

Planning Committee

19 February 2015

Reference:
APP/14/01540

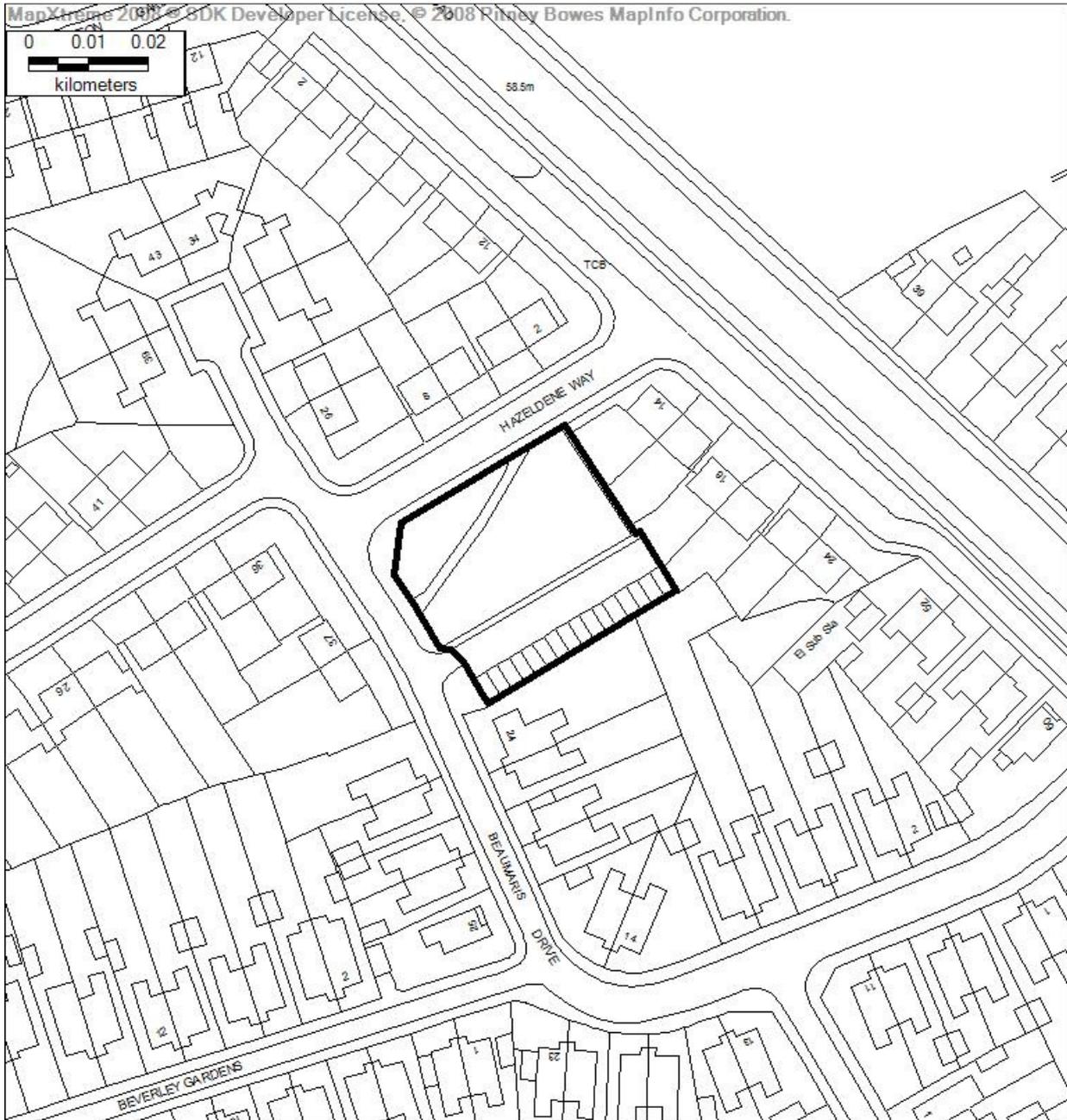
Area Team:
South Team

Case Officer:
Mr N Williams

Ward:
Pensby and Thingwall

Location: LAND AT HAZELDENE WAY, THINGWALL
Proposal: Erection of 7 new build houses
Applicant: Magenta Living
Agent : Watson Batty Architects LTD

Site Plan:



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Development Plan allocation and policies:

Primarily Residential Area

Planning History:

There is no planning history for this site

Summary Of Representations and Consultations Received:REPRESENTATIONS

Having regard to the Council's Guidance for Publicity on Planning Applications, 20 notifications were sent to adjoining properties and a site notice was displayed near the site. At the time of writing, there had been 3 objections received from the occupiers of 10, 24 and 33 Beaumaris Drive, and a petition of objection containing 57 signatures. The objections can be summarised as follows:

1. Proposed dwellings are out of character with the area;
2. Overdevelopment of the plot;
3. Increased parking and traffic problems;
4. Loss of trees and green amenity area;
5. Loss of privacy and light;
6. Traffic and disruption during construction;
7. Invasive species on the site;
8. Potential contamination from demolition of garages;
9. Potential increase in anti-social behaviour if streetlight is removed

CONSULTATIONS

Head of Environment & Regulation (Pollution Control Division) - No objection

Head of Environment & Regulation (Traffic and Transportation Division) - No objection

DIRECTORS COMMENTS:**REASON FOR REFERRAL TO PLANNING COMMITTEE**

A qualifying petition of objection containing 57 signatures has been received. As such, under the provisions of the Scheme of Delegation for Determining Planning Applications, this application has to be considered and determined by the Planning Committee.

INTRODUCTION

The application is for the erection of seven two-storey dwellings. Five of the dwellings will face Beaumaris Drive, with two fronting onto Hazeldene Way.

PRINCIPLE OF DEVELOPMENT

The principle of the development is considered to be acceptable, subject to relevant policy guidelines.

SITE AND SURROUNDINGS

The application site is a large grass verge which contains a number of trees and a footpath across it, together with a row of garages. The site is designated as a Primarily Residential Area in Wirral's Unitary Development Plan, and in keeping with this, it is completely surrounded by residential properties.

POLICY CONTEXT

The application is subject to Wirral Unitary Development Plan Policy HS4: Criteria for New Housing Development. This policy states proposals should be of a scale which relates well to surrounding property, should not result in a detrimental change in the character of the area, should provide adequate individual private garden space for each dwelling and make provision for appropriate landscaping, boundary treatment paying particular attention to the maintenance of existing natural features and vegetation in accordance with Policy GR5. UDP Policy GR7 and supplementary guidance SPG17 sets out criteria for assessing the protection that should be given for the protection of trees on development sites. The National Planning Policy Framework is also relevant, stating that planning decisions should add to the quality of the area, create attractive places with appropriate landscaping.

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.

APPEARANCE AND AMENITY ISSUES

The site currently contains a number of trees on a grass verge which does contribute positively to the appearance of the street scene. Whilst the retention of these trees would be preferred, it would not be possible to redevelop the site should they be retained. The site is privately owned, and the footpath and trees, which are not protected, can therefore be removed without planning permission. Given this, it is considered that there is insufficient reason to support a refusal of development on this site. In any case, the loss of the trees on this site will be offset by replacement planting throughout the new development.

Each of the proposed dwellings are located on plots which are generally consistent with those throughout the immediate area. Whilst it is acknowledged that there are houses set in larger plots within the area, the development of seven dwellings on this site certainly does not constitute overdevelopment, with each of the proposed dwellings having a good sized private amenity area and front garden.

The design of the proposed dwellings is considered to have sufficient interest to ensure that the development is a positive addition to the street scene. There are a number of different types of dwelling in the immediate area surrounding the application site, with bungalows, brick houses and rendered houses all prevalent and as such, there is no defining design characteristic. The proposed development involves the use of both brick and render, and this will help the development to blend in with the surrounding, varied streetscape.

The property on the corner of the development (Plot 3) has been designed so that it addresses both Beaumaris Drive and Hazeldene Way with main windows facing both ways, meaning there will be no large blank elevations facing either road and therefore ensuring it does not harm the appearance or character of the street scene.

Overall, the development of this site for residential purposes is considered to be acceptable and will not harm the character of the area or the street scene, and therefore complies with Wirral UDP Policy HS4 and the National Planning Policy Framework.

SEPARATION DISTANCES

The front of the proposed dwellings will be a minimum of 21 metres from properties opposite on Beaumaris Drive, and a minimum of 27 metres from properties opposite on Hazeldene Way. There will be a minimum distance of 14 metres from the rear of the bungalow of 14 Barnston Road to the blank side elevation of the proposed dwelling at Plot 1. These distances all comply with the required separation distances.

The rear windows of Plots 1 and 2 are a minimum distance of 15 metres from the rear boundary, and this is sufficient to ensure that there is no overlooking of the neighbouring property.

HIGHWAY/TRAFFIC IMPLICATIONS

Three of the proposed dwellings have two off-street parking spaces each, whilst the other four properties each have one off-street parking space. As such, it is not considered that the development will result in an unacceptable increase in parking in the surrounding area. The addition of seven dwellings on this site is not considered to result in any unacceptable highway safety implications.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

There are no Environmental/Sustainability issues relating to these proposals. An Ecology Appraisal submitted with the application concludes that the garages would not support bat roosts, whilst the trees on site are either not typically large enough and/or do not contain features which could be used by roosting bats. The site could provide some value for foraging bats which may be roosting in neighbouring houses - however, these bats are typically very versatile and have a number of roosting and foraging locations they make use of, and therefore impacts on bats are likely to be minimal given the site's limited size and connection to higher value areas. The report recommends that two artificial

bat roosting boxes and a minimum of two bird nesting units within the development. This requirement has been attached as a condition.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The development of this site for residential purposes is considered to be acceptable and will not harm the character of the area or the street scene, nor will the new dwellings harm residential amenity. The proposal therefore complies with Wirral UDP Policy HS4 and the National Planning Policy Framework.

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 development of this site for residential purposes is considered to be acceptable and will not harm the character of the area or the street scene, nor will the new dwellings harm residential amenity. The proposal therefore complies with Wirral UDP Policy HS4 and the National Planning Policy Framework.

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. Before any construction commences, samples of the materials to be used in the external construction of this 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 development.

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. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 4th December 2014 and listed as follows: 3939-008 PL03; 3939-008 PL10; 3939-008 PL11; 3939-008 PL12; 3939-008 PL20 and R/1655/1

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

4. 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 WM8 of the Waste Local Plan.

5. PRIOR TO THE FIRST OCCUPATION OF THE DWELLINGS 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 to be submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection, having regard to policies WM8 and WM9 of the Waste Local Plan.

6. The landscaping shown on drawing R/1655/1 shall be implemented in full no later than the first planting season following first occupation. Any plants or shrubs which die within the first 5 years of the development shall be replaced.

Reason: In the interests of visual amenity

7. NO DEVELOPMENT SHALL COMMENCE until details of two artificial bat boxes and two bird nesting units to be installed within the development have been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented in full prior to first occupation and retained as such thereafter.

Reason: In the interest of local wildlife

8. NO DEVELOPMENT SHALL COMMENCE UNTIL details for reinstatement of all obsolete vehicle crossings to standard footway levels, tactile paving and the removal, relocation and/or renewal of any street furniture required as a result of the development approved, have been submitted to and approved in writing by the Local Planning Authority. THE DEVELOPMENT SHALL NOT BE FIRST BROUGHT INTO USE UNTIL such works have been completed and laid out in accordance with approved details and shall be constructed and laid out having regard to the authority's specifications.

Reason: In the interests of highway safety and to ensure a satisfactory standard of development.

Further Notes for Committee:

Last Comments By: 12/01/2015 15:59:40

Expiry Date: 29/01/2015