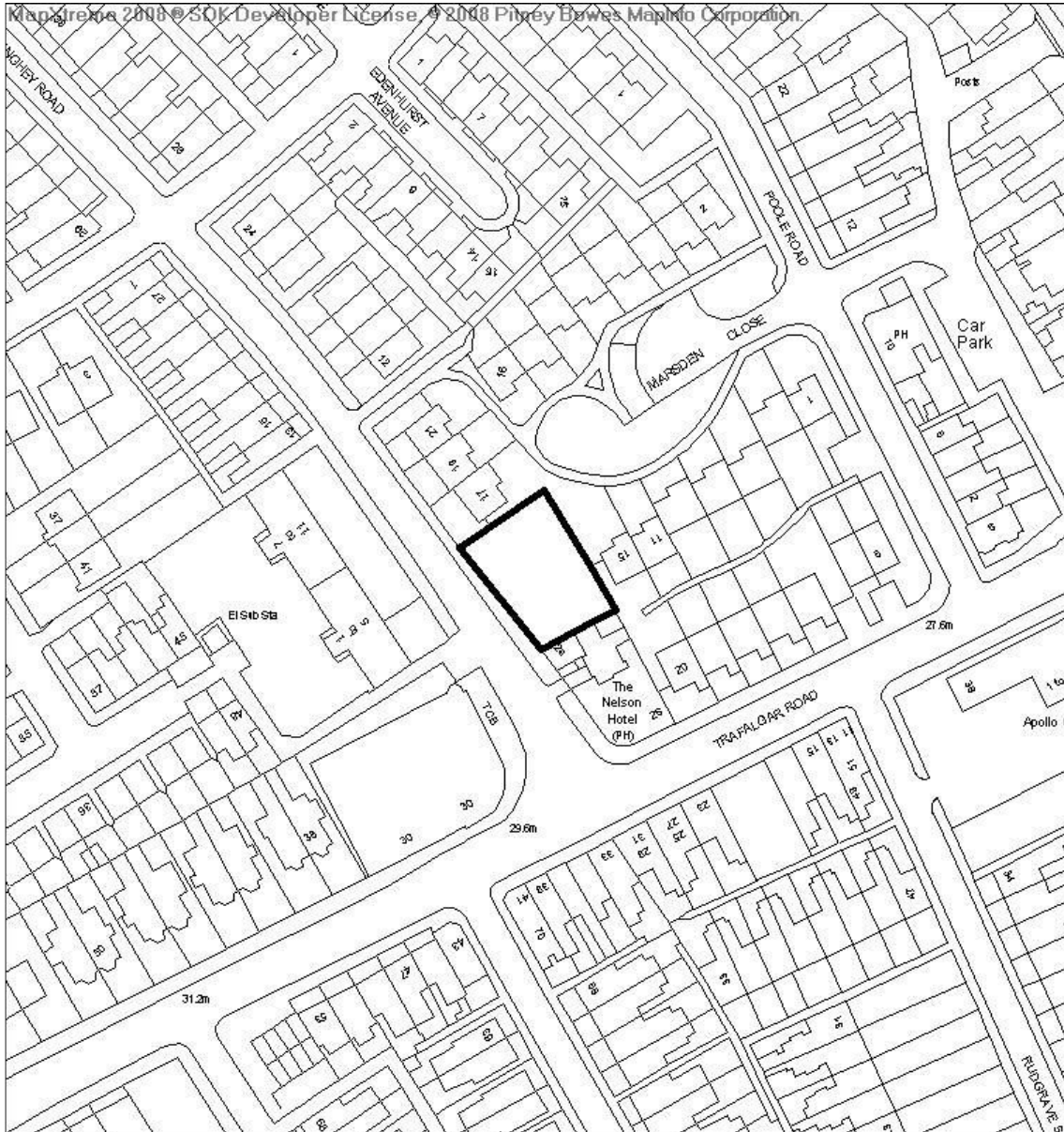
Area Team:
North Team

Case Officer:
Mr M Parry-Davies

Ward:
Liscard

Location: Car Park, STRINGHEY ROAD, EGREMONT
Proposal: Erection of 4 townhouses
Applicant: Mr A McGreal
Agent : N/A

Site Plan:



Development Plan allocation and policies:
Primarily Residential Area

Planning History:

No relevant planning history.

Summary Of Representations and Consultations Received:

REPRESENTATIONS

Having regard to the Council's Guidance on Publicity of Applications, 19 Neighbour Notifications were sent to properties immediately adjacent to or within close proximity of the application site. A Site Notice was also posted adjacent to the site. Following publicity of this application, 3 letters of objection have been received from the Owner/Occupier of the Lord Nelson Public House (Admiral Taverns Ltd), 17 Marsden Close, Wallasey & 20 Trafalgar Road, Wallasey, summarised as follows:

1. Disturbance caused during construction/building phase (if development is allowed);
2. This is not the best location for more social housing. If the site must be developed, can it not be developed with additional retirement properties (for residents over a certain age);
3. If the car park is developed, British Gas employees (from the site on Trafalgar Road) would have to find alternative parking which would inevitably end up on adjacent roads;
4. The development is very close to the Lord Nelson PH (which has been well established for many years). Inevitably this use generates some noise and there seems to be little by way of works to mitigate this in the proposals which could lead to complaints against this established licensed premises from residents of the new properties. The proposed development, if allowed, would also bring added parking pressures to an already difficult on-street parking situation.

A petition of objection signed by 51 signatures has also been received on the grounds that the development would be detrimental to the general health and well being of existing nearby residents.

CONSULTATIONS

Head of Environment & Regulation (Pollution Control Division) - no objections

Head of Environment & Regulation (Traffic & Transportation Division) - the proposal is likely to result in an increase in demand for on-street parking in the area but nearby junctions are protected by double yellow lines and it is not considered that the number of units proposed would give rise to such levels of parking as to warrant a refusal of planning permission. Therefore, there are no objections to these proposals.

United Utilities - No objections to the proposals and no conditions are requested to be attached to any approval.

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

This application is reported to the Planning Committee as a qualifying petition of objection, signed by 51 signatures, has been received. Under the provisions of the Council's Scheme of Delegation for Determining Planning Applications, this application is therefore required to be considered by the Planning Committee.

INTRODUCTION

The application seeks permission for the development of an area of land, currently used for the parking of vehicles, with 4 No. townhouses. The site is located within the primarily residential area and there is a mix of house types within the immediate area. including bungalows and 2-storey houses. Given the sites location within the primarily residential area, the redevelopment of this site for housing is acceptable in principle, subject to the criteria set out in Policy HS4 being satisfied.

SITE AND SURROUNDINGS

The site is located in the primarily residential area. Immediately adjacent to the site to the south is the Lord Nelson public house. To the north, some bungalows abut the site. Opposite the site (to the west), on Stringhey Road, is a 3-storey block of flats whilst to the east of the site is a development of

bungalow. Beyond the site, within the immediate vicinity, there is a mix of house types, consisting of single storey bungalows, terraced and semi-detached 2-storey and 2.5 storey dwellings with some additional flat developments. The area is predominantly residential in character, although there is a Co-Op store on the corner of Stringhey Road and Telegraph Road and the Lord Nelson public house on the opposite side of that junction.

POLICY CONTEXT & PRINCIPLE OF DEVELOPMENT

The site is located within a primarily residential area and as such the erection of 4 new dwellings is acceptable. Policy HS4 (New Housing Development) of the Wirral Unitary Development Plan applies.

Policy HS4 sets out a number of criteria which must be addressed if planning permission is to be granted for new development – including: the requirement that a proposal is of a scale which relates well to surrounding property, in particular with regard to existing densities and form of development; the proposal not resulting in a detrimental change in the character of the area; access and services being capable of satisfactory provision, particularly for off-street car parking areas and garages, and adequate vehicular access; the provision of appropriate landscaping and boundary treatment; the provision of adequate individual private or communal garden space to each dwelling.

Considering the first of these criteria - scale and form - the proposed dwellings are considered to be of a scale and achieves a density of development commensurate with surrounding property. The new dwellings would be comfortably spaced from adjoining properties with elevations and windows positioned to avoid any adverse impact on adjoining properties.

Considering character, the application seeks permission for a terrace of 4 No. 2-storey townhouses that incorporates a number of design decisions that will ensure that the new dwelling would not negatively impact on character. A planning condition would be imposed to require samples of the materials to be used to be agreed by the Local Planning Authority.

In terms of access and parking, permission is sought for 4 new residential units. Two bedrooms are indicated within each of the new properties. Given this, the Council's current parking standards – set out in Supplementary Planning Document 4: Parking Standards (SPD4) would set a maximum of an average of 1.5 parking spaces. The maximum number of spaces for this development would, therefore, be 6 parking spaces. However, no parking spaces are provided with these new properties. Therefore, the impact on on-street parking and residential amenity is explored and assessed further below, under the heading Highway/Traffic & Parking Implications.

Lastly, garden spaces/amenity areas are also provided for each of the new dwellings proposed.

Development Management Policies in the Joint Waste Local Plan for Merseyside and Halton are also applicable. Policy WM8 requires development to incorporate measures for achieving efficient use of resources, Policy WM9 also requires development to provide measures for waste collection and recycling, including home composting.

The National Planning Policy Framework (NPPF), 27th March 2012, is a material consideration in the determination of planning applications. The purpose of the planning system is to contribute to the achievement of sustainable development. Paragraphs 18 to 219 taken a whole constitute the Governments 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. Local Planning Authorities are expected to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community and identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand (paragraph 50).

APPEARANCE AND AMENITY ISSUES

The area is characterised by dwellings that all have their own unique character and appearance. The application site is currently used as a private car park and is bounded on two sides (to the north & east) by bungalows, to the south by a public house and Stringhey Road to the west. The proposed dwellings have been sited to avoid any undue overlooking or loss of privacy to existing, adjoining properties. The interface distance between the end property (adjacent to the Lord Nelson) is short of the 14 metres normally required where a habitable room faces a blank gable. In this instance,

windows on the rear elevation of the proposed dwelling look onto an existing boundary wall and beyond, the blank gable elevation of a neighbouring bungalow. However, no private amenity/garden space exists for these bungalows (as communal space is provided elsewhere) and therefore, overlooking into garden areas would not result. Similar shortfalls in interface distances exist within close proximity to this site, particularly with the older terraced properties just north of the site. The shortfall is a little over 3 metres and given there would be no loss of amenity to existing properties, this shortfall is considered to be acceptable, when having regard to the fact the rooms affected (in the new property) would be the kitchen and an upstairs bathroom.

The proposed development would be a terrace of 4 No. 2-storey dwellings. They would be brick built and each property is two bedroomed. The design is modern in appearance. There are similarly designed properties within the locality, together with some more traditional, older Edwardian terraced properties further up Stringhey Road. There is a 3-storey block of apartments located on the opposite side of Stringhey Road which has no distinguishing features. There is a mix of house types and styles in the area, with no one overall or dominant characteristic that sets the character of the area and as such, the new dwellings are not considered to represent any departure from any character of the area. The new dwellings respects their setting and are sited within the plot so as to maximise their contribution to the street scene whilst minimising any potential impacts on neighbouring properties. As such, the proposals are not considered to harm the character of the area or the streetscene and are considered to be in keeping with the principles of Policy HS4.

SEPARATION DISTANCES

The interface distance between the end property (adjacent to the Lord Nelson) is short of the 14 metres normally required where a habitable room faces a blank gable. In this instance, windows serving a kitchen on the ground floor, and a bathroom and upstairs landing window on the first floor, located on the rear elevation of the proposed dwelling look onto an existing boundary wall and beyond, the blank gable elevation of a neighbouring bungalow. The shortfall is approximately 3 metres. However, given that no existing properties would be effected and that no habitable rooms inside the new property are impacted upon, taken with the fact that similar interface distances occur elsewhere within the immediate locality, this shortfall is not considered sufficient to warrant a refusal of planning permission which could be robustly defended at any subsequent appeal. All other separation/interface distances are achieved.

HIGHWAY/TRAFFIC & PARKING IMPLICATIONS

As outlined above, planning permission is sought for the redevelopment of a private car park with 4 townhouses. The scheme does not provide for off-street parking. As such, there is likely to be an increase in demand for on-street parking in the area. However, the nearby junction of Stringhey Road with Trafalgar Road is protected by double yellow lines, which extend along the full length of the frontage of the application site (on both sides of Stringhey Road). The Head of Environment & Regulation (Traffic & Transportation Division) raises no objections to the proposal, given the presence of the double yellow lines and having regard to the Council's adopted Supplementary Planning Document on Parking Standards. The main issue of the application is the potential the proposed development would have on the availability of on-street parking in the area. The road adjacent to the site has parking restrictions, as does the area around the junction of Trafalgar Road with King Street. However, there are a number of surrounding residential streets which have no parking restrictions. As described above, properties in the area mainly comprise of a mix of terraced dwellings and semi-detached houses and some flats, a number of which have no off-street parking provision. Consequently, it is likely that on-street parking in the area is high. Whether any over-spill parking arising as a result of allowing this development would have an adverse impact on the amenity of existing residents and/or other occupiers is something that has been carefully considered as part of assessing this application.

The proposed development is located close to amenities. There is a Co-Op store located opposite the site on the junction of Stringhey Road with Telegraph Road. And within 2 minutes walking distance there is a Tesco Express Store and a Spar. The site is also located close to good public transport links, with bus stops within a few minutes walk located on main bus routes along King Street and Seabank Road, giving easy access to amenities available in New Brighton and Birkenhead Town Centre. The location of the proposed development to amenities and public transport links is likely to make the proposed development attractive to people who do not own cars, but it is acknowledged that the development would still potentially lead to an increase in demand for on-street parking in the

vicinity from both residents and visitors. However, given the small number of units proposed, whilst the development would be likely to result in a small increase in demand for on-street parking, there is sufficient capacity within the immediate vicinity to accommodate this demand, having regard to the number of roads that do not have parking restrictions in place. It is considered that the proposed development would not materially harm the living conditions of existing residents with particular reference to the availability of on-street parking.

Additionally, given the scale of the development proposed, the trips generated by the proposals would be limited and would have negligible impact on the surrounding highway network.

In conclusion, whilst it is accepted the proposed development is likely to increase the demand for on-street parking in the vicinity, it is concluded that such an increase would be slight and would not result in any demonstrable harm. As such, it is not considered there are strong reasons to refuse planning permission for the development on the grounds of any highway/traffic &/or parking implications.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

There are no Environmental/Sustainability issues relating to these proposals. The development presents an opportunity to improve this small site which is currently an under-used private car park which has, on occasion, given rise to anti-social behaviour. The site is open to the street scene and some evidence of littering exists around the site perimeters. The redevelopment of the site with housing would result in an improved appearance in the street scene.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The site is located within a primarily residential area and as such the erection of four new dwellings is acceptable. The new dwellings are considered to be of a scale which relate well to surrounding properties and have regard to existing densities in the area. The design, scale and siting of the new dwellings are not considered to detrimentally impact on the character of the area. The provision of private amenity (garden) space is secured to the rear of each new dwelling. The scale of the development proposed, the number of vehicular movements generated would be limited and have a negligible impact on the surrounding highway network. Although additional on-street parking is likely to result if the development is allowed, the scale of this additional parking is not considered to justify withholding planning permission in this case, given that there is sufficient capacity within the immediate vicinity of the site to accommodate this demand, without harming the amenities and/or living conditions of neighbouring/nearby residents. The proposed development is therefore considered to comply with Policy HS4 (Criteria for New Housing Development) of the Wirral Unitary Development Plan and the National Planning Policy Framework and is recommended for approval subject to conditions.

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 site is located within a primarily residential area and as such the erection of four new dwellings is acceptable. The new dwellings are considered to be of a scale which relate well to surrounding properties and have regard to existing densities in the area. The design, scale and siting of the new dwellings are not considered to detrimentally impact on the character of the area. The provision of private amenity (garden) space is secured to the rear of each new dwelling. The scale of the development proposed, the number of vehicular movements generated would be limited and have a negligible impact on the surrounding highway network. Although additional on-street parking is likely to result if the development is allowed, the scale of this additional parking is not considered to justify withholding planning permission in this case, given that there is sufficient capacity within the immediate vicinity of the site to accommodate this demand, without harming the amenities and/or living conditions of neighbouring/nearby residents. The proposed development is therefore considered to comply with Policy HS4 (Criteria for New Housing Development) of the Wirral Unitary

Recommended Decision: **Approve**

Recommended Conditions and Reasons:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2. NO DEVELOPMENT SHALL TAKE PLACE BEFORE details of all materials to be used in the external construction (facing bricks, roof tiles/slates etc) of this development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with approved details.

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

3. NO DEVELOPMENT SHALL TAKE PLACE BEFORE details of the proposed finished floor levels; ridge and eaves heights of the dwelling hereby approved have been submitted to and approved in writing by the Local Planning Authority. The submitted levels shall be measured against a fixed datum and shall show the existing and finished ground levels, eaves and ridge heights of neighbouring property. The development shall be carried out as approved.

Reason: To ensure a satisfactory relationship between the various components of the development and between the site and adjoining land, to ensure that construction is carried out at a suitable level having regard to drainage, access, the appearance of the development, any trees and hedgerows and the amenities of neighbouring properties, having regard to Policy HS4 and GR7 of the adopted Wirral Unitary Development Plan.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revising, revoking or re-enacting that Order with or without modification) there shall be enlargement or extension of the dwelling(s) hereby permitted, including any additions or alterations to the roof, without the prior written approval of the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining property and the area generally and to accord with Policy HS4 of the Wirral Unitary Development Plan.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revising, revoking or re-enacting that Order with or without modification) no garages, outbuildings or enclosure shall be constructed within the application site without the prior written approval of the Local Planning Authority.

Reason: In order to protect the character of the area/residential amenities of nearby occupants and to accord with Policy HS4 of the Wirral Unitary Development Plan.

6. NO DEVELOPMENT SHALL TAKE PLACE BEFORE details of all walls (including retaining walls), fences, gates or other means of enclosure to be erected in or around the development have been submitted to and approved in writing by the Local Planning Authority. PRIOR TO THE FIRST OCCUPATION OF THE DEVELOPMENT the walls (including retaining walls), fences, gates or other means of enclosure shall be erected as approved and shall thereafter be permanently retained and maintained.

Reason: To satisfactorily protect the character and appearance of the area and the

residential amenities of adjoining properties, having regard to Policy HS4 and GR7 of the Wirral Unitary Development Plan.

7. 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 policies WM8 and WM9 of the Waste Local Plan

8. PRIOR TO FIRST OCCUPATION OR USE OF THE DEVELOPMENT, arrangements for the storage and disposal of refuse, and vehicle access thereto, shall be made within the curtilage of the site, in accordance with details previous submitted to and agreed in writing by the Local Planning Authority, prior to the first 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.

9. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 30 April 2014 and listed as follows: Drawing Number P/02 dated November 2013.

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

Further Notes for Committee:

Last Comments By: 09/06/2014 15:50:00

Expiry Date: 25/06/2014