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| Planning Committee | 8 June 2023 |
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| Reference: | Area Team: | Case Officer: | Ward: |
| APP/23/00471 | DM | Mr C Heather | Wallasey |

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| Location: | Grazing Land Leasowe Road, Wallasey Village, Wirral, CH45 8LP |
| Proposal: | Erection of 13 dwellings together with associated infrastructure, access, internal roads, landscaping and associated works |
| Applicant: | c/o agent (Starship Group) |
| Agent : | Nicole Roe, Eden Planning &Development Ltd |

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| Qualifying Petition | Yes |
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Site Plan:



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| Development Plan designation: | Primarily Residential Area |
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| Planning History: | <p>Applications APP/22/01323 Erection of 14 homes together with associated infrastructure, access, internal roads, landscaping and associated works (Amended Description 06.12.2022) - Refused (16 March 2023)</p> |
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| | <p>OUT/15/00977 Outline application for 10 dwellings - Granted (August 2016)</p> <p>OUT/14/00105 Resubmission of outline application for 16 dwellings Planning Application Reference: OUT/13/00810 - Refused and dismissed at Appeal</p> <p>OUT/13/00810 Outline planning application for the erection of 16no. residential units - Refsued (November 2013)</p> <p>OUT/02/06143 Outline planning permission for the erection of 8 no. detached houses with access road to Greenleas Close - Withdrawn (July 2002)</p> <p>Pre-Applications PRE/15/00099/ENQ Residential development on land adjacent to Leasowe Road</p> |
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Summary Of Representations and Consultations Received:

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| 1. Ward Member Comments | <p>An objection was received from Councillor Lewis, on behalf of himself and Councillors Rennie and Hayes on the following grounds:</p> <ul style="list-style-type: none"> • The proposed development is too close in proximity to existing nearby dwellings • The loss of former grazing land which has never previously been developed • The proximity of the Council's 'school streets' initiative at Greenleas Primary School |
| 2. Summary of Representations | <p>Having regard to the Council Guidance on Publicity for Applications and the Statement of Community Involvement 25 notifications were sent to adjoining properties. A notice was published in the press. There was a second 14 day consultation undertaken. At the time of writing this report 45 representations have been received.</p> <p>Two petitions have been received. One petition contained 38 signatures and is from Greenleas Primary School. The petition allowed each signatory to indicate why they objected. Although the majority of records were blank, some comments were included that indicated that traffic and road safety were the main grounds of objection, with one signatory identifying a loss of green space resulting from the development.</p> <p>The second petition contained 116 signatures but does not indicate any grounds of objection.</p> |

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

- Principle of Development
 - The site is grazing / greenfield land rather than a brownfield site. It was also used as a market garden and not as a commercial enterprise.
 - No need for the housing in the area.
 - Land should become a park.
- Design
 - Out of keeping with surrounding area.
 - More dense and taller than existing.
 - Inadequate landscaping.
 - Overdevelopment.
 - Preference for bungalows.
- Residential Amenity
 - Overlooking, overshadowing, loss of daylight and sunlight, loss of views.
 - Increased noise, and noise report is from 2018.
 - Removal of access to site to be able to maintain fences.
 - Security due to a new path. Greenleas Close is a cul-de-sac which has deterred crime.
 - Proximity of 2 storey flank wall would reduce outlook.
 - Light pollution.
- Quality of the Resulting Residential Accommodation
 - The houses are small.
- Highways and Transportation
 - Vehicle movements adding to existing vehicles.
 - Access road is too narrow.
 - Highway safety and relationship with School Street Scheme at Greenleas Primary School during construction and operation.
 - Potential for vehicles to come off the link road and on to the grass verge.
 - Lack of pavement.
 - Access for emergency vehicles and delivery vehicles.
- Drainage and Flood Risk Matters
 - Existing issues would be made worse.
- Ecology
 - Impact on existing habitats and species, and mitigation would not be sufficient.
- Waste Matters
 - Bin storage against fences. Inadequate space for refuse bins and inconvenient to use.
- Other matters
 - Inaccuracies in documents.
 - Greenleas Close is unadopted and the Council cannot grant access across it.
 - No local benefits.
 - Consultation period was not long enough.

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| | <p>Consultations</p> <p>Traffic and Transportation / Highways – No objection subject to conditions and informative.</p> <p>Active Travel Officer – Detail of School Street ETRO at Greenleas Primary School provided.</p> <p>Environment Agency – No objection, subject to conditions.</p> <p>Local Lead Flood Authority – No objection, subject to conditions.</p> <p>Environmental Health – No objection, subject to conditions.</p> <p>Housing Strategy – Comments received.</p> <p>Land Contamination – No objection, subject to conditions.</p> <p>United Utilities – No objection, subject to conditions.</p> |
| <p>3.1 Site and Surroundings</p> | <p>The site is located at the western edge of the settlement of Wallasey Village, within a Primarily Residential Area and surrounded by established residential development on two sides and highways on the other sides. The site is bounded by Leasowe Road to the south. There is a slip road leading from the A554 to the west that joins Leasowe Road along the southern boundary of the site. Land beyond the A554 is designated as Green Belt. Here, there are a number of agricultural uses and areas of semi-open countryside. Existing two storey residential properties border the site to the east and north. The site area is approximately 0.8ha, and has a topography that is relatively flat, with a slight incline towards the northern boundary. To the west of the site, the topography is raised artificially to accommodate the slip-road. Greenleas Road to the east of the site is characterised by traditional semi-detached properties with rear. Greenleas Close to the north is characterised by an estate of detached brick dwellings. There is a Primary School at the head of Greenleas Close.</p> |
| <p>3.2 Proposed Development</p> | <p>The proposal seeks the erection of 13 homes together with associated infrastructure, access, internal roads, landscaping and associated works. This is a reduction from 17 dwellings at the point of submission. The applicant has the intention for this to be 100% affordable housing (and this is discussed in the Assessment section below).</p> |
| <p>3.3 Development Plan</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'). Relevant policies are:</p> <ul style="list-style-type: none"> • URN1 Development and Urban Regeneration • URN2 Planning Agreements • HS4 Criteria for New Housing Development |

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| | <ul style="list-style-type: none"> • HS6 Principles for Affordable Housing • HS9 Mobility Housing • HSG2 Affordable Housing • GRE1 The Protection of Urban Greenspace • GR5 Landscaping and New Development • GR6 Greenspace Within New Family Housing Development • GR7 Trees and New Development • NCO1 Principles for Nature Conservation • NC7 Species Protection • LAN1 Principles for Landscape • LA7 Criteria for Development at the Urban Fringe • TRT1 Provision for Public Transport • TRT3 Transport and the Environment • TR9 Requirements for Off-Street Parking • TR11 Provision for Cyclists in Highway and Development Schemes • TR12 Requirements for Cycle Parking • WAT1 Fluvial and Tidal Flooding • WAT2 Protection of the Water Environment • WA3 Development and Groundwater Protection • WA5 Protecting Surface Waters • PO2 Development Near Existing Sources of Pollution • PO3 Noise • PO4 Noise Sensitive Development <p>The Joint Waste Local Plan for Merseyside and Halton. Relevant policies are:</p> <ul style="list-style-type: none"> • WM8 Waste Prevention and Resource Management • WM9 Sustainable Waste Management Design and Layout for New Development |
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| <p>3.4 Other Material Planning Considerations</p> | <p>The National Planning Policy Framework (2021). Relevant sections are:</p> <ul style="list-style-type: none"> • Introduction • Achieving sustainable development • Decision-making • Delivering a strong 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 • Conserving and enhancing the historic environment <p>The National Planning Policy Framework Consultation Draft (2022)</p> <p>Supplementary Planning Document 2: Designing for Self-Contained Flat Development and Conversions</p> <p>Supplementary Planning Document 4: Parking Standards</p> |
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| | <p>Wirral Borough Council is in the process of submitting a new local plan 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 strategic policies are considered to be relevant to this proposal: WS1, WS2, WS3, WS5, WS6, WS7, WS8, WS9, WS10, WD1, WD3, WD4, WD14, WD15, WD18, 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> <p>Wirral Tree, Hedgerow and Woodland Strategy 2020-2030 and National Design Guide (2021) are also material considerations.</p> |
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| <p>3.5 Assessment</p> | <p>Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted Development Plan where the site is located, comprises the saved policies of the Wirral Unitary Development Plan (Adopted 2000) and the Joint Waste Local Plan for Merseyside and Halton (Adopted 2013)</p> |
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| | <p>The application has been assessed against development plan policies, national planning policy and guidance, and other material planning considerations and the advice of statutory consultees. The key planning issues raised by the proposal include:</p> <ul style="list-style-type: none"> • Principle of Development • Housing Quality, Mix and Affordable Housing • Design; • Residential Amenity; • Highways and Transportation • Drainage and Flood Risk Matters • Ecology • Waste Matters. |
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| <p>3.6 Principle of Development</p> | <p>This is a full application for the erection of 13 no. residential units on grazing land between Leasowe Road and Greenleas Close. There have been several previous applications on the site. The first (OUT/02/06143) for 8 dwellings was withdrawn in 2002. The second (OUT/13/00810) was for 16 dwellings and was refused in 2013. A third application (OUT/14/00105) was also refused, and a subsequent appeal was dismissed in 2014. The two reasons for refusing the earlier applications related to over development of the site by reason of the quantum and scale of the proposed development and highway safety and additional traffic generation fronting Greenleas school. These did not relate to the principle of development, with the same development plan containing the same policies still applying.</p> <p>In 2016 planning permission (OUT/15/00977) was granted for 10 residential dwellings. More recently, a planning application (APP/22/01323) was refused in March 2023 for 14 dwellings with associated infrastructure, access, internal roads, landscaping and associated works. The application was refused for the following reason:</p> <p><i>“In the opinion of the Local Planning Authority the proposal would represent an unacceptable form of development, by virtue of the proximity of the proposed dwelling to the rear of 19 Greenleas Road, which would result in an overbearing impact that would be detrimental to the amenities to the occupants of 19 Greenleas Road. This is contrary to policies HS4 of the adopted Wirral Unitary Development Plan and the National Planning Policy Framework.”</i></p> <p>Therefore, the reason for refusal did not consider the overriding principle of development unacceptable, but identified an issue with one of the proposed dwellings proposed.</p> <p>Chapter 5 of the NPPF sets out national planning policy in relation to housing, this states that the government’s objective is to significantly boost the supply of homes. It is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed.</p> |
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| | <p>The site is designated as a Primarily Residential Area in the Wirral Unitary Development Plan, and the principle of residential dwellings are acceptable subject to UDP Policy HS4 'Criteria for New Housing Development' and the National Planning Policy Framework. The significance of being within the Primarily Residential Area is that even though it visually has different characteristics to the existing houses immediately to the north and east, in planning policy terms it has the same designation and has done since the UDP was adopted in 2000.</p> <p>A range of representations have been received from nearby occupiers and interested parties (including Councillors) querying the principle of development of the site, such as the agricultural nature of the site and querying whether the site has been previously developed. The proposal is considered to be in compliance 'in principle' with the relevant policies in the Development Plan, as a site within the urban area, given the allocation within the UDP as a 'Primarily Residential Area'. This is considered to be a key consideration when balanced against the appropriate material considerations where these can be given weight, including the planning history, emerging Local Plan and the NPPF.</p> |
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| <p>3.7 Housing Quality, Mix and Affordable Housing</p> | <p>Planning Policies regularly require a mix of housing to be developed, this is in the interest of meeting differing housing needs across society. Policy HSG2 and HS6 of the Wirral UDP goes into specific local detail; with the National Design Guide providing national guidance on this.</p> <p>The National Design Guide States "Well-designed neighbourhoods provide a variety and choice of home to suit all needs and ages. This includes people who require affordable housing or other rental homes, families, extended families, older people, students, and people with physical disabilities or mental health needs."</p> <p>This application as 'major development' is deemed appropriate to contribute to the affordable housing delivered in the borough. Policy in relation to this is set by the Wirral UDP (policy HSG2 and HS6) and the NPPF (Section 5), with evidence about up to date requirements taken from the evidence base of the emerging Local Plan.</p> <p>The current requirement, based on evidence from the most recent SHMA is that a contribution equivalent to 20% of the site should be provided. The emerging Local Plan also has policy relating to affordable housing, but this would only seek 10% in this location.</p> <p>The proposal includes 3 bedroom properties designed for 6 people. The Council's Housing Strategy Team has identified a need within Wirral for 3 bedroom affordable units. The Housing Strategy Team has also advised that within the Wallasey Ward only 9 affordable</p> |
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properties became available for rent in 2021/22 (the most recent information available), and none of them were three-bedroom units.

All of the proposed units would have a Gross Internal Area of 97m². This is below the advice within the National Technical Housing Standards, but this is not currently adopted policy in Wirral. The proposed houses would be well laid out with good outlook to front and rear. There are generous rear gardens, with the smallest being approximately 55sqm but others being in excess of 100sqm. Overall, this would be excellent provision. Adequate space is proposed for refuse and cycle storage.

The affordable housing would be secured via an appropriately worded condition, but it is only considered appropriate to secure 20% of the dwellings as affordable dwellings even if in practice the development is intended to be 100% affordable housing.

Subject to the condition referred to above, and insofar as affordable housing and housing mix matters are concerned, the proposal is considered to accord with relevant Wirral policy from the UDP and other relevant sections of the development plan, taking into account relevant material considerations and the provisions and intentions of the NPPF; where these can be given weight.

3.8 Design

This section seeks to assess the design of the proposal, for which the key considerations are the impact the proposal would have on local character and townscape.

The standards for new housing development are set out under UDP Policy HS4 which includes visual implications. Policy GR5 is also relevant to this proposal. Development proposals should be of a scale that relates well to surrounding property with regard to existing densities and form of development. Proposals should not result in detrimental change in the character of the area.

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 NPPF should be read alongside the National Design Guide (2021). Paragraph 21 of the Design Guide advises that “a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including: the layout

(or masterplan); the form and scale of buildings; their appearance; landscape; materials; and their detailing"

Part 2 of the Design Guide sets out the ten characteristics of well-designed places. This includes (but is not limited to) the following:

- Contextual design which responds positively to the features of the site and the surrounding area beyond its boundary. Paragraph 43 advises well-designed development is integrated into its surroundings and designed around an understanding of the landscape character and existing patterns of built form and architectural styles which should inform the layout, grain, form and scale of development.
- Design which responds to local identity and elements of a place that make it distinctive. This includes the height, scale, massing and relationships between buildings, façade design and landscape setting; and
- Built form which relates well to the site and its context.

The application is for full planning permission and the applicants have provided a layout and elevational treatments. The site is to be accessed via Greenleas Close to the north and will utilise a single road running through the site. To this end, the scheme will integrate well into its surroundings by reinforcing existing connections and creating a new one. The submitted drawings also identify a pedestrian/cycle access onto Leasowe Road which will ensure that the site is permeable for pedestrians and cyclists. Concerns have been raised from neighbouring properties about this, and the potential for this to compromise security for existing residents, and potential nuisance caused by scooters. The route would not be directly overlooked by the proposed houses themselves but would be overlooked from the internal roads. This would provide some surveillance which would assist in reducing opportunities for anti-social behaviour. A condition can provide details of lighting, alongside additional information on how the space would be managed. Overall, having a new pedestrian route from Leasowe Road to Greenleas Close is considered positive, and would improve permeability. It is not possible to completely design out the potential for anti-social behaviour in this location (as it is not in any location), but the positives of the new route are considered to outweigh the potential negatives.

The scheme proposes a mix of dwellings, with off street parking provided for each property. The submitted plans and elevations demonstrate the quality of the design proposed, which is an improvement to an otherwise vacant site within a predominantly residential location. The proposed height of homes is reflective of the residential form in the surrounding suburban area, with the scale and massing of homes is also considered appropriate and suitable for a low-density residential location on a settlement's outskirts. Whilst some of the proposed homes extend above 2 storeys, with a 3rd storey in the roof space, these would remain comparable to others in the locality, with two storeys and a pitched roof being characteristic of the area. Materials would be controlled by condition, but the elevations show suitable materials. This includes

red / brown brickwork, white render and grey roof tiles are the main materials and they are proposed throughout the different house types, with the exception of one house type which does not include render. Similar materials are in evidence on the houses nearby. Concern has been raised about the proposed canopies being out of place. However, they are considered to be a small component of the design and, as noted above, there is not complete uniformity nearby. Hence, they are not objected to.

The proposal also includes for a small public landscaped area to the south east of the site, which is considered positive and would be an amenity for residents in the proposed development as well as existing residents in the surrounding area. Details of how this is to be managed would be sought by conditions.

Comments have been raised by nearby occupiers and interested parties that the proposal would appear out of character with the nearby dwellings. The houses to the east are traditional semi-detached houses fronting on to Greenleas Road which is a straight road running north-south. They were constructed with a uniform building to front and back, albeit many of the houses have subsequently been altered over time through side and rear extensions, and a dormer window.

The detached houses to the north on Greenleas Close are more recent. The street pattern is less regular than Greenleas Road with variation in building lines with houses slightly staggered, and some at different angles. Some have adjoining garages and others have standalone garages.

Therefore, there is not a uniformity in the immediate context that the development has to follow. The shape of the site also influences the layout which includes a single detached dwellinghouse, three pairs of housing and two groups of three. This is considered acceptable.

Whilst not within the Green Belt, the site is adjacent to it. The land to the west is within the Green Belt, including the link road and the A554 which are elevated above the land to varying extents. Hence, views from the site and surrounding area into the Green Belt would be in the context of the highways but with some screening provided by trees and hedges to reduce visibility. From the Green Belt, the same screening would partially restrict views of the site itself with a backdrop of existing residential properties on Greenleas Road and Greenleas Close. Hence, the visual impact on the Green Belt is considered acceptable.

On this basis the design of the proposal is considered appropriate, it therefore is considered in accordance with relevant policies from the development plan, the relevant sections of the NPPF and the relevant policies from the emerging Local Plan, and other material considerations e.g. National Design Guide, where these can be given weight.

3.9 Residential Amenity

NPPF Paragraph 130 requires that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Paragraph 180 requires that planning decisions should aim to avoid impacts on health and quality of life. Chapter 12 of the NPPF stresses the importance of planning positively for the achievement of high quality and inclusive design for all development. The relevant local policy in relation to this is HS4 of the UDP.

In the context of the above, the proposals are not considered to be in conflict with paragraph 130 of the NPPF. The NPPF (Chapter 12) requires that planning should always seek to secure high quality design and seek to secure better places in which to live and work. Paragraph 185 requires that planning decisions should aim to avoid impacts on health and quality of life. Paragraph 92 of the NPPF stresses the importance of aiming to achieve healthy, inclusive and safe places.

SPD2 (Designing for self-contained flat development and conversions) provides standards for separation distances which have been fully satisfied. It is important to note that the proposed development is not for the construction of self-contained flats, but separation distances are relevant for houses as well, and in the absence of a specific standard for houses it is considered reasonable to have regard to the guidance within SPD2. 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. The proposed scheme can therefore meet the required interface distances.

The scheme has been reduced from 14 dwellings to 13 when compared to the most recent application. Previously there were two dwellings in the part of the site to the rear of 19 Greenleas Road, and to a lesser extent 17 Greenleas Road, and the previous reason for refusal specified the impact on 19 Greenleas Road. The current proposal removes the unit that was nearest to the site's eastern boundary, closest to the rear gardens of 17 and 19 Greenleas Road. The reason for refusal cited an overbearing impact, which is different to overlooking. Reference to the separation distances within SPD2 the distance between the rear walls of 17 and 19 Greenleas Road and the side of the proposed house has increased from 15.26m (as previously refused) to 19.96m (as now proposed). The distance of the proposed house from the rear fence line of 19 Greenleas Road would be just short of 5.5m. This is considered a substantial increase and would reduce the impact on both 17 and 19 Greenleas Close compared to what was previously refused.

Otherwise, the layout of the proposal has not been amended compared to the recent refusal and so the impact on amenity remains the same, which was considered to be compliant with relevant separation distances and was considered to not have a negative impact on nearby occupants that was significant enough as to warrant the refusal of the application. Separation distances elsewhere on the site are all in excess of 22m when measured from the windows of the proposed houses to the rears of existing houses on Greenleas Road. There is not considered to be potential for a material loss of daylight or overshadowing of gardens given the distances involved.

Concern has been raised in respect of potential for light pollution. The houses themselves are not expected to generate light materially differently than other houses nearby.

The layout and scale of the development as now presented is deemed to be acceptable and demonstrates satisfactory separation distances can be achieved between the dwellings proposed, which ensure that residential amenity is protected. In the context of the above, the proposals are not considered to be in conflict with Chapter 12 of the NPPF, subject to the imposition of appropriate conditions such as an obscured glazing condition.

The application is supported by an Acoustic Report prepared by Red Acoustics. The report confirms that with appropriate mitigation in place, the proposed development accords with Policy PO4. Specifically, the proposal has considered sources of noise (level, tone, duration, and regularity), background noise, and any mitigation required in the design of any proposed housing development.

The report indicates the areas of the site that experience the most external noise and so require noise mitigation. The report identifies the greatest noise levels concentrated along a western portion of the site. These have been accounted for in the proposed design, through at least 15 additional trees to be planted which will help to mitigate both the visual and acoustic impacts of traffic along the slip-road. Mitigation is also proposed in terms of acoustic fencing.

The Environmental Noise Survey is supplemented by an updated cover note dated July 2022. It states that a review of current traffic flow data indicates that the noise climate at the site is unlikely to have changed significantly since the original date of the report. However, due to a change in the number of homes proposed, a detailed noise break-in review will be required to confirm that the mitigation strategy remains wholly applicable.

To confirm, the Environmental Health Team have commented on the proposal and have confirmed they have no objection. A condition is proposed requiring compliance with the mitigation measures as set out in the acoustic report.

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| | <p>It is therefore considered that the proposal, subject to conditions, is compliant with the relevant policies in the Development Plan, relevant sections of the NPPF and those in the emerging Local Plan; where these can be given weight.</p> <p>Concerns have been raised regarding the impact of the scheme on nearby occupiers, particularly in relation to the impact of the scheme on occupiers of Greenleas Road. However, it is considered that the impact the proposal may have on these occupiers is not sufficient enough as to warrant refusal in this instance.</p> |
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| <p>3.10 Highways and Transportation</p> | <p>This section seeks to appraise the impacts that the proposal may have on the surrounding Highways and Transport Network. 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 TRT1, TRT3, TR9, TR11 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 and their comments are considered as part of the commentary below.</p> <p>Representations from interested parties (including Councillors) have been received objecting to the proposal, these have raised the following issues: Impact on physical infrastructure; local highway infrastructure/volume of traffic created by the proposal; highway access concerns; and potential highways safety concerns, particularly in relation to Greenleas Primary School.</p> <p>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.</p> <p>Paragraph 110 of the NPPF states “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”</p> <p>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.”</p> <p>Paragraph 112 of the NPPF adds to this and states “Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with</p> |
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neighbouring areas; and second - so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and, e) be designed to enable charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

As mentioned earlier, a previous scheme was subject to an appeal, with one of the reasons cited being on highway safety grounds. The inspector in dismissing the appeal stated that the elongated nature of the site and its awkward configuration of the site necessitates confining most of the proposed dwellings to the southern portion of the plot. The Inspector further noted that Greenleas Close ends in a shared surface approximately 30m in length that curves between some six properties. While the use of this section by the traffic generated from the proposed development, might at first sight, appear to meet the guidance in Manual for Streets, it seemed to the inspector that there would be elements in the configuration of the cul-de-sac that would undermine the proper application of that concept. Drivers from almost all of the proposed dwellings would approach the shared surface via a virtually straight stretch of carriage, about 130m in length, and accommodating only 3 fairly modest chicanes. Given the likely low level of traffic, the inspector did not accept that such a configuration would be commensurate with a design speed suitable to appropriately negotiate the shared surface. For these reasons, the inspector considered that the limited level of traffic likely to materialise would not greatly exacerbate road hazards. These comments were made in respect of 16 residential units.

The scheme has been reduced to 13 dwellings, with the roadway and associated street infrastructure proposed being brought in line with adoptable standards. As noted above the end of Greenleas Close is a shared space with a pavement on the western side of Greenleas Close but not the eastern side. Where the proposed road extends Greenleas Close there would be a pavement on the eastern side of the proposed road. This means that a pedestrian would have to cross the road, but this is not unusual and the road would not be subject to heavy traffic. The design involves the formation of a more standard T-junction style cul-de-sac in the south of the site, with a pedestrian access to Leasowe Road providing more direct access to public transport options for pedestrians and cyclists. Therefore, the Local Highway Authority has not objected to the scheme and considers that it has been brought up to the standard to satisfy the requirements of Paragraph 111 of the NPPF, subject to conditions. Further to this, as a scheme within the urban fabric, with onward pedestrian and cycle links, in

close proximity to public transport services, the scheme can also be considered to comply with paragraphs 110 and 112 of the NPPF.

The Active Travel Officer previously raised concerns, echoed by residents relating to impacts on the School Street (Education Traffic Regulation Order) ETRO at Greenleas Primary School. The active Travel Officer highlights that driving private vehicles into/out of Greenleas Close past the school is not allowed between 08:30 - 09:30 and 14:30 - 15:30 Monday- Friday unless they have a permit e.g. residents permit or blue badge). Deliveries are permitted under the ETRO, but there is a request for no deliveries to take place via Greenleas Close during the times when children are arriving and leaving. They should generally be mindful for the safety of children being dropped off and picked up from the school on foot, as well as pedestrians and other vehicles.

Since the previous refusal the Council has been advised that the Statutory Instrument "The Civil Enforcement of Moving Traffic Contraventions Designations Order 2023" will be laid before parliament on 27 June 2023 and it has been confirmed that the Council will be included in that Order. Subject to no objections being lodged, this will come into force in 22 July 2023 and it is anticipated that the Council can start to implement these powers later in the year. The implication of this is that the Council can operate a mobile camera to enforce moving vehicle offences, as currently only the police can do this. Therefore, this will improve the current situation. It is considered that the impacts on the School Street ETRO should be taken into account in drafting and considering the Construction Management Plan for this proposal, which would be the subject of a condition.

The level of car parking proposed is considered appropriate, with two spaces per house. Objections concern the increase in vehicles using Greenleas Close. There would be an increase on the current level, but this is not expected to be so great as to be a problem and the Transport Statement that accompanies the planning application considers this. The proposed access road is considered sufficient for emergency or delivery vehicles to access the site in the event that they need to.

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.

The concerns of residents and Councillors are noted. However, it is considered that the proposal's impact on highway and transport matters (including highway safety) is not significant enough as to warrant the refusal of the application, and given the conditions and an informative that are recommended to be appended to the decision notice.

3.11 Drainage and Flood Risk Matters

This section seeks to appraise the proposal in the context of flood risk and drainage matters. Chapter 14 of the NPPF forming the national planning policy context, Policies WA2, WA5, WAT2. The applicant has submitted the following: Flood Risk and Drainage Strategy; and a Design and Access Statement.

The National Design Guide (September 2019) is also relevant to this element of the report, particularly the section relating to 'resources' In relation to 'resources' the National Design Guide states "Well designed places: have a layout, form and mix of uses that reduces their resource requirement, including for land, energy and water; are fit for purpose and adaptable overtime, reducing the need for redevelopment and unnecessary waste; use materials adopt technologies to minimise their environmental impact"

Consultation has taken place in relation to surface water drainage with the Lead Local Flood Authority (LLFA) and, as well as consultation with the Environment Agency (EA). No concerns have been raised, subject to the imposition of conditions.

Concerns have been raised by representors. However, it is considered that the proposal is acceptable, and the drainage impact of the proposal is not significant enough as to warrant the refusal of the application. Further to this, the proposal seeks to introduce a range of drainage solutions, including SUDs.

Following consideration of the responses of consultees, it is considered that the application has demonstrated that appropriate flood risk, drainage and water related matters can be successfully achieved on site. It is considered that the proposed development would not increase the risk of flooding to the area. The proposals are therefore compliant with the NPPF.

The proposal is therefore considered to be compliant with the relevant policies in the Development Plan, the NPPF, and other material considerations, in relation to surface water drainage matters.

3.12 Ecology

This section seeks to appraise the proposal and protect and enhance the biodiversity and geodiversity of the borough, particularly in relation to its impact on habitats and protected species and, especially those areas designated as of international, national and local importance. Policies NCO1, NC1, NC7 of the Wirral UDP are relevant to this section, as is Section 15 of the NPPF. The following ecological information has been submitted in support of the planning application:

- Preliminary Ecology Appraisal, Environmental Business Solutions (Rev 01 Dated 15th July 2022)

NPPF, Chapter 15, Paragraph 174 requires the planning system to contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in

biodiversity where possible. Paragraph 180 requires Local Planning Authorities to encourage opportunities to incorporate biodiversity in and around developments.

Habitats

The habitat on site is dominated by Improved Grassland, areas of scrub and ruderal vegetation are also present. A number of mature trees are also close to the boundary of the Site, with the majority formed by Sycamore along the western boundary, Willow and Cherry trees are also present within the adjacent gardens to the east. A Species Poor hedge consisting entirely of Privett (*Ligustrum ovalifolium*) is found on the southern edge of the site, along with a regularly mown road verge. The habitats present are common and widespread in Wirral and are not of significant ecological value in their own right. Notwithstanding this, they are suitable to support a number of protected species. The following makes an assessment of their potential for hosting protected species.

Amphibians

The site is isolated in terms of accessibility for Great Crested Newts and there are not considered suitable water bodies within the immediate area of the site. Great Crested Newts are recorded within the search area with the nearest being approximately 1,250m south west of the site and separated by the A551. In addition, Common Toad are recorded within the search area. The nearest being approximately 1,250m south west of the site and separated from the site by the A551. Therefore, there are no records within the immediate area close to the site.

Bats

A number of trees adjacent to the site have features suitable for use by roosting bats; however, no trees are to be affected by the development. There are records of bats within 2km from the Site, but no records are within 200m. Therefore, Bats are unlikely to be impacted by the development.

Birds

There is suitable nesting habitat in hedgerows and trees onsite and the Preliminary Ecology Appraisal therefore recommends that any tree or scrub clearance should be conducted outside of the breeding bird season (March – September). If this is not possible then a breeding bird survey should be conducted by a suitably qualified ecologist prior to works commencing. If nesting birds are discovered then the area around the nest shall be isolated and works halted until nesting has finished. A suitably worded condition to secure this is appended to this report.

Terrestrial Mammals

This mainly relates to Badger and Dormouse and the site is considered to be isolated in terms of accessibility to Badger and Dormouse networks and no records within the immediate area. There is therefore not considered to be any impact on Badger and Dormouse.

Reptiles

The site is isolated in terms of habitats that would support reptiles, and there are no records within the immediate area of reptiles. There is therefore not considered to be any impact on Reptiles.

Otters and Watervoles

The site is considered isolated in terms of accessibility to suitable habitats for Otters and Watervoles as there are no suitable water bodies within immediate area of the site, nor are there any records within the immediate area. Water Vole have been recorded approximately 1000m west of the site which is on the other side of the A554. There is therefore not considered to be any impact on Otters and Watervoles.

Designated Sites

Due to the size of the proposed project, it is not considered that the proposal shall have an adverse effect on designated sites.

The proposal is, subject to conditions, considered to be compliant with the relevant policies in the Development Plan, the NPPF, and with the relevant policies in the Emerging Local Plan.

Representations have been received from interested parties regarding Ecology and Biodiversity matters, including the impact of the proposal on wildlife, protected and non-protected species. These comments have been noted, however it is considered that protected species are not negatively impacted and relevant ecological considerations can be satisfactorily mitigated for through the proposal and the conditions appended to this report.

3.13 Waste Matters

The proposal is major development and involves excavation and construction activities which are likely to generate significant volumes of waste. Policy WM8 of the Merseyside and Halton Waste Joint Local Plan (WLP), the National Planning Policy for Waste (paragraph 8) and Planning Practice Guidance (paragraph 49) apply.

These policies require the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal.

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| | <p>In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. a site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.</p> <p>The proposed development would include provision for refuse storage for each house which is considered sufficient. One of the storage areas is behind an existing garden on Greenleas Road. However, this is not considered to be detrimental to the amenity of the existing house and bins are often stored in close proximity to neighbouring properties.</p> |
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| <p>3.14 Other Matters</p> | <p>Some of the documents submitted quoted 17 residential units, which is the number of units originally proposed when the most recent application (APP/22/01323) was submitted. This was subsequently reduced to 14 units and the refusal was based on this. The applicant has since updated some of these documents. The main principle is that the impact of 13 units has to be less than 14 and 17 units and so if an impact of the larger developments was previously not a reason for refusal then it is not identified as a reason for refusal now.</p> <p>It was noted that Greenleas Close is unadopted and the Council cannot grant access across it. This would be a separate legal matter and the applicant would need to ensure that this is addressed.</p> <p>The consultation period is considered to have been sufficient and in accordance with Council and national guidance.</p> |
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| <p>Summary of Decision</p> | <p>Considering the individual merits of this application the recommendation to grant planning permission has been taken having regards to the relevant Policies and Proposals in the Wirral UDP (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 redevelopment of this underutilised site within the Primarily Residential Area as identified in the Wirral UDP would make a positive contribution to the local setting, and efficiently help boost the supply of homes in the area, including 20% affordable housing with 100% likely to be delivered in practice. It proposes the development of 13 family homes, in a style and manner that is in keeping with the local character and vernacular.</p> <p>The proposed residential development is sustainably located, allowing easy access to local amenities, businesses and transport links. The proposals include a provision of native planting and landscaping to minimise the potential environmental impact of redeveloping the site.</p> |
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| | <p>The proposed development is considered to be acceptable and it will not have an unacceptable adverse impact on the amenities of neighbouring properties through overlooking, poor outlook or through the amount of traffic generated or highway safety issues, subject to conditions. The application site is in a sustainable location close to shops and good public transport links. In addition to this, concerns regarding flood risk and surface water drainage have been overcome.</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 National Planning Policy Framework.</p> |
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| <p>Recommended Decision:</p> | <p>Approval subject to the following conditions</p> |
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| <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. Except where modified by the conditions attached to this planning permission, the development hereby approved relates to and shall be carried out in accordance with the following approved plan:</p> <ul style="list-style-type: none"> · Location Plan PL.001(B) · Existing Site Plan PL.002(B) · Proposed Site Plan 1:500 PL.003(K) · Proposed Site Plan 1:200 PL.004(H) · Proposed Street Elevations PL.005(D) · Proposed Boundary Location and Details PL.006(D) · Unit Type 1 – 3B6P House – Plans and Elevations PL.007(E) · Unit Type 2 – 3B6P House – Plans and Elevations PL.007-01(C) |

- Unit Type 2a – 3B6P House – Plans and Elevations PL.007-02(A)
- Unit Type 2b – 3B6P House – Plans and Elevations PL.007-03(A)
- Indicative External Works PL.0013(A)
- Indicative Landscaping Plan PL.0012(D)
- Proposed Finished Floor Levels PL.0015(C)

Reason: To ensure the development is carried out in accordance with the approved plans, in the interests of proper planning.

3. Prior to the commencement of development an Affordable Housing Scheme shall be submitted and approved by the Local Planning Authority in writing. As part of this affordable housing scheme, and this development. At least 20% (At least 3 units) of the development shall form Affordable Housing Units within the development. The affordable housing shall be retained in accordance with the approved scheme.

Reason: In order to ensure that a policy compliant level of affordable housing is secured on the site, and in order to comply with Policy HSG2 and HS6 of the Wirral Unitary Development Plan (Adopted 2000), and Section 5 of the National Planning Policy Framework.

4. Prior to development above damp proof course level proposed site levels shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development is brought into use.

Reason: In the interests of visual amenity of the area, and in order to comply with Policy HS4 of the Wirral Unitary Development Plan (Adopted 2000) and Section 12 of the National Planning Policy Framework.

5. Notwithstanding any description of the materials in the application, no development shall be commenced above damp-proof course levels until samples of the materials to be used in the construction of the external walls and roof(s) of the building(s) have been submitted to and approved in writing by the Local Planning Authority. All roofing and external facing materials used in the construction of the development shall conform to the materials thereby approved.

Reason: To retain control over the external appearance of the development, and in order to comply with Policy HS4 of the Wirral Unitary Development Plan (Adopted 2000) and Section 12 of the National Planning Policy Framework.

6. Windows identified as obscure glazing in the approved drawings, shall be installed as such before the proposed dwellings are brought into use and shall not be altered, and maintained as such in perpetuity. This shall be level 4 obscurity or above.

Reason: In the interests of residential amenity and in order to avoid any overlooking or loss of privacy that may have resulted, in accordance with Policies HS4 of the UDP and section 12 of the National Planning Policy Framework.

7. The development shall be carried out in accordance with the submitted flood risk assessment (ref: Flood Risk Assessment and Drainage Management Strategy / ref: HYD779_GREENLEAS.CLOSE_FRA&DMS / rev 3.0 / dated 20 April 2023 / by BETTS HYDRO Consulting Engineers) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 5.00 metres above Ordnance Datum (AOD)
- Incorporation of flood resilience and resistance measures and materials into the developments design and construction.
- Safe access and egress from the site during all flood event scenarios.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and in accordance with Policies WA2 and WA5 of the Wirral Unitary Development Plan (Adopted 2000), and Section 14 of the National Planning Policy Framework

8. 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.

9. Prior to the removal of the existing footway a full scheme of works for the reinstatement to standard footway levels of the existing vehicle access on Leasowe Road from the highway that is rendered obsolete by the development shall be submitted and approved in writing by the LPA. The development shall not be occupied until the approved works have been completed in accordance with the approved scheme.

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

10. No development, except for site enabling works including site clearance, groundworks, and foundations, shall commence until a full scheme of works and timetable for the construction of the new highways and/or amendment of the existing highway made necessary by this development, including new carriageways, footways, street lighting, surface water drainage, traffic signs, road markings, traffic calming, tactile paved pedestrian crossings, street furniture, access onto the adjacent highway. The approved

works shall be completed in accordance with the Local Planning Authority written approval prior to occupation of the development.

Reason: In the interest of highway safety and to comply with Policies HS4 and TR3 of the Wirral Unitary Development Plan (Adopted 2000), and Section 9 of the National Planning Policy Framework.

11. Any tree or scrub clearance shall be conducted outside of the breeding bird season (March – September). If this is not possible then a breeding bird survey should be conducted by a suitably qualified ecologist prior to works commencing. If nesting birds are discovered, then the area around the nest shall be isolated and works halted until nesting has finished.

Reason: To maintain the favourable conservation status of protected species and comply with Policy NC7 of the Wirral Unitary Development Plan (Adopted 2000), and Section 15 of the National Planning Policy Framework.

12. All construction activities shall comply with general environmental best practice measures including:

- the measures set out in the Environment Agency's Pollution Prevention Guidelines;
- excavations should be sealed overnight or should have at least one shallow sloping side allowing animals to escape should they fall in;
- an ecologist shall be contacted for advice should any protected species be discovered during construction; and,
- appropriate measures to suppress dust should be put in place during hot, dry, or windy weather;
- broadleaved trees, hedgerows and the ruderal vegetation on site are suitable to be used by nesting birds. Therefore, vegetation removal should be undertaken outside of the breeding bird season (which is from March to August inclusive). If this is not possible, a suitably experienced ecologist should check the habitat for breeding bird activity no more than 48 hours before clearance. If nesting activity is found, it will need to be left in situ until the nesting effort has been completed.

Reason: To maintain the favourable conservation status of protected species and in accordance with Section 15 of the National Planning Policy Framework, and comply with Policy NC7 of the Wirral Unitary Development Plan (Adopted 2000).

13. Prior to development reaching damp-proof course level and installation of landscaping features a Biodiversity Enhancement Plan (including stock details and quantities) demonstrating a Biodiversity Net Gain will be provided to the LPA for approval in writing, and should include clearly marked-up plans showing:

- bat and bird nesting boxes; and,
- the creation of habitats through planting of native trees, hedgerows and grassed areas.

The approved plan shall be fully implemented as approved.

Reason: to maintain the landscape and biodiversity value of the site and comply with Policy NC7 of the Wirral Unitary Development Plan (Adopted 2000) and comply with Section 15 of the National Planning Policy Framework.

14. 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 Drainage Layout shown on:

- 23010-AJF-ZZ-ZZ-DR-D-001 dated March 2023 – Proposed Surface Water Drainage Layout – Sheet 1 / by AJF Structural Engineering; and,
- 23010-AJF-ZZ-ZZ-DR-D-002 dated March 2023 – Proposed Surface Water Drainage Layout – Sheet 2 / by AJF Structural Engineering.

For the avoidance of doubt, the surface water discharge rate from the development shall be no more than 2.0 l/s.

The approved scheme shall be fully constructed prior to occupation in accordance with the approved details, phasing and timetable embodied within the approved Sustainable Drainage Strategy (shown on the Drainage Layout drawings), 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.

Reason : To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with Paragraphs 167 and 169 of the National Planning Policy Framework.

15. 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 and that maintenance arrangements are in place to ensure an acceptable standard of operation for the lifetime of the development in accordance with Paragraphs 167 and 169 of the National Planning Policy Framework.

16. In the event that previously unidentified contamination is found at any time when carrying out the approved development immediate contact must be made with the Local Planning Authority and works must cease in that area. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, submitted to and approved in writing by the Local Planning Authority.

Following completion of the remedial works identified in the approved remediation strategy a verification report must be prepared, submitted to and approved in writing of the Local Planning Authority.

Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EP3 of the Wirral Unitary Development Plan.

17. Prior to development above damp proof course level a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping shall be carried out prior to the occupation of any part of the development. Any trees or plants that within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective shall be replaced with others of a species, size and number as originally approved in the first available planting season unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to comply with Policy GR5 of the Wirral Unitary Development Plan.

18. Prior to occupation of the approved houses, refuse and cycle provision shall be provided within the rear gardens of each house and made available for use, and the provision shall be maintained as such thereafter.

Reason: To ensure high quality residential accommodation.

19. The residential houses hereby approved shall be constructed to incorporate the noise mitigation measures identified within the Environmental Noise Survey by Red Acoustics (ref: R1577-REP01-PB)

Reason: To ensure a suitable internal noise environment for future occupiers of the houses hereby approved.

20. Prior to occupation of each individual house hereby approved, the car parking spaces associated with that individual house, shown on approved drawing PL.004(H), shall be provided and made available for use, and shall be maintained as such thereafter.

Reason: To ensure that the impact on the highway is appropriate to minimise disruption from on-street parking.

21. Prior to development above damp proof course level a Management Plan to cover the

areas of the site that are not buildings, private amenity space or highway shall be submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include details of appearance, landscaping, lighting, use, accessibility, security and maintenance of these areas.

Prior to occupation of the residential units hereby approved the Management Plan shall be enacted, and the development shall be operated in accordance with the approved Management Plan thereafter.

Reason: In the interests of visual amenity, ecology, access and security.

22. No development shall take place until a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved

Plan shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development would include the re-use of limited resources, and to ensure that the amount of waste for landfill is reduced to accord with Policy WM8 of the Joint Waste Local Plan for Merseyside and Halton.

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| Last Comments By: | 29-05-2023 |
| Expiry Date: | 28-June-2023 |