

Planning Committee

15 September 2016

Reference:
APP/16/00694

Area Team:
North Team

Case Officer:
Mr N Williams

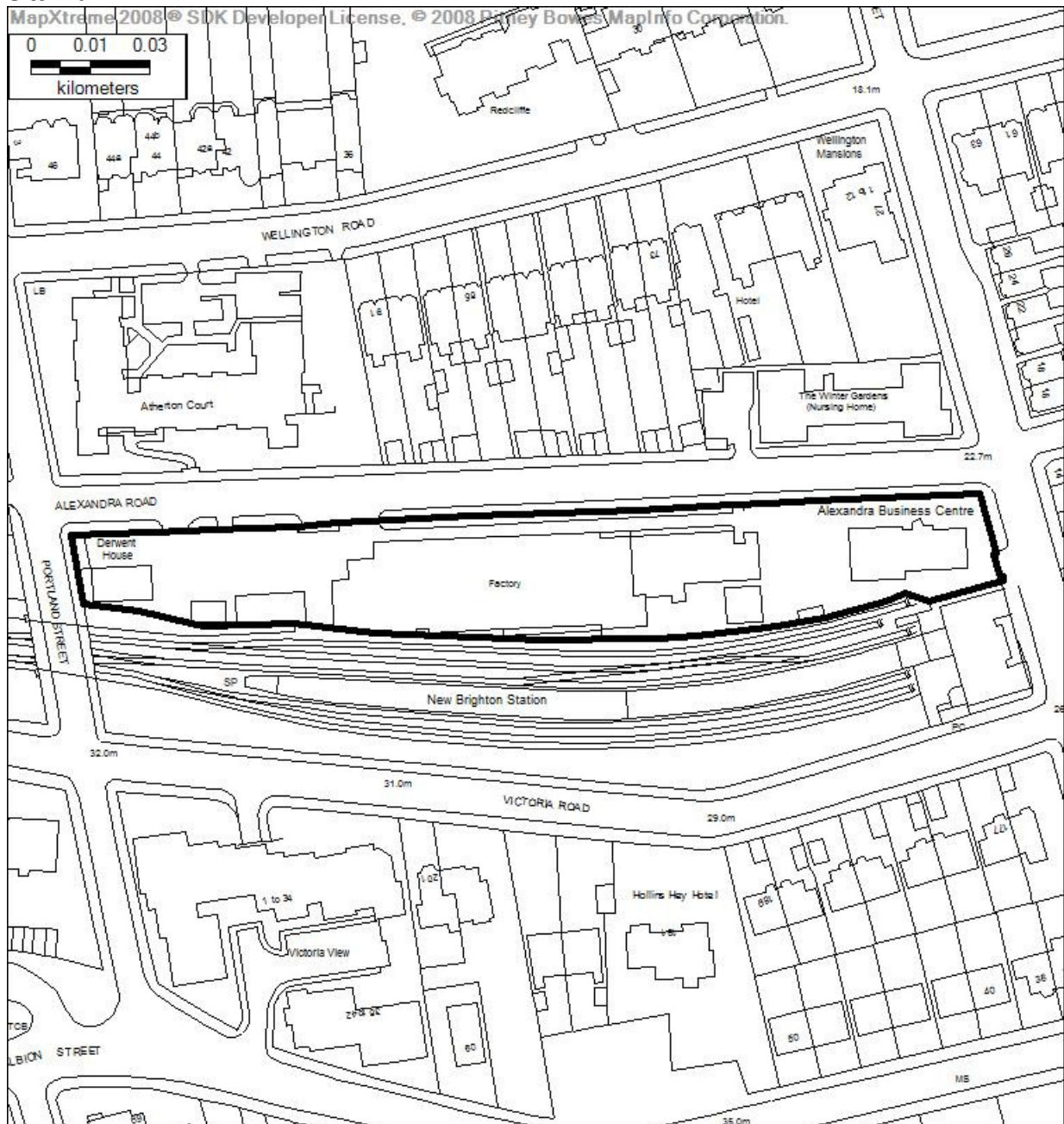
Ward:
New Brighton

Location: Hurstwoods International Ltd, ALEXANDRA ROAD, NEW BRIGHTON, CH45 0JZ

Proposal: Erection of 2 No. four-storey 80-bed residential care homes with associated external works and landscaping after demolition of existing food processing factory and associated buildings

Applicant: c/o NJSR Chartered Architects LLP
Agent : NJSR Chartered Architects LLP

Site Plan:



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Development Plan Designation:

Primarily Industrial Area

Planning History:

Location: Stanley House, Alexandra Road, New Brighton
Application Type: Full Planning Permission
Proposal: Extension to existing offices, revised car park layout and lock up garage
Application No: APP/76/05042
Decision Date: 17/06/1976
Decision Type: Approved

Location: 5 Alexandra Road New Brighton L450jz
Application Type: Full Planning Permission
Proposal: Erection of light industrial building for preparation and packaging of pre-cooked meats, bacon and sausages
Application No: APP/76/06309
Decision Date: 12/01/1977
Decision Type: Approved

Location: S Alexandra Road New Brighton L450jz
Application Type: Full Planning Permission
Proposal: Erection of light industrial building for preparation and packaging of pre-cooked meats, bacon and sausages
Application No: APP/77/06969
Decision Date: 26/04/1977
Decision Type: Approved

Location: Jaka Foods Group Ltd. Alexandra Road ,New Brighton ,L45 0JZ
Application Type: Full Planning Permission
Proposal: Use for preparation and packaging of pre-cooked meats, bacon and sausages and alterations to existing office building
Application No: APP/77/07342
Decision Date: 22/06/1977
Decision Type: Approved

Location: Jaka Foods Group Ltd. Alexandra Road ,New Brighton ,L45 0JZ
Application Type: Full Planning Permission
Proposal: Extension to food processing plant
Application No: APP/77/08629
Decision Date: 28/11/1977
Decision Type: Approved

Location: Jaka Foods Group Ltd. Alexandra Road, New Brighton,CH45 0JZ
Application Type: Full Planning Permission
Proposal: Erection of office and toilet accommodation.
Application No: APP/79/11818
Decision Date: 08/03/1979
Decision Type: Approved

Location: Jaka Foods Ltd. Alexandra Road ,New Brighton ,L45 0JZ
Application Type: Full Planning Permission
Proposal: Erection of maintenance workshop
Application No: APP/80/15090
Decision Date: 12/06/1980
Decision Type: Approved

Location: Jaka Foods ,Alexandra Road ,New Brighton ,L45 0JZ
Application Type: Full Planning Permission
Proposal: Extension to existing food processing building and M.A.N.W.E.B. substation
Application No: APP/80/16396
Decision Date: 28/10/1980
Decision Type: Approved

Location: Jaka Foods, Alexandra Road, New Brighton,Wirral,L45 0JZ
Application Type: Full Planning Permission
Proposal: Erection of workers amenity accommodation.
Application No: APP/82/20292
Decision Date: 22/07/1982
Decision Type: Approved

Location: Jaka Foods, Alexandra Road, New Brighton,L45 0JZ
Application Type: Full Planning Permission
Proposal: Extension to existing office and amenity block.
Application No: APP/83/21919
Decision Date: 03/03/1983
Decision Type: Approved

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regard to the Council's Guidance for Publicity on Planning Applications, 194 notifications were sent to adjoining properties and a site notice was displayed near the site. At the time of writing, there had been a petition of objection containing 105 signatures together with 22 individual letters of objection received. The objections can be summarised as:

1. Loss of parking and highway safety concerns;
2. Height and scale of building is too great;
3. Proposal would appear overbearing and unneighbourly;
4. Proposed materials and design is inappropriate;
5. Loss of light and overlooking;
6. Loss of view
7. Potential negative impact on nearby conservation area; and
8. Housing would be more appropriate than care homes

CONSULTATIONS:

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

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

Directors Comments:

Consideration of this item was deferred at Planning Committee on 18th August to allow for a formal Member's site visit.

REASON FOR REFERRAL TO PLANNING COMMITTEE

The application is a departure from the Unitary Development Plan, and in addition a qualifying petition of objection containing 105 signatures was received.

INTRODUCTION

The application is for the demolition of the existing food processing factory and other buildings on the site, and the erection of 2 No. four-storey residential care homes. The development includes associated external works, landscaping and parking.

SITE AND SURROUNDINGS

The application site at present contains a food processing factory and associated buildings, together with a small office building - all these buildings are now vacant.

The southern boundary of the site adjoins New Brighton train station. Although there are a small number of commercial/retail units opposite the train station on Atherton Street, the wider area is largely residential, with a mix of dwelling types, ranging from large care homes to more traditional two-storey dwellings.

There is significant difference in land levels within the local area, with the land falling to the north and rising to the south.

POLICY CONTEXT

The site is designated as a Primarily Industrial Area, in Wirral Unitary Development Plan where there no provision for residential care homes (Use Class C2). The application is, therefore, a departure from the Unitary Development Plan. Section 38 of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The Wellington Road Conservation Area is within 90 metres of the site. Therefore, potential impacts on the setting and special character of this area needs to be considered under the terms of UDP Policies CH2 and CH18.

The Joint Waste Local Plan for Merseyside and Halton also is also part of the statutory Development Plan.. Policy WM8 requires development to incorporate measures for achieving efficient use of resources. Policy WM9 will require development to provide measures for waste collection and recycling.

The Council has resolved that the Core Strategy Local Plan - Proposed Submission Draft (December 2012) and its supporting documents including the Wirral Employment Land and Premises Study Update (BE Group, 2012) and will be material considerations for the purpose of determining planning applications. The Council has also published a series of initial proposed modifications to the Proposed Submission Draft in July 2013, which should also be considered, although these have not yet been confirmed as Council policy.

Weight can be given to the emerging Core Strategy according to its stage of preparation, the significance of unresolved objections and the degree of consistency with NPPF (paragraph 216 refers).

Whilst full or significant weight cannot yet be accorded to the Core Strategy, insofar as the Proposed Submission Draft Core Strategy has been prepared in accordance with the NPPF and is at the final stage of public consultation before submission for examination in public, it should be given some weight as material consideration in the determination of this application, including the continued focus on maintaining industrial areas in Wallasey.

The main material considerations in relation to this application include:

- the need for industrial development;
- the prospects of the site being used for employment uses;
- the consequences of the proposed development for existing centres, the potential impact on the character of the area and amenity issues (Design, Access and Landscaping) and the degree of conformity with UDP Policy HS8: Nursing Homes/ Residential Care Homes

Loss of employment land

In terms of building a strong competitive economy the Government wants the planning system to do all that it can to support sustainable economic growth, and recognise that businesses should not have unreasonable restrictions put on them because of changes in nearby land use, but expects planning policies to avoid long term protection of employment premises where there is no reasonable prospect of a site being used for that purpose. Where there is no reasonable prospect, applications for alternative uses should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities (NPPF paragraphs 18-22 & 123 refer).

Although UDP Policy EM8 only makes provision for industrial uses within Use Classes B1, B2 and B8, draft Core Strategy Policy CS17 as amended following representations, proposes, in line with national policy, to continue to safeguard designated employment areas, with provision for compatible alternative

uses:-

- where the site is not suitable for one of the priority sectors;
- there has been continuous marketing at realistic prices and there is no reasonable prospect of the site being re-used for employment purposes;
- the uses are compatible with the character of the surrounding area, would not restrict operation of other employment uses,
- contribute to more sustainable patterns of development and meet Development Management Policy CS42; and an ongoing supply of available, suitable, developable employment land would be retained; and
- the uses are compatible with the character of the surrounding area, would not restrict operation of other employment uses, and contribute to more sustainable patterns of development.

The Council's Employment Land and Premises Study found a serious shortage of immediately available, serviced, developable employment land with utilities and road access already in place and found that a large proportion of the existing potential supply was already being considered for alternative uses, which could seriously affect the Borough's ability to maintain a credible future supply of employment land. In the case of Alexandre Rd, the study indicated that this area should be retained, unless no longer marketable for industrial or office use.

In terms of the market signals for this particular site, the applicant has submitted evidence showing that the premises have been marketed for sale or to let since May 2014, with various advertising methods undertaken such as a large board located at the site, advertising online and regular mailshots to potential interested parties. The only enquiry received for an appropriate industrial use was from an Irish meat packing company in July 2014, but they concluded that the location was unsuitable due to the close proximity of residential properties and the inadequate size of the yard. There have been no further enquiries or expressions of interest in the site and it therefore appears that there is little interest in the site for industrial purposes.

The applicant has also considered the prospects for redeveloping the site for offices (Use Class B1a) and produced calculations based on build costs and expected profit to show that this would be unviable. Redevelopment for new general industry or warehouse accommodation was discounted due to the proximity of the residential area.

In this particular case, it can be accepted that the site has been marketed over 2 years without attracting interest for the industrial uses permitted under UDP Policy EM8, which are unlikely to be viable without grant funding in the longer term. It is considered that the proposed end use could sit comfortably alongside the neighbouring residential area. It is anticipated that the proposed care home could create a total of 55 full time equivalent jobs, which adds weight in favour of the proposed scheme as potential economic benefit.

APPEARANCE AND AMENITY ISSUES

SCALE

There is considerable variety in the scale of buildings within the surrounding area. There are a number of traditional two-storey dwellings, of varying design and sizes whilst opposite New Brighton train station are three-storey buildings with commercial on the majority of the ground-floors. There are also larger, more substantial buildings such as the two other residential homes opposite the application site on either end of Alexandra Road - the three-storey Atherton Court on the corner of Portland Street and the part four-storey Winter Gardens on the corner of Atherton Street. The newly developed Hotel Victoria site (Victoria View) and the adjacent 'Warren Hurst' are located on the other side of the railway line and set at a much higher level than the application site, and both of these are also four-storeys in height.

Given this context, the scale of the proposed buildings are considered to be suitable and will not appear particularly out of scale with the surrounding area. The site is approximately 220 metres long and the proposed buildings are each approximately 58 metres in width, giving a total of 116 metres which is little over half the site, allowing for considerable open aspects for both car parks and landscaping/amenity areas, ensuring that the scheme does not appear as an overdevelopment of the site. Given the length of

the site and in comparison of the current situation at the site, where there are a number of unsightly industrial buildings located within extensive areas of hard standing, the proposed development will appear as an improvement, with significant landscaping helping to enhance the appearance of the site.

With regards the height of the buildings, four storey buildings are not rare within the immediate area and it is therefore considered that the buildings will not be out of scale. Given the presence of two substantial care homes opposite the site, and the presence of Victoria View and Warren Hurst further up the hill, the proposed buildings will be generally in keeping with the existing urban grain. There are of course a number of smaller dwellings also in the surrounding area, but the nearest to the proposed buildings are on Atherton Street or to the north of the site, facing Wellington Road. These smaller buildings are normally for single dwellings, whereas buildings in the area for care homes and flats are generally larger structures, often four-storeys tall, as would be expected.

The buildings will be set back from the pavement by approximately 3.5 metres, with soft landscaping in front and this will help to soften the appearance of the building, whilst the design of the buildings will also help to break up the scale of them, with various projecting bays, differing ridge heights and a mix of materials giving interest to two large buildings which could otherwise have appeared as two unsightly, monolithic structures. The buildings have been designed with flat roofs in order to minimise their overall scale and massing, and it is considered that the scale of these buildings are both suitable for this long, linear site and are also similar in scale to other large buildings within the immediate area.

DESIGN

The proposed buildings have been designed having regards to the fact that they are both large, substantial buildings with significant effort made to break up this scale and massing whilst also providing sufficient design and character. To do this, the buildings incorporate numerous projecting bays, balconies, long vertical windows and different roof heights, together with a mix of materials. The applicant states that 'an overtly modern appearance ran the risk of alienating potential users, and likewise a wholly traditional scheme would have been unwieldy in scale and inappropriate within the context' and this is considered to be an acceptable review of the situation. The proposal has therefore been designed to be domestic to some extent but with some modern features which help to provide character and interest. The use of bronze cladding, whilst not particularly prevalent to the area, has been used to good effect elsewhere and will give the building a unique appearance, which many other buildings in the surrounding appearance have. Given the extensive diversity of design and materials within the surrounding area, the proposed materials will merely add to this variety as opposed to being harmful to it. The proposed buildings are considered to be well designed and will be a positive addition to the streetscape.

Given the location and shape of the site, the buildings have been designed with active frontages on all four sides, ensuring that there are no blank/plain elevations, and that they will provide interest and character on each of the surrounding roads. Even the rear of the scheme, which will be visible from across the railway line on Victoria Road will be an improvement on the current appearance of the site, with the projecting bays and differing roof height and materials also being utilised there. The proposal will be set back from Atherton Street, with a landscaped amenity area approximately 20 metres deep softening the impact of the building, and helping the scheme to have a positive impact upon the street scene when compared to the current situation.

IMPACT ON CONSERVATION AREA

Wellington Road Conservation Area is located to the north of the site, approximately 70 metres from the application site. Those properties on the northern side of Wellington Road being within the site, but the properties on the southern side of Wellington Road being outside. These properties, together with the large care homes either end of Alexandra Road, will largely screen the proposed buildings from the conservation area and whilst the change in land levels will make the proposal more prominent than if the land was flat, any views of it from within the conservation area will be minimal and will generally blend in with the wider streetscape and those other buildings further up the hill. As such, it is considered that the proposed development will have minimal impact upon Wellington Road Conservation Area and could be accepted within the terms of UDP Policies CH2 and CH18.

IMPACT ON RESIDENTIAL AMENITY

The windows on the front elevation of the proposed will be approximately 17 metres from the rear boundary of properties fronting Wellington Road - with many of these boundaries also containing

detached garages, with the primary area for amenity of these properties normally being closer to the dwellings, approximately 40 metres away. This distance is therefore considered more than sufficient to ensure that there is no unacceptable levels of overlooking introduced.

The majority of the windows in the proposed buildings will comply with required separation distances, looking towards the open railway line to the rear and the open aspect between the Winter Gardens and Atherton Court to the front. The windows in part of the proposed building opposite Atherton Court will be approximately 26 metres away from facing windows in Atherton Court, which is acceptable. There will be some windows which are only 18 metres from windows in the Winter Gardens. Whilst this is slightly less than required separation distances, the pattern of development within the surrounding area often results in separation distances less than required - particularly to the east of the application site. In addition, the extremely narrow nature of the site and the benefits from developing it comply with the NPPF when it states that planning and decisions should optimise the potential of sites to accommodate development.

The windows on the side (east) elevation of Building B will be approximately 38 metres away from properties on Atherton Street, which is more than sufficient to ensure there is no adverse impact upon them.

SEPARATION DISTANCES

Separation distances are dealt with in more detail above.

HIGHWAY/TRAFFIC IMPLICATIONS

This proposal is for the demolition of a number of existing industrial / commercial units and the construction of a 160 bed care home in two blocks of 80 with 32 parking spaces (including 4 disabled spaces) and 16 cycle parking spaces. A Transport Statement has been submitted with the application. There will be two separate car parks located in the centre of the site, providing a total of 32 off-street parking spaces. Access to the parking area would be from Alexandra Road via two new vehicle crossings.

The site has good transport links, with New Brighton train station directly adjacent, in addition to bus stops and various services / amenities being in reasonably close proximity. Parking provision of 32 spaces represents 70% of the maximum under Supplementary Planning Document 4: Parking Standards. Given the sustainable location in terms of proximity to the train station, major bus routes and local amenities it is considered that this level of parking provision is acceptable.

The junctions at each end of the site (Alexandra Road / Atherton Street & Alexandra Road / Portland Street) are protected by double yellow line waiting restrictions. Alexandra Road is approximately 8.5 metres wide and parking takes place on both sides of the road. There are a number of existing vehicle crossings serving the site in Alexandra Road and Atherton Street that would be made obsolete by this development and that would require reinstatement to standard footway levels, and a condition is attached to ensure this.

In conclusion, given the sustainable location of this development and the existence of waiting restrictions on the nearby junctions, it is considered that there are no sustainable reasons to object to this proposal on highway safety or congestion grounds subject to conditions.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

The proposal would introduce high density care home accommodation next to a railway station that provides links to other parts of the Boroughs and beyond.

HEALTH ISSUES

The proposed development would provide accommodation for people in need of care.

CONCLUSION

The loss of the site for general employment use needs to be considered against the benefits that may be accrued from the proposed development.

In light of this, the applicant has referred to estate agent marketing and produced a viability appraisal on the prospects of securing employment uses. The site has been marketed for over 12 months and there

is no evidence of market interest from occupiers or developers for B1, B2 or B8 uses on the site. In the current circumstances, it is considered that the site is unlikely to attract interest for speculative redevelopment for employment uses without grant funding.

It is considered that the proposed design of the building and landscape proposals are acceptable. On balance, taking the context of the site in relation to neighbouring uses into account alongside the requirements of local and national policy for employment it can be concluded in this particular case that the benefits from the development such as bringing the site back into use and the prospects of local job creation can be weighed in favour of the application, which is recommended for approval.

It is considered that the proposed scheme will not have an unacceptable adverse impact upon the amenities of neighbouring properties or the character and appearance of the area and therefore consistent with Wirral Unitary Development Plan Policies HS8, CH2, CH18 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 advice. In reaching this decision the Local Planning Authority has considered the following:-

The site is unlikely to attract interest for speculative redevelopment for employment uses, the proposed design of the building and landscape proposals are considered acceptable. There are there material considerations including environmental, social and economic benefits that weigh in favour of granting planning permission having regard to policies in the statutory Development Plan and the National Planning Policy Framework.

Recommended Decision: **Approve**

Recommended Conditions and Reasons:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 20th May 2016 and listed as follows: 1301.014 102; 1301.014 104; 1301-014 110; 1301-014 B110; 1301-014 111; 1301-014 B111; 1301-014 200; 1301-014 B200; 1301.014 210; 1301.014 300; 1301.014 400;

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

3. Before any construction commences and notwithstanding the details stated on the approved plans, 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 HS8 of the Wirral Unitary Development Plan.

4. Construction of the development authorised by this permission shall not begin until the Local Planning Authority (LPA) has approved in writing a full scheme of works for the construction of the new vehicle accesses from the highway and any amendments to the existing highway made necessary by this development, including details of the new vehicle crossing accesses constructed in accordance with the LPA commercial crossing specification and the reinstatement to standard footway level of any existing access from the highway rendered

obsolete by the development. The approved works shall be completed in full in accordance with the LPA written approval prior to occupation of the development

Reason: In the interests of highway safety

5. 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.

6. The development shall not be occupied until a full Travel Plan (based on the Interim Travel Plan submitted) has been submitted to and approved in writing by the Local Planning Authority. The provisions of the Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy TRT1 in the in 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 policy WM8 of the Waste Local Plan

8. 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 WM9.

9. Surface water drainage works shall be carried out in accordance with the details contained within the submitted Drainage Strategy (*July 2016, Reference: LRD28377, Sutcliffe*) approved in writing by the Local Planning Authority, in conjunction with the Lead Local Flood Authority.

The surface water drainage scheme shall be fully constructed prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the approved Drainage Strategy, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.

Reason: To ensure satisfactory drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

10. No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted to the Local Planning Authority, in conjunction with the Lead Local Flood Authority, by the mean of an appropriate legal agreement.

Details shall include:

- i. the arrangements for adoption by a statutory undertaker or management and maintenance by a Residents' Management Company
- ii. arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
 - a. on-going inspections relating to performance and asset condition assessments
 - b. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
- iii. means of access for maintenance.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

Reason: To ensure satisfactory management and maintenance of the approved surface water drainage facilities is provided for the site for the lifetime of the development in accordance with the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

11. Notwithstanding the details shown on the approved plans, a full scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved scheme shall be implemented in full prior to first occupation of the site unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interest of visual amenity

12. The mitigation measures set out in Section 6 of the submitted Noise and Vibration Assessment (Acoustic & Engineering Consultants Limited, 9 May 2016) shall be implemented in full prior to first occupation and retained as such thereafter

Reason: To protect the amenity of future occupiers

13. Notwithstanding the details set out in the Noise and Vibration Assessment (Acoustic & Engineering Consultants Limited, 9 May 2016), a further assessment of vibration levels shall be submitted and approved in writing by the Local Planning Authority. Any conclusions of such a report shall be implemented in full prior to first occupation of the development

Reason: To protect the amenity of future occupiers

14. Prior to commencement of development, detailed drawings shall be submitted to and approved by the Local Planning Authority to indicate the finished site and ground floor levels intended at the completion of the development in relation to the existing site levels and the levels of the adjoining land. The development shall be carried out and completed in accordance with the details approved

Reason: In the interest of amenity

15. Prior to commencement of development full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the Local Planning Authority

Reason: To protect the adjacent railway

16. Full details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interest of amenity

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 shall be undertaken at the developer's expense, including the relocation/replacement and/or removal of street furniture and vegetation as necessary. The submission of a Section 50 Highway Opening Notice is required prior to the commencement of any works on the adopted highway. You should contact the Council's Highway Management Team via www.wirral.gov.uk prior to the commencement of development for further information.

Last Comments By: 28/06/2016

Expiry Date: 19/08/2016