

Planning Committee

20 July 2023

Reference:

Area Team:

Case Officer:

Ward:

APP/22/01592

DM

Mr J McKee

New Brighton

Location:

22 Montpellier Crescent, Wallasey, CH45 9AB.

Proposal:

Demolition of existing single story rear extensions to Montpellier Mansions. Erection of full height rear extension, new mansard roof with dormers and internal alterations to apartments. Erection of a two story rear extension and internal reconfiguration to the Coach House. (amended plans and description)

Applicant:

Mr Paul Brett

Agent :

H Williams Evoke Architecture

Qualifying Petition

Yes

Site Plan:



© Crown copyright and database rights 2023 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Development Plan designation:

Primarily Residential Area

Planning History:

APP/06/06628 – Conversion of hotel to fourteen flats, erection of a two-storey extension to rear of property and a first-floor side extension, erection of front and rear dormer windows and provision of off-street parking – Approve 17.11.06

DLS/05/06003 – Reserved Matters application for the erection of 10 self-contained apartments with parking – Approve 24.06.2005

OUT/04/07775 – Outline planning application for the erection of 10 self-contained apartments with parking – Approve – 01.07.2005

Summary Of Representations and Consultations Received:

1. Ward Member Comments

No comments received.

2. Summary of Representations

A qualifying petition of objection has been received

REPRESENTATIONS

Having regard to the Council Guidance on Publicity for Applications and the Statement of Community Involvement, 58no. notification letters were sent to properties 22.12.23. In response to a suite of revised plans, notification letters were re-sent on two occasions; 15.06.23 and 15.06.23. In response, 1no. petition was received objecting to the proposed development however there was not opportunity to allow each signatory to indicate why they objected to the application. 10no. representations objecting to the application were also received.

Of the other representations received, the following are the main issues raised:

- Sole entrance to building via Montpellier Crescent; location of resident car-park. Concern about traffic and disruption on both Montpellier Crescent and Albion Street;
- Increase in pollution and noise;
- Impact to neighbouring amenity by reason of loss of privacy, daylight and sunlight and overshadowing impacts; both communal open space within neighbouring development and on residential units;
- Overdevelopment of site;
- Impacts to existing drainage infrastructure;
- Heritage impacts;
- Excessive height; and
- Design out of keeping with character of area.

Whilst not material considerations in the determination of a planning application, the following issues were also raised within representations received:

- Adverse impact of eviction of existing residents;
- Applicant ownership of different sites leading to concerns about financial viability of constructing proposed scheme to completion; and
- Process for neighbour notification process.

	<p><u>CONSULTATIONS</u></p> <p>Environmental Protection – No objection</p> <p>Traffic and Transportation – No objection</p> <p>Highways Assets – No objection</p> <p>Tree Preservation Officer – No objection subject to condition</p>
--	---

<p>3. Site and Surroundings</p>	<p>The application site is a plot of land fronting Albion Street to the south and Montpellier Crescent to the north. It hosts a part three-storey, part two-storey rendered building with a hipped roof-form. The associated adjoining “coach-house” building extends further north, than the primary building. The building as existing, contains 14no. self-contained flats.</p> <p>An associated car-parking area is accessed off-of Montpellier Crescent with provision for 14no. cars. Adjacent; along the site’s western boundary is a grassed area with mature landscaping.</p> <p>The site’s western side boundary abuts that of no. 106 Albion Street and 30 Montpellier Crescent, a commercial use with understood residential at a first-floor level. Directly east of the application site is Montpellier Court, which is an established residential development of three-storeys, containing self-contained flats. Further north; fronting the opposite site of Montpellier Crescent and indeed further south, fronting the south side of Albion Street is residential accommodation.</p> <p>The application site is located within a Primarily Residential Area within the New Brighton Ward. The site is located approximately 550m west of New Brighton Train Station.</p>
--	--

<p>4. Proposed Development</p>	<p>This application seeks to reconfigure the existing building; delivering 13no. self-contained flats - 2no. 1b 2p, 5no. 2b 3p and 6no. 3b 5p. This would be achieved through a proposed series of extensions and alterations.</p> <p>The significant reconfiguration of the roof forms on both the primary building and the lean-to two storey element is proposed. Regards the latter, the application proposes the continuation of the hipped-roof on what is as existing, part hipped and part flat. Regards the primary building, the application proposes to replace the hipped roof with a successor with a steeper pitch with the associated integration of 10no. dormer windows within both the northern and southern</p>
---------------------------------------	--

	<p>elevations with associated balconies within the northern roof-pitch. 2no. of the existing chimney breasts are to be retained.</p> <p>A two-storey part-facing brick part rendered extension off-of the northern elevation fronting Montpellier Crescent affects the upper two floors of the primary building; and it would be cantilevered over the ground floor above a newly formed entrance area. The proposed extension would also extend into the roof at a third floor level; integrating into the proposed replacement roof.</p> <p>A two-storey extension is proposed off-of the northern elevation of the adjoining “coach house” constructed of facing brick.</p> <p>Associated alterations to windows and doors are proposed as well as the reconfiguration of the off-street parking layout and landscaping.</p>
--	---

<p>5. Development Plan</p>	<p>Under the provisions of section 70(2) Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 and the provisions of the NPPF (paragraph 2) applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.</p> <p>The adopted development plan (as is relevant to this proposal) is the Wirral Unitary Development Plan (2000) (hereafter referred to as the ‘UDP’) and the Joint Waste Local Plan for Merseyside and Halton.</p> <p>Relevant policies of the Joint Waste Local Plan for Merseyside and Halton are:</p> <p>WM8 Waste Prevention and Resource Management</p> <p>Relevant policies of the UDP are:</p> <p>URN1 Development and Urban Regeneration</p> <p>GR5 Landscaping and New Development</p> <p>GR6 Greenspace within New Family Development</p>
-----------------------------------	---

	<p>GR7 Trees and New Development</p> <p>LAN1 Principles for Landscape</p> <p>TR12 Requirements for Cycle Parking</p> <p>PO2 Development near Existing Sources of Pollution</p> <p>PO3 Noise</p> <p>PO4 Noise Sensitive Development</p>
--	--

<p>6. Other Material Planning Considerations</p>	<p><u>The National Planning Policy Framework (2021)</u></p> <p><u>Wirral SPD2 – Designing for Self-Contained Flat Development and Conversions (2006)</u></p> <p><u>Wirral SPD4 – Parking Standards (2007)</u></p> <p><u>Technical Housing Standards – Nationally Described Space Standard</u></p> <p><u>The Wirral Tree Strategy</u></p> <p><u>The Emerging Local Plan</u></p> <p>Wirral Borough Council has submitted the Wirral Local Plan 2021-2037 for examination.</p> <p>On the 21 March 2022 full council approved publication of the Draft Local Plan Under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 before submission to the Secretary of State. The plan was published in May 2022 and representations were available to be submitted until 25th July 2022. The Local Plan was submitted to the Secretary of State on the 26th October 2022. The local plan and supporting evidence base can be viewed online at www.wirral.gov.uk/lpexam</p> <p>As the Wirral Local Plan has been submitted for examination it (and the supporting evidence base) is a material consideration and can be afforded weight in the decision-making process. In</p>
---	--

	<p>attaching weight to individual policies, paragraph 48 of the NPPF is relevant as it states:</p> <p>“Local planning authorities may give weight to relevant policies in emerging plans according to:</p> <ol style="list-style-type: none"> 1. the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); 2. the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and 3. the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).” <p>The following emerging plan policies are relevant to the determination of this planning application:</p> <p>WS1 The Development and Regeneration Strategy for Wirral 2021-2037</p> <p>WS2 Social Value</p> <p>WS3 Strategy for Housing</p> <p>WS6 Placemaking for Wirral</p> <p>WS7 Principles of Design</p> <p>WS9 Strategy for Transport</p> <p>WD1 Landscaping</p> <p>WD6 Self-Contained Flats</p> <p>WD14 Pollution and Risk</p> <p>WM6 Waste Management</p>
--	---

<p>7. Assessment</p>	<p>The main issues pertinent in the assessment of the proposal are:</p> <ul style="list-style-type: none"> • Principle of development (appropriateness of residential extensions in a Primarily Residential Area); • Design; • Amenity.
-----------------------------	--

- Highways;
- Trees

7.1. Principle of Development

The principle of development (appropriateness of residential extensions in a Primarily Residential Area) is acceptable subject to compliance with relevant policies and guidance outlined above.

Changes to Housing Mix

This application proposes the rationalising of the housing mix on the site. The below table sets out both the existing and proposed housing mix:

	1-bed (2-person)	2-bed (3-person)	3-bed (5-person)	4-bed or more
Existing	6	6	2	0
Proposed	2	5	6	0

The adopted UDP does not stipulate any policy position on housing mix. The Strategic Housing Market Assessment Updated Main Report (2021) forms an evidence base for the emerging Local Plan. Regards Market tenure new housing, table 6.4 sets out that the following dwelling mix will be sought within new developments: 1-bedroom 5%, 2-bedroom 30%, 3-bedroom 45% and four or more bedroom 20%.

Whilst this application constitutes a minor application for the reconfiguration of the existing building, officers are satisfied that the proposed housing mix, provides an appropriate mix of market tenure self-contained units. The emerging Local Plan holds weight in decision-making and officers are satisfied that the proposed housing-mix, acceptably reflects the evidence base setting out future housing-mix needs of the borough.

7.2. Design

Policy HS11 (House Extensions) outlines a criteria for adherence for extensions to houses. As per the outlined criteria, this policy relates more-so to extensions to dwellinghouses rather than a building of a flatted nature; as per the application site; within its existing form.

Policy HS13 (Self-Contained Flat Conversions) sets out a criteria for proposals for the conversion of existing buildings into self-contained flats. Whilst elements of the outlined criteria are

of relevance, the building, in its existing form, already hosts self-contained flats and this application, in design terms, proposes various alterations and extensions, to re-configure the building and this policy, as well as Policy HS11, only hold limited weight in the assessment of this application.

Adopted SPD2 – Designing for Self-Contained Flat Development and Conversions outlines that development should not be visually overbearing or dominant when viewed from adjoining property.

Paragraph 130 of the NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit". Paragraph 134 of the NPPF states that "development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

The proposed development relates to the reconfiguration of the existing building; through a series of proposed extensions and alterations. The application site fronts both Albion Street and Montpellier Crescent. The proposed changes fronting Albion Street are limited with the most substantial changes proposed, being visible from the north; from Montpellier Crescent.

Proposed changes to the south elevation; fronting Albion Street are limited to the proposed replacement of windows at all levels (RAL7016; Anthracite Grey in UPVC) and repairs to associated cills where the applicant deems necessary. However, the existing hipped roof of the primary building is to be reconfigured; with the resulting roof-form having a steeper pitch. The proposed roof-form integrates 6no. dormer windows into the south elevation; which are all in-line with existing fenestration on all existing levels below; regards positioning and width. The proposed development affecting the roof form, results in the reduction in height of the overall ridge height by

approximately 0.6m in comparison to the existing. 2no. of the chimney breasts are to be retained; as shown on proposed elevation plans. Officers recognise that the proposed roof works, represent a significant intervention within the public realm. The application building represents a building of townscape value and makes a positive contribution to the streetscene; particularly within the immediate context along Albion Street. However, the proposed works affecting the roof; are not considered unacceptable or inappropriate. This planning application is supported by a proposed materials schedule (ref. PL.010(b)) which details the proposed roof form, to be finished in a standing seam cladding in dark grey/black and the submitted Design & Access Statement provides precedent examples for comparison. Whilst this material represents a more contemporary approach, officers conclude it appropriate and of a high-quality. However, to ensure quality, officers recommend a condition be attached to the planning permission; requiring details of all external facing materials, to adequately control the quality of the build.

Off the northern elevation; fronting Montpellier Crescent, a full height extension is proposed affecting all upper levels. The extension would extend approximately 3.5m in depth from the original elevation. The proposed extension is cantilevered over the ground floor. The extension would introduce a part rendered, part brick elevation; with the brick element being within the approximate central part of the elevation; juxtaposing the rendered elevations either side; including the lean-to two-storey element as existing; within the eastern part of the site. The resulting rear elevation, features windows of a traditional style; RAL7016; Anthracite Grey in UPVC and Juliet balconies at a first and second-floor level, with 2no. balconies at a roof level; within the reconfigured roof space. Four dormer windows are proposed within the northern roof-pitch. As existing, there exist four dormer windows within the northern pitch, however the proposed replacement, promote more of a regular pattern through their locations.

Proposed development under this application affecting the western part of the site, includes the proposed two-storey extension; which would extend off-of the northern elevation of the "coach house" building; by approximately 3.7m. The extension would have a flat roof and match the eaves height of the existing coach house; with a maximum height of approximately 5.35m. The extension is slightly set in; off-of the shared western boundary of the site. As outlined, the proposed extension off-off the northern elevation extends all upper floors.

This extension; would extend close to the western elevation of the application site; at a second-floor level; to the depth of the coach house.

The existing two-storey lean-to building would have its existing hipped roof; extended to cover the entirety of the roof-level; currently this is part hipped and part flat.

Representations received in response to this application expressed objection to the application citing the overdevelopment of the site, the stated excessive height of the proposal and that the proposed development was out of keeping with the character of the area. As set out; the overall ridge height of the roof, would be slightly reduced as a result of the proposed development. Officers recognise; particularly by reason of the proposed extension off-of the northern elevation (facing Montpellier Crescent), the height, particularly along the western shared boundary is increased and the overall massing of the proposed, is somewhat greater than the existing. However, the application is not considered to constitute the overdevelopment of the site; this is particularly noting the net loss of 1no. self-contained flat as a result of this application in comparison to the existing, across a larger floor-plate. Further, officers note the large nature of the site. The extensions proposed are appropriate in scale, whilst still allowing the development proposed to deliver adequate parking, and amenity space.

Whilst the application represents a detailed submission, to reiterate, to ensure quality, officers recommend, should planning permission be granted, that a condition be attached to the permission, requiring the applicant to submit to the LPA, further information regarding all external facing materials.

Officers conclude, subject to a material related to conditions as outlined to ensure quality, that the proposed development, in its design; inclusive of height, massing and appearance, represents a high-quality series of extensions and alterations which represent an enhancement to the existing building; which is considered of townscape value and for reasons set-out, the application is on-balance, in accordance with the relevant planning policy framework to this end.

Quality of Accommodation

Both Policy HS13 and SPD2 imply good design quality and amenity being a requirement for occupiers of self-contained units.

The UDP does not set out minimum floorspace standards for residential dwellings however, Statutory Guidance; Technical Housing Standards (2015) does. Officers note this technical guidance is a material consideration in decision making however in the absence of any position to this end within the Local Plan, it represents only that; guidance in decision making. All but 1no. units exceed the recommended minimum floorspace size for the associated unit size. The exception; Flat 3 has a GIA (Gross Internal Area) of 47.6sqm; with the recommended being 50sqm. This deviation from guidance is minor and the unit benefits from dedicated integrated storage and represents over wise good quality accommodation. It is noted regards the existing accommodation; 14no. self-contained flats, 5no. Units fail to meet the minimum floorspace standards. On this basis, the proposed reconfiguration represents an improvement to the existing situation, in better reflecting the outlined statutory guidance.

3no. of the proposed units; flat 4 at ground-floor and flats 12 and 13 at a third-floor level, have dedicated private amenity space. Flat 11 at a second-floor level and flat 7 at a first-floor level benefit from Juliet style balconies. As per the proposed site plan (ref. PL.006(E)), the communal space is to be retained and enhanced as part of this application. Should planning permission be granted, officers recommend a condition requiring full details of both hard and soft landscaping throughout the site, to ensure quality. Officers note that as existing, none of the 14no. units benefit from private amenity space and that this application reflects an enhancement to the quality of accommodation offered. To this end, officers are supportive of the design rationale and conclude the proposed accommodation to represent good quality accommodation in the context of the relevant policy framework.

7.3 Amenity

HS13 (Self-Contained Flat Conversions) sets out that for proposals for the conversion of existing buildings into self-contained flats, proposals must ensure the privacy of neighbours and occupants and sets out a detailed criteria for adherence to. As outlined, this policy is somewhat limited in its relevance to this application; noting the building as existing hosts self-contained flats and this application, seeks to reconfigure the existing building, through a series of extensions and alterations. Adopted SPD2 states that development should not result in a significant loss of privacy, daylight or sunlight for neighbouring properties.

Paragraph 130(f) of the NPPF sets out that planning decisions should ensure that developments create places that are safe,

inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

The proposed development relies on existing openings within both the eastern and western side elevations; orientated toward neighbouring residential sites. The proposed development would result in the removal of an existing dormer window within the eastern roof pitch.

As existing, at ground-floor level within the western elevation, there are 3no. windows serving flats 3 and 4; with 1no. understood to serve a bathroom and the remaining 2no., serving habitable spaces. The applicant proposes the retention of these windows within what would be proposed unit 1. Whilst it would be preferable to avoid where possible, windows serving habitable spaces within the streetscene, officers acknowledge the proposal does not alter the existing situation; thereby not exacerbating the matter. As per the proposed floor plan (ref. PL007(E), 2no. of these windows; serving a utility room and a bathroom, are to be obscured which will be secured through a condition. The applicant has also outlined windows on other floors to be obscured, which would be controlled through the same condition should planning permission be granted.

A two-storey extension is proposed along the western shared boundary of the site; off-of the south elevation of the existing "coach house"; which matches the eaves height of the existing building. This is a shared boundary with no.22; where an existing building of a typical warehouse appearance is located; which is understood; to be in-part residential in its use. The slight increase to massing along this shared boundary does not result in any unacceptable adverse impact to neighbouring amenity considering the individual site circumstances and the minor scale of the proposed extension at this location. No windows are proposed within the western side elevation of this proposed extension.

The proposed extension off-of the north elevation of the primary building at all upper levels extends close to the western shared boundary. As existing, an approximate 1.5 storey link between the coach house and the primary building is present along this boundary. The resulting proposed extension, would increase the height of this link between the buildings by approximately 2.84m. A balcony would be located on-top of this, serving proposed unit 12 at a 3rd floor level. Noting the existing context; particularly the orientation of the site, no unacceptable daylight/sunlight impacts would result from the proposed extension. The understood residential part of the neighbouring site to the west; fronting Albion Street, is limited to the part of the building which largely mirrors, in its footprint, the application

site in its existing form. The rooflights serving the understood residential units, would not be unacceptably overlooked by reason of the proposed balcony.

An extension of the hipped-roof form within the existing two-storey lean-to element; abutting the site's eastern boundary is proposed. This would not result in any unacceptable adverse impact to neighbouring residential amenity by reason of loss of daylight/sunlight due to the minor scale of the continuing of the existing roof form.

For reasons outlined, the proposed development would not result in any unacceptable adverse impact affecting neighbouring residential amenity by reason of overlooking, overbearing, loss of privacy or daylight or sunlight and is for reasons outlined, in accordance with the relevant adopted and emerging policy framework.

7.4 Highways

Typically, the key issues around Highways and Transport matters in relation to residential developments, such as this, are highway safety, access, car parking and sustainable transport options. Policies TRT3, TR9 and TR12 of the UDP are relevant in relation to this section. SPD4 is also relevant to this application, which sets out the Parking Standards. Consultation has been undertaken with the Highways Team; who stated no objection to this application and their comments are considered as part of the commentary below.

The requirements for off-street vehicle and cycle parking are set out as maximums under Policies TR9 and TR12 of the UDP and the accompanying Supplementary Planning Document on Parking Standards.

Paragraph 111 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The scheme has been reduced to 13 dwellings. The level of car parking proposed is appropriate; with at least 1no. space per self-contained flat delivered, along with the introduction of 2no. disabled parking spaces. This is a slight increase in comparison to the existing situation and in accordance with the SPD's parking standards for self-contained flats.

This application would deliver 14no. cycle parking spaces, where as existing, there are not understood to be any dedicated parking spaces for bikes. This is a welcome addition and accords with the adopted TR12 Cycle Parking recommendations.

The existing access; from Montpellier Crescent, would be unchanged as a result of this application.

Representations received objecting to the application outlined concern about the location of the car-park and about traffic and disruption on both Montpellier Crescent and Albion Street as well as concern regards highways safety and volume of traffic generate by the proposed development. Officers conclude, noting that the car-parking arrangement including access, remains unchanged bar the addition to 2no. disabled parking bays, that there would be a negligible impact from a highways safety/capacity perspective generated by this application. Any traffic generated as a result of construction does not form a material consideration in decision-making however officers recommend should planning permission be granted, that a Construction Environmental Management Plan be submitted and approved by the LPA prior to the commencement of development.

Subject to the imposition of suitably worded highway conditions on any grant of consent, it is considered that there would be no grounds to refuse the application in relation to highway safety and the proposal would accord with relevant UDP policies.

Waste Management

The approach to waste management remains unchanged as a result of this proposal. A dedicated part enclosed space for bin storage is located within the north-east corner of the site; fronting Montpellier Crescent.

7.5 Trees

Policy GR7 (Trees and New Development) of the UDP sets out the LPA's approach to tree protection and enhancement.

This application is accompanied by an Arboricultural Implications Assessment (ref. TRE/MMASNB) and an Arboricultural Method Statement (ref. TRE.MMASNB). The former identified 2no. existing trees on site; T1; a graded B Sycamore tree, and T2; a graded B Holly Tree which are located within a grassed area; to be retained within the north-western corner of the site fronting Montpellier Crescent. The applicant outlines that these trees will be retained as part of this application and makes recommendations for tree-protection during construction through a submitted tree protection plan within the submitted Arboricultural Method Statement.

The Borough Tree Officer was consulted on this application and stated no objection subject to an appropriate conditions; that the development be carried out in accordance with the submitted detail; including the tree protection plan, to ensure

	<p>the protection of the existing trees. To this end, there are no adverse tree impacts arising from this application subject to appropriate conditions.</p> <p>Having regards to the Wirral Tree Strategy, as the trees on site will remain and are subject to tree protection, the objective of the Tree Strategy is met.</p>
--	---

--	--

<p>8. Summary of Decision (Planning Balance)</p>	<p>Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that the determination of planning applications must be made in accordance with the Development Plan, unless material considerations indicate otherwise. 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:-</p>
---	---

	<p>The impact of the design on the character of the surrounding area. Whilst extensions and alterations to the building represent a series of significant interventions cumulatively, the application site is a spacious site, capable of hosting the proposed development. The interventions cumulatively, subject to appropriate conditions to ensure quality in delivery, are considered of a high-quality and represent an enhancement to the application site and the surrounding streetscene.</p> <p>The impact to neighbouring amenity. The proposed development utilises existing openings on east and west side elevations and the application would result in the removal of 1no. dormer window at roof-level within the eastern elevation. Whilst the application represents the intensification of the residential use on site by reason of floorspace, the proposed development would not result in any unacceptable adverse impact affecting neighbouring amenity.</p> <p>The impact to the safety and capacity of the highways network. The proposed development utilises the existing vehicular and pedestrian entrance; from Montpellier Avenue and the exiting dedicated refuse storage. This application introduces 2no. disabled parking spaces whilst retaining number of parking spaces otherwise on-site as existing; 14no. spaces notwithstanding the application results in the net loss of 1no. self-contained flat on site.</p>
--	--

	<p>The impact to existing trees and ecology. The application is suitably evidenced with appropriate supporting evidence to this end and subject to conditions regards a Tree Protection Plan, compliance conditions with the supporting information and enhancements to ecology on site, this application does not result in any unacceptable impact to existing trees, and adequately protects protected/unprotected species in line with the relevant policy framework.</p> <p>The proposal is therefore considered to comply with the relevant Development Plan policy, principally formed by the Wirral Unitary Development Plan Policy and the Joint Waste Local Plan for Merseyside and Halton; as well as other material considerations, such as the draft Local Plan National Planning Policy Framework.</p>
--	--

<p>Recommended Decision:</p>	<p>Conditional Approval</p>
-------------------------------------	-----------------------------

<p>Recommended Conditions and Reasons:</p>
<p>1 The development hereby permitted shall begin not later than [3] years from the date of this decision.</p> <p>Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.</p> <p>2 The development hereby permitted shall be carried out in accordance with the approved plans listed as follows:</p> <p>PL.001 Location Plan</p> <p>PL.002(A) Existing Site Plan</p> <p>PL.004(A) Existing Elevations</p> <p>PL.003(B) Existing Floorplans</p> <p>PL.005 Existing Street Elevations</p> <p>PL.006(E) Proposed Site Plan</p> <p>PL.007(E) Proposed Floor Plans</p> <p>PL.009(D) Proposed Street Elevations</p> <p>PL.008(E) Proposed Elevations</p>

PL.010(B) Proposed Elevation Materials

Bat Scoping Assessment (Mulberry Consultants, ref. KE22/02693, dated 19.12.22)

Arboricultural Method Statement (Mulberry Consultants, ref. TRE/MMASNB, dated 20.12.22)

Arboricultural Implications Assessment (Mulberry Consultants, ref. TRE/MMASNB, dated 20.12.22)

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

3 Notwithstanding the hereby approved Proposed Elevation Material Plan (ref. PL.010(B)), prior to the commencement of any works to the superstructure (other than demolition), the applicant will submit to the LPA and have approved in writing, details of all external facing materials.

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area having regards to Wirral Unitary Development Plan Policy HS4.

4 Notwithstanding the hereby approved Proposed Site Plan (ref. PL.006(E)), prior to the commencement of any works to the superstructure (other than demolition), the applicant will submit to the LPA and have approved in writing, details of the 14no. cycle parking stands/enclosures.

The development will be built-out strictly in accordance with the approved details and maintained and be used solely for the purpose of cycle parking for the life of the development.

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 Other than the 2no. dedicated disabled spaces, the 14no. car-parking spaces as shown on hereby approved Proposed Site Plan (ref. PL.006(E)), shall be built-out strictly in accordance with the hereby approved details and maintained and be used solely for the purposes of parking for the life of the development.

Reason: To provide on-site parking and turning areas to ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the highway in accordance with SPD4.

6 Unless otherwise agreed in writing by the LPA, the 2no. disabled parking spaces as shown on hereby approved Proposed Site Plan (ref. PL.006(E)), shall be built-out strictly in accordance with the hereby approved details and maintained and be used solely for the purposes of parking of blue badge holders for the life of the development.

Reason: To provide on-site parking and turning areas to ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the highway in accordance with SPD4.

7 Prior to the commencement of any works to the superstructure (other than demolition), a detailed scheme for landscaping will be submitted to and approved in writing by the Local Planning Authority.

The scheme shall comprise of a plan and specification and demonstrate: i) The materials to be used for hard and soft surfacing; ii) tree and hedge planting across the site (including a minimum of nine trees and, where iii) detailed planting plan and specification for soft landscaping of land iv) the location and design of fences, gates, walls, railings or other means of enclosure v) the timing of implementation of the scheme and vi) the specification and siting of a box scheme is produced for the site including suitable nesting features for house sparrows which should be built into the hereby approved extensions. Thereafter development shall be carried out as approved.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment.

8 No tree, shrub or hedgerow felling is to be carried out on the site between 1 March and 31 August in any year. If it is necessary to undertake works during the bird breeding season then all buildings, trees, scrub, hedgerows and vegetation are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected are required to be submitted for approval.

Reason: To protect birds during their breeding season.

9 No plant or materials shall be brought onto site until Root Protection Area fencing and Ground Protection has been installed in accordance with the submitted tree protection plan MMNB/MS/01 and specification within the hereby approved Arboricultural Impact Assessment and Method Statement by Mulberry Consultants.

Thereafter:

Development shall be carried out in accordance with the approved details and the fencing shall be retained until development subject to this consent is completed. There shall be no excavation or other alteration of ground levels, storage of materials or plant, parking of vehicles, deposit of soil or rubble, lighting of fires or disposal of liquids within any area fenced off as part of the tree protection plan and specification, without prior approval of the arboricultural consultant and / or the local planning authority.

The Tree Protection Barriers and Ground Protection shall not be removed, breached or altered without prior written authorisation from the local planning authority or client arboriculturist, but shall remain in a functional condition throughout the entire development, until all development related machinery and materials have been removed from site. If such protection measures are damaged beyond effective

functioning, then works that may compromise the protection of trees shall cease until the protection can be repaired or replaced with a specification that shall provide a similar degree of protection.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990.

10 The Arboricultural Method Statement TRE/MMASNB and plan MMNB/MS/01 submitted in support of the application shall be adhered to in full.

Reason: Required to safeguard and enhance the character and amenity of the site and locality and to avoid any irreversible damage to retained trees pursuant to section 197 of the Town and Country Planning Act 1990.

11 Prior to the commencement of development, a Construction and Environmental Management Plan shall be submitted to and approved in writing by The Local Planning Authority. The provisions of the Construction and Environmental Management Plan shall be implemented in full during the period of construction and shall not be varied unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety and to comply with Policies HS4, WA2, WA5, TRT3 of the Wirral Unitary Development Plan (Adopted 2000), and Section 9 of the National Planning Policy Framework.

12 The development hereby permitted shall not be occupied until the windows identified on the hereby approved proposed floor plans; PL.007(E) and proposed elevations; PL.008(E) are fitted with glazing obscured to at least Pilkington level 3. Thereafter the obscured glazing shall be retained for the life of the development.

Reason: To prevent harmful overlooking in the interests of protecting the privacy and amenity of neighbouring residents.

Informative:

A pre-site inspection is required prior to the development works commencing with the LA- any damage to the existing highway that occurs as a result of the development would require reinstatement, at the developer's expense, to the LA specifications and written approval. For further details contact Highways & Infrastructure, area manager via www.wirral.gov.uk

Last Comments By:	25-06-2023
Expiry Date:	16-February-2023

