

Planning Committee

23 July 2015

Reference:
APP/15/00408

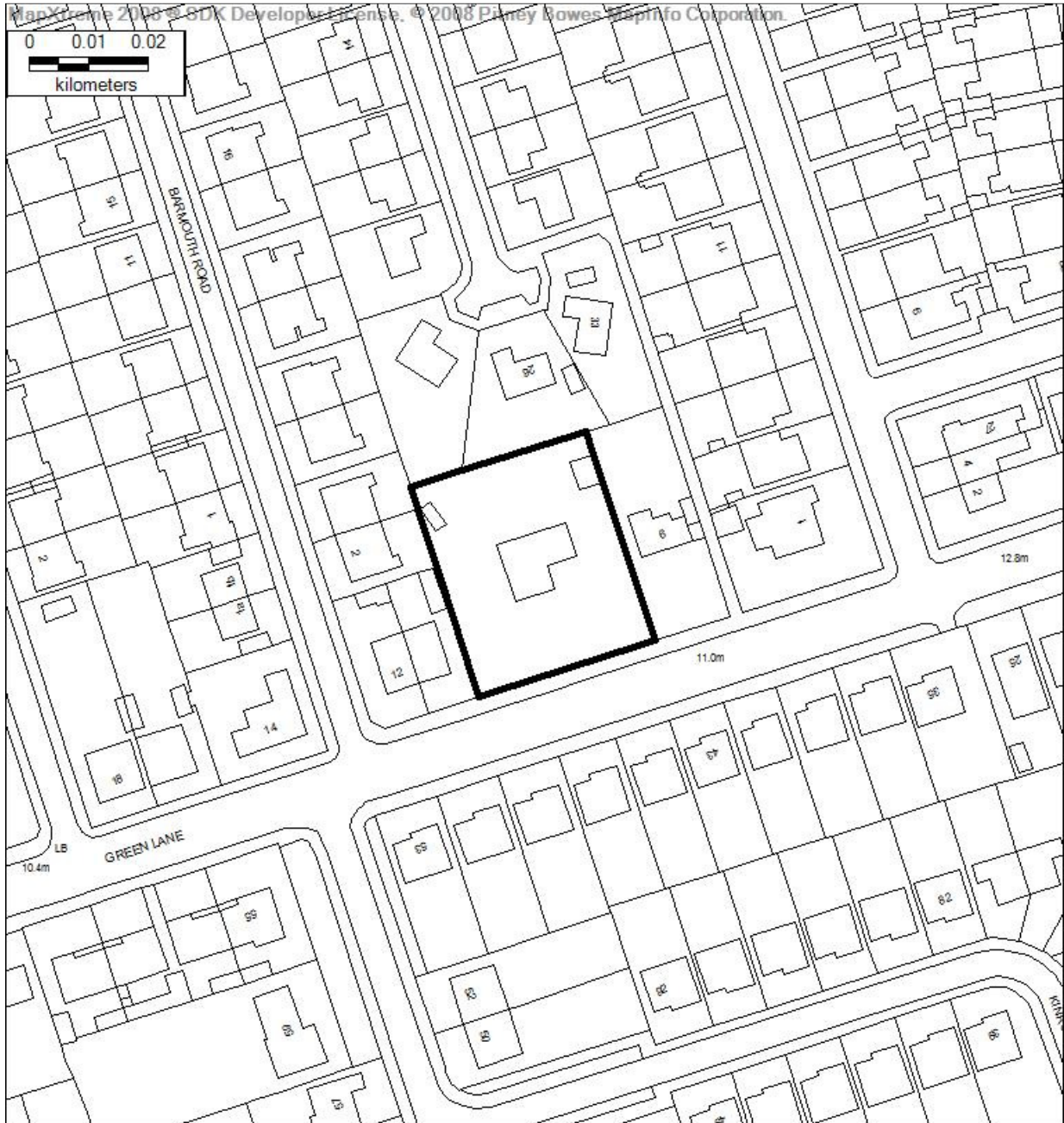
Area Team:
North Team

Case Officer:
Mr N Williams

Ward:
Wallasey

Location: 8 GREEN LANE, WALLASEY VILLAGE, CH45 8JH
Proposal: Demolition of existing house and the construction of 3 No. new dwellings
Applicant: Mr T Cook
Agent : CADStation Ltd

Site Plan:



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Development Plan allocation and policies:

Primarily Residential Area

Planning History:

Location: 8 Green Lane Wallasey
Application Type: Full Planning Permission
Proposal: Extension to garage to accommodate 2 cars
Application No: APP/75/01848
Decision Date: 20/03/1975
Decision Type: Approve

Location: 8, Green Lane, Wallasey Village. L45 8JH
Application Type: Full Planning Permission
Proposal: Erection of a first floor side extension to provide a games room.
Application No: APP/86/05437
Decision Date: 19/05/1986
Decision Type: Approve

Summary Of Representations and Consultations Received:

REPRESENTATIONS

Having regard to the Council's Guidance for Publicity on Planning Applications, 22 notifications were sent to adjoining properties and a site notice was displayed near the site. At the time of writing, there had been 10 objections received from the occupiers of 6, 45 and 49 Green Lane, 2 and 4 Barmouth Road, 26 and 33 Hillam Road, 48 Northcote Road, 27 Bangor Road and the Wallasey Civic Society. A petition of objection containing 29 signatures was also received. These objections can be summarised as follows:

1. Existing house should not be demolished;
2. Overlooking and over dominant of neighbouring properties;
3. Overdevelopment of the site;
4. Increased noise and disturbance;
5. Loss of light;
6. Increased traffic and parking problems;
7. Potential loss of trees;
8. Proposal will damage appearance of the area

CONSULTATIONS

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

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

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

Councillor Leah Fraser and Councillor Leslie Rennie requested that the application be taken out of delegation on the grounds that the proposal would be an overdevelopment of the site and is out of keeping with the character of the area and would result in loss of light and disturbance to neighbouring properties. Also, Green Lane is a designated 'Primary Route' for emergency vehicles and an increase in vehicle numbers could hinder this.

In addition, a qualifying petition of objection signed by 29 signatures has been received.

INTRODUCTION

The application is for the demolition of the existing dwelling, and the erection of three new detached dwellings.

PRINCIPLE OF DEVELOPMENT

The principle of the development is acceptable subject to compliance with Policy HS4 in the Wirral Unitary Development Plan (UDP).

SITE AND SURROUNDINGS

The existing property at 8 Green Lane is a large, detached two-storey dwelling set within a fairly substantial plot.

The area is designated as a Primarily Residential Area in Wirral's Unitary Development Plan. There is a mix of dwelling types in the local area, with two-storey dormer dwellings opposite the site, traditional two-storey semi-detached properties adjacent and larger two-storey properties in the wider area. There are bungalows to the rear of the site.

POLICY CONTEXT

The proposal is subject to Wirral Unitary Development Plan Policy HS4: Criteria for New Housing Development, which permits residential development that fulfils all of its criteria including a requirement to be of scale that relates well with surrounding property and not result in a detrimental change in the character of the area.

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, paragraph 56) makes it clear that good design is a key aspect of sustainable development and should contribute positively to making places better for people. Paragraph 64 goes on to indicate that permission should be refused for poorly designed development that fails to take available opportunities for improving the character and quality of the area and the way it functions.

APPEARANCE AND AMENITY ISSUES

Whilst the existing property has some positive features, it is not worthy of being listed and is not considered to be of such quality to be deemed a non-designated heritage asset. As such, the principle of its demolition is considered to be acceptable.

The application site is fairly substantial in size, and comfortably the largest plot within the immediate area, and it is considered to be of sufficient size to accommodate three new dwellings. The three proposed dwellings would all be set on good sized plots which would be larger than the majority of other plots within the surrounding area.

Whilst the majority of dwellings in the area are traditional two-storey dwellings, the proposed dwellings are not considered to be excessive in height, with only the front gable element of Plots 2a and 2b being genuinely three-storey. The proposed dwellings will be set back from the front of the site by approximately 15 metres, which is significantly more than all other dwellings in the immediate area besides the adjacent property, No. 6 Green Lane. This distance will largely negate the impact of the height of these properties, helping them to blend into the street scene without appearing harmful to the character of the area. The proposal is not considered out of keeping or overdevelopment merely because the proposed dwellings are marginally taller than other properties surrounding the site, and the proposed dwellings will simply add to the varied street scene, both in terms of scale and design.

The proposed dwellings are fairly traditional in appearance, with the use of cills and quoins adding sufficient interest and character to their appearance. The existing varied street scene means that there is no defining characteristic throughout the area, and the proposed dwellings will therefore add to this variety.

There will be a distance of approximately 15 metres from the rear elevation of the proposed dwellings to the rear boundary shared with bungalows on Hillam Road. This distance is only marginally less than the existing situation, and whilst two of the proposed dwellings will include rear dormer windows, this distance is considered to be sufficient to ensure that there will be no unacceptable loss of privacy or overlooking of neighbouring properties.

SEPARATION DISTANCES

There will be a distance of approximately 35 metres between the proposed dwellings and the properties

opposite the site, and a distance of approximately 24 metres between the proposed dwellings and properties to the rear.

There is a habitable window to the side of 10 Green Lane, which is directly adjacent to the application site. This window, at first-floor level, appears to be the only window for a bedroom. The proposed dwelling closest to this window, Plot 1, has been designed to reflect this, in order to minimise the impact of it. The dwelling at Plot 1 is set 10 metres from this window, which is less than the normal required distance of 14 metres. This dwelling is much smaller than the other two proposed dwellings, the window in question is at first floor level and not on a principal elevation, and the proposed dwelling is not directly in front of this habitable window.

HIGHWAY/TRAFFIC IMPLICATIONS

The large front gardens for each of the proposed dwellings will provide ample off-street parking, and in general, the net increase of two dwellings on this site is not considered to result in any adverse highway or traffic problems.

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

Overall, it is considered that the proposed development is acceptable and it will not have an unacceptable adverse impact upon the amenities of neighbouring properties, or the character and appearance of the street scene. The proposal is therefore considered to comply with Wirral Unitary Development Plan 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 policy. In reaching this decision the Local Planning Authority has considered the following:-

The proposed development is acceptable and it will not have an unacceptable adverse impact upon the amenities of neighbouring properties, or the appearance of the street scene. The proposal is therefore considered to comply with Wirral Unitary Development Plan 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. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 8th June 2015 and listed as follows: 720-01 A; 720-02 A; 720-03b; 720-04 A

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

3. 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

4. PRIOR TO COMMENCEMENT OF DEVELOPMENT, a full scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority, and the approved scheme shall be implemented in full within six months of the first occupation of the dwelling

Reason: In the interests of visual amenity

5. 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

6. 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.

Further Notes for Committee:

1. Consent under the Highways Act is required for the construction of a new or the amendment/removal of an existing vehicular access. Such works are undertaken at the developer's expense, including the relocation/replacement and/or removal of street furniture and vegetation as necessary. Please contact the Council's Highway Maintenance team on 0151 606 2004 prior to the commencement of development for further information

Last Comments By: 23/04/2015 08:51:46

Expiry Date: 20/05/2015