

Planning Committee

24 June 2015

Reference:
APP/15/00536

Area Team:
North Team

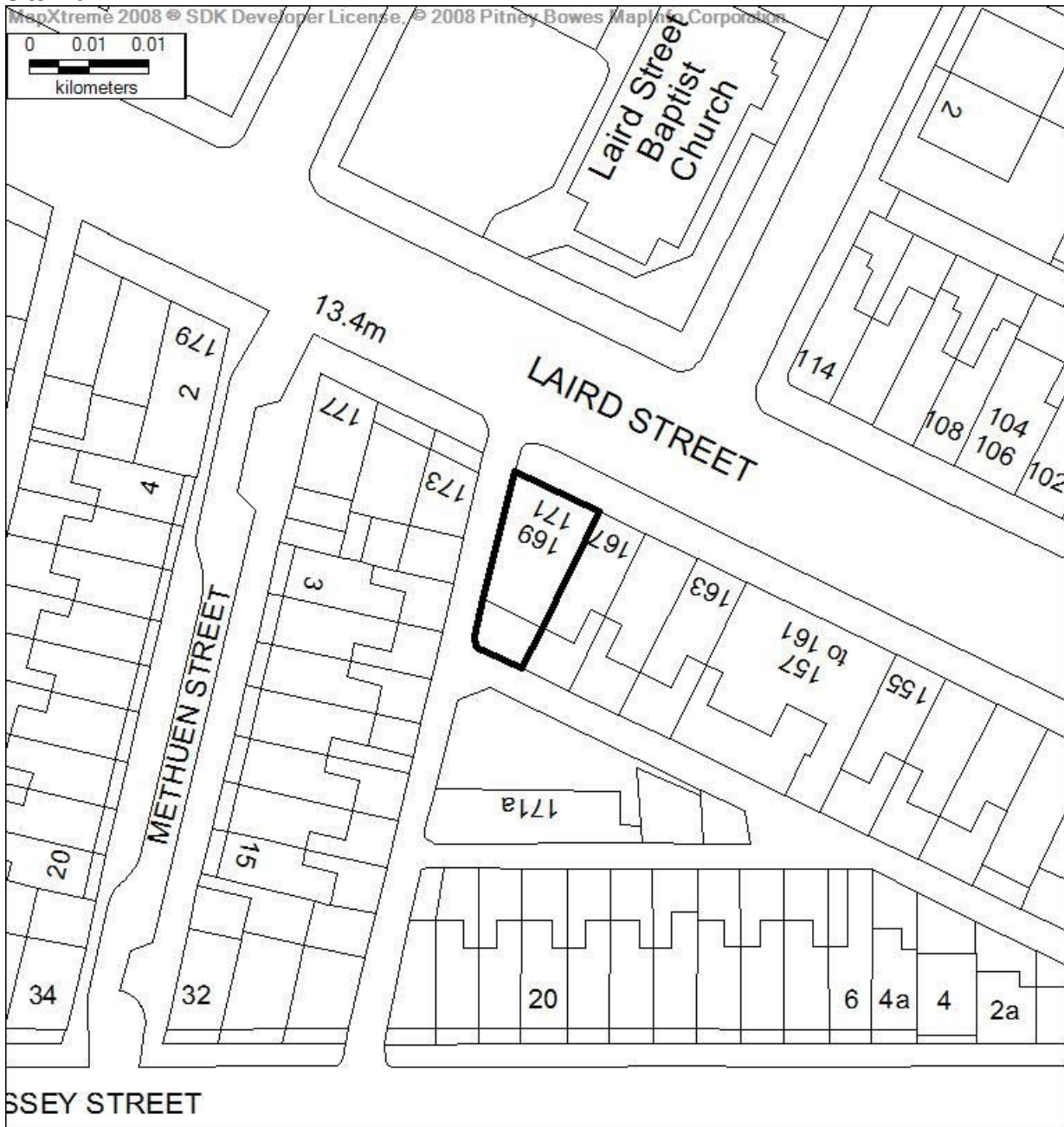
Case Officer:
Mr M Malengo

Ward:
Bidston and St James

Location: 169-171 LAIRD STREET, BIRKENHEAD, CH41 0AA
Proposal: Conversion of existing offices to three self-contained flats and reduced office accommodation

Applicant: Mr T Mustafa
Agent : SDA Architecture & Surveying

Site Plan:



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Development Plan allocation and policies:

Traditional Suburban Centre
UDP Policies SH2, SH3 and HS13

Planning History:

Location: 169-171 Laird Street, Birkenhead, Wirral, L41 0AA
Application Type: Full Planning Permission
Proposal: Change of use from shop into resource counselling and training unit.
Application No: APP/98/05995
Decision Date: 28/07/1998
Decision Type: Approve

Location: 100-114, 134-138, 240, 129-131, 137-171, 177, 179-183, and 189, Laird Street, Bi
Application Type: Work for Council by Council
Proposal: Provision of new shop front/fascias incorporating concealed security shutters to 37 individual shops.
Application No: APP/92/06962
Decision Date: 29/12/1992
Decision Type: Approve

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regard to the Council's Guidance on Publicity for Planning Applications, 7 notifications were sent to adjoining properties and a site notice was displayed near the site - A letter of comment from 171A Laird Street and a letter of objection from Merseyside Cycling Campaign have been received. The comments can be summarised as follows:

1. Whilst no objection in principle, would like to bring to your attention the possible danger & inconvenience that the existing side door would be to new residents. At present, the building is used as offices and we have never seen this door used and so we have not had any problems to date. However, if the new residents were to start using this door, this may cause issues for them as we have cars and vans passing very close to this door to gain entry to our yard. Should refuse bins be left out here then vehicles would not be able to gain access to our premises.

CONSULTATIONS:

The Head of Environment and Regulation (Traffic and Transportation Division) - No objection subject to cycle parking condition.

The Head of Environment and Regulation (Environmental Health Division) - No objection.

4. DIRECTORS COMMENTS:

REASON FOR REFERRAL

The application is submitted by SDA Architects and Surveyors, a partner and architect of which is an elected Member of the Council. Under the current scheme of delegation, this application must be heard at Planning Committee as we have received a letter of objection.

INTRODUCTION

The proposal is for the conversion of existing offices to three self-contained flats and reduced office accommodation.

PRINCIPLE OF DEVELOPMENT

The site lies within an area designated as Traditional Suburban Centre adjacent to a primarily residential area. The development is for the conversion of an office building into flats. Conversion of shop units at ground floor level are only permitted under UDP Policy SH3 where there is an overall strategy of planned contraction for the centre. in centre

SITE AND SURROUNDINGS

The site is located on the west side of Laird Street directly opposite Laird Street Baptist Church. The application site is a two storey end terrace building located on a corner plot. It forms part of a small parade of shops.

POLICY CONTEXT

Policies SH2, SH3, TR9, TR12 and HS13 of Wirral's Unitary Development Plan (UDP), Supplementary Planning Documents 2 and 4 and the provisions of the National Planning Policy Framework (NPPF) are directly relevant in this instance.

UDP Policy SH2 states that within the Traditional Suburban Centres, proposals falling within Class A1, Class A2 and Class A3 of the Town and Country Planning (Uses Classes) Order 1987, will be permitted subject to satisfying that the proposal, together with other recent or proposed development does not undermine the vitality of any Key Town Centre or Traditional Suburban Centre as a whole or other town centre outside the Borough boundary. UDP Policy SH3 only permit ground floor residential conversions in centres where planned contraction is to take place. No contraction is planned for this site, however, in this particular case, the flat conversion would take place to the rear of the building and the Laird Street frontage would be retained for office use. Consequently, the aim of SH3 to retain opportunities for new businesses would not be undermined.

In addition to this Policy HS13 states that proposals for the conversion of existing buildings into self-contained flats will be permitted subject to access being provided to individual flats within the main structure of the building and consideration should be given to the impact of the proposal on neighbouring properties, sufficient outlook to habitable rooms and the general character of the area. The NPPF supports the conversion of existing and redundant buildings in to residential use.

Cycle parking standards in UDP Policy TR12 and SPG43 require secure facilities to accommodate one cycle per flat. The need for off street parking should be considered having regard to road safety, traffic management issues and neighbours amenity under UDP Policy TR9 and SPD4.

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.

APPEARANCE AND AMENITY ISSUES

As stated above the principle of the development is acceptable subject to Policies SH2 and HS13 of Wirral's Unitary Development Plan, Supplementary Planning Document 2 and the provisions of the National Planning Policy Framework (NPPF).

The proposed development would retain an office at ground floor level as such it would be in accordance with policy SH2. The existing frontage would remain unaltered; the only external alteration proposed is the insertion of a window at ground floor level at side elevation opening on an alleyway. The existing internal layout would be completely remodelled in order to convert the office building into 3 self-contained flats. The proposed development would have a reduced office accommodation and a one bedroom flat at ground floor, a one bedroom flat and a two bedroom flat at first floor. The proposed layout of the flats would be appropriate and in accordance with Policy HS13.

There is on-street parking along Laird Street and the application is in a sustainable location being well served by local bus routes.

The proposal may result in some addition on-street parking in the vicinity but not to an unacceptable degree. The Head of Environment & Regulation (Traffic & Transportation Division) have raised no objection in terms of highway safety.

In accordance with the Development Management Policies in the Joint Waste Local Plan for Merseyside and Halton 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. Conditions are proposed to ensure this is achieved.

The proposal is not considered detrimental to neighbouring properties or to the character of the Traditional Suburban Centre. Overall the proposal is considered acceptable in terms of scale and design and as such complies with the principles outlined within Wirral's UDP and the NPPF.

Merseyside Cycling Campaign objected to the proposal on the ground that it fails to offer adequate secure storage facility for cycle parking; this would be dealt with a condition.

The occupier of 171A Laird Street commented with regard to the proposed access door to the side as it may conflict with the use of their site. However this is not a planning matter and refusal on this ground can't be sustained. In any event, the plans submitted clearly indicated and demonstrate that the yard to the rear of the property will be used for the storage of bins etc.

SEPARATION DISTANCES

Separation distances do not apply in this instance, as no residential properties will be affected by the proposed development.

HIGHWAY/TRAFFIC IMPLICATIONS

The Head of Environment & Regulation (Traffic & Transportation Division) has been consulted on highway safety and parking and has raised no objections to the proposed scheme

ENVIRONMENTAL/SUSTAINABILITY ISSUES

There are no Environmental/Sustainability issues relating to these proposals.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The proposal is not considered detrimental to neighbouring properties or to the character of the Traditional Suburban Centre. Overall the proposal is considered acceptable in terms of scale and design and as such complies with the principles outlined within Wirral's UDP and the NPPF.

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 policy. In reaching this decision the Local Planning Authority has considered the following:-

The proposal is not considered detrimental to neighbouring properties or to the character of the Traditional Suburban Centre. Overall the proposal is considered acceptable in terms of scale and design and as such complies with the principles outlined within Wirral's UDP and the NPPF.

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. 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.

3. 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.

4. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 09th April 2015 and listed as follows: 33_2015_01 and Site Location Plan.

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

5. No part of the development 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 and these facilities shall be permanently retained thereafter.

Reason: In the interests of highway safety and to accord with Policy TR12 in the in the Wirral Unitary Development Plan.

6. The development shall be carried out strictly in accordance with the floorplans so approved, and no change therefore shall take place without the prior written consent of the Local Planning Authority. The commercial/retail unit on the ground floor of the building shall be permanently retained for retail or commercial use and shall not be amalgamated or further subdivided unless otherwise agreed in writing by the Local Planning Authority.

Reason: The amalgamation or further subdivision of the commercial units is likely to have operational, transportation, aesthetic and amenity implications which would need to be considered under a separate planning application to ensure the provision of premises suitable for small businesses having regards to Policy SH3 of the Wirral Unitary Development Plan.

Further Notes for Committee:

Last Comments By: 15/05/2015 11:23:42

Expiry Date: 04/06/2015

