

Planning Committee

31 May 2018

Reference:
APP/17/01358

Area Team:
North Team

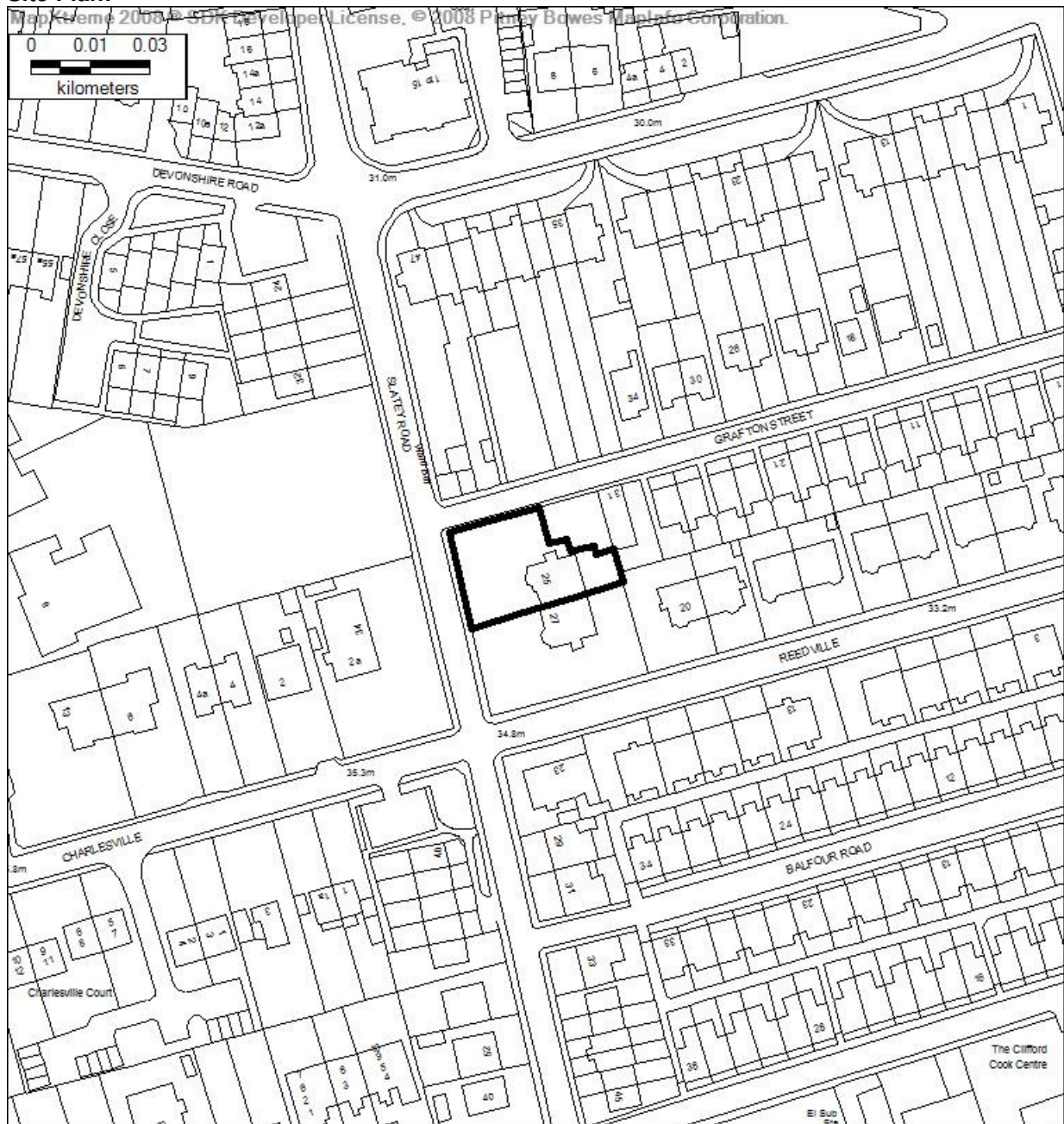
Case Officer:
Mr N Williams

Ward:
Oxton

Location: 25 SLATEY ROAD, OXTON, WIRRAL, CH43 4UE
Proposal: Proposed two-storey side extension to provide 2 No. one-bedroom apartments and car park area to front, to an existing dwelling previously converted into apartments

Applicant: Mr Frost
Agent : The Bunting Partnership Limited

Site Plan:



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Development Plan designation:

Primarily Residential Area

Planning History:

Location: 25 SLATEY ROAD, OXTON, CH43 4UE
Application Type: Outline Planning Permission
Proposal: Erection of 2no 2 bedroom flats on existing car park and a new car park created on existing front garden
Application No: OUT/13/01418
Decision Date: 14/01/2014
Decision Type: Refuse

Location: 25 SLATEY ROAD, OXTON, CH43 4UE
Application Type: Full Planning Permission
Proposal: Proposed two-storey side extension to provide 2 No. one-bedroom apartments and car park area to front, to an existing dwelling previously converted into apartments
Application No: APP/17/00856
Decision Date: 16/10/2017
Decision Type: Withdrawn

Summary Of Representations and Consultations Received:REPRESENTATIONS

Having regard to the Council's Guidance for Publicity on Planning Applications, 40 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 27 signatures and 23 individual objections received, objecting on the grounds of:

1. Road safety
2. Insufficient parking
3. Out of character
4. Loss of privacy
5. Loss of light
6. Overdevelopment
7. Loss of trees
8. Increase in noise and nuisance
9. Impact on air quality

CONSULTATIONS

Highways - No objection

Environmental Health - No objection

Director's Comments:**REASON FOR REFERRAL TO PLANNING COMMITTEE**

A qualifying petition of objection has been received.

INTRODUCTION

The application is for a two-storey side extension to an existing property containing three apartments, to provide an additional two apartments, and a car park area to the front.

The application follows a recently withdrawn application for a similar scheme, albeit of a different design. This scheme has also been amended from the original proposal, resulting in the width of the extension being reduced and the design being altered further to reflect the character and design of the existing property.

SITE AND SURROUNDINGS

The application site contains a large 2/3-storey, semi-detached Victorian dwelling fronting onto Slatey Road, between Grafton Street and Reedville. The building, and the adjoining property, has substantial character but is neither listed or in a conservation area. It has previously been converted into 3 apartments.

The site is designated in the Wirral Unitary Development Plan as a Primarily Residential Area and the immediate area is predominantly residential, with various other residential units of differing scale, design and character.

POLICY CONTEXT

The proposal is subject to Wirral Unitary Development Plan Policy HS13: Self Contained Flat Conversions, Supplementary Planning Document 2: Self Contained Flat Development and Conversions and the National Planning Policy Framework.

APPEARANCE AND AMENITY ISSUES

As noted, the application property is one of a pair of semi-detached properties located between Grafton Street and Reedville. The properties make a positive contribution to the street scene. The width of these two plots are between 22-24 metres each, which is considerably larger than most other plots in the immediate area. For comparison, the properties on Grafton Street are approximately 7 metres in width, and those on Reedville approximately 12 metres in width. The area to either side of each building is approximately 13 metres in width. This is a substantial width and given the much smaller width of many other properties within the immediate area, it is considered that some form of development of the area to the side of 25 Slatey Road is acceptable in principle in order to make best use of the site. In this instance, it is considered that an extension to the property would be more suitable than a standalone dwelling.

Although the two semi-detached properties are clearly similar in design and scale, there are differences between the two - notably that the adjacent property has been rendered whilst the application property remains brick. The application property has a front dormer whilst the adjacent property has a small single-storey element projecting slightly further forward than the main elevations of the properties. Overall, it is considered that there are sufficient differences between the two properties to ensure that a sensitive extension to No. 25 will not unduly unbalance the pair.

The design of the proposed extension has been amended from the original submission, which was a flat-roof, contemporary version of the original dwelling. The amended design now reflects the design of the original property, with a stone plinth, stone window detailing, a bay feature and a pitched roof. A new entrance feature will also be created utilising stone. Overall the extension will appear as a smaller version of the original building.

The previously proposed extension, under reference APP/17/00856, would have projected forward of the original building and was therefore considered to be unacceptable. This current proposal has been set back so that it will be in line with the main elevation of the existing property, with the bay feature of the existing property projecting further forward of both. Given the presence of a property to the rear, it would not be possible to set the extension back any further without compromising separation distances, but the proposed siting is considered sufficient to ensure that the proposed extension does not appear insubordinate to the original building.

The proposed extension will extend closer to Grafton Street than the original building, but this has been reduced from the original submission. The extension was originally proposed to be set back from Grafton Street by approximately 2 metres, but a reduction in the width of the extension (from approximately 11 metres to a maximum of 8 metres) results in the extension being set back from Grafton Street by approximately 5 metres. Most of the properties on this side of Grafton Street are set back from the pavement by around 3 metres, whilst the coach house dwelling (to the rear) actually adjoins the back of the pavement and this will ensure that the proposed extension does not appear unduly prominent or obtrusive on the street scene, nor will it break an established building line. The proposed extension has been designed so that it addresses Grafton Street, with the side elevation containing similar design and detail as the main front elevation, and this will result in the proposal contributing positively to the street scene of Grafton Street.

The proposal will also include a new car park to the front of the site, together with a new access onto Slatey Road. This will require the removal of a lime tree which does contribute to the character of the area and has been covered by a precautionary Tree Preservation Order. However, the applicant has provided evidence to show that this lime tree is causing structural damage to the boundary wall and has to be removed. Another tree close to Grafton Street was to be taken down but will now be retained following the reduction in the width of the proposed extension. The site will therefore retain a good degree of tree cover.

Residential Amenity

There is a dwelling to the rear of the site which is similar to a coach house (31 Grafton Street). The proposed extension has been sited so that its rear elevation is almost 14 metres from windows in the coach house building. The rear elevation of the proposed extension will only have one obscurely glazed window serving the entrance lobby, and this will therefore ensure that it does not have an unacceptable adverse impact upon the occupiers of the coach house. The rear of the proposed extension will be approximately 1 metre from what appears to be the garden area of the coach house, but as there are to be no habitable windows on this elevation, no overlooking or loss of privacy will occur.

There will be a distance of approximately 12 metres from the windows in the side elevation of the proposed extension to the rear boundary of 33-47 Devonshire Road, which are located on the opposite side of Grafton Street. This distance, together with the extremely long gardens of these properties, will ensure that there is no unacceptable levels of overlooking created by the development.

SEPARATION DISTANCES

The blank rear elevation of proposed extension will be almost 14 metres from windows in the coach house to the rear, which is a distance similar to that of habitable windows facing each other to the rear of the site (between properties on Grafton Street and Reedville). Proposed habitable windows in the front and side elevation of the extension will be more than 30 metres from the neighbouring dwellings they face and will therefore have no impact upon the amenities of occupiers of those properties. All separation distances are therefore considered to be acceptable.

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.

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

In conclusion, the proposed development is considered to make best use of this site and will not have an unacceptable adverse impact upon the appearance and setting of the original building, the character of the street scene or the amenities of neighbouring properties. The proposal is therefore considered to comply with Wirral Unitary Development Plan Policy HS13: Self Contained Flat Conversions, Supplementary Planning Document 2: Self Contained Flat Development and Conversions 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 proposed development is considered to make best use of this site and will not have an unacceptable adverse impact upon the appearance and setting of the original building, the character of the street scene or the amenities of neighbouring properties. The proposal is therefore considered to comply with Wirral Unitary Development Plan Policy HS13: Self Contained Flat Conversions, Supplementary Planning Document 2: Self Contained Flat Development and Conversions 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 3rd April 2018 and listed as follows: 2050-015; 2050-023;2050-024; 2050-025; 2050-026

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 HS13 of the Wirral Unitary Development Plan.

4. 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.

5. Prior to commencement of development, a full scheme of works for the reinstatement to standard footway levels of any vehicle accesses from the highway that are rendered obsolete by the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved works have been completed in accordance with the approved scheme.

Reason: For the avoidance of doubt

6. All windows on the rear (east) elevation of the proposed extension hereby permitted shall be obscurely glazed and non-opening up to a minimum height of 1.7 metres above finished floor level

Reason: For the avoidance of doubt and to protect the amenities of the neighbouring property

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: 06/12/2017
Expiry Date: 20/12/2017