

Planning Committee

15 February 2018

Reference:
APP/17/01514

Area Team:
South Team

Case Officer:
Miss A McDougall

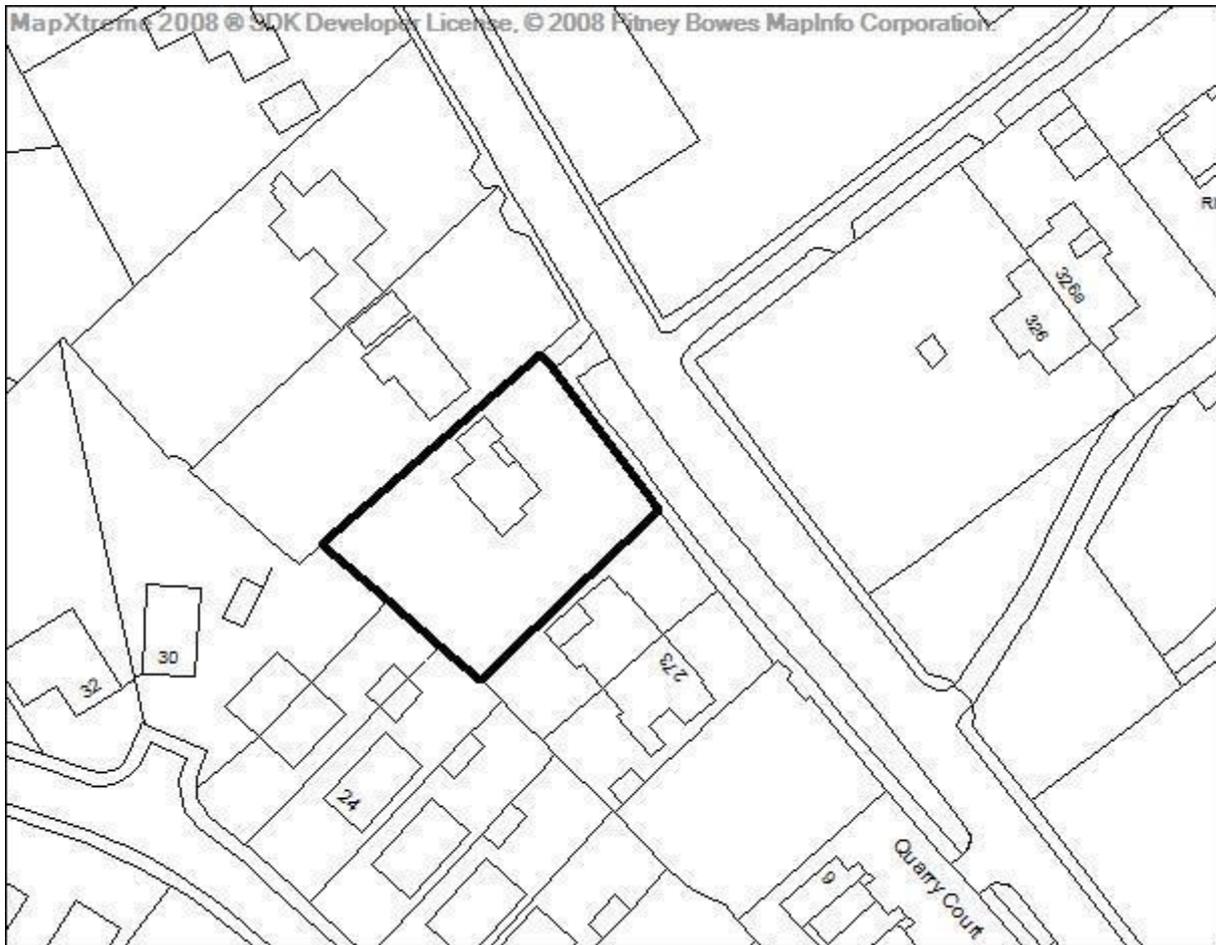
Ward:

Heswall

Location: 277 TELEGRAPH ROAD, HESWALL, CH60 6RN
Proposal: Demolition of existing detached house to be replaced with new build apartment block containing 5 apartments with provision for resident parking and bike storage. New access point from Telegraph Road to improve access to and from the site.

Applicant: Mr & Mrs Berg
Agent : SHACK Architecture Ltd

Site Plan:



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Development Plan designation:

Primarily Residential Area

Planning History:

Location: 277 Telegraph Road, Heswall, Wirral, CH60 6RN
Application Type: Outline Planning Permission
Proposal: Erection of dwelling in garden area (outline).
Application No: OUT/03/05262
Decision Date: 02/05/2003

Decision Type: Refuse

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regard to the Council Guidance on Publicity for Applications, 11 notifications were sent to adjoining properties. A site notice was also displayed. At the time of writing this report a Qualifying petition of objection and 3 objections have been received, listing the following grounds:

1. loss of family home
2. overlooking
3. highway safety
4. scale and mass of the building
5. 5 apartments not needed
6. impact on stability of land and quarry to the rear

CONSULTATIONS:

Highways - No Objections

Environmental Protection - No Objections

The Heswall Society - Objections raised due to density, highway, height, scale and massing of the building.

DIRECTORS COMMENTS:

REASON FOR REFERRAL

Councillor Hodson has requested the application be taken out of delegation for the following reasons; loss of amenity, loss of light, excessive scale, parking and amenity space for the flats. A Qualifying petition of objection has also been received containing 39 separate signatures.

INTRODUCTION

The proposal is for the demolition of the existing dwelling and the erection of a replacement building containing 5 flats with a new access point from Telegraph Road.

PRINCIPLE OF DEVELOPMENT

The proposal is for a residential development in a residential area which is considered acceptable in principle.

SITE AND SURROUNDINGS

The existing site is a residential plot containing one detached dwelling, the house is located within the residential area of Heswall along Telegraph Road and is approximately 670m away along Telegraph Road. The neighbouring properties are a mix of scale and appearance, although along Telegraph Road the houses are generally large properties set on substantial plots. To the rear of the site is Laurel bank which is a small residential development of bungalows set within an old quarry, the land levels greatly differ with the ground and first floor of the rear elevations of the houses on Telegraph Road exceeding the roof height of the bungalows.

POLICY CONTEXT

UDP Policy HS4 Criteria for New Housing Development Policy

Proposals for new housing development on allocated sites and within the Primarily Residential Areas shown on the Proposals Map will be permitted subject to the proposal fulfilling all the following criteria:

- (i) the proposal being of a scale which relates well to surrounding property, in particular with regard to existing densities and form of development;
- (ii) the proposal not resulting in a detrimental change in the character of the area;
- (iii) access and services being capable of satisfactory provision, particularly for off-street car parking areas and garages, and adequate vehicular access;
- (iv) the provision of appropriate landscaping and boundary treatment which relates the proposed development to its surroundings, paying particular attention to the maintenance of existing natural

features and vegetation in accordance with Policy GR5;

(v) the appropriate provision of design features which contribute to a secure environment and reduce the likelihood of crime;

(vi) incorporating provision for accessible public open space and children's play areas in accordance with Policy GR6; and

(vii) the provision of adequate individual private or communal garden space to each dwelling.

For all proposals whose main elevations are parallel, or nearly so, an adequate distance should be kept between habitable rooms in separate dwellings. In addition, where the gable end of one property fronts onto the rear elevation of another, then an adequate separation should be achieved.

Supplementary Planning Document SPD2

New buildings for self contained flats must be sited with regard to the layout, pattern and use of the spaces between other buildings in the surrounding areas. Whole facades of infill development that would project beyond the front or rear building line in areas of uniform development, such as established house types of the same kind, is not likely to be permitted. In cases where there is variety in the building line, an overall average should be determined to set the limit of an acceptable footprint.

Development should not result in a significant loss of privacy, daylight or sunlight for neighbouring properties, nor be visually overbearing or dominant when viewed from adjoining property. Unless it can be demonstrated that privacy would not be unduly affected, habitable room windows directly facing each other should be at least 21 metres apart. Main habitable room windows should be at least 14 metres from any blank gable. If there are differences in land levels or where development adjoins that of different ridge height, such as three storey development adjacent to two storey property, a greater separation should be provided. For every metre difference in ridge height (or part thereof) the above distances should be increased by 2 metres.

Adequate landscaped garden space should be provided for the exclusive use of residents. This should be accessible to each flat and have a size, shape and location to be useful to occupiers. As a general guide, developers should ensure that at least one third of the whole site remains available as private landscaped communal areas. Driveways, garages, parking, servicing bin and cycle stores will not be considered to be part of this amenity area.

Surrounding buildings may have a standard pattern. This does not always prevent the introduction of taller or lower buildings, but it will require a design approach that softens any change in height to ensure that the resulting building is at a scale proportionate to the surrounding area. All new proposals will be required to either protect or improve the existing roofscape. The bulk of large buildings can be reduced through variations in the footprint, height and roof form of the building as well as the spacing in relation to neighbouring properties. For example, elevations and roofs with varied shapes can reduce the overall massing of a larger block of flats because the use of multiple components will not appear as big as a single large component. The design of large buildings as a single block is not likely to be acceptable.

Materials and colours should be selected to recognise and contribute to the particular location, not just the building in isolation. The materials should reinforce the character of the surrounding buildings and the sense of place generally. High quality materials will be required at all levels of the scheme from facing materials and roof coverings to handrails. Materials should be used creatively, such as decorative brick work and ornate metalwork to enrich the appearance of new buildings and the area generally.

UDP Policy TR9 indicates when the assessing off street parking provision the Local Planning Authority will be guided by the likelihood of cars being parked on residential roads, and highway safety and traffic management issues. Supplementary guidance in SPD4 sets a standard of 1 off street parking space per flat.

UDP Policy TR12 requires the provision of cycle parking at a rate of 1 stand per flat within the curtilage

of the development. Supplementary guidance in SPG42 specifies that this should be provided under cover in a secure position preferably within the building with 20% being made available for visitors.

Joint Waste Local Plan Policies WM8 and WM9 are also applicable.

Policy WM 8 - Waste Prevention and Resource Management

Any development involving demolition and/or construction must implement measures to achieve the efficient use of resources, taking particular account of:

- Construction and demolition methods that minimise waste production and encourage re-use and recycling materials, as far as practicable on site;
- Designing out waste by using design principles and construction methods that prevent and minimise the use of resources and make provision for the use of high-quality building materials made from recycled and secondary sources;
- Use of waste audits or site waste management plans, where applicable, to monitor waste minimisation, recycling, management and disposal. Evidence demonstrating how this will be achieved must be submitted with development proposals of this type.

Policy WM 9 - Sustainable Waste Management Design and Layout for New Development

The design and layout of new built developments and uses must, where relevant, provide measures as part of their design strategy to address the following:

1. Facilitation of collection and storage of waste, including separated recyclable materials;
2. Provide sufficient access to enable waste and recyclable materials to be easily collected and transported for treatment;
3. Accommodation of home composting in dwellings with individual gardens;

APPEARANCE AND AMENITY ISSUES

The proposed building is a three storey apartment block that will replace the existing two storey house. The footprint of the proposed building exceeds the existing dwelling which, whilst a large detached house only occupies a small area of the site due to the size of the plot. The plot is within the designated residential area and is surrounded by houses which are mixed in scale and appearance. There is a similar scale development at 271 Telegraph Road that contains 5 flats (APP/14/01024).

The footprint, height and mass of the replacement building greatly exceed the existing house, however given the design, footprint and appearance of the apartment block the building is not considered to have an overbearing or dominant impact to neighbouring amenity, in particular the houses either side or opposite. The houses either side are set an appropriate distance away from each side elevation and the building is set in line with the front building line. To the rear the building is staggered, the building projects 3.2m past the rear wall of no.275 however there is 5m between the two buildings, alongside no.279 the building projects 5m out from the rear conservatory building line and there is approximately 7m between the two buildings.

The development is similar to nearby flat developments in terms of number of units, scale and appearance of the building. Whilst the building is larger than the house it replaces, the mixed character of the area allows for a building of this type without causing harm to the amenity of existing neighbouring dwellings.

SEPARATION DISTANCES

The building is well positioned in terms of neighbouring properties, the predominant outlook to main habitable rooms is to the front and rear elevations. To the front the building will be over 50m from the houses opposite.

The rear elevation is more complex due to the existing relationship to the bungalows on Laurel Bank, currently the difference in land levels means that from the rear of the site the building has views over the bungalows and the rear gardens are not visible due to the land level and the sandstone wall of the old quarry. The window to window measurement is approximately 34m however due to the difference in ground level it is unlikely that window to window overlooking would occur as the existing dwelling and the proposed building exceed the level of Laurel Bank to such a degree that the views are likely to project towards the rear of the houses on Oldfield Way.

Given this difference in ground level, the proposed building is not considered to result in direct overlooking within 21m in terms of window to window distances.

HIGHWAY/TRAFFIC IMPLICATIONS

There are no Highway Implications relating to this proposal.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

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

CONCLUSION

Whilst the proposed replacement apartment block is larger than the existing dwelling, the scheme is considered to be acceptable in terms of appearance, scale, siting and character of the area having regard to Wirral's UDP Policy HS4 and SPD2.

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:- Whilst the proposed replacement apartment block is larger than the existing dwelling, the scheme is considered to be acceptable in terms of appearance, scale, siting and character of the area having regard to Wirral's UDP Policy HS4 and SPD2.

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 4 December 2017 and listed as follows: B105, B106, B107, B108 & B109.

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

3. Before any construction commences, samples of the facing 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. No part of the development shall be brought into use until the existing vehicular and/or pedestrian access on to Telegraph Road has been permanently closed off and the footway reinstated. These works shall be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

5. Details of all fencing, walls, gateways and means of enclosure shall be submitted to and approved by the Local Planning Authority before the development hereby approved is completed and the work shall be carried out prior to occupation, in accordance with the details so approved, and subsequently maintained to the satisfaction of the Local Planning

Authority.

Reason(s): To ensure a proper standard of separation from, and standard of amenity with respect to, neighbouring property.

6. Provision is to be made for the parking of 5 cars on the forecourt of the property and for suitable landscaping, in accordance with a scheme to be submitted to and approved by the Local Planning Authority, before the development hereby approved is commenced. Such parking and landscaping is to be provided prior to occupation of the premises and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway and to ensure a satisfactory standard of amenity.

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. 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.

9. 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 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 WM9 of the Waste Local Plan.

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. Submission of a S50 Highway Opening Notice is required prior to commencement of any works on the adopted highway. Please contact the Council's Highway Management team via www.wirral.gov.uk or 0151 606 2004 prior to the commencement of development for further information.

Last Comments By: 04/01/2018 16:45:15
Expiry Date: 29/01/2018