

Planning Committee	11th October 2023
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Reference:	Area Team:	Case Officer:	Ward:
APP/23/00227	DM	Mr P Roberts	Seacombe

Location:	Jacksons Furniture, 106 - 116 St Pauls Road, Seacombe, Wallasey, Wirral, CH44 7AW
Proposal:	Demolition of the existing, fire damaged, commercial unit and the consequent erection in its place of a House in Multiple Occupation (HMO) development with a combined total of 36 bedrooms with a maximum occupancy of 36 persons
Applicant:	Navkar Properties
Agent:	Mr Harry Johnson, Mialex

Qualifying Petition	No
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Site Plan:



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Development Plan designation:	Primarily Residential Area
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Relevant Planning History:	APP/21/01848 Change of use from commercial to 2 HMOs (Unit 1 7 bed Unit 2 8 bed) and Unit 3 into 6 self contained studios Approved
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Summary Of Representations and Consultations Received:

1. Ward Member Comments

The application was called in by Councillor Paul Stuart for committee determination for the following reasons: The scheme is not in keeping with the character of the area and there is an over-proliferation of HMOs locally.

2. Summary of Representations

REPRESENTATIONS

Having regard to the Council Guidance on Publicity for Applications, 72 notifications were sent to adjoining properties. A total of 4 comments were received in response to the public consultation exercise objecting to the proposal. A summary of the comments are found below:

- Negative impact on parking pressures in the road;
- Noise and vehicle pollution;
- Building is on a school route and there have been issues with the treatment of the existing structure leading parents and children to use the road, raising accident risks;
- The road is already very busy and this would add to it;
- Concerns regarding highway safety;
- Cycle route has yet to be completed on this road as promised;
- Out of keeping with the area;
- Infrastructure cannot cope with additional occupants;
- Owners have left site abandoned;
- Alternatives to this would be preferable in terms of local regeneration;
- Large scale HMO will negatively impact community;
- Concerns as to the nature and type of HMO resident. Temporary users with no roots in the community;
- Current owners have little interest in the area leaving the building in a poor state and only seeking high financial returns.

CONSULTATIONS

Environmental Health: No objections

Transport: No objections subject to legal agreement

Housing: No objections

3.1 Site and Surroundings

The existing premises is a vacant and fire damaged building in a state of disrepair on the northern side of St. Pauls Road, between the junctions with Wheatland Lane and Parry Street. The property was previously used for the sale of furniture items with 2 flats at first floor level.

The area to the east is predominantly two-storey residential although there is a small parade of retail units at ground floor level on the opposite side of St. Pauls Road. The site sits close to Wheatland Lane where there are a number of commercial buildings of varying ages, scales and styles.

There are double yellow line parking restrictions to the highway in front of the building and a bus stops located close by on Wheatland Lane. The rear of the site backs on to a group of trees that run along the south side of the Kingsway Tunnel cutting.

<p>3.2 Proposed Development</p>	<p>This application proposes the demolition of the existing building and the development of a single terrace consisting of 6 units of Houses of Multiple Occupation (HMO's). Arranged over three floors the units would be accessed from St. Pauls Road and would benefit from amenity space to the rear with bin stores and cycle stands.</p> <p>The building is two-storey along the St. Pauls Road frontage, topped with a semi-circular corrugated metal roof encompassing a window to the front of each unit within the roof space. It is formed of red brick with two storey high windows to the front with access directly off the street. To the side streets, the building would present a brick facing gable end appearance with a single door and window in each elevation. To the rear a flat roofed three storey addition, clad in timber, is proposed.</p> <p>Each of the units is laid out the same with a communal ground-floor consisting of kitchen and living room, and six single bedrooms above, each with an en-suite shower room.</p>
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<p>3.3 Development Plan</p>	
<p>3.3.1</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. At the current time the adopted statutory development plan for the area comprises saved policies of the Wirral Unitary Development Plan (2000) (UDP) and the Merseyside and Halton Joint Waste Plan (2013).</p>
<p>3.3.2</p>	<p>The following UDP policies are relevant:</p> <ul style="list-style-type: none"> • URN1 (Development and Urban Regeneration) • TRT1 (Provision for Public Transport) • TRT3 (Transport and the Environment) • NCO1 (Principles for Nature Conservation) • LAN1 (Principles for Landscape) • GR5 (Landscaping and New Development) • GR7 (Trees and New Development) • HS14 (Houses in Multiple Occupation) • HS4 (Criteria for New Housing Development) • HS5 (Density and Design Guidelines) • PO3 (Noise) • PO4 (Noise Sensitive Development) • TR9 (Requirements for off street parking) • TR11 (Provision for cyclists in highway and development schemes) • TR12 (Requirements for Cycle Parking) • TR13 (Requirements for disabled access) <p>The following Joint Waste Local Plan for Merseyside and Halton policies are relevant:</p> <ul style="list-style-type: none"> • WM8 Waste Prevention and Resource Management

	<ul style="list-style-type: none"> • WM9 Sustainable Waste Management Design and Layout for New Development
3.4 Other Material Planning Considerations	
3.4.1	<p>The National Planning Policy Framework, in particular:</p> <ul style="list-style-type: none"> • Introduction • Achieving sustainable development • Decision-making • Delivering a sufficient supply of homes • Promoting healthy and safe communities • Promoting sustainable transport • Making effective use of land • Achieving well-designed places • Meeting the challenge of climate change, flooding and coastal change • Conserving and enhancing the natural environment
3.4.2	Supplementary Planning Document 4: Parking Standards
3.4.3	<p><u>Submission Draft 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 Local Plan was submitted to the Secretary of State on the 26th of 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 attaching weight to individual policies, paragraph 48 of the NPPF is relevant as it states:</p> <p><i>“Local planning authorities may give weight to relevant policies in emerging plans according to:</i></p> <ul style="list-style-type: none"> • <i>the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);</i> • <i>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</i> • <i>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).”</i>

	<p>The following policies are considered to be relevant to this proposal: WS1, WS2, WS3, WS5, WS6, WS7, WS8, WS9, WS10, WS12, WP2, WD1, WD2, WD3, WD4, WD7, WD14, WM6</p> <p>At the present time, the Wirral Local Plan is a Material Consideration and can be afforded weight in the decision-making process.</p>
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3.5 Assessment	<p>The main issues pertinent in the assessment of the proposal are;</p> <ul style="list-style-type: none"> ● Principle of Development; ● Design; ● Highways and ● Amenity
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3.6 Principle of Development	
3.6.1	The application site was subject to a planning permission (APP/21/01848), granted in January 2022, for the conversion of the existing building into 2 HMO units and 6 self-contained studio flats. The HMO's provided a total of 15 beds in total. This permission remains extant and is a material consideration.
3.6.2	Saved Policy HS4 of the UDP sets out that residential development proposals will be supported in the Primarily Residential Areas subject to a range of criteria pertaining to (in respect to this proposal): the scale of the development; the impact on the character of the area; access and servicing; landscaping and boundary treatment; design security and provision of amenity space.
3.6.3	Policy HS14 of the UDP provides for guidance in respect of the conversion of existing properties to HMO's primarily centred around the nature and character of the local area, neighbouring amenity and the amenity of the potential occupiers. The policy states that existing HMO's and valid planning permissions must not compromise more than 20% of the properties within a street block. This proposal would represent 100% of the block between Parry Street and Wheatland Lane, although the block is in effect one building rather than a stretch of street frontage where the general percentage rule would be more appropriate. The Council's Housing team have confirmed that there are no other licensed HMOs in the area, the nearest licensed premises being on Church Road over 350 metres away. Therefore, the proposed development would be the only licensed HMO locally.
3.6.4	Emerging Policy WD7 of the Local Plan sets out an approach to Houses of Multiple Occupation that requires that proposals demonstrate that the property is of sufficient size to provide safe, functional and healthy living conditions with a high standard of amenity for existing and future users. It includes a provision that HMO's should not be over-concentrated within an area. WD7 also requires adequate management, including external maintenance. As noted above, there are no other licensed HMOs within the immediate vicinity and therefore it is not considered that this scheme would result in an over-concentration of such uses, although the large number of HMO bedrooms proposed here is acknowledged.

3.6.5	Although not a conversion as specified in Policy HS14 of the UDP, the criteria sets out to establish HMO's which are of a good standard, and which safeguard neighbouring amenity and character, and is considered to be relevant and attributable to this case. The criteria, and associated assessment of this proposal, is set out as follows:
3.6.6	<p>i) <i>The property being of sufficient size to accommodate the proposal and not of modern domestic scale;</i> The scheme has been reviewed by the Council's Housing team and the design, layout and size are considered to meet the Council's HMO requirements. As such the units are large enough to accommodate the number of bedrooms proposed (6 in each case). Each of the units will have a communal kitchen/dining area, toilet and living room on the ground floor, with all bedrooms at first and second floor of a good size and each incorporating an en-suite. Each individual 6-bed unit will have a floorspace of approximately 170 square metres whilst the smallest bedroom has a floorspace of approximately 12.8 square metres – the proposal therefore complies with Nationally Described Space Standards. Overall, the proposed building is considered to be of a suitable scale to provide sufficient living accommodation for future occupiers.</p>
3.6.7	<p>ii) <i>If the property is not detached then adjoining property is not in single family occupation.</i> Not applicable.</p>
3.6.8	<p>iii) <i>The proposal not resulting in a private dwelling having an HMO on both sides;</i> As stated, there are no licensed HMO's in the immediate vicinity. The location of the proposed building, between two roads, also ensures it complies with this requirement.</p>
3.6.9	<p>iv) <i>The proposal not resulting in a change in the character of the surrounding area which would be detrimental;</i> The application site is a former furniture store and pharmacy sited at the transition between a busy road comprising a variety of commercial and other uses and a predominantly residential street with a couple of small retail parades. The established context therefore is not uniquely residential in nature and the area is accustomed to activity associated with commercial operations including commercial vehicles, unloading/loading plus visitors throughout the week and weekend. It is a transitional location between a residential area (on St Pauls Road) and a more commercial area (on Wheatland Lane). This fairly unique location is considered to be appropriate for the proposed use. Planning permission was given (APP/21/01848) for the conversion of the property into 2 HMO's and 6 studio flats which had no limit on occupancy (21 double beds shown, so potentially 40+ residents), resulting in a development which could potentially have a greater impact on the character of the area than this proposal for 36 occupants. This is a material consideration in respect to this proposal. The design, highway and residential amenity implications are further discussed in the report below.</p>
3.6.10	<p>v) <i>The proposal not resulting in a concentration of HMOs in a particular area such that the character of the area is adversely affected;</i> As stated, this will be the only registered HMO in the immediate vicinity.</p>

3.6.11	<p>vi) <i>The proposal ensuring the privacy of neighbours and occupants, including the layout of car parking area, to prevent overlooking of habitable rooms;</i> The property is located opposite an area of open space (to the front), and adjacent to the Kingsway tunnel approach (to the rear). The side elevations (facing Parry Street and Wheatland Lane) only have a door at ground floor, and a small circular window at second floor level (serving an en-suite on Wheatland Lane and a passageway on Parry Street). There is therefore no concern over potential overlooking.</p>
3.6.12	<p>vii) <i>Staircase access normally being provided within the main structure of the building. If external staircases have to be provided they must result in significant overlooking of neighbours' windows or private amenity space;</i> This is not applicable as there is no external staircase proposed.</p>
3.6.13	<p>viii) <i>Any extensions required complying with Policy HS11;</i> This is not applicable as there are no extensions proposed.</p>
3.6.14	<p>x) <i>Any interior vertical partitions not cutting across windows and ceiling height reductions not being visible externally;</i> No new partitions are proposed across windows.</p>
3.6.15	<p>xi) <i>Adequate sound proofing being provided;</i> Details of internal layout has been supplied and no objection has been raised by the Council's Environmental Health team. There is also a requirement for licencing and building regulations approval in this regard to ensure that adequate sound proofing is provided for the proposed use.</p>
3.6.16	<p>xii) <i>Any basement accommodation having windows with two-thirds of their height above the existing outside ground level giving sufficient daylight penetration, a reasonable outlook and not immediately adjacent to parking bays and vehicle accessways;</i> No basement is provided.</p>
3.6.17	<p>xiii) <i>Main living rooms having a reasonable outlook and not lit solely by roof lights, nor in close proximity to high boundary or gable walls;</i> The main living areas are at ground floor level with outlook to the rear over private amenity spaces via large floor to ceiling windows which are considered ample to ensure sufficient light is received with reasonable outlook. The kitchen/dining areas are also served by large windows to the front, whilst all bedrooms are served by standard windows offering sufficient outlook.</p>
3.6.18	<p>xiv) <i>Access to rear yards / gardens being provided for each flat;</i> The rear amenity spaces are accessed via the communal ground floor living rooms. These amenity areas differ in scale due to the staggered shape of the rear of the site but offer sufficient space for private amenity and practical matters such as bin storage and clothes drying.</p>
3.6.19	<p>xv) <i>Adequate visibility at entrance and exit points and turning space for vehicles;</i> No vehicle parking is proposed.</p>
3.6.20	<p>xvi) <i>The proposal otherwise complying with policy HS4 and HS5.</i></p>

	Much of the criteria incorporated within HS4 is included in HS14. Details pertaining to other HS4 criteria is set out elsewhere within this report. Policy HS5 identifies densities for specific areas which the site is not within, and so the policy is not relevant to this proposal.
3.6.21	<u>Conclusion</u> The application site was in previous use as a furniture store with a pharmacy at the corner of Wheatland Lane. Although closed for some time this use would have had its own particular impact on the character of the location, as outlined above. Therefore, whilst this change would lead to a different use, it is not one that would detrimentally impact the area and neighbouring properties given the specific historic and locational context. The site is currently in a state of disrepair and therefore the positive benefits of redeveloping the site for an active use is given significant weight. The impact on the character of the area and the other matters raised in connection with Policy HS4 of the UDP are covered further in the sections below.
3.6.21	In accordance with emerging Policy WD7 of the Local Plan it is considered appropriate to attach a condition requiring the submission and approval of a HMO Management Plan to ensure that the premises is adequately managed including in respect of external maintenance and upkeep.

3.7 Design	
3.7.1	Saved Policy HS4 of the UDP sets out that residential development within Primarily Residential Areas will be permitted subject to the proposal being of a scale which relates well to surrounding property, particularly with regards to density and form and not result in a detrimental change in the character of the area, have appropriate boundary treatment and be secure in the design.
3.7.2	The application proposes to demolish the existing structures and construct a two/three storey building fronting St. Pauls Road, formed primarily of brick with a third floor within a semi-circular roof feature finished in aluminium. Constructed as a singular block, each HMO unit is presented at a slight oblique angle to the footway to give variance to the elevation and break up its overall mass. Double-storey feature windows are proposed to the front of each property, further lightening the appearance of the structure and adding additional interest. The scale of the proposed building is considered to be appropriate in this location.
3.7.3	Projecting windows are proposed within the roof to provide outlook and serve to provide a vertical marker to each unit. At each end of the terrace, the gable ends will be predominantly brick facing, whilst the rear elevation will be formed of 3 storey elements with timber cladding. This rear elevation will add further interest in the materiality, albeit with limited visibility given the Kingsway Tunnel entrance facing location. Materials used throughout the building would be subject to conditions to ensure the materials are of the requisite standard.
3.7.4	The approach taken has both a residential and commercial appearance reflecting the transition between the prevalent uses to the west and east. The site is a unique one in this sense and the unique and interesting design is considered to reflect that, whilst utilising materials that are prevalent locally. The proposed building is of a high-quality design. It will be a positive addition to the surrounding street scene and the scheme will have a significant

	beneficial impact on the area by regenerating this derelict site with a high-quality building.
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3.8 Highways	
3.8.1	The site is well located with a number of local shops and amenities within walking distances, both on St. Pauls Road and to the north of the site on Poulton Road.
3.8.2	The development consists of six units providing HMO facilities with a combined maximum of 36 bedrooms. It is accepted that this type of development has a lower parking demand than more traditional houses and residents make use of walking and cycling for short trips or use public transport and taxis. However, there is still likely to be some parking demand at the development, particularly by any visitors and also by some residents.
3.8.3	There are double yellow lines fronting the building on St Pauls Road which prevents parking at the site. These have been placed to protect the pedestrian refuge island at the Wheatland Lane / St Pauls Road junction and also to help bus services which turn in and out of St Pauls Road at this location. There is a short section of carriageway to Parry Street, adjacent to the development proposal, which would provide some parking but it would not accommodate all the likely demands from the units and there is already extensive parking here by existing residents.
3.8.4	In such circumstances, it would normally be appropriate to require a parking bay to be installed on St Pauls Road to accommodate the likely increased demand for parking – however, this bay cannot be installed because of a cycle improvement scheme scheduled to be installed along St Pauls Road in connection with the Liverpool City Region Combined Authority, Birkenhead to New Brighton Local Cycling Walking Infrastructure Plan (LCWIP) project. The project aims to deliver high quality active travel infrastructure and support the Council to address climate change and work towards Net Zero. The proposed 6-mile route will increase the use of active sustainable travel modes, therefore reducing the reliance on the private car.
3.8.5	It is considered appropriate and justifiable for the development to contribute to the cycle improvement scheme, which will run directly past the development along St Pauls Road, seeing that there is zero parking being provided within the site.
3.8.6	A commuted sum of £19,800.00 has therefore been agreed with the applicant and would contribute to the cycle proposals. This is equivalent of each of the 36 bedrooms contributing £550 towards the improvement scheme. This is approximately the cost of a 25m parking bay that would have otherwise been required to be installed outside the development on St Pauls Road but cannot be placed due to the cycle proposals and the highway constraints.
3.8.7	The development will also provide 36 secure cycle parking storage spaces to the rear of the building, accessed from Parry Street which is in line with saved UDP Policy TR12.

3.8.8	Pressures on car parking and associated impacts on highways safety have been raised in objection and it is likely that some displaced parking pressure would occur, however, this is not considered by the Council's Traffic and Transportation team to be significant and is in the context of a building that had a previous retail function and has a consent for a comparable number (potentially higher) of residential occupants, without any car parking provided in both instances.
3.8.9	As stated, the site is served directly by the adjacent Bus Stops on St Pauls Road and Wheatland Lane which offer a half-hourly service between Birkenhead/Woodside and Wallasey. The site also lies within 400 metres from the Keegan Drive Bus Stop which offers frequent, regular services along the 400, 411, 413, 423, 606 and 616 routes less than every 20 minutes. It is also situated approximately 340 metres from a defined Traditional Suburban Centre to the north on Poulton Road, which has a range of amenities including a supermarket, pharmacy, day nursery, hairdressers, Church and Primary School alongside a range of Class E commercial units, plus retail premises along St. Pauls Road itself are easily accessible including a Pharmacy, Post Office, General Store, Hot Food Takeaways, Childrens Centre and Family Hub, Convenience Store and Church.
3.8.10	Consequently, the site is considered to be in a highly-sustainable location and would not require a reliance on a private motor car as it is served by a range of services accessible on foot or bike. As stated, this proposal would benefit by having a new dedicated cycle lane directly outside the site which should encourage more sustainable methods of transport both by new and existing residents locally.
3.8.11	Servicing to the development can be conducted from the adopted highway via the appropriate internal bin storage area accessed from Parry Street and this is a satisfactory arrangement.
3.8.12	Subject to the legal agreement and the provision of a condition relating to a Construction Management Plan, the impacts of the development are considered to be mitigated by the provision of funding towards a dedicated cycle lane to the front of the site and in the context of the existing use and extant consent, this proposal would not impact significantly on highway safety.

3.9 Neighbouring Amenity	
3.9.1	The application site is currently partially derelict and vacant and hence any redevelopment would lead to an increase in activity.
3.9.2	The historic retail use would have had the potential for noise and disturbance throughout the week including deliveries of furniture and pick-ups, plus general activities associated with movements of staff and retail visitors. This proposal is residential and accordingly will have a different nature, more in keeping with the prevailing residential patterns of St Pauls Road.
3.9.3	It is noted that the residents of HMOs are likely to be limited in demographic terms, however, that does not mean that the use will result in a greater general disturbance than were it to be a standard terrace of residential houses. A total of 36 residents would potentially occupy the site within the 6 properties, a potentially greater number than would be expected to reside in 6

	traditional houses, and in that sense it does have the potential to be a more intensive use than traditional housing.
3.9.4	However, as highlighted, the context for this site is not wholly residential, being at the transition between commercial and residential activity set against the Kingsway Tunnel cutting to the north. Moreover, the development site has an extant consent for two HMO's and 6 studio flats which are unfettered by any maximum occupancy level as is proposed here. Hence the site already benefits from planning permission for a similar, if not more intensive, use. Any consent would be accompanied by a Management Plan to ensure that the premises is kept in good order and properly maintained and managed. In addition, in being a HMO the property would be subject to licensing from the Council, licensing which is regularly reviewed and could be refused if not adhered to. In addition, there is other legislation utilised by Environmental Health to control any general unacceptable noise and disturbance.
3.9.5	The development will not result in amenity concerns in respect of overlooking or loss of light and outlook. The opening within the Parry Street elevation will be obscurely glazed.
3.9.6	It is noted that comments have been made in respect to the general upkeep of the property and the impacts it has had since the fire on the site. These matters sit outside of this planning judgement and is the responsibility of the owner and the relevant authorities. This development will however offer an opportunity to redevelop the site and help secure its effective management into the future.

3.10 Conclusion	
3.10.1	The proposed development will result in the regeneration of a site which has fallen into a state of disrepair and which has a detrimental impact upon the character of the area. The proposed development will result in the construction of a building which is of a high-quality design and which will have a positive impact upon the surrounding area, within a location which transitions between residential and commercial uses. The site is situated in a fairly unique location and this will minimise the potential impact upon the character of the area resulting from the use of the building for a series of HMOs. The site is considered to be in a highly-sustainable location and the lack of parking is off-set by the provision of cycle parking and a contribution towards a cycle lane improvements outside the front of the site. On balance, the benefits of the scheme as presented are considered to be sufficient to allow the application to be supported.

Summary of Decision	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 it is considered that the application is acceptable in planning terms having regards to the relevant Policies and Proposals in the Wirral Unitary Development Plan (Adopted February 2000) and Joint Waste Local Plan for Merseyside and Halton, and all relevant material considerations including national policy advice. In reaching this decision the Local Planning Authority has considered the following:-
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Having regard to the existing building, its location, the established uses and consents, the high-quality design of the proposed development, and the relationships to neighbouring properties, the proposed redevelopment of the site is on balance considered acceptable in accordance with Wirral's UDP Policies HS4 and HS14, the Joint Waste Local Plan, Submission Draft Local Plan and the National Planning Policy Framework.

Recommendation:

Conditional Approval subject to a Section 106 Agreement for a commuted sum of £19,800 towards cycle lane improvements

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 14th February 2023 and listed as follows: 2208-000 REV A; 2208-001 REV A; 2208-002 REV B; 2208-007 REV B; 2208-100 REV D; 2208-101 REV C; 2208-102 REV F; 2208-200 REV D; 2208-201 REV D; 2208-202 REV D; 2208-203 REV D;

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

3. Prior to the commencement of any works (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. Full details of the 36 no. cycle spaces (as shown on hereby approved Proposed Site Plan, ref. 2208-002 REV B) shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation. The cycle storage shall be built-out in accordance with the approved details, made available for use prior to first occupation and maintained and be used solely for the purposes of cycle parking for the life of the development unless otherwise agreed in writing by the local planning authority.

Reason: To provide on-site cycle parking for the benefit of future occupiers and to encourage the use of more sustainable forms of transport than the private car in accordance with UDP Policy TR12.

5. The windows hereby approved at second floor to the east (Parry Street elevation) shall be fitted with fixed and obscure glazing up to a height of 1.7m from the finished first floor internal floor level and shall be permanently retained in that condition thereafter.

Reason: Having regard to residential amenity and privacy.

6. Prior to the any occupation of the building a HMO Management Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall include measures to secure the management and maintenance of the building and it shall be operated in accordance with it in perpetuity.

Reason: To safeguard the appearance of the building and in the interests of neighbouring amenity.

7. The refuse facilities and landscaping as shown on drawing no. 2208-002 REV B shall be installed prior to first occupation.

Reason: In the interests of residential amenity.

8. Prior to any construction works being carried out, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to at all times during the construction of the development unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interest of highway safety

9. Prior to any construction works being carried out, full details of the re-instatement of the existing footway surrounding the site to adoptable standards shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be carried out prior to first occupation.

Reason: In the interests of highway safety.

Last Comments By:	14-May-2023
Expiry Date:	13-October-2023