

Planning Committee

26 November 2015

Reference:
APP/15/00398

Area Team:
North Team

Case Officer:
Mr M Parry-Davies

Ward:

Liscard

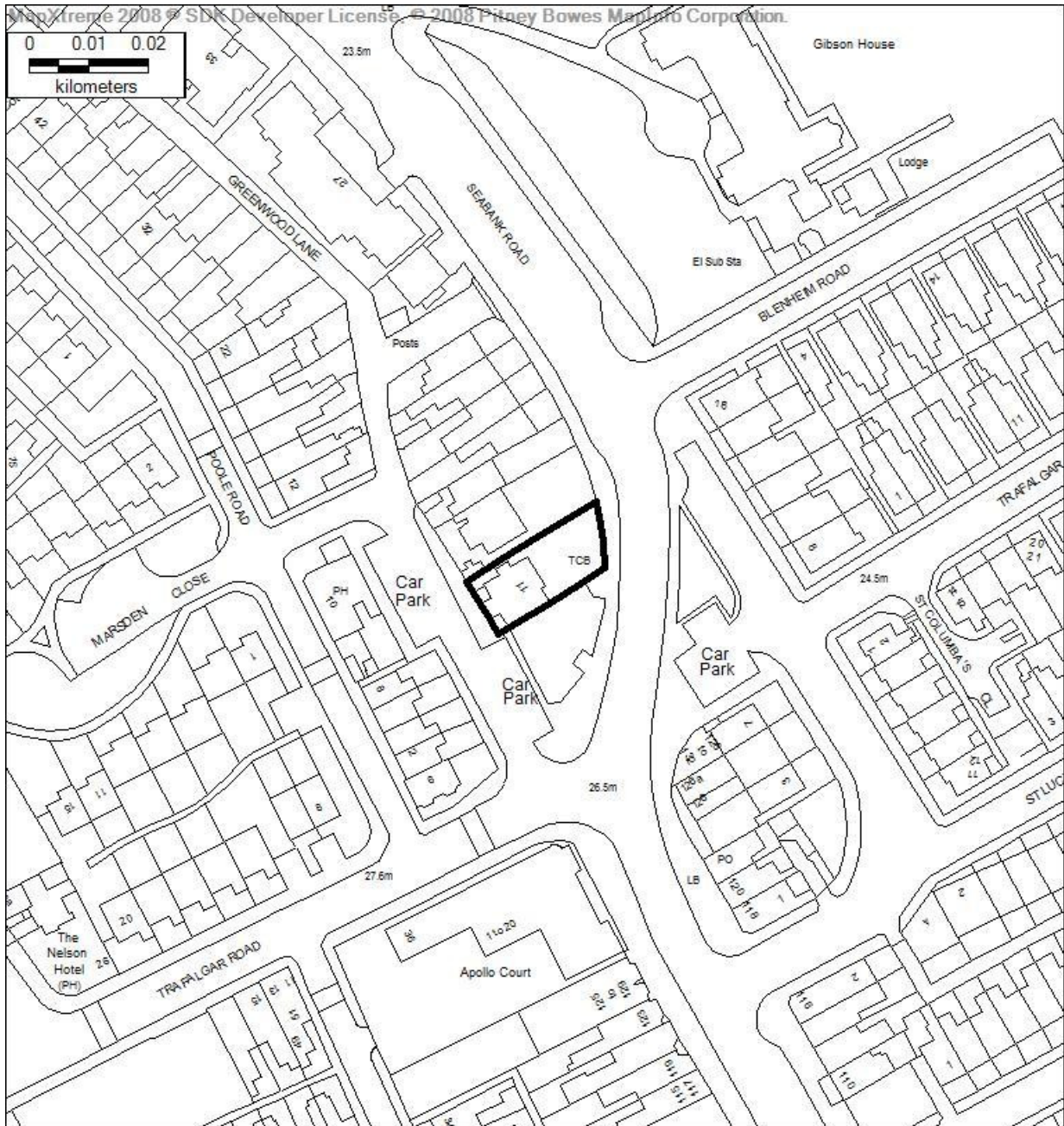
Location: 11 SEABANK ROAD, EGREMONT, CH44 0EE

Proposal: Change of use to house in multiple occupancy - 6 bedroom property increasing to 7 bedrooms with internal alterations

Applicant: Mr A Skeete

Agent : SDA Architecture & Surveying

Site Plan:



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Development Plan designation and policies:

Primarily Residential Area

Planning History:

- Location: Southward extension of Greenwood Lane to Trafalgar Road, Egremont.
L44 1D
- Application Type: Work for Council by Council
- Proposal: Carriageway improvements to Greenwood Lane, provision of car parking facilities, and associated landscaping work.
- Application No: APP/85/06879
Decision Date: 17/12/1985
Decision Type: Approve
- Location: Rear boundary walls to 11-23, 35, Seabank Road and 16-20, 24, 32-38, Poole Road,
- Application Type: Work for Council by Council
- Proposal: Replacement of rear wall by 2.3m. wall and new rear gates or shutters.
- Application No: APP/87/06717
Decision Date: 19/11/1987
Decision Type: Approve
- Location: Various properties within Liscard Ward (CH44), east of Stringhey and Rice Hey Road, north of Tobin Street, west of Egremont Promenade and south of Manor Drive.
- Application Type: Full Planning Permission
- Proposal: Proposed installation of externally applied insulation to the rear and gables of properties with either a coloured render or pebble dash finish.
- Various properties within Liscard Ward (CH44), properties fronting Blenheim Road, Egremont Promenade, Cliff Drive, Cunard Avenue, King Street, Kinglake Road, Poole Road, Cunard Avenue, Ismay Drive, Rudgrave Place, Rudgrave Square, Seabank Avenue, Seabank Road, King George Drive, St Brides Road, St Elmo Road, St Lucia Road, St Vincents Road, Trafalgar Avenue, Trafalgar Road, King George Drive, Poole Road, Richard Chubb Drive, Seabank Road, Wright Street, Whitley Drive and Webster Avenue.
- Application No: APP/12/00650
Decision Date: 02/07/2012
Decision Type: Approve

Summary Of Representations and Consultations Received:

REPRESENTATIONS

Having regards to the Council's Guidance on Publicity for Applications, 36 letters of notification were sent to neighbouring properties. A Site Notice was also displayed at the site. One letter of objection from 13 Seabank Road has been received together with a qualifying petition signed by 37 signatures. The objections are summarised as follows:

1. rising crime figures since conversions of large family homes into flats and multi-occupancy housing;
2. the number of flats and multi-occupancy houses in the area has had a negative impact on the local environment;
3. if allowed, this property could have as many as 14 residents living in a property that was originally designed as a single family home; and
4. another house in multi-occupancy would have negative impact on house prices in the area.

CONSULTATIONS

Head of Environment & Regulation (Traffic and Transportation Division) - may lead to a small increase in demand for on-street parking but this is unlikely to be significant. No objections to the proposal.

Head of Environment & Regulation (Environmental Health Division) - No objections

Head of Housing (Housing Strategy Team) - No objections

Director's Comments:

Consideration of this application was deferred at Planning Committee on 21 October 2015 to allow for a Member's Site Visit to take place.

REASON FOR REFERRAL TO PLANNING COMMITTEE

A qualifying petition of objection to the application, signed by 37 signatures, has been received. Therefore, under the provisions of the Scheme of Delegation for Determining Planning Applications, this application is required to be considered and determined by the Planning Committee. Additionally, the agents for this application are SDA Architecture & Surveying, a partner and architect at which is also an elected Member of the Council.

INTRODUCTION

The proposal is for a change of use to a house in multiple occupancy. The existing property is a 6 bedroom dwelling and the proposal is to convert the property into a 7 bedroom house in multiple occupancy. The property is a detached property located at the end of a row of dwellings located near the junction of Trafalgar Road with Seabank Road/King Street. There are residential properties adjacent to the site, a small car park and garages to the rear and further afield, a small number of commercial and/or retail premises. The area is, however, predominantly residential in character.

PRINCIPLE OF DEVELOPMENT

The site designated as part of the Primarily Residential Area where proposal to convert existing building to multiple occupancy are not permitted unless all the criteria in UDP Policy HS14 (Houses in Multiple Occupation) can be fulfilled.

SITE AND SURROUNDINGS

As outlined above, the property is a 6 bedrooled detached family home. The area is predominantly characterised by residential properties with some small scale retail/commercial properties located along King Street and further up Trafalgar Road.

POLICY CONTEXT

UDP Policy HS14 allows for the conversion of existing properties to multi-occupancy subject to all of its criteria being satisfied. The type of accommodation provided within houses in multiple occupation ranges from bed sitting rooms to bed and breakfast establishments for long stay residents. Such properties can provide a valuable source of low-cost accommodation if properly managed.

The property subject to these proposals is of sufficient size to accommodate the proposals, increasing the number of bedrooms from 6 to 7. The property is detached. The proposals would not result in a private dwelling having an HMO on both sides. It is not considered that the proposals would result in a change in the character of the surrounding area which would be detrimental. Whilst there are other HMO's in the vicinity of the site, the proposal would not result in a concentration of such properties that would give rise to an adverse effect on the character of the area. The proposals would not adversely impact on the privacy of neighbours and habitable rooms to both neighbouring properties and the application property would not be affected. No external staircases are proposed with all staircase access being provided within the main structure of the building. There are no extensions proposed with the exception of two rear dormers. These dormers would not result in overlooking of adjoining properties to any unacceptable degree. The proposals make use of existing window openings and all main bedrooms and living rooms maintain reasonable outlook. The proposals would not result in more than 20% or more of properties forming the street frontage within this street block being in multiple occupancy. It is therefore considered that the proposals comply with all requirements of Policy HS14 of the Wirral Unitary Development Plan.

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

Proposals for housing in multiple occupancy can bring about a number of issues, both in terms of the quality of the accommodation to be provided and the impact(s) on adjoining properties and the character of the surrounding area. Such impacts may result due to the number of residents proposed in an HMO and the consequent comings and goings, especially when compared to activity arising from normal family housing. The proposals are located close to the junction of Trafalgar Road and King Street/Seabank Road. The surrounding road network is relatively busy providing main links from Seacombe and Egremont through to New Brighton. The area is predominantly residential in character, with a number of other properties having been converted to multi-occupancy. However, the predominant character of the area is one of family housing and/or self-contained flats. The proposals provide for 7 bedrooms, each with en-suite facilities and shared living rooms and kitchens proposed on the ground floor and on the second floor. Therefore, the standard of accommodation proposed is considered to be satisfactory with good sized bedrooms being proposed. Although the proposals are likely to result in a small increase in demand for on-street car parking, it is considered that there is sufficient capacity within the immediate vicinity to accommodate this demand. Consequently, the proposed development would not materially harm the living conditions of neighbouring residents with particular reference to the availability of on-street parking. The proposals are not considered to result in any detrimental impact on neighbouring properties or on the overall character of the area.

SEPARATION DISTANCES

The proposals would not adversely impact on the privacy of neighbours and habitable rooms to both neighbouring properties and the application property would not be affected. The proposals make use of existing window openings and all main bedrooms and living rooms maintain reasonable outlook.

HIGHWAY/TRAFFIC IMPLICATIONS

Given the scale of the development, the number of trips generated by the development would be limited and would have a negligible impact on the surrounding highway network. The application site is within easy walking distance of main bus routes giving access to the public transport network. Given the predominantly residential nature of the surrounding side streets, the demand for on-street parking, particularly during evenings and weekends is likely to be greater. However, as the proposals are located within easy access to good public transport links and are close to amenities, the development proposed would be likely to be attractive to people who do not own cars. However, the development would still potentially lead to an increase in demand for on-street parking in the vicinity for both residents and visitors. Given the small scale nature of the proposals, it is considered that there would be sufficient capacity within the immediate vicinity to accommodate a small increase in demand for on-street parking. It is considered that such an increase in demand would be unlikely to materially increase the instances of hazardous parking which would be detrimental to highway safety in the area, having regard to existing parking restrictions already in place, particularly around the junctions of Trafalgar Road, King Street and Seabank Road. Consequently, it is not considered that there are sufficient grounds for withholding planning permission in this case on the grounds of highway safety and/or parking issues.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

Environmental/Sustainability issues relate to the impact on the character of the area from this proposal.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

Policy HS14 allows for the conversion of existing properties to multi-occupancy subject to all its criteria being satisfied. The property subject to these proposals is of sufficient size to accommodate the proposals. It is not considered that the proposals would result in a change in the character of the surrounding area which would be detrimental. The proposals would not result in a concentration of properties in multi-occupancy that would give rise to an adverse effect on the character of the area. The proposals would not adversely impact on the privacy of neighbours and habitable rooms to both neighbouring properties and the application property would not be affected. Although the proposals are likely to result in a small increase in demand for on-street car parking, it is considered that there is sufficient capacity within the immediate vicinity to accommodate this demand. Consequently, the proposed development would not materially harm the living conditions of neighbouring residents with

particular reference to the availability of on-street parking. Therefore, the proposals are considered to be acceptable, having regard to the provisions of Policy HS14 (Houses in Multiple Occupation) and the principles of 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 advice. In reaching this decision the Local Planning Authority has considered the following:-

Policy HS14 allows for the conversion of existing properties to multi-occupancy subject to criteria being satisfied. The property subject to these proposals is of sufficient size to accommodate the proposals. It is not considered that the proposals would result in a change in the character of the surrounding area which would be detrimental. The proposals would not result in a concentration of properties in multi-occupancy that would give rise to an adverse effect on the character of the area. The proposals would not adversely impact on the privacy of neighbours and habitable rooms to both neighbouring properties and the application property would not be affected. Although the proposals are likely to result in a small increase in demand for on-street car parking, it is considered that there is sufficient capacity within the immediate vicinity to accommodate this demand. Consequently, the proposed development would not materially harm the living conditions of neighbouring residents with particular reference to the availability of on-street parking. Therefore, the proposals are considered to be acceptable, having regard to the provisions of Policy HS14 (Houses in Multiple Occupation) and the principles of 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. NO DEVELOPMENT SHALL TAKE PLACE until details of secure covered cycle parking and/or storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first use of the development hereby permitted and shall be retained for use at all times thereafter.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car, having regard to Policy TR12 of the Wirral Unitary Development Plan.

3. PRIOR TO 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 Policy 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 19 March 2015 and listed as follows:
Drawing Number 41_2015_02 (dated 03.03.2015)

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

Further Notes for Committee:

Last Comments By: 21/04/2015 11:09:19
Expiry Date: 14/05/2015