

**Planning Committee**

**30 May 2019**

**Reference:**  
**APP/19/00139**

**Area Team:**  
**Development  
Management Team**

**Case Officer:**  
**Miss A McDougall**

**Ward:**  
**Prenton**

**Location:**  
**Proposal:**

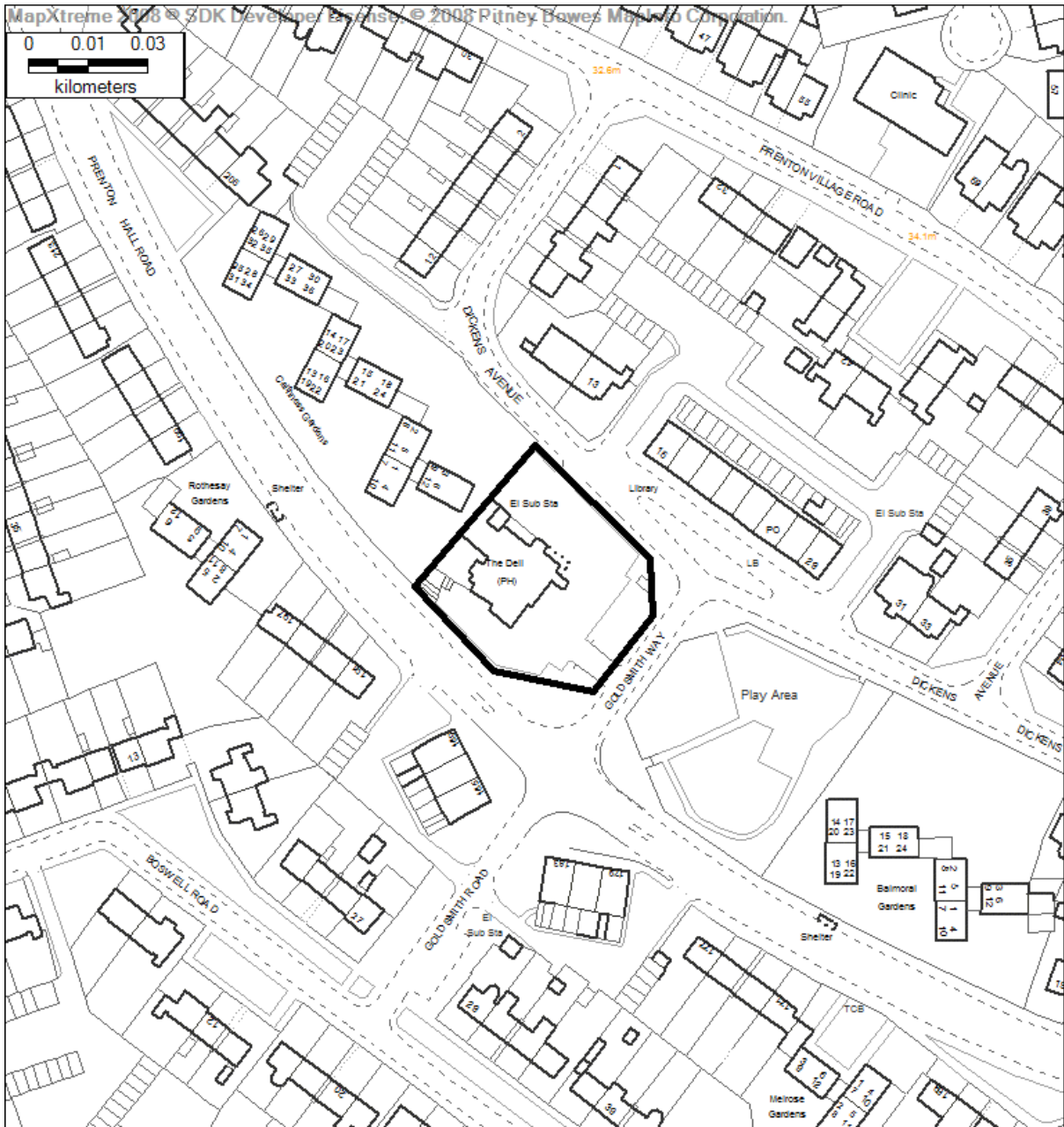
The Dell, PRENTON HALL ROAD, PRENTON, CH43 3AE  
Demolition of existing public house (A4 use), and erection of single four-storey apartment block containing 28no. 2-bedroom self-contained flats (C3 use) - all for affordable housing for rent, and associated car parking, amenity space and landscaping.

**Applicant:**  
**Agent :**

Onward Homes  
Paddock Johnson Partnership

**Qualifying Petition:** Yes, Number of Signatures: 112

**Site Plan:**



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**Development Plan designation:**

Primarily Residential Area

**Planning History:**

Location: The Dell, Prenton Hall Road, Prenton, Wirral, CH43 3AF  
Application Type: Full Planning Permission  
Proposal: Retention of smoking shelter  
Application No: APP/08/05057  
Decision Date: 19/03/2008  
Decision Type: Approve

Location: The Dell, Prenton Hall Road, Prenton, Wirral, L43 3AF  
Application Type: Full Planning Permission  
Proposal: Erection of a vestibule entrance at rear and mansard roof to front and side  
Application No: APP/98/05495  
Decision Date: 28/05/1998  
Decision Type: Approve

Location: The Dell Prenton Hall Rd Prenton L433ae  
Application Type: Advertisement Consent  
Proposal: Projecting box sign.  
Application No: ADV/75/02827  
Decision Date: 25/07/1975  
Decision Type: Conditional Approval

**Summary Of Representations and Consultations Received:****1.0 WARD MEMBER COMMENTS**

1.1 No comments have been received.

**2.0 SUMMARY OF REPRESENTATIONS****REPRESENTATIONS**

A Qualifying petition of objection has been received containing 112 signatures.

Six separate letters of objection have been received including comments from Prenton Tenants and Residents Association (PTRA) on the following grounds;

1. insufficient parking
2. only one entrance
3. impact onto light of neighbouring properties
4. inappropriate to the area
5. antisocial behaviour
6. negative visual impact to the area

**CONSULTATIONS**

**Housing** - No objection subject to affordable housing being provided

**Highways** - No objection following amendments (subject to conditions)

**SP Energy Networks** - Information to applicant prior to demolition

**Environmental Health** - No objection

**Lead Local Flood Authority** – No objection subject to conditions

**3.1 Reason for referral to Planning Committee**

3.1.1 A qualifying petition of objection has also been received.

### **3.2 Site and Surroundings**

3.2.1 The current site contains a vacant public house, the site has three street frontage elevations that bound Prenton Hall Road, Goldsmith Way and Dickens Avenue. The application site is located within the designated residential area however the immediate properties are mixed in terms of use, there is a public play area opposite, shops and community buildings to the north and south.

3.2.2 The area is residential however the residential properties are also mixed, there are residential blocks of flats that are four storey, flats above shops in three-storey buildings and semi-detached houses surrounding the application site.

3.2.3 The current site is relatively open in terms of aspect, the neighbouring blocks of flats are well spaced and set back from the two-storey dwellings. The character of the area includes set back frontages, off road parking as well as on street parking - it is noted that the existing flat developments whilst well-spaced and landscaped do not include designated off road parking.

### **3.3 Proposed Development**

3.3.1 The proposal is for the demolition of an existing vacant Public House and the erection of a four-storey apartment block containing 28 self-contained flats, all for affordable housing with associated car parking, amenity space and landscaping.

Amendments have been made to the parking and provision of cycle parking following consultation with the Council Highways Department.

### **3.4 Development Plan**

3.4.1 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.

### **3.5 Other Material Planning Considerations**

3.5.1 Supplementary Planning Document 2

- 3.5.2 All development for self-contained flats should be in locations that are close to services and facilities and that are genuinely accessible by a choice of means of transport.
- 3.5.3 High density development should be located in areas where residents have the choice of walking to a range of local services such as shops, schools, employment areas, health, leisure and entertainment facilities. This could be achieved by choosing sites that are close to Key Town Centres and Traditional Suburban Centres or above ground floor level in suitable commercial premises within existing centres as listed in UDP Policies SH1 and SH2
- 3.5.4 All sites for self-contained flats must also be accessible by good transport links to and from main employment areas, schools, shops, health, and leisure and entertainment facilities. Walking and cycling are the most sustainable forms of transport but proximity to main bus routes and railway stations is important if public transport is to be a viable option to the motor car for longer journeys.
- 3.5.5 Public transport will only be considered as a feasible alternative if there is a regular service to a range of destinations. Sites for self-contained flats should, therefore, also be within 400 metres safe and convenient walking distance of a bus stop with a regular service with a frequency of 20 minutes or within 400 metres of a railway station that provides a regular service.
- 3.5.6 A successful project should, therefore, be expected to:
- relate well to the geography and history of the place and the lie of the land;
  - sit happily in the pattern of existing development and routes through and around it;
  - respect important views (from public vantage points);
  - respect the scale of neighbouring buildings;
  - use materials and building methods, which are as high or of higher quality as those used in existing buildings; and
  - create new views and juxtapositions, which add to the variety and texture of the setting.
- 3.5.7 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.
- 3.5.8 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.
- 3.5.9 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.
- 3.5.10 The main entrance to the building should be located in the front elevation and provide access to individual flats from within the building whenever possible. If external staircases are proposed, the applicant must demonstrate that internal access is not feasible. Any external staircase should be sited to the rear, out of public view, designed to be an integral feature of the building and to prevent overlooking of neighbours' windows or private amenity space.
- 3.5.11 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.

3.5.12 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.

### **3.6 Assessment**

3.6.1 The main issues pertinent in the assessment of the proposal are;

- Principle of development;
- Design;
- Highways and
- Amenity

#### 3.7 Principle of Development:

3.7.1 The proposal is for a residential development within a designated residential area which is acceptable in principle.

#### 3.8 Design:

3.8.1 The proposal is for the erection of a four storey residential block containing 28 self contained flats. The plans have been amended to include 28 off road parking spaces and 28 cycle parking spaces.

3.8.2 The design of the building is relatively simple in external appearance and has a flat roof with some material detailing to break up the bulk, the footprint of the building is also stepped in parts to relieve the bulk of the building onto the street scene, in particular Prenton Hall Road. Materials have been conditioned so that the external finish reflects the materials used in immediate neighbouring buildings, in particular the light brick of the properties on Dickens Avenue.

3.8.3 There are two main entrance points into the building, one from the corner of Prenton Hall Road and Goldsmith Way and the second entrance from the car park off Dickens Avenue. The car park is located to the north east of the site with one point of access off Dickens Avenue, this is an existing access that originally served the public house.

3.8.4 The scale and general form of the building reflects the established flat developments within the immediate locality, these existing four storey residential blocks are quite simple in appearance with minimal design details, due to this it would be alien to introduce a building with an over complicated appearance as it would likely not fit in with the character of the area.

3.8.5 The building design has a flat roof, the neighbouring tall buildings have pitched roofs however the land levels on the application site slope upwards in comparison to the land levels on Caithness Gardens. Therefore a flat roof design would best suit so as not to dominate the existing neighbouring buildings.

3.8.6 The proposed building in terms of spacing, siting, scale and appearance reflects the established character of the area and as such is considered to be an acceptable addition.

#### 3.9 Highways:

3.9.1 There are no highway objections to this proposal subject to conditions listed. The proposed development provides for 28 car parking spaces. This satisfies the maximum provision in accordance with the Council's Supplementary Planning Document 4 (Parking Standards).

#### 3.10 Ecology:

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

#### 3.11 Amenity:

- 3.11.1 The proposed site layout is considered to contribute positively to the three street scenes the building faces, the site allows for 28 off street car parking spaces, cycle parking and bin storage. The site does however have minimal amenity space, the Councils guidance is that one third of the site should be set aside as amenity space, the neighbouring residential flat developments exceed this allowance but do not provide off street parking for example.
- 3.11.2 Whilst minimal amenity space is provided on site, it is taken into account that to the east across Goldsmith Way is a public playground, Prenton Dell recreation land is approximately 407m away and Walker Park is under 630m away (measured along public roads). Therefore there is substantial provision within the locality of a choice of public outdoor space.
- 3.11.3 Concerns have been raised regarding the type of housing, highway safety and access problems and the impact of a four storey building onto neighbouring properties.
- 3.11.4 The proposed flat development is in keeping with the character of the residential area, the area is a mix of property type however the site itself is appropriate for residential development.
- 3.11.5 The application has been amended to provide a full 28 off road parking spaces which meets the Councils maximum standards of 1 space per dwelling as set out in SPD4.
- 3.11.6 The building is similar in terms of scale, bulk and position on the plot as the neighbouring four storey flat developments. The proposed building also meets the Councils interface distances to lower level (two-storey) dwellings located nearby, the residential property at its closest point that is not of the same height level is 191 Prenton Hall Road, the development provides an interface distance of approximately 27.5m, to the nearby four storey flats at Caithness Gardens the buildings are set 21m window to window.
- 3.12 Affordable Housing
- 3.12.1 The application is supported by an Affordable Housing statement that sets out the provision of 100% of the units shall be available at no more than 80% of market rent. This will be secured by an appropriate condition to ensure that affordable housing is provided.

### 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 residential scheme provides a development that is considered to reflect the established character of the area in terms of scale, siting and appearance, the development also commits to 100% affordable housing provision of 28 units. Having regard to Wirral Councils current residential policies and the National Planning Policy Framework, the scheme is considered acceptable.

**Recommended                  Approve**  
**Decision:**

### 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 19 February 2019, 1 March 2019 & 22 March 2019 and listed as follows: 18119-102-C18119-103-B, 18119-104, 18119-105, 18119-110-A, 18119-111-D, 18119-200 & 18119-201-A.

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

3. Before any construction commences, samples of the facing and window 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. The affordable housing shall be provided within the development in accordance with the submitted Affordable Housing Statement.

**Reason:** To secure satisfactory affordable housing provision within the development in accordance with Policy HSG2 of the Wirral Unitary Development Plan and Section 5 and Annex 2 of the National Planning Policy Framework.

5. A full scheme of works for the reinstatement to standard footway levels of the existing vehicle access from the highway that is rendered obsolete by the development shall be submitted to and approved in writing by the Local Planning Authority. The works shall be submitted to, approved and completed as agreed, prior to first occupation of the development.

**Reason:** Highway Safety

6. Prior to demolition, further surveys of the existing building for roosting bats shall be undertaken and results, together with a scheme of protection measures, shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation requirements shall then be implemented in full in a timescale to be agreed in writing with the Local Planning Authority.

**Reason:** To safeguard the conservation of species/habitats and to accord with Policy NC7 of the Wirral Unitary Development Plan.

7. Prior to commencement of construction of the development hereby permitted, the final detailed sustainable drainage design<sup>1</sup> for the management and disposal of surface water from the site based on the principles and details identified in the following submissions shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Lead Local Flood Authority:

- Drainage Strategy and Flood Risk Assessment for Proposed Development The Dell (April 2019/ Ref: LRD29933/ Rev 002/ Sutcliffe)

**Reason:** To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with Paragraphs 163 and 165 of the National Planning Policy Framework, House of Commons Written Statement 161 for Sustainable Drainage Systems, and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

8. The development hereby permitted by this planning permission, including all components of the sustainable drainage system, shall be carried out in accordance with the approved final Sustainable Drainage Strategy, including any phasing embodied within, and maintained in perpetuity in accordance with an agreed Operation and Maintenance Plan, to be submitted for each development phase, approved by the Local Planning Authority, in consultation with the Lead Local Flood Authority.

The approved drainage scheme shall be **fully constructed prior to occupation** in accordance with the approved details, phasing and timetable embodied within the approved final Sustainable Drainage Strategy, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood

Authority. 'As built' drainage design/layout drawings and a final Operation and Maintenance Plan, confirming asset details and maintenance arrangements, shall be submitted to the Lead Local Flood Authority, in accordance with any approved phasing, prior to occupation.

**Reason:** To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with the Paragraphs 163 and 165 of the National Planning Policy Framework, House of Commons Written Statement 161 for Sustainable Drainage Systems, and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

**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](http://www.wirral.gov.uk) or 0151 606 2004 prior to the commencement of development for further information.
2. To allow for safe demolition of the building, SP Energy Networks recommend that the substation be disconnected, the apparatus within it recovered and the low voltage cables disconnected off site. Please contact SP Energy Networks on 03301010444.
3. The recommendation of the LLFA to accept a sustainable surface water drainage proposal, is always predicated on the fact that maintenance of the surface water drainage system is secured in perpetuity to manage flood risk for the lifetime of the development.

It is the advice of the LLFA that the maintenance arrangements capable of **ensuring** an acceptable standard of operation for the lifetime of the development, to satisfy paragraph 165 of the NPPF, are adoption by a statutory undertaker/public body or a s106 agreement with the developer to ensure maintenance of all communal components of the system as per the approved Operation and Maintenance Plan.

**Last Comments By:** 03/04/2019  
**Expiry Date:** 21/05/2019