



## Planning Committee

<b>Date:</b>	Thursday, 22 June 2017
<b>Time:</b>	6.00 pm
<b>Venue:</b>	Civic Hall - Wallasey Town Hall

**Contact Officer:** Brenda Hall  
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**1. MINUTES (Pages 1 - 8)**

To approve the accuracy of the minutes of the meeting held on 1<sup>st</sup> June 2017

**2. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**

Members of the committee are asked whether they have any personal or prejudicial interests in connection with any application on the agenda and, if so, to declare them and state the nature of the interest.

**3. REQUESTS FOR SITE VISITS**

Members are asked to request all site visits before any application is considered.

**4. APP/16/01372 DICKIE LEWISS SPORTS BAR, 1 OXTON ROAD, BIRKENHEAD, CH41 2QQ: CHANGE OF USE FROM PUBLIC HOUSE WITH RESIDENTIAL ACCOMMODATION ABOVE TO TWO COMMERCIAL UNITS (A1 - RETAIL AND A3 - RESTAURANT) AT GROUND FLOOR AND 12 HMO BEDSITS ON FIRST AND SECOND FLOOR (AMENDED DESCRIPTION). (Pages 9 - 14)**

**5. APP/17/00126 50A THE WOODLANDS, TRANMERE, CH41 2SJ: CONVERSION OF DWELLING INTO FOUR SELF-CONTAINED FLATS AND CONSTRUCTION OF REAR DORMER WINDOW (Pages 15 - 20)**

- 6. APP/17/00218 THE CO OPERATIVE PHARMACY, 20 VILLAGE ROAD, HESWALL, CH60 0DZ DEMOLITION OF THE EXISTING PREMISES AND ERECTION OF A THREE STOREY BUILDING WITH A3 USE AT GROUND FLOOR AND TWO RESIDENTIAL FLATS TO THE FIRST SECOND FLOORS (Pages 21 - 28)**
- 7. APP/17/00306 LAND ADJACENT TO SAUGHALL MASSIE ROAD, SAUGHALL MASSIE, WIRRAL A SINGLE-STOREY TWO-BAY COMMUNITY FIRE STATION INCORPORATING OPERATIONAL AND WELFARE ACCOMMODATION, OFFICES AND MEETING SPACE, EXTERNAL DRILL AND TRAINING FACILITIES AND ASSOCIATED CAR-PARKING (AMENDMENT FOLLOWING REFUSAL OF APP/16/00985) (Pages 29 - 48)**
- 8. APP/17/00401 NORTH TEAM MRS S WILLIAMS LISCARD : 81 RULLERTON ROAD, LISCARD, CH44 3BY ERECTION OF A TWO STOREY REAR EXTENSION (Pages 49 - 52)**
- 9. PLANNING APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 21/05/2017 AND 11/06/2017 (Pages 53 - 72)**
- 10. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR**

## PLANNING COMMITTEE

Thursday, 1 June 2017

Present:

Councillor	A Leech (Chair)	
Councillors	S Foulkes	K Hodson
	E Boulton	T Johnson
	P Cleary	S Kelly
	D Elderton	I Lewis
	P Hackett	I Williams

Deputies:

Councillors	P Stuart (In place of J Walsh)
	W Ward (In place of D Realey)

### 1 MINUTES

The Director for Business Services submitted the minutes of the meeting held 12 April 2017.

**Resolved – That the minutes be approved.**

### 2 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Councillor A Leech declared a personal interest in respect of Item 6 by virtue of her residing in the same road but considered she lived far enough away from the property.

### 3 REQUESTS FOR SITE VISITS

The following site visits were unanimously approved.

**APP/16/01372: DICKIE LEWISS SPORTS BAR, 1 OXTON ROAD, BIRKENHEAD, CH41 2QQ** - Change of use from public house with residential accommodation above to two commercial units (A1 - Retail and A3 - Restaurant) at ground floor and 12 HMO bedsits on first and second floor (amended description).

**APP/17/00126: 50A THE WOODLANDS, TRANMERE, CH41 2SJ**- Conversion of dwelling into four self-contained flats and construction of rear dormer window.

**APP/17/00401:81 RULLERTON ROAD, LISCARD, CH44 3BY**- Erection of a two storey rear extension.

### 4 APP/16/01372 DICKIE LEWISS SPORTS BAR, 1 OXTON ROAD, BIRKENHEAD, CH41 2QQ: CHANGE OF USE FROM PUBLIC HOUSE WITH RESIDENTIAL ACCOMMODATION ABOVE TO TWO COMMERCIAL UNITS (A1 - RETAIL AND

**A3 - RESTAURANT) AT GROUND FLOOR AND 12 HMO BEDSITS ON FIRST AND SECOND FLOOR (AMENDED DESCRIPTION).**

Resolved - that consideration of this item be deferred to allow for a formal site visit

5 **APP/16/01407 LAND OFF OF A554, WALLASEY VILLAGE, WIRRAL, CH45 8RH PROPOSED SIGNALISED JUNCTION TO CREATE NEW ACCESS OFF THE A554 INTO THE WEST WALLASEY FLEET HIRE SERVICES SITE.**

The Managing Director for Delivery submitted the above application for consideration.

On a motion by Councillor S Foulkes and seconded by Councillor D Elderton it was:

Resolved (13:0) **That the application be approved subject to the following conditions:**

1. **The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.**
2. **The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 24th October 2016 and listed as follows: 236301-01 rev P1 (Dated 12.09.2016), 236301-01 rev P1.3 (Dated 31.05.2016) & 236301-01 revP1.4 (Dated 26.07.16)**
3. **No development shall take place until a full scheme of works and a 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 signals, traffic signs, road markings, street furniture, access onto the adjacent highway, road safety audit and monitoring has been submitted to and agreed in writing with the Local Planning Authority. The approved works shall be completed in accordance with the approved details prior to first use and retained as such thereafter.**
4. **The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (14 October 2016 / 236301-01 / ARUP) and the following mitigation measures detailed within the FRA:**
  1. **Limiting the surface water run-off generated for all rainfall events up to and including the 1 in 100 year event (plus climate change allowance) so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site, subject to a minimum discharge of 5l/s.**
5. **No development shall commence until full details of a scheme for a surface water sustainable drainage system to serve the site, and method of implementation including arrangements to secure funding and maintenance for the lifetime of the development through an appropriate legally binding agreement have been submitted to and approved in writing by the Local Planning Authority in consultation with Lead Local Flood Authority. The approved scheme shall be implemented in accordance with the approved details and timetable. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved scheme.**

Details of a scheme for a surface water sustainable drainage system, comprising all components of the surface water drainage system, should include:

- a) Information about the lifetime of the development and design of the sustainable drainage system design, including storm periods and intensity (1 in 30 & 1 in 100 year + 40% allowance for climate change), discharge rates and volumes (both pre and post development), methods employed to delay and control surface water discharged from the site, and appropriate measures taken to prevent flooding and pollution of the receiving surface waters, including watercourses;
- b) Demonstrate that the surface water run-off would not exceed the pre-development greenfield runoff rate for an existing greenfield site.
- c) Include details of how any flood water, including depths, will be safely managed in exceedance routes;
- d) Secure arrangements for adoption by an appropriate public body or statutory undertaker or, management and maintenance by a Residents' Management Company through an appropriate legal agreement;
- e) Secure arrangements, through an appropriate legal agreement or planning obligation for funding on-going maintenance of all elements of the sustainable drainage system including:
  - i mechanical components;
  - ii. on-going inspections relating to performance and asset condition assessments and;
  - iii. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.
- f) Secure means of access for maintenance and easements, where applicable.
- g) Include a timetable for implementing the scheme.

6 **APP/17/00107 26 CLAREMOUNT ROAD, LISCARD, CH45 6UB REQUEST FOR MATERIAL CHANGE OF USE TO INCLUDE C1 USE FOR THE ANNEXE : BED & BREAKFAST ACCOMMODATION.**

The Managing Director for Delivery submitted the above application for consideration.

A Ward Councillor addressed the Committee.

On a motion by Councillor I Lewis and seconded by Councillor D Elderton it was:

**Resolved (12:1) That the application be refused on the following grounds:**

1. The change of use to bed & breakfast would be likely to result in an intensification of the use of the site with associated increased intermittent noise and disturbance at close quarters for the occupiers of neighbouring and nearby dwellings, contrary to the amenity objectives of the National Planning Policy Framework. The use also has the potential to accommodate up to 4 transient guests at any one time, with the resultant coming and going of patrons, including the potential for activity at anti-social hours, especially during the summer months where noise may also arise from use of the front patio/garden area by patrons. The intervening boundary fence will provide only limited

sound attenuation. The intensity and impacts of the proposed use would be materially different from a single dwelling and as such, the use is considered to be contrary to Policy HS15 of the Wirral Unitary Development Plan.

- 7 **APP/17/00126 50A THE WOODLANDS, TRANMERE, CH41 2SJ CONVERSION OF DWELLING INTO FOUR SELF-CONTAINED FLATS AND CONSTRUCTION OF REAR DORMER WINDOW**

**Resolved** - that consideration of this item be deferred to allow for a formal site visit

- 8 **APP/17/00171 HESWALL NURSERY AND ALLOTMENT GARDENS, DEE VIEW ROAD, HESWALL, CH60 0DJ ERECTION OF 3 NO. DETACHED DWELLINGS WITH INTEGRAL GARAGES - AMENDED FRONT WINDOW DESIGN, ADDITIONAL REAR VELUX WINDOWS & CONDITIONS ADDRESSED ATTACHED TO APP/16/00048 [APPROVED] (AMENDED PLANS 22 MARCH 2017)**

The Managing Director for Delivery submitted the above application for consideration.

On a motion by Councillor D Elderton and seconded by Councillor I Lewis it was:

**Resolved** (13:0) **That the application be approved subject to the following conditions:**

1. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority as amended on the 22 March 2017 and listed as follows: Drawing number 001, 002, 003 and 004 dated 22.03.17
2. **PRIOR TO FIRST OCCUPATION OF THE DEVELOPMENT** details of a scheme for all boundary treatment shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be implemented in full and retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.
3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (or any subsequent Order or statutory provision revoking or re-enacting the provisions of that Order), no garages, outbuildings or other extensions to a dwelling shall be erected unless expressly authorised.
4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (or any subsequent Order or statutory provision re-enacting or revoking the provisions of that Order), no window or dormer window shall be added to the property unless expressly authorised.
5. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) no walls, fences or other means of enclosure shall be erected on any part of the site other than that approved under Condition 10 below.**
6. **PRIOR TO FIRST OCCUPATION OF THE DWELLINGS** full details of soft and hard landscaping shall be submitted to and approved in writing by the Local Planning

Authority. The landscaping scheme shall detail the locations, species and heights of all existing and proposed trees, shrubs and hedge planting and all existing and proposed grassed and hard surfaced areas and any other natural or proposed features. The approved scheme shall be implemented in full in the first planting season following first occupation of the dwellings hereby permitted, unless otherwise agreed in writing by the Local Planning Authority.

7. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years from the completion of the scheme shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted unless otherwise agreed in writing by the Local Planning Authority.

8. PRIOR TO THE FIRST OCCUPATION OF THE DWELLINGS arrangements for the storage and disposal of refuse, and vehicle access thereto, shall be made within the curtilage of the site, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

9. The access to the site shall be in accordance with the details shown on the submitted plan, drawing number 001 Revision C dated 22.03.17 with the hedgerow maintained at a height of 1 metre or below and retained as such at all times.

10. PRIOR TO THE OCCUPATION OF THE DWELLINGS a scheme for the disposal of foul and surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall take account that foul water and surface water discharges shall be drained separately from the site. No surface water shall be allowed to connect, either directly or indirectly, to the public sewerage system and no land drainage run-off shall be permitted to discharge, either directly or indirectly, to the public sewerage system. No part of the development shall be brought into use until the drainage system has been constructed and completed in accordance with the approved plans.

9 **APP/17/00194 2 SHREWSBURY ROAD, LISCARD, WIRRAL, CH44 2BS SINGLE STOREY EXTENSION AT REAR, NEW DRIVEWAY ACCESS AND BOUNDARY FENCE**

The Managing Director for Delivery submitted the above application for consideration.

A Ward Councillor addressed the Committee.

On a motion by Councillor S Foulkes and seconded by Councillor P Stewart it was:

Resolved (13:0) That the application be approved subject to the following conditions.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 21 February 2017 and listed as follows: KM01 Rev.D.

3. Details of the proposed vehicle crossing to be submitted for approval to the Local Planning Authority for approval prior to construction of the vehicle crossing, the crossing shall be constructed in accordance with the approved details.

10 **APP/17/00204 CLAREMONT FARM, OLD CLATTERBRIDGE ROAD, CLATTERBRIDGE, CH63 4JB TWO EXTENSIONS AT EXISTING FARM SHOP AND CAFE**

The Managing Director for Delivery submitted the above application for consideration.

On a motion by Councillor P Stewart and seconded by Councillor T Johnson it was:

Resolved (13:0) That the application be approved subject to the following conditions:

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

2. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification), the building hereby permitted shall only be used for agricultural storage, a farm shop and café for the sale of local food, drink or products associated with the agricultural or horticultural undertakings enterprise; and demonstration kitchens and training rooms associated with the agricultural holding known as " Claremont Farm", and for no other purpose within Classes A1, A3 or D1 of the schedule of that Order.

3. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on the 13 March 2017 and listed as follows: ML/AP/5519 dated 19 October 16

4. Before any construction commences, samples of the facing/roofing/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.

5. NO DEVELOPMENT SHALL TAKE PLACE until details of secure covered cycle parking and/or storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first use of the development hereby permitted and shall be retained for use at all times thereafter.

11 **APP/17/00361 27 BEACHCROFT ROAD, MEOLS, CH47 6BD DEMOLITION OF EXISTING GARAGE AND ERECTION OF DETACHED GARAGE**

The Managing Director for Delivery submitted the application for consideration.

On a motion by Councillor D Elderton and seconded by Councillor E Boulton it was:



**Resolved: (13:0) That the application be approved subject to the following conditions:**

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 30th March 2017

12 **APP/17/00401 81 RULLERTON ROAD, LISCARD, CH44 3BY ERECTION OF A TWO STOREY REAR EXTENSION**

**Resolved** - that consideration of this item be deferred to allow for a formal site visit

13 **PLANNING APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 02/04/2017 AND 21/05/2017**

The Managing Director for Delivery submitted a report detailing planning applications between 02/04/2017 and 21/05/2017.

**Resolved** That the report be noted.

14 **PLANNING APPEALS DECIDED BETWEEN 01/01/2017 AND 30/03/2017**

The Managing Director for Delivery submitted a report detailing planning appeals decided under delegated powers between 01/01/2017 and 30/03/2017.

**Resolved** That the report be noted.

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## Planning Committee

22 June 2017

**Reference:**  
**APP/16/01372**

**Area Team:**  
**North Team**

**Case Officer:**  
**Mr K Spilsbury**

**Ward:**  
**Birkenhead and Tranmere**

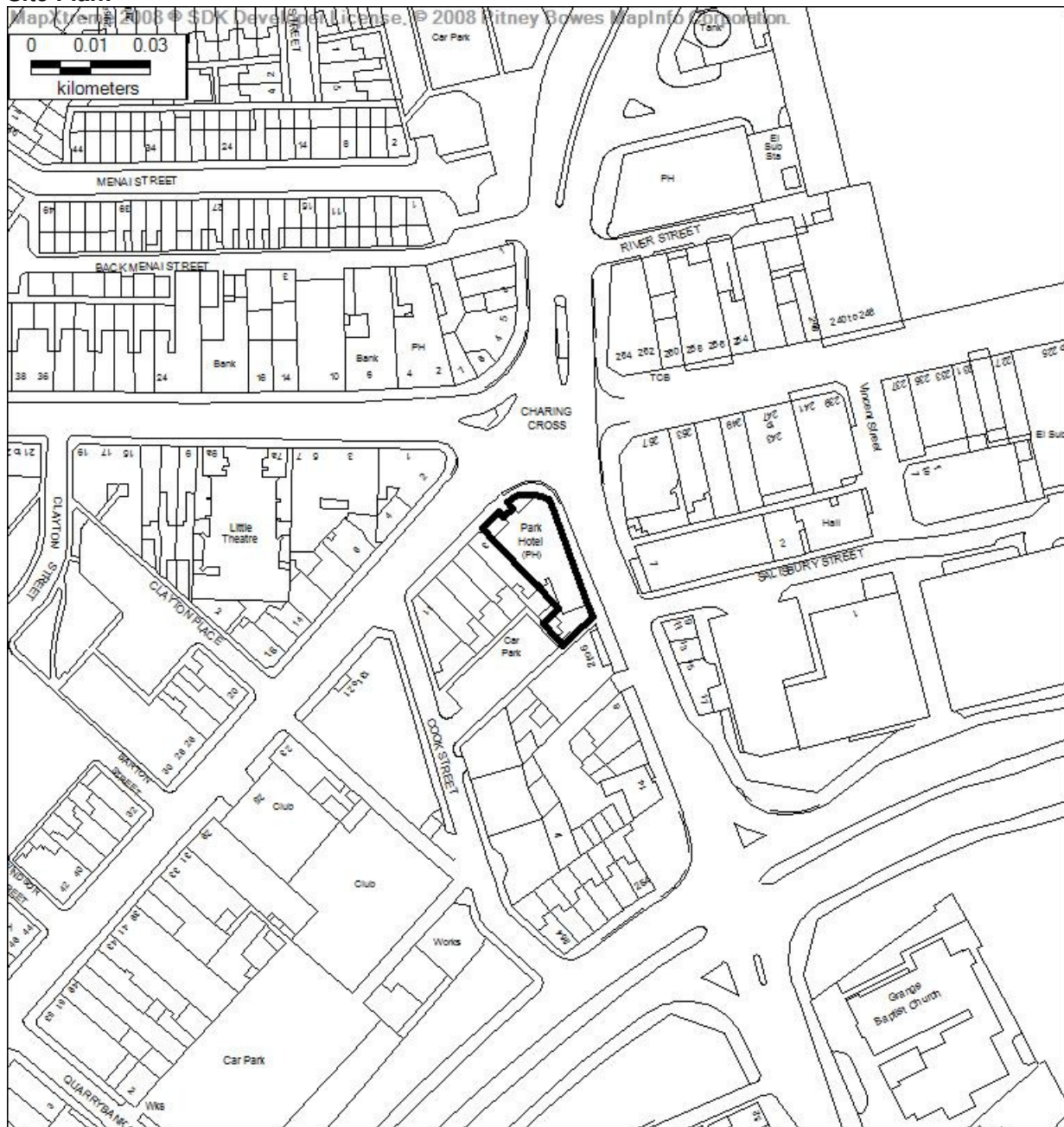
**Location:**  
**Proposal:**

Dickie Lewiss Sports Bar, 1 OXTON ROAD, BIRKENHEAD, CH41 2QQ  
Change of use from public house with residential accommodation above to two commercial units (A1 - Retail and A3 - Restaurant) at ground floor and 12 HMO bedsits on first and second floor (amended description).

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

Mr S Ahmed  
SDA Architecture Limited

### Site Plan:



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**Development Plan Designation:**

Traditional Suburban Centre

**Planning History:**

Location: Dickie Lewiss Sports Bar, 1 Oxton Road, Birkenhead, Wirral, CH41 2QQ  
Application Type: Full Planning Permission  
Proposal: Change of use of first floor from residential to bed and breakfast.  
Application No: APP/07/07128  
Decision Date: 31/01/2008  
Decision Type: Approved

Location: The Park Public House, 1, Oxton Road, Birkenhead. L41 2QQ  
Application Type: Full Planning Permission  
Proposal: Erection of toilet extension, enlarged windows and new window canopies.  
Application No: APP/88/07242  
Decision Date: 13/01/1989  
Decision Type: Approved

**Summary Of Representations and Consultations Received:****REPRESENTATIONS:**

Having regard to the Council Guidance on Publicity for Applications, 45 notifications were sent to adjoining properties. A site notice was also displayed. At the time of writing this report, two objections have been received.

**Wirral Chamber of Commerce** – the Chamber are working in partnership with Wirral Council and local businesses to improve Birkenhead Town Centre for visitors, residents and businesses. The biggest issue raised by partners is around safety, security and anti-social behaviour. In an area already suffering from decline and anti-social behaviour, the Chamber has very real concerns that this proposed development will only escalate the problem and will undo the hard work that has already been done to improve the Town Centre. There is a clear correlation between HMOs and levels of reported crime and anti-social behaviour issues. This building is also a key location in Birkenhead Town Centre and the loss of any employment space in this area cannot be supported. The Chamber strongly object to this proposal.

**Birkenhead First** - the Birkenhead First Steering Group strongly object to the creation of 12 bed sits in such a central point in the Town Centre. Birkenhead First is working with key partners on the recently formed "Town Centre Meetings" to tackle the issues facing Birkenhead. For the first time key partners such as public health, YMCA, Merseyside Police, ASB teams, etc. are sharing intelligence and pooling resources which has already delivered substantial improvements including the relocation of several individuals from the streets into supported services. The Council car park on Cook Street directly behind the proposed development is already a hot bed for fly tipping and anti-social behavior that is regularly reported to us. There is no vehicle access to the building and it does not have its own yard, therefore, more refuse will be out on the street. A key role for us is to change the perceptions that Birkenhead is not a safe and pleasant place to visit and to encourage more shoppers to the area. We know from past experience that HMOs attract residents prone to ASB. Our journey has only just started and we truly believe that creating this type of dwelling right in the center of our BID boundary will set us back tenfold. Birkenhead First strongly object to this proposal

**CONSULTATIONS:**

**Engineers** - No objections

**Environmental Health** – No objection subject to conditions

**Housing** - No objections

**Director's Comments:**

Consideration of this application was deferred at Planning Committee on 1 June 2017 to allow for a formal Member's Site Visit to take place.

## **REASON FOR REFERRAL TO PLANNING COMMITTEE**

Councillor Cleary has requested the application be taken out of delegation over concerns about the number of people living in the HMO, the size and number of bedrooms provided and the number of bathrooms and toilets provided and the provision for secure/covered cycle parking.

## **INTRODUCTION**

The proposed development is for the change of use from public house with residential accommodation above to two commercial units (A1 - Retail and A3 - Restaurant) at ground floor and 14 HMO bedsits on first and second floor (amended description).

## **PRINCIPLE OF DEVELOPMENT**

Conversion of an existing building to multi-occupancy can only be permitted where the proposal fulfils all the criteria in UDP Policy HS14. The provision of a restaurant and retail premises is acceptable in principle subject to UDP Policy SH2 and supplementary guidance in SPD 3 - Hot food takeaways, Restaurants, Cafes and Drinking Establishments.

## **SITE AND SURROUNDINGS**

The site is made up of a large period property located on the corner of Oxtan Road and Whetstone Lane facing Charing Cross. The property is a former public house with living accommodation above. There is a mix of properties in the area including a MacDonalds restaurant, a number of public houses as well as shops and food outlets.

## **POLICY CONTEXT**

Having regards to the proposal to use the upper floors of the existing building multiple residential occupation UDP Policy HS14: Houses in Multiple Occupation sets out a number of criteria that must be fulfilled: the property being of sufficient size to accommodate the proposal and not of modern domestic scale; if the property is not detached then adjoining property is not in single family occupation; the proposal not resulting in a private dwelling having an HMO on both sides; the proposal not resulting in a change in the character of the surrounding area which would be detrimental; the proposal not resulting in a concentration of HMO's in a particular area such that the character of the area is adversely affected; the proposal ensuring the privacy of neighbours and occupants, including the layout of car parking areas, to prevent overlooking of habitable room windows; staircase access normally being provided within the main structure of the building. If external staircases have to be provided they must not result in significant overlooking of neighbours' windows or private amenity space; any extensions required complying with Policy HS11; any new windows required to serve habitable rooms, such as living rooms, kitchens or bedrooms, not overlooking adjoining properties to an unacceptable degree; any interior vertical partitions not cutting across windows and ceiling height reductions not being visible externally; adequate sound proofing being provided; 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 access ways; main living rooms having a reasonable outlook and not lit solely by roof lights, nor in close proximity to high boundary or gable walls; access to rear yards/gardens being provided from each flat; adequate visibility at entrance and exit points and turning space for vehicles; and the proposal otherwise complying with Policy HS4 and Policy HS5.

Existing HMO's and valid planning permissions must not comprise more than 20% or more of the properties forming the street frontage within a street block.

Having regards to the proposed conversion of the ground floor public house UDP Policy SH2 - Criteria for Development in Traditional Suburban Centres applies. This policy states "Within the Traditional Suburban Centres, proposals falling within Class A1, Class A2 and Class A3 of the Town and Country Planning (Use Classes) Order 1987, will be permitted subject to satisfying the following criteria: the proposal, together with other recent or proposed development does not undermine the vitality and viability of any Key Town Centre or Traditional Suburban Centre as a whole or other town centre outside the Borough boundary; the proposal does not generate traffic in excess of that which can be accommodated by the existing or proposed highway network; the proposal meets highway access and servicing requirements and includes off-street car parking in line with Policy TR9 and cycle parking in line with Policy TR12; the siting, scale, design, choice of materials and landscaping is not detrimental to the character of the area; proposals for Class A2 uses should incorporate the provision of a shop front

and permanent window display; the proposal does not cause nuisance to neighbouring uses or lead to loss of amenity, as a result of noise and disturbance, on-street parking or delivery vehicles - where necessary, a suitable condition will be imposed on hours of opening/ operation; where a proposal for Class A3 use is located on a street containing similar establishments, cumulative levels of noise and disturbance, from both the existing and proposed activities, should not exceed a level likely to be detrimental to the amenity of the area; proposals for Class A3 uses should include measures to mitigate smells and internally-generated noise - these measures should not be visually intrusive in the street scene and should be fully installed before the business commences trading.

The National Planning Policy Framework (NPPF) states that the purpose of planning is to contribute to the achievement of sustainable development. NPPF paragraph 9 indicates that pursuing sustainable development involves seeking positive improvement in the quality of the built environment and the quality of life including (but not limited to): replacing poor design with better, improving the conditions in which people live and widening the choice of quality homes. .

### **APPEARANCE AND AMENITY ISSUES**

Following consultation with the Council's Housing Strategy team, amendments have been sought by officers to ensure that living standards of the future occupiers are of an acceptable standard. The layout of the bedsits has been reconfigured in order to provide a larger lounge area on the first floor and to ensure all bedroom sizes are above 6.52sqm.

In addition the applicant has also requested that the configuration of the ground floor units is changed from 3 units to 2 including 1no. A1 - Retail shop and 1no. A3 - Restaurant.

As stated above the plans have been amended to improve the layout which has been reviewed by the Housing Standards scheme.

The Environmental Health Department have raised no objection to the scheme with regards to noise and disturbance subject to a condition for noise insulation between ground floor and residential above, a scheme of fume extraction for the restaurant and an hours condition limiting the opening hours of the proposed restaurant to Monday to Sunday 9.00am - 11.30pm.

The number and size of the bedrooms in the revised scheme is therefore now considered to be acceptable having regards to UDP Policy HS14. Given the size, layout and location of the application building and curtilage, it is not considered that significant impacts would arise from the grant of planning permission.

The proposed HMO would enable the first and second floor of the premises to be used effectively without detriment to the commercial frontage. The use of the ground floor for A1 and A3 is acceptable having regards to Policy SH2 and the introduction of a HMO above ground floor is deemed as an acceptable use within a Traditional Suburban Centre. The first and second floors were already being used as residential accommodation and as such the conversion to a HMO will have minimal disruption to the area.

Considering appearance, internal alterations will be undertaken to facilitate the use, including the insertion of partitions and the addition of additional bathroom areas and kitchens. There are no external alterations proposed and the continued use of the building will ensure its upkeep and maintain a preserve a building of architectural merit for future generations.

The cycle parking arrangements have also been amended. The plans indicate a 12 unit, covered stack secure bike store within the existing external courtyard area. A condition is proposed to secure appropriate cycle parking facilities at the site should members be minded to approve the application in addition to a bin storage condition.

It is considered that the proposed development is acceptable in terms of its use and the proposed amendments will not have an adverse impact upon the character of the building or the traditional suburban centre. The introduction of a large HMO at first and second floor will not result in a detrimental impact upon the amenities of surrounding properties and as such the development is considered acceptable in terms of the criteria set out in UDP Policy HS14 and SH2 as well as the NPPF.

## **SEPARATION DISTANCES**

The proposal is for a change of use of an existing building, and as such the only consideration is whether the use would result in new opportunities for overlooking, or result in additional rooms being used for a habitable purpose that might result in privacy issues. It is not considered that privacy or overlooking issues would arise to the front, side or rear of the property, given that all of the windows are existing.

## **HIGHWAY/TRAFFIC IMPLICATIONS**

There are no significant highway implications relating to this proposal. Small parking provision is provided within the existing car park however the site is deemed to be located within a sustainable location with good transport links and access to local services and shops.

## **ENVIRONMENTAL/SUSTAINABILITY ISSUES**

Environmental/sustainability issues relating to the living conditions of future occupants and the neighbours' amenity have been taken into account..

## **HEALTH ISSUES**

Health implications relating to the living conditions of future occupants and the neighbours' amenity have been taken into account.

## **CONCLUSION**

The proposal is considered to be of a scale and design which would not result in a detrimental change in the character of the building or the surrounding area. The ground floor use is considered acceptable within the Traditional Suburban Centre and the first and second floor HMO development will not result in any significant impacts on the amenities of neighbours surrounding the site in terms of loss of outlook, privacy, daylight or sunlight. It is considered that the proposal complies with Policy HS14 and SH2 of the adopted Wirral Unitary Development Plan and the National Planning Policy Framework.

### **Summary of Decision:**

Having regards to the individual merits of this application the decision to grant Planning Permission has been taken having regards to the relevant Policies and Proposals in the Wirral Unitary Development Plan (Adopted February 2000) and all relevant material considerations including national policy advice. In reaching this decision the Local Planning Authority has considered the following:-

The proposal is considered to be of a scale and design which would not result in a detrimental change in the character of the building or the surrounding area. The ground floor use is considered acceptable within the Traditional Suburban Centre and the first and second floor HMO development will not result in any significant impacts on the amenities of neighbours surrounding the site in terms of loss of outlook, privacy, daylight or sunlight. It is considered that the proposal complies with Policy HS14 and SH2 of the adopted Wirral Unitary Development Plan and the National Planning Policy Framework.

**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 11th May 2017 and listed as follows: 61\_2016\_01 Rev C (Dated 11.05.2017), 61\_2016\_02 Rev C (Dated 11.05.2017) & 61\_2016\_03 Rev C (Dated 11.05.2017),

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

3. Prior to commencement of development a suitable noise insulation scheme between the

ground floor and residential accommodation above (adhering to 'Building Regulations Approved Document E - Resistance to the passage of sound') shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the premises being first opened, and retained as such thereafter unless otherwise agreed in writing

**Reason:** In the interests of amenity

4. Prior to commencement of development, a suitable scheme of fume extraction shall be submitted to and approved in writing by the Local Planning Authority (with reference made to the Defra document 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'). The approved scheme shall be implemented in full prior to the premises first opening, and be retained as such thereafter unless otherwise agreed in writing

**Reason:** In the interests of amenity

5. The restaurant hereby permitted shall be closed between 23:30 and 09:00. Monday to Sunday.

**Reason:** In the interest of amenity having regards to policy SH2 of the Wirral UDP.

6. No development shall take place until details of secure covered cycle parking and/or storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first use of the development hereby permitted and shall be retained for use at all times thereafter.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car, having regard to Policy TR12 of the Wirral Unitary Development Plan.

7. PRIOR TO THE FIRST OCCUPATION OF THE DWELLINGS arrangements for the storage and disposal of refuse, and vehicle access thereto, shall be made within the curtilage of the site, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection, having regard to policies WM8 and WM9 of the Waste Local Plan.

8. The residential occupancy of the building subject of this planning permission shall, at any one time, be limited to 12 people.

**Reason:** To ensure a satisfactory standard of accommodation having regard to the communal facilities to be provided, specifically to bathroom, toilet and kitchen facilities and to comply with Policy HS14 of the Wirral Unitary Development Plan.

**Last Comments By:** 23/05/2017

**Expiry Date:** 20/03/2017



## Planning Committee

22 June 2017

**Reference:**  
**APP/17/00126**

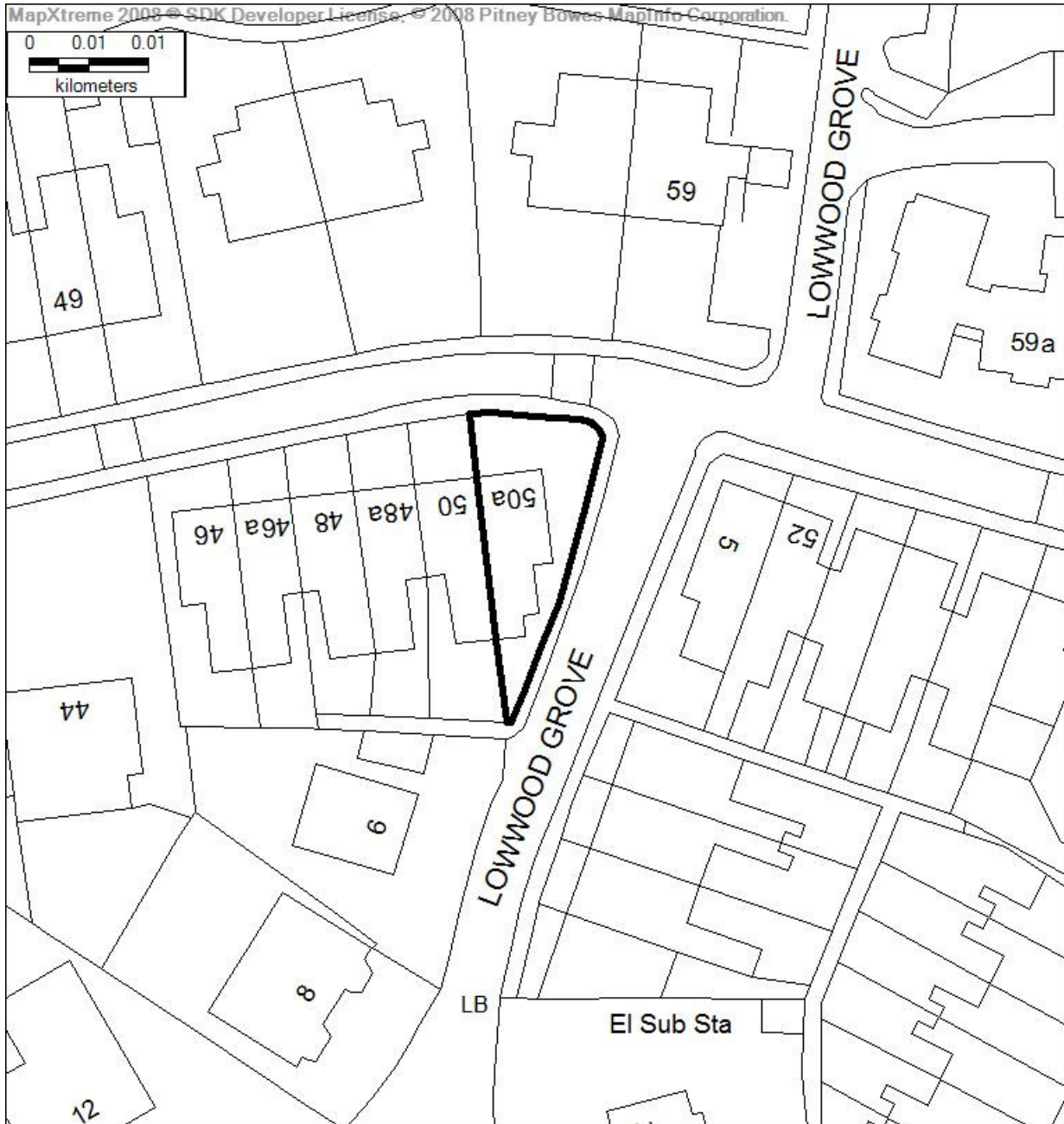
**Area Team:**  
**South Team**

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

**Ward:**  
**Birkenhead and  
Tranmere**

**Location:** 50A THE WOODLANDS, TRANMERE, CH41 2SJ  
**Proposal:** Conversion of dwelling into four self-contained flats and construction of rear dormer window  
**Applicant:** Mr & Mrs O' Kelly  
**Agent :** Bryson Architecture

### Site Plan:



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**Development Plan allocation and policies:**

Primarily Residential Area  
Clifton Park Conservation Area

**Planning History:**

No planning history

**Summary Of Representations and Consultations Received:**REPRESENTATIONS:

Having regard to the Council Guidance on Publicity for Applications, 23 notifications were sent to adjoining properties. A site notice was also displayed. At the time of writing this report a qualifying petition of objection and 2 objections have been received, listing the following grounds:

1. parking
2. overlooking from dormer window

Councillors Jean Stapleton and Phil Davies object to the application. The Woodlands is a very narrow road and any increase in parking will cause further pressure on the one-way system. The area already suffers from anti-social behaviour and any proliferation of multi-occupancy properties has the potential to add to the deterioration of the area. Further multi-occupancy properties will also have a detrimental impact on the character of Clifton Park Conservation Area.

Frank Field MP objects to the proposed development for the same reasons cited by the Ward Councillors above.

CONSULTATIONS:

**Highways** - No Objections

**Birkenhead & Tranmere Neighbourhood Planning Forum** - Objection on the impact of the dormer window and subdivision of houses within this area

**Conservation Areas Wirral** - Detrimental impact of increasing number of flats to the area, parking problems and appearance of the conservation area

**Directors Comments:**

Consideration of this application was deferred at Planning Committee on 1 June 2017 to allow for a formal Member's Site Visit to take place.

**REASON FOR REFERRAL TO PLANNING COMMITTEE**

A qualifying petition of objection containing 142 signatures has been submitted.

**INTRODUCTION**

The proposal is to convert an existing dwelling into four flats with the erection of a dormer window extension to the rear elevation.

**PRINCIPLE OF DEVELOPMENT**

The principle of development is considered acceptable.

**SITE AND SURROUNDINGS**

The property is located at the end of a row of 6 houses that form a terrace front The Woodlands, there are larger detached properties opposite that are listed buildings. The application site falls within Clifton Park Conservation Area and whilst the house and the established row of 6 properties are considered attractive in appearance they are not considered to be of historical importance. The terraced row itself is well formed, well maintained and visually balanced when viewed from The Woodlands. The application site also bounds Lowwood Grove which includes terraced properties that are of a similar age and appearance, the elevation facing Lowwood Grove is detailed and includes a two-storey bay that adds character to the street scene.

The existing dwelling is set over four floors, including a basement and rooms within the roof, to the rear

the house has a two-storey outrigger with a gated entrance from Lowwood Grove.

## **POLICY CONTEXT**

### Clifton Park Conservation Area Appraisal

In the cases of semi-detached or terraced properties, the effect of any extension on the block as a whole must be considered if character is not to be lost. The materials, form and positioning of any extension must also be carefully considered if the buildings character is not to be lost. Materials should be of a quality that matches the existing building and should not detract from it. Traditional materials would generally be preferable to man-made ones, however, there may be instances where a 'sleeker' more modern alternative (e.g. lightweight materials such as glass) may actually detract less. The form of any extension should consider the scale, proportion and massing of the original as well as roof pitch. A new extension should generally be positioned in an unobtrusive position as possible, with the rear elevation being preferred to the front and sides.

### HS13 Self-Contained Flat Conversions Policy

Proposals for the conversion of existing buildings into self-contained flats will be permitted subject to:

- (i) the conversion ensuring the privacy of neighbours and occupants including the layout of car parking areas to prevent overlooking of habitable room windows;
- (ii) access normally being provided to individual flats within the main structure of the building. If external staircases have to be provided they must not result in significant overlooking of neighbours' windows or private amenity space;
- (iii) any extensions required complying with Policy HS11;
- (iv) any new windows required to serve habitable rooms, such as living rooms, kitchens or bedrooms, not overlooking adjoining properties to an unacceptable degree;
- (v) any interior vertical partitions not cutting across windows and ceiling height reductions not being visible externally;
- (vi) adequate sound proofing between flats;
- (vii) any basement flat 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;
- (viii) main living rooms having a reasonable outlook and not lit solely by roof lights, nor in close proximity to high boundary or gable walls;
- (ix) access to rear yards/ gardens being provided from each flat;
- (x) adequate visibility at entrance and exit points and turning space for vehicles; and
- (xi) the proposal otherwise complying with Policy HS4 and Policy HS5.

### CH2 Development Affecting Conservation Areas Policy

Development located within, adjacent to, or otherwise affecting the setting or special character of a Conservation Area, will be permitted where the visual and operational impact of the proposals can be demonstrated to preserve or enhance:

- (i) the distinctive characteristics of the Area, including important views into and out of the designated Area;
- (ii) the general design and layout of the Area, including the relationship between its buildings, structures, trees and characteristic open spaces; and
- (iii) the character and setting of period buildings and other elements which make a positive contribution

to the appearance and special character of the Area.

When granting consent, special regard will be given to matters of detailed design, especially within main frontages and prominent elevations, and to the nature, quality and type of materials proposed to be used.

### **APPEARANCE AND AMENITY ISSUES**

The proposal is to sub divide the existing single dwelling into four self-contained flats. Three of the flats will be accessed from the front door entrance and one flat will be located within the two-storey outrigger with access from Lowwood Grove. Flat 1 is located on the ground floor and utilises the basement as a second bedroom, the basement has existing light wells to the front and side elevation, this is the only two bedroom flat.

The layout of each flat reflects the original setting of the building and utilises the existing windows with minimal internal alterations. The overall layout of each flat is considered acceptable, the proposal includes the removal of windows at ground floor and their replacement with French doors into the garden but this is considered to have a minimal impact on the appearance of the dwelling or the neighbouring properties as the original openings are to be retained.

The proposed development also includes a dormer window to the rear elevation which will sit behind the existing chimney breast. The erection of the rear dormer provides additional living space within the roof to allow the formation of a self-contained flat within the roof which has outlook to the front and rear.

The rear dormer is a standard flat roof style dormer extension that has two windows to the rear elevation, the dormer is lower than the main roof and is set in 0.5m from the adjoining house and 0.7m in from the edge of the main roof to Lowwood Grove side.

Having regard to the Conservation Area appraisal and Policy CH2, the conversion of the building is considered to have a minimal impact on the appearance of the building or the conservation area, the proposed dormer window is not considered to be a positive contribution however the scale and position of the dormer allow for the retention of original features and is not considered to dominate the building itself or cause harm to the setting of the building onto the street scene. The location of the dormer will not have a detrimental impact onto the balanced appearance of the terrace of houses as it will not be visible when viewed from The Woodlands, as such the overall development is considered acceptable having regard to the Councils current policies.

### **SEPARATION DISTANCES**

The conversion utilises existing windows, the proposed rear dormer does not have direct window to window outlook, the property at 7 Lowwood Grove is closest in proximity but set at an angle a distance of 17m away. The proposal is therefore considered to meet the Councils current interface distances of 14m window to blank elevation.

### **HIGHWAY/TRAFFIC IMPLICATIONS**

There are no Highway Implications relating to this proposal.

### **ENVIRONMENTAL/SUSTAINABILITY ISSUES**

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

### **CONCLUSION**

The conversion of the building and the erection of a rear dormer have a minimal impact in terms of the setting and appearance of the building within the street scene and in terms of impact onto the Conservation Area. The proposal is therefore acceptable having regard to Wirral's UDP Policies HS13, CH2 and the Clifton Park Conservation Area Appraisal.

### **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 conversion of the building and the erection of a rear dormer have a minimal impact in terms of the setting and appearance of the building within the street scene and in terms of impact onto the Conservation Area. The proposal is therefore acceptable having regard to Wirral's UDP Policies HS13, CH2 and the Clifton Park Conservation Area Appraisal.

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

**Recommended Conditions and Reasons:**

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

**Reason:** To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 28 February 2017 and listed as follows: 2016 152 004 rev.04 & 2016 152 003 Rev.02.

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

3. PRIOR TO THE FIRST OCCUPATION OF THE DWELLINGS arrangements for the storage and disposal of refuse, and vehicle access thereto, shall be made within the curtilage of the site, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection, having regard to policies WM8 and WM9 of the Waste Local Plan.

4. NO DEVELOPMENT SHALL TAKE PLACE until details of secure covered cycle parking and/or storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first use of the development hereby permitted and shall be retained for use at all times thereafter.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car, having regard to Policy TR12 of the Wirral Unitary Development Plan.

**Last Comments By:** 12/04/2017  
**Expiry Date:** 25/04/2017

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## Planning Committee

22 June 2017

**Reference:**  
**APP/17/00218**

**Area Team:**  
**South Team**

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

**Ward:**

**Heswall**

**Location:**

The Co Operative Pharmacy, 20 VILLAGE ROAD, HESWALL, CH60 0DZ

**Proposal:**

Demolition of the existing premises and erection of a three storey building with A3 use at ground floor and two residential flats to the first second floors.

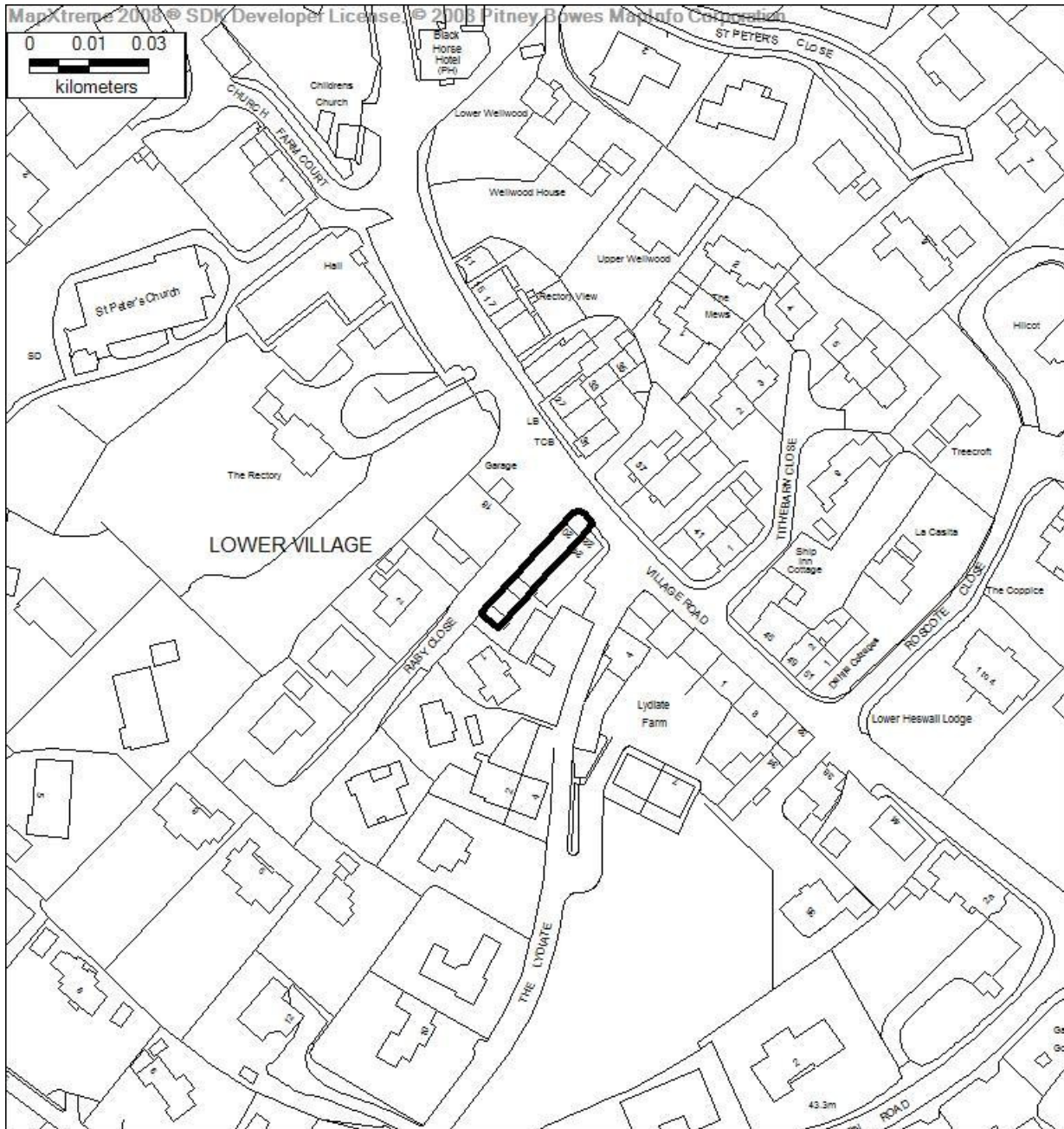
**Applicant:**

Mr Jervis

**Agent :**

KJP Architecture

**Site Plan:**



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**Development Plan Designation:**

Conservation Area (for illustrative purposes)  
Primarily Residential Area

**Planning History:**

Location: The Pharmacy, Village Road, Heswall. L60 0DZ  
Application Type: Full Planning Permission  
Proposal: Erection of roller type shutter/grille to front of glass frontage.  
Application No: APP/95/05545  
Decision Date: 09/06/1995  
Decision Type: Approved

Location: The Pharmacy, Village Road, Heswall. L60 0DZ  
Application Type: Full Planning Permission  
Proposal: New shop front,  
Application No: APP/86/06549  
Decision Date: 13/11/1986  
Decision Type: Approved

Location: The Co Operative Pharmacy, 20 VILLAGE ROAD, HESWALL, CH60 0DZ  
Application Type: Advertisement Consent  
Proposal: 1 x Non Illuminated Fascia 2 x Non Illuminated Window Vinyl  
Application No: ADV/15/00666  
Decision Date: 21/07/2015  
Decision Type: Approved

Location: Co-Op Pharmacy(ex P Williams Chemist), 20 Village Road, Heswall, Wirral,  
CH60 0DZ  
Application Type: Advertisement Consent  
Proposal: Erection of 2 no fascia signs one projecting sign  
Application No: ADV/08/06756  
Decision Date: 11/12/2008  
Decision Type: Refused

**Summary Of Representations and Consultations Received:****REPRESENTATIONS:**

Having regard to the Council Guidance on Publicity for Applications, 20 notifications were sent to adjoining properties. A site notice was also displayed. At the time of writing this report 24 objections have been received, listing the following grounds:

1. traffic congestion
2. limited parking within the village
3. appearance if out of character
4. dispute regarding ownership/access
5. opening hours of the proposed A3 use
6. Raby Close is a private road
7. necessity of the A3
8. loss of light
9. noise
10. loss of privacy
11. impact onto the character of the Conservation area

**CONSULTATIONS:**

**Highways** - No Objections

**Environmental Protection** - No Objections subject to conditions

**The Heswall Society** - Generally supportive, advisory notes regarding the development.



## **Director's Comments:**

### **REASON FOR REFERRAL TO PLANNING COMMITTEE**

The Council has received over 15 separate letters of objection to the proposed development.

### **INTRODUCTION**

The proposal is for the replacement of a single storey vacancy retail unit with a three-storey mixed use development that includes an A3 use at ground floor and two flats above.

Amendments to the design were received on 31st May 2017, these amendments related to the roof design, the design detailing around the arches and the fenestration.

### **PRINCIPLE OF DEVELOPMENT**

The site is located within an enclave of shops that form part of a Primarily Residential Area and Conservation Area in the Unitary Development Plan (UDP). Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on the Local Planning Authority to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Area. UDP Policy CH2 permits development where the visual and operational impact can be demonstrated to preserve or enhance the distinctive characteristics of the area. .

### **SITE AND SURROUNDINGS**

The application site currently contains a single storey vacant retail unit and is located on a corner plot, the plot is within the designated residential area however Heswall village contains a number of shops, a car garage, a public house and a Church.

The plot itself is quite narrow and is bounded by Village Road and Raby Close, Raby Close is a private road and there are double yellow lines along the highway, to the back of the application plot is a separate single garage but this does not form part of the application site boundary. The site is at the edge of the retail area and faces housing, the adjoining building is also three storey and has an A1 use at ground floor with residential above, there are a number of three-storey buildings within the area.

### **POLICY CONTEXT**

#### 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.

#### HS15 Non-Residential Uses in Primarily Residential Areas Policy

Within the Primarily Residential Areas as defined on the Proposals Map, proposals for small-scale built development and changes of use for non-residential uses will only be permitted where the proposal will not:

- (i) be of such scale as to be inappropriate to surrounding development;
- (ii) result in a detrimental change in the character of the area; and,
- (iii) cause nuisance to neighbouring uses, particularly in respect of noise and disturbance, on-street parking and deliveries by vehicle.

Proposals should make adequate provision for off-street car parking standards and servicing requirements.

#### CH14 Heswall Lower Village Conservation Area Policy

In relation to Heswall Lower Village Conservation Area the principal planning objectives for the area will be to:

- (i) preserve the character of the old village core, including the setting and character of its former farm buildings and cottage scale dwellings;
- (ii) preserve the character and setting of the surrounding area characterised by substantial property in large, well-landscaped grounds and by the denser more modest scale development to the north of Dawstone Park;
- (iii) retain unifying features such as stone walls, the character of narrow lanes such as School Hill, Brow Lane, West Grove and Feather Lane and areas of mature landscaping.

Notwithstanding designation as Urban Greenspace under Proposal GR2, special attention will be given to retaining the historic character of Dawstone Park.

#### SH4 Small Shopping Centres and Parades Policy

Within small shopping centres and parades in Primarily Residential Areas, development falling within Class A1, Class A2 and Class A3 of the Town and Country Planning (Use Classes) Order 1987, will be permitted, subject to Policy HS15 and the following criteria as appropriate:

- (i) where a proposal for Class A3 uses is located on a street containing similar establishments, cumulative levels of noise and disturbance, from both the existing and proposed activities, should not exceed a level likely to be detrimental to the amenity of the area;
- (ii) proposals for Class A3 uses should include measures to mitigate smell and internally-generated noise - these measures should not be visually intrusive in the street scene and should be fully installed before the business commences trading;
- (iii) the proposal does not cause nuisance to neighbouring uses, or lead to loss of amenity, particularly in respect of noise and disturbance, on-street parking or delivery vehicles - where necessary a suitable condition will be imposed on hours of opening/ operation;
- (iv) proposals for Class A3 uses should be located a reasonable distance from the principal elevation of the nearest dwelling house or block of flats;
- (v) proposals for Class A2 uses should incorporate the provision of a shop front and permanent window display.

#### **APPEARANCE AND AMENITY ISSUES**

The proposed building is three storey in height that includes additional living space within the roof and a terrace area at roof height that serves one of the flats. The building is set back from the front elevation of

the existing building no.22 and is approximately 17m in depth which reflects the rear building line of no.22. The proposal consists of an A3 use at ground floor with two residential flats accommodating the upper floors, to the rear yard area the proposal includes removing a boundary wall to provide two off street parking spaces.

The scale of the building reflects the neighbouring building and is considered to be more in keeping with the character of the village than the existing single storey retail unit, the proposal reflects the scale and some of the design traits of the adjoining building however given that this would be a new build, the proposal to include modern windows is considered acceptable so that the replacement building does not result in a pastiche of the existing buildings in the area. The design includes a curved top brickwork detail that is replicated to the front and side elevations allowing for designation of entrance points, such as the sliding doors at ground floor and the entrance into the flats, this also breaks up the expanse of wall along Raby Close.

The front elevation of the building is set back in relation to the shop front of 22 Village Road, this stepped appearance also provides a visual break between the two buildings and when viewing the site southwards within the village, the set back is considered to benefit the visual relationship between the buildings and within the village itself.

With regards to the access and layout of the upper floor flats, they are considered to be well set out with good outlook to each habitable room, the second floor flat includes a room within the roof as well as a roof terrace. The roof terrace is located to the rear and has outlook down Raby Close, there is a property approximately 15m away at 1 Raby Close however the outlook of this property is angled away from the rear elevation of the proposed building so the development will not have an adverse impact onto the privacy of this property.

Concerns have been raised with regards to the character of the conservation area, parking and opening hours of the A3 use. The proposed design is considered to be appropriate to the character of the area and includes detailing within the building that has a positive impact onto the character of the area, the scale and materials proposed also reflect those within neighbouring buildings. With regards to highway concerns, there have been no objections raised from the Councils Highways officers and the proposal includes two new parking spaces to the rear.

The proposed A3 use is considered acceptable given its location and neighbouring uses however the application request opening hours up to 11pm, given the proximity to residential properties and the general character of the area being predominantly day time retail premises, it is advised that the opening hours be restricted to 8pm so as not to cause harm to residential amenity.

#### **SEPARATION DISTANCES**

To the rear and side elevation the building is considered to meet the Councils interface distances. The proposed building is approximately 17m from 37 Village Road opposite, this is a two-storey dwelling, the building is not considered to meet the Council interface distances to this building however given the pattern of development, the established adjoining building no.22 and the existing building within the site the proposed development is not considered to cause harm to the privacy or outlook of the dwelling opposite.

#### **HIGHWAY/TRAFFIC IMPLICATIONS**

There are no Highway Implications relating to this proposal.

#### **ENVIRONMENTAL/SUSTAINABILITY ISSUES**

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

#### **CONCLUSION**

The proposed development is considered to have a positive contribution to the character of the area and will introduce a building that is similar in scale and design to existing buildings within the village, the proposal is therefore acceptable having regard to Wirral's UDP Policies HS4, HS15, CH14 and SH4.

#### **Summary of Decision:**

Having regards to the individual merits of this application the decision to grant Planning Permission has been taken having regards to the relevant Policies and Proposals in the Wirral Unitary Development

Plan (Adopted February 2000) and all relevant material considerations including national policy advice. In reaching this decision the Local Planning Authority has considered the following:-

The proposed development is considered to have a positive contribution to the character of the area and will introduce a building that is similar in scale and design to existing buildings within the village, the proposal is therefore acceptable having regard to Wirral's UDP Policies HS4, HS15, CH14 and SH4.

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

**Recommended Conditions and Reasons:**

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

**Reason:** To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 24 February 2017 and 31 May 2017 and listed as follows: 002, 003 & 004 Rev 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 CH14 of the Wirral Unitary Development Plan.

4. The ground floor premises shall not be used except between the hours of 0700 hours and 2000 hours Mondays to Saturdays and 0900 hours and 1800 hours Sundays and Bank Holidays.

**Reason:** To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.

5. NO DEVELOPMENT SHALL TAKE PLACE UNTIL details of satisfactory noise insulation to be provided to walls and/or floors between units in separate occupation, in particular between the ground floor and first floor residential accommodation, in accordance with the Local Planning Authority's preferred design standards, or to such other alternative specifications, has been submitted to and approved by the Local Planning Authority, and the insulation shall be installed prior to occupation of the units hereby approved.

**Reason:** In the interests of neighbouring occupiers.

6. NO DEVELOPMENT SHALL TAKE PLACE UNTIL a scheme for the installation of equipment to control the emission of fumes and smell from the premises shall be submitted to, and approved in writing by, the local planning authority. All equipment installed as part of the agreed scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

**Reason:** Having regard to the proximity to neighbouring uses

7. 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 policies WM8 and WM9 of the Waste Local Plan.

8. NO DEVELOPMENT SHALL TAKE PLACE until details of secure covered cycle parking and/or storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first use of the development hereby permitted and shall be retained for use at all times thereafter.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car, having regard to Policy TR12 of the Wirral Unitary Development Plan.

**Further Notes for Committee:**

**Last Comments By:** 12/04/2017

**Expiry Date:** 21/04/2017

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# Agenda Item 7

## Planning Committee

22 June 2017

**Reference:**  
**APP/17/00306**

**Area Team:**  
**North Team**

**Case Officer:**  
**Mr N Williams**

**Ward:**  
**Moreton West and  
Saughall Massie**

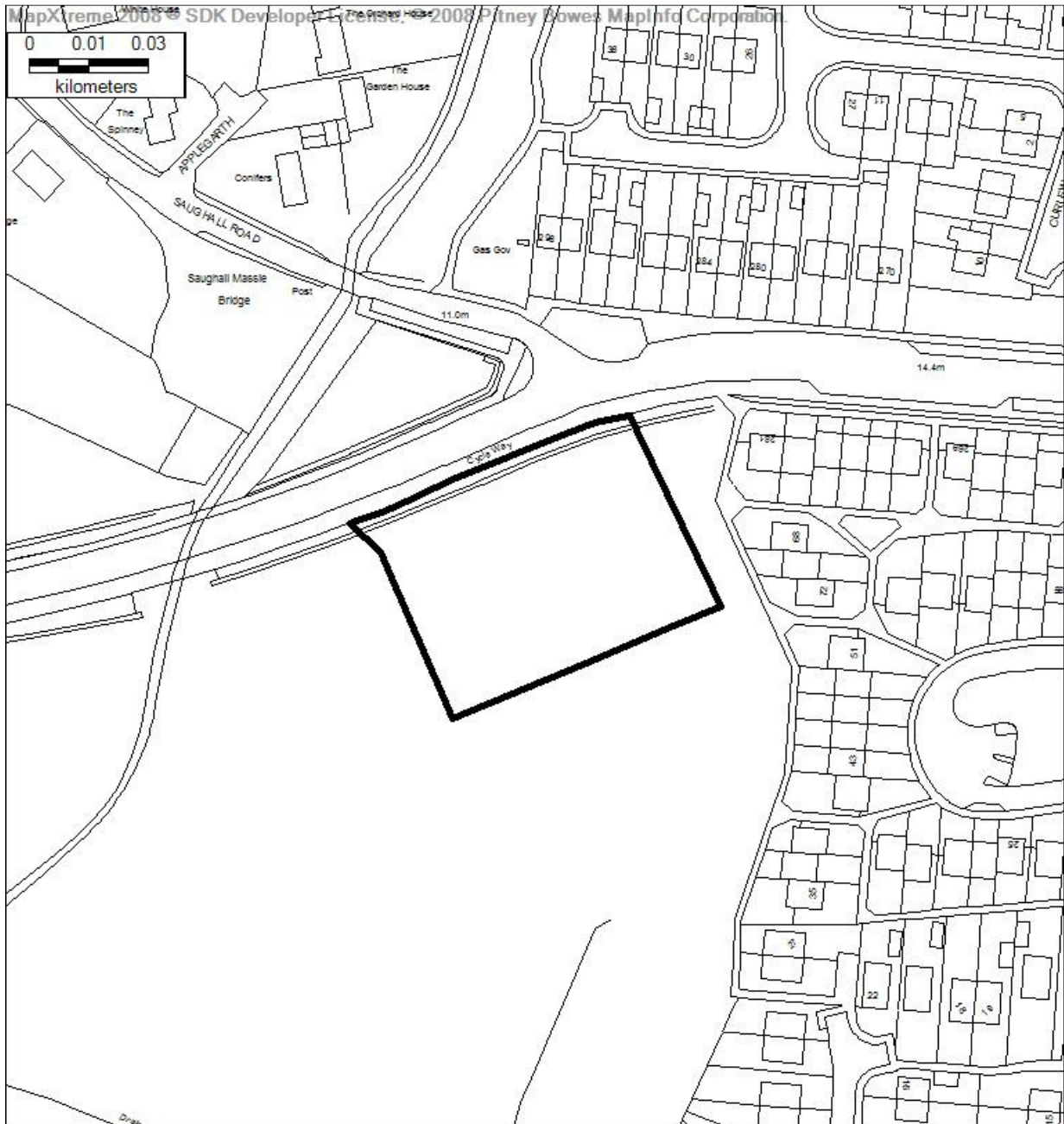
**Location:**  
**Proposal:**

Land adjacent to SAUGHALL MASSIE ROAD, SAUGHALL MASSIE, WIRRAL  
A single-storey two-bay community fire station incorporating operational and welfare accommodation, offices and meeting space, external drill and training facilities and associated car-parking (Amendment following refusal of APP/16/00985)

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

Merseyside Fire & Rescue Service  
Ryder Architecture

### Site Plan:



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**Development Plan allocation and policies:**

Primarily Residential Area  
Green Belt

**Planning History:**

- Location: South of Conifers Saughall Massie Road Saughall Massie, and Upton, CH46-CH49  
Application Type: Full Planning Permission  
Proposal: Minor realignment of a section of the Saughall Massie bypass where it crosses Arrowe Brook to the south of Saughall Massie Road  
Application No: APP/02/06227  
Decision Date: 16/08/2002  
Decision Type: Approve
- Location: South of Conifers , Saughall Massie Road , Saughall Massie, Wirral, CH46  
Application Type: Work for Council by Council  
Proposal: Proposed new bridge over Arrowe Brook in association with the proposed Saughall Massie By-Pass -alternative bridge design to that granted Planning Permission under reference APP/2002/ 6227/D  
Application No: APP/04/06012  
Decision Date: 04/06/2004  
Decision Type: Approve
- Location: Land adjacent to SAUGHALL MASSIE ROAD, SAUGHALL MASSIE, WIRRAL  
Application Type: Full Planning Permission  
Proposal: A single storey two bay community fire station incorporating operational and welfare accommodation, offices and meeting space, external drill and training facilities and associated car-parking.  
Application No: APP/16/00985  
Decision Date: 15/12/2016  
Decision Type: Refuse

**Summary Of Representations and Consultations Received:****REPRESENTATIONS:**

Having regard to the Councils Guidance on Publicity for Applications 206 notifications were sent to surrounding properties and a site notice was also displayed. At the time of writing this report, a petition of objection had been received containing 4,034 signatures, together with 324 individual objections. Councillors Berry, Blakeley and Williams also object to the proposal, as do Saughall Massie Village Conservation Area Society and the Wirral Society (Campaign to Protect Rural England).

18 letters of support were also received.

The objections can be summarised as follows:

1. Refusal reason for previous application is still valid;
2. Amendments make little change to the scheme;
3. Inappropriate development in the Green Belt, and contrary to local and national policy;
4. No very special circumstances;
5. Land is used by the local community;
6. No reason to leave existing Upton fire station;
7. Upton has been the sole station in the area for the last 2/3 years;
8. Alternative sites at Greasby, Saughall Massie Road/Upton By-Pass, and Champions site;
9. Not in keeping with street scene;
10. Would seriously damage the amenity of local residents, particularly those in the sheltered accommodation in Woodpecker Close;
11. Land liable to flooding;
12. Harm to flora, fauna and wildlife, including bats;



13. Likely presence of Kingfishers and Great Crested Newts;
14. Traffic hazard on a very busy road;
15. Highway danger to local schools;
16. Highway danger to horse riders;
17. Access to West Kirby is via narrow, country roads - going past a farm where cows cross the road;
18. Could set a precedent for building on the Green Belt;
19. No logic in moving from a more densely populated area and risking life to residents in the Upton area;
20. Potential impact on moving further from Arrowe Park Hospital;
21. Response times is not a material planning consideration;
22. It cannot be a merger of sites seeing as West Kirby has now closed;
23. Loss of property prices;
24. Issues over potential land swap deal between MFRA and Wirral Council;
25. Environmental Impact Assessment should be undertaken;
26. Cost to the taxpayer;
27. Archaeological site;

The support can be summarised as follows:

1. Best solution to the problem;
2. More central location would provide quicker response times;
3. Safety of the area would be improved;
4. If this location results in saving one life, then it is worth it;
5. Emergency services proposals should not have to go through the planning process;
6. Proposed stations vital for west Wirral communities

#### CONSULTATION:

**Natural England** - No objection

**Merseyside Environment Advisory Service** - No objection subject to the attached conditions

**Wirral Wildlife** - No objection

**Lead Local Flood Authority** - No objections subject to the attached conditions

**United Utilities** - No objection

**Head of Environment and Regulation (Environmental Health Division)** - No objection

**Head of Environment and Regulation (Traffic and Transport Division)** - No objection

#### **DIRECTORS COMMENTS:**

#### **REASON FOR REFERRAL**

A qualifying petition of objection with a total of 4,034 signatures has been received, together with 324 individual objections.

Councillor Chris Blakeley, Bruce Berry and Councillor Steve Williams have also requested that the application be taken out of delegation and heard before Planning Committee.

#### **INTRODUCTION**

This application is for the construction of a new fire station on land to the south of Saughall Massie Road and has been submitted on behalf of Merseyside Fire and Rescue Authority.

The proposal comprises a single-storey building containing operational and welfare accommodation, offices, a two-vehicle appliance bay, external drill and training facilities and associated car parking. The fire station will be fully operational and staffed 24 hours a day with one fire appliance crewed by whole time firefighters and a second by whole time retained firefighters.

The application is an amendment to a scheme which was refused planning permission on 15th December 2016 for the following reason:

“Having regards to the location of the development proposed and the proximity to residential properties and the nature of the activities proposed, particularly with regards to the sudden and/or emergency nature of activities, together with the character of the local highway network, the Council considers that the proposal would result in harm to the visual amenities of the Green Belt, the character of the area and the amenities of neighbouring residents and the wider locality. Therefore, the development would be contrary to Policy GB2 of the Wirral Unitary Development Plan and the principles of the National Planning Policy Framework.”

This current application proposes the following amendments:

- Reduction in developed site area from approximately 0.495ha to 0.35ha, which amounts to around a 30% reduction;
- Footprint of the building has been reduced from 737sqm to 645 sqm, equating to a 12.5% reduction;
- Reduction in the length of the building by approximately 7.6m;
- Building sited further away from Woodpecker Close properties and slight change in its orientation (resulting in parts of it being closer to Saughall Massie Road by approximately 5m);
- The sprinkler/generator building and training tower located to the west of the site, further away from Woodpecker Close properties;
- Access road to west side of building removed, reducing the amount of hard landscaping;
- Car parking moved from adjacent to the Woodpecker Close boundary to adjacent to the building itself;
- The surrounding land will be graded down in order to lessen the impact of the retaining walls;
- Additional landscaping is to be included, in part due to the reduction in the developed site area.

Further amendments requested during the application have also been submitted, resulting in:

- Replacing the proposed paladin fencing along the embankment wall to the east (between the site and properties on Woodpecker Close) with a 2m high close-boarded wooden fence;
- Changing the materials to the side elevations from aluminium cladding to timber cladding, resulting in almost the whole of the building being timber clad, rather than just the front and rear elevations;
- Incorporating a sedum roof for the whole of the roof, as opposed to just half as originally proposed.

### **SITE AND SURROUNDINGS**

The site consists of undeveloped open grassland on the western edge of Saughall Massie, fronting Saughall Massie Road. Immediately to the east of the site is a footpath beyond which are single-storey sheltered accommodation properties. There are traditional two-storey, semi-detached properties to the north of the site on the opposite side of Saughall Massie Road.

There is further open grassland to the south and west of the site, in addition to a large woodland. The northern boundary, along Saughall Massie Road, consists of an open 4-bar timber fence and hawthorn hedge.

Nearly the whole site is designated as Green Belt in Wirral's Unitary Development Plan, besides a small section in the south west corner which is designated as a Primarily Residential Area.

The Saughall Massie Conservation Area boundary is directly opposite the site, on the other side of Saughall Massie Road.

### **POLICY CONTEXT**

Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

The statutory Development Plan for Wirral consists of the Unitary Development Plan (UDP) saved by a Direction of the Secretary of State issued on 18th September 2007 and the Joint Waste Local Plan for Merseyside adopted on 18th July 2013.

The following policies are considered relevant:

#### Wirral Unitary Development Plan

Policy URN1 makes it clear the Local Planning Authority will be concerned to ensure that full and effective use is made of land within the urban areas and that various types of land including sites within the Green Belt will be protected from inappropriate development.

Policy GB2 establishes a general presumption against inappropriate development in the Green Belt and makes it clear that such development will not be approved except in very special circumstances.

Policy LAN1 does not permit proposals where the visual impact on the character, appearance and landscape setting of the area would be inappropriate.

Policy LA7 indicates that special regard will be given to the visual impact of proposals at the urban fringe and will require development to be designed, sited and landscaped to minimise visual intrusion.

Policy HS15 only permits small scale development in Primarily Residential Areas that does not result in a detrimental change to the character of the area nor cause a nuisance to neighbouring uses.

Policies GR5 and GR7 set out the requirements for landscaping and the protection of trees.

Policies WAT1, WA, WA2, WA3, WA4, and WA5 only permit development that would not increase the risk of flooding, where drainage and surface water runoff can be controlled with regard to the need for the protection of water resources including groundwater. In addition, Waste Local Plan Policies WM8 and WM9 set out the requirements for waste management, recycling and efficient use of resources.

Policies NCO1 and NC7 only permit proposals that would not adversely affect protected wildlife and habitats.

Policies TRT3, TR11 and TR13 make it clear that regard will be given to minimising vehicular and pedestrian conflict, securing access for disabled people, minimising the need to travel, parking and servicing arrangements and ensuring there is no negative impact on routes used by cyclists when assessing the impacts of the proposed development

Policies CHO1, CH2 and CH17 only permit development affecting the setting of the Saughall Massie Conservation Area where the visual and operational impact of the proposal can be demonstrated to preserve or enhance distinctive characteristics including important views. In addition, Guidance for the Saughall Massie Conservation Area is set out in SPG31 and in the Conservation Area Appraisal and Management Plan (2009).

#### Core Strategy

Policy CS3 in the Core Strategy Local Plan Proposed Submission Draft (December 2012) would continue to reflect the national requirement for the Green Belt and Policy CS11 would set an overall strategy to preserve and enhance the openness of the Rural Area in which the strategy would be to preserve and enhance the openness and a character of the Rural Area, and to preserve and enhance the character and appearance of Saughall Massie Conservation Area.

#### National Policy Considerations

The National Planning Policy Framework (NPPF), at Paragraph 79, attaches great importance to the Green Belt. The fundamental aim is to prevent urban sprawl by keeping land permanently open. The five stated purposes of the Green Belt are to:

- prevent unrestricted sprawl;
- prevent the merging of neighbouring towns;
- assist in safeguarding the countryside from encroachment;
- preserve the setting and special character of historic towns; and
- assist in urban regeneration

NPPF paragraph 87 indicates that inappropriate development is by definition harmful to the Green Belt

and should not be approved except in very special circumstances. Paragraph 88 goes on to state that Local Planning Authorities 'should ensure substantial weight is given to any harm to the Green Belt' and states that 'very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations'. The NPPF makes it clear that the construction of new buildings in the Green Belt should be regarded as inappropriate development, besides limited exceptions.

### **PRINCIPLE OF DEVELOPMENT**

The proposed fire station would constitute inappropriate development within the Green Belt. Both Wirral UDP Policy GB2: Guidelines for Development in the Green Belt and the National Planning Policy Framework (NPPF) indicate that such development should not be approved except in very special circumstances, and the potential harm to the Green Belt is clearly outweighed by other considerations. The application is a departure from the Unitary Development Plan and must be referred to the Secretary of State if the Local Planning Authority does not propose to refuse planning permission.

### **KEY PLANNING CONSIDERATIONS**

Merseyside Fire and Rescue Authority (MFRA) state that due to significant budget reductions made by the Government they have been forced to rationalise their existing stations, resulting in the closure of some stations and the merging of services within new stations located in strategically efficient locations. Consequently, MFRA have approved the closure of Upton and West Kirby fire stations, with one new station to be built to replace them.

MFRA have put forward a case that the replacement station in the Upton and West Kirby area should be located centrally within the coverage area in order to provide adequate cover and response times to the surrounding area. This is based on evidence that there is a clear relationship between response times and the level of damage, severity of injury and likelihood of death, with survivability increasing with quicker response times. The applicant therefore contends that the 'very special circumstances' is the need to provide the best achievable emergency response to the whole of the combined coverage areas of the Upton and West Kirby stations, which has a population of some 85,000.

To support the assertion of a clear link between response times and level of damage and injury and likelihood of death, MFRA have cited four academic research studies. All of these studies, including one from the Department for Communities and Local Government, found that increased response times are likely to contribute to increased fatality rates.

One study showed that of fires attended within 5 minutes 3.8% of casualties died, compared with 4.2% of casualties in fires attended in 6 to 10 minutes, and 5.5% in 11 to 15 minutes. This shows a clear increase in the likelihood of death occurring the longer it takes for a fire and rescue service to attend a fire.

Another study showed that once a fire has been burning for approximately 8 minutes, there is a chance of the fire reaching the flashover point, which is the near-simultaneous ignition of most of the directly exposed combustible material in an enclosed area which would result in the substantial, significant and critical increase in the size and scale of a fire. The importance of a response before this time is therefore paramount. This report also supported the theory that a fire's rate of growth increases with time – so the bigger a fire grows, the bigger it subsequently increases per minute and this highlights the importance of response times in dealing with fires, and how even small reductions in response times can be crucial to prevent the exponential growth of fires once they have started.

Whilst the number of research studies is not exhaustive, they do clearly show the link between survivability and response times, and highlight the critical importance of reducing response times as far as possible in order to reduce the rates of fatality, injury and damage. It would be difficult to dispute this.

#### Retention of Upton

A large number of objections have stated that the existing Upton Fire Station should be retained as the sole fire station for the area, thus removing the requirement for a new station. Many objections highlight that MFRA have themselves stated that their 'fallback' position if this proposal fails would likely be to keep Upton operational. However, it is considered by MFRA that this option is only due to having an obvious requirement to provide a service and is not the desired scenario, with the longer response times to West Kirby, Hoylake and Meols being unacceptable.

Comments have been received about how the existing Upton station would still offer a 10 minute response time to the majority of the whole coverage area and how it has been providing cover for the whole area recently with the almost full closure of West Kirby having taken place. However, there is no national response standard and the 10 minute response time standard for Merseyside was only adopted in 2013 as a direct result of cuts to MFRA's budget and following extensive public consultation. They advise that it is in no way their aspiration to take 10 minutes to attend an incident, and this is supported by the Merseyside average response time being close to 5 minutes. This 5 minute response time is much more the aspiration of MFRA than what could be achieved if Upton was kept as the sole station for the area. As the submitted research studies show, the quicker the response time the higher the chances of survival and therefore being satisfied with a 10 minute response time is not considered to be acceptable.

To demonstrate that the retention of Upton should not be seen as a suitable long-term solution, and further to the above research studies, the applicant has provided an analysis of MFRA response times to the West Kirby area from the proposed fire station on Saughall Massie Road in comparison with response times from the existing Upton station. This computer modelling found that the average response times to the West Kirby area would be around 8 minutes from the existing Upton station, whilst this would be reduced to an average of just over 6 minutes from the proposed site.

A recent case study was also provided to demonstrate the difference in response times. A house fire in the West Kirby area was attended by firefighters from the existing Upton station, arriving in 8 minutes and 11 seconds (08:11). This was quicker than the modelled time of 08:48 due to the fire occurring in the middle of the night. Unfortunately, two deaths resulted from this fire.

Predictive modelling was carried out to assess what the response time from the proposed fire station on Saughall Massie Road would have been. This gave a predicted response of 06:48 and given the quicker response time in reality due to the time of the incident it is likely that this response would have been even quicker than modelled. Whilst there can be no guarantee that this quicker response would have resulted in any lives saved in this instance, the chances of survival would have been higher, and would be the case in similar incidents across the West Kirby coverage area.

Whilst the proposal would result in an increase in the average response time to the Upton area of around 1 minute, this would be outweighed by the greater reduction in response times of around 2 minutes to the West Kirby area. The response time to the Upton area from the new station would still be around 1 minute faster than the Merseyside average, with MFRA stating that this would be the equivalent of moving from "extremely fast response times to very fast response times".

The reduction of approximately 2 minutes in the average response time to the West Kirby area would result in an average time of around 6 minutes. Whilst this would still be above the Merseyside average it would at least be much closer to it and would therefore have a significant impact on raising survival chances for people involved in incidents in the area. There are parts of the West Kirby area where response times from the existing Upton station would be close to 10 minutes, and in some cases actually above it. The research studies show that survivability decreases significantly beyond 10 minutes, and therefore the reduction in the response times to these properties is therefore critical. In addition, reducing the average response time for the area from around 8 minutes to around 6 minutes would also have a significant and beneficial impact on increasing survivability rates.

In addition to this, the demographic analysis of the two wards that predominately make up the West Kirby station area (West Kirby & Thurstaston and Hoylake & Meols) has identified that there is a greater number of people over the age of 75 compared with the rest of the Borough. This age group are much more likely to be vulnerable to dying in a fire. As evidence of this, whilst the overall volume of incidents occurring in the Upton station area is higher than that occurring in the West Kirby station area, the number of fatalities over the last five years is higher in the West Kirby station area, and this can be partly attributed to the age demographics of the area.

Comments have been raised about prevention measures, such as fire alarms/ smoke detectors, being the best way to reduce fatality rates. Whilst these measures can aid in reducing the impact of fires, there is some danger in considering them as the main solution to preventing any fire deaths occurring. For instance, these measures cannot really prevent fires from breaking out in the first place. Once a fire has broken out, there will be an immediate threat of injury/death/damage. Additionally, there is also only so much fire authorities can do to ensure prevention measures are in place. The main solution that can be

taken by those in authority is to ensure that there is adequate coverage by trained firefighters, providing quick response times to deal with incidents as soon as possible. This is particularly important with an elderly demographic which will include those who are bed-ridden or have mobility issues.

It is also important to recognise the role of MFRA extends beyond fire-fighting to include attending other life-threatening situations including road traffic collisions and medical emergencies, all of which demand a rapid response to ensure survivability.

Budget cuts have effectively forced MFRA to rationalise their stations, with the decision to close West Kirby and Upton already agreed. It is considered that a replacement station within these combined coverage areas should be centrally located in order to provide as equal a service as possible to all areas. The retention of Upton would result in a severe disparity in response times within this combined coverage area – the Upton area being served by a 3 minute average response time, whilst the West Kirby area would have an 8 minute average response time (with some properties over 10 minutes away). MFRA contend this is not considered to be acceptable or suitable and the retention of Upton as a fallback position should be given very limited weight.

Concerns have also been raised about the increase in response times to Arrowe Park Hospital. However, as is the case with all hospitals, Arrowe Park Hospital has exercised safety procedures and a fire risk assessment in place.

Some comments were received stating that an adequate response could be provided to the West Kirby area from Heswall fire station. Whilst a fire engine from Heswall has attended incidents in the West Kirby area previously, analysis shows that of the life risk incidents in the West Kirby area covered by Heswall (a total of 14 over a 21 month period), the average attendance time was practically 10 minutes (09:50), which is over 4 minutes longer than the Merseyside average. Consequently, this is not considered by MFRA to be an acceptable alternative.

#### **ALTERNATIVE SITES**

There is no policy requirement for the applicant to carry out a sequential assessment for development in the Green Belt, and whilst the lack of an alternative site partly contributes to the applicants 'very special circumstances' argument, the potential presence of any alternative sites would not automatically destroy such an argument.

MFRA have indicated that, in their opinion, there are no suitable alternative sites for a new fire station to replace Upton and West Kirby stations. They have provided information of sites they have considered and have provided reasons for them being discounted. These are:

##### Three Lanes End Roundabout (Farm)

This site was referred to by MFRA as the optimum site in terms of attendance times to the West Kirby and Upton areas. MFRA contacted the owners of this site but after expressing their interest in the site no further calls were returned.

This site is within the Green Belt but not on the urban fringe and would therefore potentially result in a development which would have a greater visual impact on the Green Belt than the current proposal.

##### Upton Bypass/ Saughall Massie Road

The applicant indicates that this site is almost a further minute from the West Kirby area than the chosen site, which itself is further from the optimum site at Three Lanes End roundabout. Whilst this site is more centrally located than other sites that have been discounted, it would potentially not offer ideal response times.

The applicant did state that there may be highways issues and restrictive covenants on the site, but it is not considered that these issues would prevent a fire station being located on this site.

The site is, however, designated as Urban Greenspace in Wirral's Unitary Development Plan, land which the Local Planning Authority protects from this type of development unless alternative provision of equivalent community benefit is made available under UDP Policy GR1: The protection of Urban Greenspace. Wirral UDP Policy GRE1: The Protection of Urban Greenspace states that this protection from inappropriate development includes areas of visual importance to the locality or wider area, with or without direct public access.

#### Next to Upton Cricket Club

This site was considered to be too close to the existing Upton station, and given the small area and irregular shape of the site, any development would be constrained and may result in fire engines having to reverse onto the site, a restricted drill yard (meaning limited training options) and insufficient parking for staff and visitors.

#### Upton Meadow

This site was considered to be too close to the existing Upton station, and therefore too far from parts of the coverage area. The land is leased to the Woodland Trust who refused to allow any development on the site. The site is also designated as Urban Greenspace in Wirral's Unitary Development Plan, land which the Local Planning Authority will protect from this type of development unless alternative provision of equivalent community benefit is made available.

#### Champions Business Park

This site was discounted as it was located further from many parts of the coverage area than the existing Upton station. In addition, depending on the exact location within the site, access to the highway could be difficult which would further increase response times.

#### Royden Road (Overchurch Park)

MFRA stated that this site was discounted as it would create longer than ideal response times to the West Kirby area. Although this site is closer to West Kirby than other sites (including the existing Upton station) it may be fair to consider that this site is not sufficiently central to provide equal, adequate coverage to the whole area.

The site is designated as Urban Greenspace in Wirral's Unitary Development Plan, land which the Local Planning Authority will protect from this type of development and unless alternative provision of equivalent community benefit is made available. A number of trees would also likely have to be felled which would likely have a detrimental visual impact on the area.

MFRA also ruled this site out on the grounds that it is adjacent to a Site of Biological Importance and a Scheduled Ancient Monument, but provided a new building was located at the Royden Road end of Overchurch Park then it is unlikely that such a proposal would have an unacceptable impact on these designations – although further assessments would be required.

#### Woodpecker Close

This site was close to the chosen site and was therefore fairly centrally located. However, it was discounted as it was designated as Urban Greenspace in Wirral's Unitary Development Plan, land which the Local Planning Authority will protect from this type of development unless alternative provision of equivalent community benefit is made available. This site was also surrounded by houses, whilst a number of trees would also have to be felled, harming the character of the area.

#### Pump Lane 1

This site was close to the roundabout at Three Lanes End farm but was discounted due to being in the Green Belt and surrounded by open fields, meaning that the impact on the openness of the Green Belt would likely be greater than the chosen site. This site was also considered to be too small.

#### Pump Lane 2 (adjacent to Ashdale Park)

This site was also close to the roundabout at Three Lanes End farm but was discounted as it was within the Green Belt. MFRA also claim that several attempts to contact the landowner by telephone were made, but no response was received. In any case, this site could be compared to the chosen site in that it is Green Belt land on the edge of the urban area, and in fairly close proximity to dwellings.

#### Opposite St John's Church, Frankby Road

This site was within an area of Green Belt which forms an important buffer between Greasby and Frankby. In addition, MFRA contacted the owners of the site in writing but did not receive a response.

#### Kinloss Road

MFRA discounted this site previously for various reasons but, regardless of this, the site is now actively being developed for residential purposes.

### Greasby Library

This site was originally chosen for a new fire station and in planning terms may well have been a suitable site. The area is designated as a Primarily Residential Area with good access onto Greasby Road, although the applicant states that there may have been issues with developing the site as it was to be a complicated development including a fire station, library, children's centre and potentially a community centre. In any case, the site was subsequently withdrawn as an option by Wirral Council.

### Red Cat Pub

This site was immediately adjacent to the Greasby Library site and therefore would likely have been acceptable in planning terms. However, the applicant advises that the pub was not for sale and that any offer would likely have to be in excess of the figure MFRA have for land purchase. Given the presence of a Sainsbury's Local, built in the car park of the public house, the site also appears to be too small.

### Moreton Training Centre

This site was discounted as it was not centrally located and would give longer response times to West Kirby.

## **VISUAL IMPACT ON GREEN BELT**

The site sits on the edge of an urban area, but is within the Green Belt and consists of an area of open grassland. The edge of the footpath along Woodpecker Close to the east of the site defines the boundary between the existing built form and the Green Belt.

The amended scheme proposes to reduce the site footprint by approximately 30% (from 0.495ha to 0.35ha), whilst the footprint of the fire station building itself has also been reduced by approximately 12.5% (from 737sqm to 645 sqm). This reduction in the built form will lessen the impact the proposal will have on the visual amenities of the Green Belt and the character of the area in contrast to the scheme that was refused in the previous application.

The current proposal has been designed, and amended where possible, in order to minimise the visual impact on the Green Belt. The proposed building will be single-storey and amendments submitted will ensure that it is constructed with a timber board exterior to all elevations in an attempt to appear similar to an agricultural building. This will result in a much softer appearance and will have less impact on the visual amenities of the Green Belt compared to the original proposal, which would have had aluminium cladding to the side elevations. In addition to this, a living green Sedum roof will be incorporated to further soften the visual appearance of the building. Whereas the original proposal would have had just half of the roof covered by Sedum, and the rest aluminium cladding, amendments submitted will now see the whole of the roof covered in a Sedum roof. This will soften the appearance of the building, and the incorporation of the western roof planes with Sedum will have a significantly softer impact upon the Green Belt compared to the original proposal.

The building will have two separate pitched roofs, with the eastern section having a maximum height of 6.5m, and the western section being 8m. The appliance bay will be in the western part, the height of which is dictated by the need to accommodate emergency service vehicles. These heights are not considered to be excessive, and the reduction in the length of the building will lessen its impact on the Green Belt in comparison to the previous application.

In order to provide a relatively flat site, the site will be partially excavated – in particular towards the rear (south east). This will require a green embankment wall which rises to 2.5m high in the south east corner, and this will help to lower the height of the building, lessening the visual prominence of the proposal on the wider area. The amended scheme introduces a larger amount of landscaping along the top of this embankment and this, which includes a native hedgerow, will further help to screen the development and soften its appearance. The large woodland to the south of the site will help to limit the visual impact of the proposal to some extent. Whilst it is accepted the proposal is an inappropriate development in the Green Belt, the location of the proposal on the edge of Saughall Massie will mean that it only extends the built form marginally when compared to the extensive areas of open land to the south and west of the site.

The training tower will be located to the rear (south west) of the building, which is a slight change from the previous scheme where it was located along the rear (south) boundary of the site. This change will likely have minimal effect upon reducing its visual impact on the Green Belt. However, this training



tower is retractable and will only be extended to its full height during training. When demounted, the tower will be lower than the building and this will help to limit its visual impact. A condition can be applied to ensure that the tower is only extended to its full height during training.

It is therefore considered that the amended design, scale and materials of the proposed building, its position in relation to the existing built environment and the use of landscaping will ensure that the visual impact upon the Green Belt will be minimised as far as possible.

### **IMPACT ON CONSERVATION AREA**

Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 place a statutory duty on the Local Planning Authority to pay special attention to the desirability of preserving the setting of listed buildings and preserving or enhancing the character or appearance of Conservation Areas. The boundary of Saughall Massie Conservation Area is located approximately 65 metres away from the application site. The Conservation Area can be seen from the site and the site can be partly seen within the Conservation Area and forms part of its rural setting. The impact of this proposal on the setting of the Conservation Area therefore needs to be assessed.

In terms of the views of the application site from within the Conservation Area, the submitted Heritage Statement states that a limited view of the application site can be seen beyond Saughall Massie Road, although the intervening trees and hedges block or filter the view to varying degrees. From some locations the vegetation completely blocks that view but from the junction of West Kirby Road and Saughall Road, a narrow filtered view of the site can be seen when the trees/hedges are not in leaf. However, from that point the application site is not a prominent part of the village scene as it is in the mid-distance, beyond the paddocks and the road, and it is the surrounding historic buildings, stone walls, bridge and vegetation which dominate the view.

When assessing views of the Saughall Massie Conservation Area from the application site, on the footpath on the eastern edge of the site or in the dwellings on Woodpecker Close, it is possible at present to see the south end of the Conservation Area. However, the historic buildings within it are largely screened from view by the existing trees. These trees, and the houses on Saughall Massie Road, dominate the view. The view of the historic buildings is further restricted in the summer months when the vegetation is in leaf. At all times, the view is fundamentally of trees with the buildings of the Conservation Area very much background features. The application site and the view to/from it make minimal contribution to the heritage significance of the Conservation Area.

The Conservation Area retains much of its rural character due to the buffer zones of undeveloped land immediately surrounding it. In and around the village the vegetation helps to screen the nearby housing from view. When leaving the Conservation Area via Saughall Road (a one way road) over the Thomas Brassey Bridge (Grade II Listed), the 20th Century suburban housing terminates the view on the skyline, albeit softened to a small degree by the planting along the boundary. This view out of the Conservation Area from Saughall Road will only be slightly altered and it is considered that the proposed fire station would have no adverse impact upon the character of the Saughall Massie Conservation Area.

The amended application results in the fire station building being located further forward on the site and therefore marginally closer to the Conservation Area than the previous scheme. However, this difference is considered to be negligible when assessing its impact upon the Conservation Area, especially as the building and site has been reduced in scale. The proposed fire station will include a wooden front fascia and a sedum (grass) roof and this will further lessen the visual impact of the building on the Conservation Area.

Overall, it is considered that the proposal would not adversely impact on the distinctive characteristics of the Saughall Massie Conservation Area, including important views into and out of it and the relationship between its buildings, structures, trees and characteristic open spaces, and can therefore be accepted within the terms UDP Policies CH1, CH2 and CH17.

### **RESIDENTIAL AMENITY ISSUES**

The original application proposed a building with its side elevation located directly opposite the front elevations of 68 – 72 Woodpecker Close at a distance of approximately 38m (No. 68), 40m (No. 70) and 42m (No. 72).

The amended scheme has reduced the length of the building by approximately 7.5m. This reduction, together with a slight re-orientation of the building results in the side of the new building being angled slightly away from 68 – 72 Woodpecker Close, at a distance of approximately 42m (No. 68), and 43m (No. 70). Due to the reduction in the length of the building, No. 72 will only face the rear corner of it, at a distance of approximately 44m.

The reduction in the site footprint has also allowed for a larger buffer area of improved landscaping between these properties and the site, whilst alterations to the grading of this landscaping area will also help to provide a softer appearance, minimising the impact of the retaining walls.

The site is set lower than the adjacent dwellings, and this will result in the side elevation of the proposed building being largely screened by the improved landscaping, which will include a 2m high close-boarded wooden fence and native hedgerow. The Sedum roof will also soften the appearance of the building to neighbouring properties. It is not considered that the proposal will harm the outlook of these properties to such an extent as to warrant refusal of the application.

The Generator/Sprinkler, which was originally to be located in the south-east corner of the site, has now been moved to the western boundary of the site. This results in it not only being more than 30 metres further away from the residential properties on Woodpecker Close, but also in it being partially screened from them by the main building itself. It is recommended that any external plant should be of a type that results in a noise level of no more than 5db and a condition can be applied to ensure compliance with this.

The parking spaces originally proposed to be located on the eastern boundary of the site have been relocated directly next to the building, and will now utilise Grass Grid (reinforced grass paving). This will move these parking spaces slightly further away from the residential properties whilst also reducing the visual aspect of the site, in contrast to traditional hard-standing.

A Noise Impact Assessment was submitted with the application and sets out the operation of the site, stating that:

- The fire station will be operational 24 hours a day;
- During the hours of 23.00 - 07.00 the yard will only be used when returning from an incident;
- The training yard will normally only be operational for periods between 9.30 - 16.30;
- Siren usage will only occur when there is significant road traffic and at the drivers discretion. At night, their use will be restricted to when there is a 'life risk' call out.

It identifies the residential properties on Saughall Massie Road and Woodpecker Close as the nearest "noise sensitive receptors".

It concludes that the results of the daytime activity indicate that there is a no- to low-level of adverse noise impact, although the testing of the audible warning system will increase the audible impact. However, this would only be undertaken during daytime hours and the nature of this in the context of the existing traffic noise levels along Saughall Massie Road is not considered to give rise to any unacceptable adverse noise and amenity issues.

It should be noted that MFRA have a legal duty to ensure that firefighters possess and maintain the relevant skills, knowledge and experience to carry out all elements of the service they provide. On-site training is therefore a crucial aspect of the day-to-day role of firefighters and the training tower and yard is therefore an essential part of this application. In any case, the applicant advises that training will normally only occur between 09:30 and 16:30, ensuring that this will be carried out during daytime. A condition has been attached to ensure that training only takes place between 09:30 to 20:30. This will allow for some flexibility in the hours for training whilst also ensuring it only takes place during the daytime.

A detailed analysis has also been carried out to assess the night time noise levels. Based on data provided, it is likely that on average there will be approximately 3 call outs per week between 23:00 and 07:00 hours. Whilst the use of sirens at these times cannot be fully ruled out, it is considered that during these periods the traffic will be lighter and the protocol that is in place which indicates that sirens will not be used unless they are completely necessary should ensure that the residential amenities of the surrounding occupiers are not impinged unnecessarily through adverse noise and general disturbance.

The Noise Impact Assessment concludes that the proposed development would result in a 'low adverse impact' in accordance with BS4142:2014 (Methods for Rating and Assessing Industrial and Commercial Sound), and this conclusion can be accepted.

This was the same conclusion that the Noise Impact Assessment reached for the original application, and the subsequent changes to the scheme will therefore have likely further reduced the potential impact on residential properties, with the building, car parking area, training tower and sprinkler generator being moved further from these dwellings. In addition to this, the applicant now proposes to erect a 2m high close-boarded fence along the top of the eastern part of the embankment wall, in place of the previously proposed paladin fence. This will be a more solid structure and will therefore have the effect of reducing further the potential impact of the operational and visual impact of the proposed development on the adjacent residential properties.

### **HIGHWAY/TRAFFIC IMPLICATIONS**

The Head of Environment and Regulation (Traffic and Transportation Division) advise that the proposal will generate only low levels of vehicle movements on the adjacent network and will therefore have minimal impact on existing traffic conditions in the area. It is not considered that the amendments proposed as part of this current proposal changes this position.

An independent traffic survey, funded by local Councillors and Saughall Massie residents, was submitted with the previous application. This revealed that more than 222,000 vehicles passed the site of the proposed fire station in a two-week period, with an average speed in both directions of circa 40mph, a full 10mph above the statutory speed limit. There were also top speeds of vehicles recorded along Saughall Massie Road of between 81mph and 120mph.

In response to the survey results, the Head of Environment and Regulation (Traffic and Transportation Division) does not consider that 222,000 vehicles over two weeks is an excessive number. The survey for Saughall Massie Road indicates weekday morning peak flow is around 800-900 vehicles per hour eastbound (towards the motorway) and afternoon peak flow is 700-800 westbound – these numbers are well within capacity for the road as defined in the Design Manual for Roads and Bridges. For comparison, Greasby Road (which might be considered similar in nature to Saughall Massie Road in that it is a classified link between East & West Wirral) carries approximately 124,000 vehicles each week with a peak flow over 1000 vehicles per hour during weekdays.

With regard to vehicle speeds on this stretch of road, the 85%ile speed (which is an industry standard measurement) is about 40mph in each direction which is obviously higher than the speed limit at this point. The police were subsequently notified of this with a request that they take appropriate enforcement action.

There are some items in the data that show, in the 81-120mph band, three groups of two vehicles going eastbound and a single vehicle going westbound during peak hours on different days of the first week; and in the second week, one group of two vehicles going westbound in that speed band during peak hours. The view is that there is a very high probability that these are anomalies or errors in the data collection.

As with the last application, concerns were received from Lavelles, the farmers at Three Lanes, who state that they have a herd of some 350 cows and move around 200 of these (some in various stages of pregnancy) twice daily across Pump Lane at a crossing point no more than 10 metres from the roundabout that links West Kirby Road with Saughall Massie Road, Pump Lane and Heron Road. They advise that it takes around 20 minutes to move the cows across Pump Lane and brings traffic to a standstill. They express concern that a fire engine with its siren on will create a real danger if it arrives at a time when cattle are being moved causing cows to move in all directions, causing serious consequences to the handlers, traffic and possible miscarriages. There is also the potential for this to delay the fire engine. The farm also has to move all of its equipment on these roads. These concerns appear to be two-fold – firstly, that a fire engine with its siren on could cause distress to cows (with associated consequences) and secondly, that it could cause a delay to an engine responding to a call.

The MFRA are aware that this is a matter they will need to consider in relation to their operational service. They advise that there are other farms on Merseyside that have to take cows across the road and that this situation could also occur now with engines responding from Upton station. Whilst there

may be potential for delay, this would in no way be a regular occurrence. Overall this issue, including the potential distress to cows, is not considered to be sufficient reason to warrant refusal of the application.

## **ENVIRONMENTAL/SUSTAINABILITY ISSUES**

### Environmental Impact Assessment (EIA)

An EIA Screening opinion request was submitted on behalf of the applicant to determine whether an EIA would be required. The proposals are classed as 'Urban Development' under Clause 10(b) of Schedule 2 of the EIA Regulations 2011 (as amended). Screening is only required for sites less than 1ha (which the application site is) if the location can be regarded as environmentally sensitive.

Paragraph 32 of National Planning Practice Guidance makes clear that sensitive locations are those with the following designations: European nature conservation sites, SSSIs, National Parks, the Broads and Areas of Outstanding Natural Beauty, World Heritage Sites and Scheduled Ancient Monuments. None of these designations apply to this location. Although the location borders a conservation area, no relevant local designations or factors have been identified to apply at the site itself (Green Belt is not relevant for EIA purposes) and therefore the location is not considered to be environmentally sensitive for the specific purpose of the EIA Regulations.

Because the proposals are not in a sensitive location and fall below the specified threshold above which EIA Screening would be required, it is considered that no further consideration of EIA Screening is required in this case and that the proposals do not constitute EIA Development.

### Nature Conservation

The applicant has submitted an Ecological Appraisal and an Amphibian Report which were assessed by Merseyside Environmental Advisory Service (MEAS) on behalf of the Council. These reports found that there is no evidence of Great Crested Newts on the site or in the pond in the woodland immediately to the south. The submitted reports and verification by MEAS confirm that there are no protected species or valuable habitats that will be lost or damaged as a result of this proposal. The site is characterised as neutral grassland and whilst the proposed development will clearly lead to the loss of an element of this open space, the majority of the field will remain open following construction of the fire station. Additional landscaping is proposed along the edge of the site and a green roof is proposed which will offset to a degree the physical loss of the green space.

A Bat Activity Survey was also submitted as the proposal would introduce lighting into an unlit area, which affects the local foraging site for bats. This report concludes that bat activity recorded during the transect survey tends to follow the natural linear features occurring in the wider areas and does not appear to enter the area which will be affected by the lighting associated with the application site. Therefore, it is unlikely that this lighting will have a negative impact on the activity of local bat populations. The requirement for a detailed lighting plan can be secured through a planning condition.

### Flood Risk

The Flood and Water Management Act 2010 sets out the requirement for Lead Local Flood Authorities (LLFA) to manage 'local' flood risk within their area. 'Local' flood risk refers to flooding or flood risk from surface water, groundwater or from ordinary watercourses. The site was considered to be outside Flood Zones 2 or 3, and therefore automatically in Flood Zone 1, as defined by the Environment Agency. A Flood Risk Assessment was submitted with the application and the LLFA have raised no objection to this proposal subject to conditions. The Environment Agency is not a statutory consultee for developments located within Flood Zone 1, and the LLFA are the correct body to comment on such matters, as set out in Schedule 4 of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

### Archaeology

There are no known archaeological remains recorded within the proposed development site, however, less than 100m to the west worked wood and animals bone (cattle and horse) were recovered from the bank of the Arrowe Brook in 2005. The wood is thought to be from a structure in the river and has been dated to the Iron Age (800-530BC), whilst the bones assemblage is thought to be consistent with such a date and the cattle bones show clear sign of butchery marks. The evidence suggests that a settlement of an Iron Age date is therefore likely to exist nearby, and the proposed development site cannot be ruled out as the possible location for it. A condition has therefore been attached requiring an archaeological evaluation of the site, in order to determine the full nature, extent and significance of any

surviving archaeological deposits.

## **CONCLUSION**

The site is located within the Green Belt and therefore the proposal constitutes inappropriate development, as set out in both local and national planning policy. Inappropriate development is, by definition, harmful to the Green Belt and should only be approved in very special circumstances.

Substantial weight must be given to any harm to the Green Belt that could arise from the proposed development. Harm would arise from the permanent loss of openness, the limited local visual impact and conflict with three purposes of the Green Belt including the aim to prevent unrestricted sprawl, safeguarding the countryside from encroachment and to assist urban regeneration. Consequently, this leads to a finely balanced conclusion.

The applicant has provided academic research to show a direct and clear link between response times and survivability. In order to provide adequate response times to the whole of the combined coverage area, MFRA require a more centrally-located fire station which can serve the area adequately. This would ensure that response times are within 10 minutes for practically the whole of the combined coverage area, whilst also allowing for a more even response time within the combined coverage area which would be closer to the Merseyside average of around 5 minutes.

The community benefits of improved emergency coverage and quicker response times to the whole of the combined coverage area can on balance be considered to constitute very special circumstances that clearly outweigh the harm to the Green Belt in this particular case.

Further, the applicant has demonstrated that there is no adequate, available alternative site which would be located in a similarly central location, and this further supports the opinion that the applicant has demonstrated very special circumstances.

To lessen the visual impact that the proposal would have on the visual amenities of the Green Belt, amendments have been proposed to the building, with the building now being almost completely timber-clad and with a Sedum roof for the whole of the building. The footprint of the building and the developed site has also been reduced. In addition to the low-lying position of the site, the use of extensive landscaping and the location of the site on the edge of the built environment, the impact of the proposal on the visual amenities of the Green Belt would be localised and minimised as far as possible.

The potential impact of the proposed development on the amenities of nearby residential properties has been lessened by the amendments to reduce the size of the scheme, relocate the generator/sprinkler and parking area further from residential properties, and the incorporation of a close-boarded fence.

The Noise Impact Assessment concludes that the proposal would result in a 'low adverse impact', and this is accepted. Conditions relating to compliance with the recommendations in this Assessment, and other issues such as hours of training would ensure that the proposal does not have an unacceptable adverse impact upon the amenities of neighbouring residential properties.

The proposal will generate only low levels of vehicle movements on the adjacent network and will therefore have minimal impact on existing traffic conditions in the area.

It is considered that the proposal would not adversely affect the setting and distinctive characteristics of the Saughall Massie Conservation Area, including important views into and out of it, and the relationship between its buildings, structures, trees and characteristic open spaces.

In the overall balance of all the factors arising in this particular case, it can be accepted that the reduction in response times to the West Kirby area from the proposed fire station, and the increased rates of survivability related to those quicker response times constitutes very special circumstances to outweigh the harm and justify inappropriate development in this Green Belt location. The lack of any available alternative sites in suitable locations would further support this conclusion. The proposal will not have any highway management implications which would warrant refusal of the application on those grounds, whilst the proposal will also not harm the Saughall Massie Conservation Area. Amendments made to the scheme will lessen the impact of the scheme on the visual amenities of the Green Belt, when compared the scheme that was previously refused and includes measures to prevent unacceptable adverse impact upon the amenities of neighbouring residential properties.

The development must be referred to the Secretary of State, as required by the Town & Country Planning (Consultation) (England) Direction 2009, who has powers to call the application in for determination by the Government if members are minded to grant planning permission.

#### **Summary of Decision:**

Having regards to the individual merits of this application the decision to recommend the grant of 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:-

On balance, it can be accepted that the reduction in response times to the West Kirby area from the proposed fire station, and the increased rates of survivability related to those quicker response times constitutes very special circumstances to outweigh the harm and justify inappropriate development in this particular case. The lack of any available alternative sites in suitable locations would further support this conclusion. The proposal will not have any highway management implications which would warrant refusal of the application on those grounds, whilst the proposal will also not harm the Saughall Massie Conservation Area. Amendments made to the scheme will lessen the impact of the scheme on the visual amenities of the Green Belt, when compared the scheme that was previously refused, and includes measures to prevent unacceptable adverse impact upon the amenities of neighbouring residential properties.

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

#### **Recommended Conditions and Reasons:**

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

**Reason:** To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 28th March 2017 and listed as follows: 2864-01 3001 Revision P7; 2864-01 3603 Revision P2; 2864-01 3801 Revision P2; 2864-01 9001 Revision P5; 28042-615 Revision P4; 28042-620 Revision P4; 28042-691 Revision P4; 28042-692 Revision P4; 28042-693 Revision P4; 3371 02 Revision A; 3371 04 Revision A; Q10568-01

and the amended plans received on 6th June 2017 and listed as follows:  
2864-01 1402 Revision P3; 2864-01 2001 Revision P14; 2864-01 3002 Revision P4;  
2864-01 3601 Revision P5; 2864-01 3602 Revision P8; 2864-01 3901 Revision P3; 2864-01 3903 Revision P2; 2864-01 3904 Revision P2; 3371 01 Revision B

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

3. Before any construction commences, samples of the facing and roofing 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 Policies of the Wirral Unitary Development Plan.

4. The hard and soft landscaping scheme hereby approved shall be carried out prior to the occupation of any part of the development or in accordance with a timetable to be agreed in writing with the Local Planning Authority. 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, GB2, LAN1 and LAN7 of the Wirral Unitary Development Plan.

5. Surface water sustainable drainage works, comprising all components of the surface water drainage system, shall be carried out in accordance with the details contained within the submitted Flood Risk Assessment (March 2017/Revision 4/LRD28042/ Sutcliffe) and Foul and Surface Water Drainage Strategy (March 2017/Revision 2/LRD28042/ Sutcliffe) approved in writing by the Local Planning Authority, in conjunction with the Lead Local Flood Authority.

The surface water sustainable drainage scheme shall be fully constructed prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the approved Surface Water Drainage, 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 drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

6. No development shall commence until full details of a scheme for a surface water sustainable drainage system to serve the site, and method of implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with Lead Local Flood Authority. The approved scheme shall be implemented in accordance with the approved details and timetable. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved scheme.

**Reason:** To ensure satisfactory drainage facilities are provided to serve the site in accordance with the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

7. No development shall commence until details of an appropriate management and maintenance plan, including arrangements to secure funding for the lifetime of the development through an appropriate legally binding agreement, for the surface water sustainable drainage system, comprising all components of the surface water drainage system, have been submitted to the Local Planning Authority, in conjunction with the Lead Local Flood Authority.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the buildings, or completion of the development, whichever is the sooner. Thereafter the surface water sustainable drainage system shall be managed and maintained in accordance with the approved details.

**Reason:** To ensure satisfactory management and maintenance of the approved surface water drainage facilities is provided for the site for the lifetime of the development in accordance with the National Planning Policy Framework, Paragraph 103 and Policy CS35 in the Core Strategy Local Plan Proposed Submission Draft.

8. PRIOR TO THE COMMENCEMENT OF DEVELOPMENT, a full scheme of works for the construction of the new vehicle accesses from the highway and amendments to the existing highway made necessary by this development, proposed highway drainage and the reinstatement of the footway / cycleway adjacent to the development, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be completed in full prior to first use of the development.

**Reason:** In the interests of highway safety in accordance with Wirral Unitary Development Plan Policy TRT3, TR11 and TR13

9. No development shall take place until a site waste management plan confirming how construction waste will be recovered and re-used on the site or at any other site has been submitted to and approved in writing with the Local Planning Authority.

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

10. Prior to the commencement of development arrangements for the storage and disposal of refuse, and vehicular access thereto, shall be made for inclusion within the curtilage of the site, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full before the development hereby approved is brought into use unless otherwise agreed in writing with the Local Planning Authority.

**Reason:** To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection, having regard to Policy WM9 of the waste Local Plan

11. The training tower hereby approved shall only be extended to its full height whilst training is being carried out and should be demounted at all other times unless otherwise agreed in writing by the Local Planning Authority

**Reason:** In the interest of visual amenity and having regard to Wirral Unitary Development Plan Policy GB2

12. NO DEVELOPMENT SHALL TAKE PLACE until details of secure covered cycle parking and/or storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details and made available for use prior to the first use of the development hereby permitted and shall be retained for use at all times thereafter.

**Reason:** To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car, having regard to Policy TR12 of the Wirral Unitary Development Plan.

13. The training yard will only be operational for periods between 09:30 and 20:30

**Reason:** To protect the amenities of nearby residential properties

14. PRIOR TO THE COMMENCEMENT OF DEVELOPMENT details of the Proposed external plant shall be submitted to and agreed in writing with the Local Planning Authority. The external plant shall be designed so that the rating level of noise is 5dB below the existing background noise level at 1m from the nearest dwelling house. The approved scheme shall be implemented in full.

**Reason:** To protect the amenity of the nearby residents.

15. PRIOR TO THE COMMENCEMENT OF DEVELOPMENT, full details of all external lighting, having regard to the Institute of Lighting Engineers Guidance Notes for the Reduction of Light Pollution 2000 and Bats and Lighting in the UK, shall be submitted to and approved in writing by the Local Planning Authority. Any external lighting shall only be implemented in accordance with the approved details and shall be retained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In the interest of ecological mitigation and impact on adjacent properties

16. PRIOR TO THE COMMENCEMENT OF DEVELOPMENT, full details of the proposed sedum roof, together with a maintenance schedule, shall be submitted to and approved in writing by the Local Planning Authority. The approved roof shall be constructed concurrently with the remainder of the development in accordance with the approved details and shall be



maintained as such thereafter

**Reason:** In the Interest of biodiversity and to ensure a satisfactory form of development.

17. PRIOR TO COMMENCEMENT OF DEVELOPMENT a written scheme of investigation for archaeological work shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried strictly in accordance with the approved scheme.

**Reason:** To protect and record any archaeological deposits on the site, in compliance with Paragraph 128 of the National Planning Policy Framework

**Further Notes:**

1. Details of a scheme for a surface water sustainable drainage system, comprising all components of the surface water drainage system, should:
  - i) Include information about the lifetime of the development and design of the sustainable drainage system, including storm periods and intensity (1 in 1, 1 in 30 & 1 in 100 year plus appropriate allowance for climate change), methods employed to delay and control surface water discharged from the site, and appropriate measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters, including watercourses;
  - ii) Demonstrate that the peak surface water runoff rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event;
  - iii) Demonstrate that where reasonably practicable the runoff volume from the development to any highway drain, sewer or surface water body in the 1 in 100 year, 6 hour rainfall event should never exceed the greenfield runoff volume for the same event;
  - iv) Demonstrate that, unless an area is designated to hold and/or convey water as part of the design, flooding does not occur on any part of the site for a 1 in 30 year rainfall event
  - v) Include details of a comprehensive site investigation and test results to confirm infiltration rates;
  - vi) Include details of how any flood water, including depths, will be safely managed in exceedance routes so as not to cause flooding to buildings within the site or elsewhere outside the site boundary;
  - vii) Include a timetable for implementing the scheme.
  
2. Details required by Condition 7 shall include:
  - i) The arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Management Company or other private body;
  - ii) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:
    - a. on-going inspections relating to performance and asset condition assessments
    - b. operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
  - iii) Means of access for maintenance.
  
3. 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, area manager via [www.wirral.gov.uk](http://www.wirral.gov.uk) prior to the commencement of development for further information.

Consent is required for the formal closure of an existing highway. All costs will be recharged to the applicant, who should contact the Council's Highway Management team via [www.wirral.gov.uk](http://www.wirral.gov.uk) for further information.

**Last Comments By: 03/05/2017 09:14:54**  
**Expiry Date: 27/06/2017**

## Planning Committee

22 June 2017

**Reference:**  
**APP/17/00401**

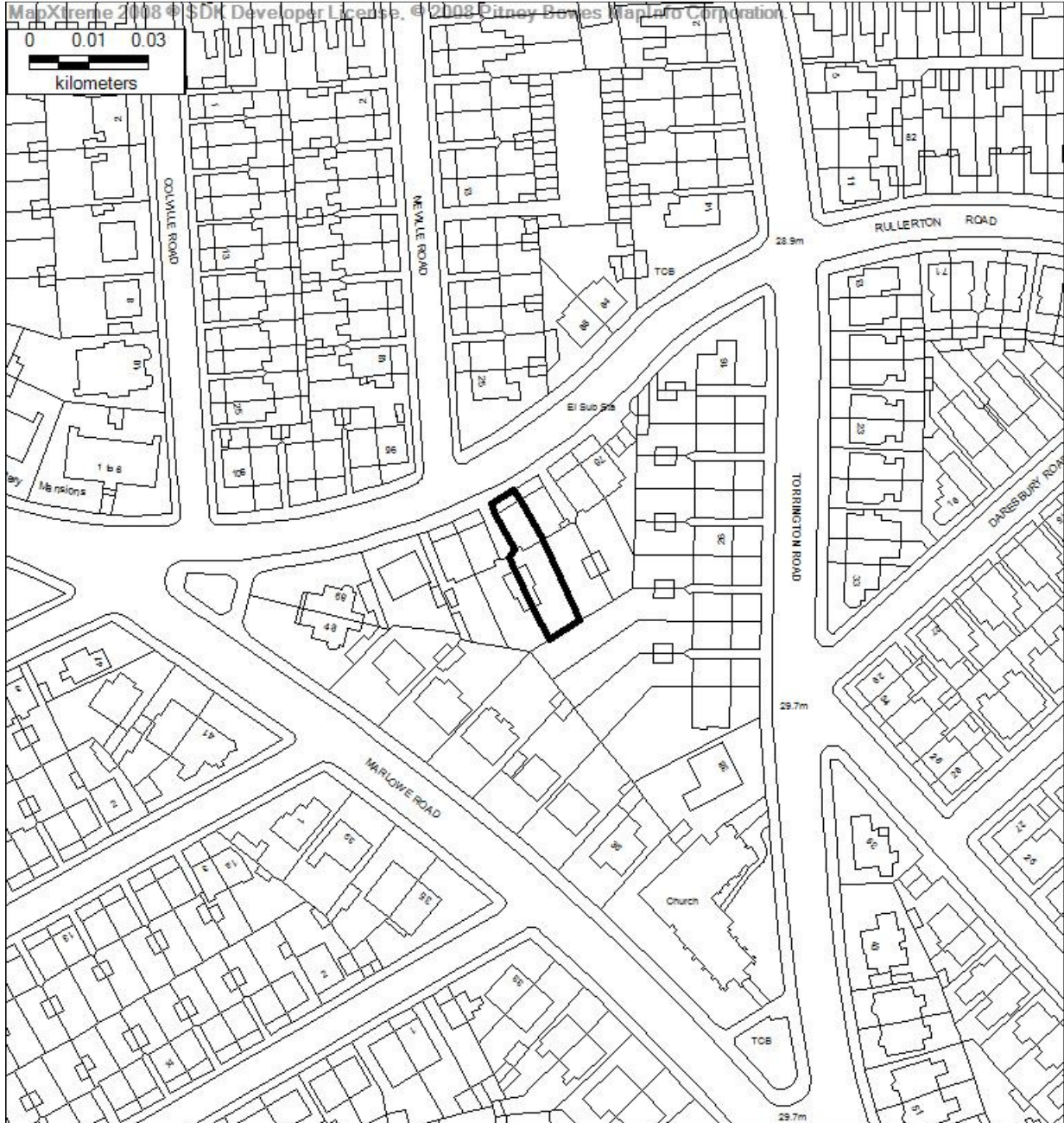
**Area Team:**  
**North Team**

**Case Officer:**  
**Mrs S Williams**

**Ward:**  
**Liscard**

**Location:** 81 RULLERTON ROAD, LISCARD, CH44 3BY  
**Proposal:** Erection of a two storey rear extension  
**Applicant:** Mr Martin Rigg  
**Agent :** Mr Mark Bathgate

### Site Plan:



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**Development Plan allocation and policies:**  
Primarily Residential Area

**Planning History:**

No planning history

**Summary Of Representations and Consultations Received:****REPRESENTATIONS:**

Having regard to the Council's Guidance for Publicity on Planning Applications, 4 notifications were sent to adjoining neighbouring properties and a site notice was displayed near the site. At the time of writing this report, 6 objections have been received, which raise the following concerns:

1. Out of keeping
2. No time has this application been posted for viewing outside the property, either before or since its purchase
3. Loss of light to habitable rooms and patio/garden areas
4. Ownership issues
5. No contact made prior to submission
6. Loss of privacy
7. Close proximity
8. Overbearing/oppressive environment
9. Difference in land levels
10. No mention of removal of chimney stack
11. Being set further back due to curvature of the road
12. Proposal would invade access to the garage, meaning a change in access (not disclosed on plans)
13. Boundary wall and gates will be effected
14. Patio doors at No.81 will open onto their garage (no mention of further alterations to the rear access)
15. The scale is not in keeping with the character and privacy of existing dwellings
16. No other extensions within the area
17. Devalue of property
18. Impede the light to vegetable plot
19. Noise level at the time of construction

**CONSULTATION:**

None required

**REASONS FOR REFFERAL TO PLANNING COMMITTEE:**

Councillor Janette Williamson has requested the application to be taken out of delegation on the grounds of:

1. Will cause loss of natural light to surrounding properties
2. Will cause loss of privacy to surrounding properties
3. Is out of character with the surrounding properties

**Director's Comments:**

Consideration of this application was deferred at Planning Committee on 1 June 2017 to allow for a formal Member's Site Visit to take place.

**INTRODUCTION**

The proposal seeks planning permission for the erection of a two-storey rear extension.

**PRINCIPLE OF DEVELOPMENT**

In principle the proposal is considered acceptable subject to relevant house extension policy.

**SITE AND SURROUNDINGS**

81 Rullerton Road is a traditional semi-detached dwellinghouse, located within a primarily residential area of similar styled properties.

The property is screened to the front with a low level wall and a privet hedge. The rear garden measures approximately 21.5 metres in length and benefits from south facing aspect. The boundaries consist of

wooden fencing and sporadic vegetation. There is a detached garage which projects along the west boundary and adjoins the garage at 83 Rullerton Road.

### **POLICY CONTEXT**

The application property is located within land designated as Primarily Residential Area in Wirral's Unitary Development Plan, and the property falls under the use class C3 as it is a dwelling house. National Policy NPPF - Requiring Good Design, HS11 – House Extensions and SPG11 – House Extensions are directly relevant in this instance.

NPPF - Requiring Good Design - The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

With regards to HS11, it is considered that extensions should be designed in such a way as to have no significant adverse effect on the appearance of the original property, the amenities of neighbouring properties, in particular through overlooking, or an adverse effect on the area in general. SPG11: House Extensions acts as a supporting document in relation to HS11.

### **APPEARANCE AND AMENITY ISSUES**

The proposed extension would be located to the rear of the application site. It would measure 2.4 metres in length and 3.4 metres in width. The ridge height of the proposal would be set much lower than the original roofline of the property.

Concerns have been raised from local residents regarding loss of light. In this instance the 45 degree test has been carried out from both neighbouring properties 79 and 83 Rullerton Road's habitable rear windows. The results show that the proposed extension would not result in any form of loss of light to these habitable rooms. Additionally, there are no immediate residential dwellings sited to the rear of the application site as the rear garden of 30 Torrington Road adjoins the garden of 81 Rullerton Road. The proposed extension would be located approximately 20 metres from the rear boundary, which is considered a sufficient distance away.

The proposed extension would achieve 3.4 metre separation distance from the boundary with 79 Rullerton Road and 2.2 metres separation distance from the boundary shared with 83 Rullerton Road. House extension policy states that 'two-storey rear extension should not be closer than 2.5 metres to a boundary that forms a party wall between terraced and semi-detached properties and 1 metre to other boundaries'. In this instance, the proposed extension complies with the required separation distance.

The proposed extension is considered minimal in terms of its overall scale. The plans indicate that the garage would still remain on site and a 2 metre separation distance measured from the rear elevation of the proposal to the front of the garage would be achieved. However, it should be noted that planning permission would not be required to demolish this structure.

The property is located within a residential street. Although it is appreciated that the properties within the area have not extended, the proposal is a common design and located to the rear. The proposal is not considered to be excessive and maintains a residential appearance.

All other concerns raised do not fall within the remit of planning and therefore do not warrant a refusal. It is deemed that the proposal would not cause any harm to the character and appearance of the area. The proposal is not considered to have a harmful visual impact on its surroundings or an adverse impact to the amenities that the occupiers of neighbouring properties expect to enjoy. The proposed development complies with relevant Council policies and is therefore considered acceptable.

### **SEPARATION DISTANCES**

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. The proposed extension complies with the required separation distances and therefore no residential properties will be affected by the proposed development.

### **HIGHWAY/TRAFFIC IMPLICATIONS**

There are no Highway Implications relating to this proposal.

## **ENVIRONMENTAL/SUSTAINABILITY ISSUES**

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

## **HEALTH ISSUES**

There are no health implications relating to this application.

## **CONCLUSION**

The proposal is not considered to have a harmful visual impact on its surroundings or an adverse impact to the amenities that the occupiers of neighbouring properties expect to enjoy. The proposal complies with NPPF- Requiring Good Design, Policy HS11 - House Extensions and SPG11 and is therefore considered acceptable and is therefore considered acceptable.

### **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 proposal is not considered to have a harmful visual impact on its surroundings or an adverse impact to the amenities that the occupiers of neighbouring properties expect to enjoy. The proposal complies with NPPF- Requiring Good Design, Policy HS11 - House Extensions and SPG11 and is therefore considered acceptable and is therefore considered acceptable.

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

### **Recommended Conditions and Reasons:**

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

**Reason:** To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 5th April 2017 and listed as follows: drawing numbers W01, W02 and W03 (dated 22/03/2017 and 25/03/2017).

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

**Last Comments By:** 08/05/2017  
**Expiry Date:** 31/05/2017

**Planning Applications Decided Under  
Delegated Powers Between  
21/05/2017 and 11/06/2017**

**Application No.:** APP/15/01571                      **Application Type:** Full Planning Permission  
**Ward:** Birkenhead and Tranmere                      **Decision Level:** Delegated  
**Decision Date:** 01/06/2017                      **Decision:** Refuse  
**Case Officer:** Mr K Spilsbury  
**Applicant:** Mr W Hariz                      **Agent:** SDA Architecture & Surveying  
**Location:** Queens Hotel, 1 PARK ROAD EAST, BIRKENHEAD, CH41 4BB  
**Proposal:** Variation of condition 6 on APP/14/01018 to increase the number of bedrooms in the HMO from 16 to 20.

**Application No.:** APP/16/01328                      **Application Type:** Full Planning Permission  
**Ward:** Bidston and St James                      **Decision Level:** Delegated  
**Decision Date:** 09/06/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Lacey  
**Applicant:** Mr Brooks                      **Agent:** RAL Architects Limited  
**Location:** Park Cottage, 130 ELEANOR ROAD, BIDSTON, CH43 7QS  
**Proposal:** Proposed extension to the rear of this detached house at 130 Eleanor Road. Extension to form new triple garage with two bedrooms and bathroom above.

**Application No.:** APP/16/01475                      **Application Type:** Full Planning Permission  
**Ward:** Pensby and Thingwall                      **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Mr K Spilsbury  
**Applicant:** Mr & Mrs Douglas                      **Agent:** KJP Architecture  
**Location:** Dale End, 178 BARNSTON ROAD, BARNSTON, CH61 1AR  
**Proposal:** Two new detached dwellings and retention of the existing garage (following Outline Application 15/00709 - approved) AMENDED PLANS

**Application No.:** OUT/16/01479                      **Application Type:** Outline Planning Permission  
**Ward:** Cloughton                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Refuse  
**Case Officer:** Mr K Spilsbury  
**Applicant:** Panoramic 34 Holdings Ltd                      **Agent:** Pegasus Group  
**Location:** Stokesay House, 12 STOKESAY, BIDSTON, CH43 7PU  
**Proposal:** Outline application for the erection of 2no dwellings to rear of 12 and 14 Stokesay (all matters reserved)

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**Application No.:** APP/17/00149                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Refuse  
**Case Officer:** Mr N Williams  
**Applicant:** Mr J Shudall                      **Agent:** WIRRAL PLANNING ADVICE & APPEALS SERVICE  
**Location:** LAND EAST OF HILLBARK ROAD, WIRRAL FRANKBY, CH48 1NJ  
**Proposal:** Erection of agricultural barn as alternative to barn approved under planning permission APP/14/00919

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**Application No.:** APP/17/00182                      **Application Type:** Full Planning Permission  
**Ward:** Heswall                      **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Williams  
**Applicant:** Mr & Mrs Townsend                      **Agent:**  
**Location:** 36 BORDER ROAD, BARNSTON, CH60 2TZ  
**Proposal:** Erection of two front dormer windows

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**Application No.:** APP/17/00191                      **Application Type:** Full Planning Permission  
**Ward:** Hoylake and Meols                      **Decision Level:** Delegated  
**Decision Date:** 24/05/2017                      **Decision:** Refuse  
**Case Officer:** Miss A McDougall  
**Applicant:** Mrs P Bazeley                      **Agent:** Pegasus Group  
**Location:** Bright Smiles Day Nursery, 2 MORPETH ROAD, HOYLAKE, CH47 4AT  
**Proposal:** Full planning permission for the conversion and extension of single storey building to a residential dwelling

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**Application No.:** LBC/17/00198                      **Application Type:** Listed Building Consent  
**Ward:** Clatterbridge                      **Decision Level:** Delegated  
**Decision Date:** 26/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs J Malpas  
**Applicant:** Thornton Hough Parochial Church Council                      **Agent:** Mr D Jones  
**Location:** Hirst Cottage, CHURCH ROAD, THORNTON HOUGH, CH63 1JW  
**Proposal:** Proposed repointing of the external stonework throughout the Parish Hall and adjoining Hirst Cottage (Former School and Masters House). We are proposing to replace the exiting cement mortar (added in the 1970s) with traditional lime mortar as would have been original.

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**Application No.:** APP/17/00199                      **Application Type:** Full Planning Permission  
**Ward:** Eastham                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr Adam Farey                      **Agent:** BDS  
**Location:** 99 RAEBURN AVENUE, EASTHAM, CH62 8BD  
**Proposal:** Single storey side/rear single storey extension to house

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<b>Application No.:</b>	ADV/17/00213	<b>Application Type:</b>	Advertisement Consent
<b>Ward:</b>	Heswall	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	22/05/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Miss A McDougall		
<b>Applicant:</b>	Mr P Rushbrook	<b>Agent:</b>	
<b>Location:</b>	254 TELEGRAPH ROAD, HESWALL, CH60 7SG		
<b>Proposal:</b>	1 x Fascia Sign 1 x projecting sign both illuminated		
<b>Application No.:</b>	APP/17/00219	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Bromborough	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	31/05/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mr C Smith		
<b>Applicant:</b>	Mr & Mrs Fowler	<b>Agent:</b>	s n amery architectural services
<b>Location:</b>	37 STANLEY ROAD, NEW FERRY, CH62 5AR		
<b>Proposal:</b>	Removal of existing side utility room and rear store, construction of single storey rear and side extension		
<b>Application No.:</b>	APP/17/00253	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Heswall	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	30/05/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mr C Smith		
<b>Applicant:</b>	Mr & Mrs Ennion	<b>Agent:</b>	Wholesale Windows
<b>Location:</b>	43 DOWNHAM DRIVE, HESWALL, CH60 5RE		
<b>Proposal:</b>	Porch to front elevation (amended)		
<b>Application No.:</b>	APP/17/00255	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Bebington	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	23/05/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mr C Smith		
<b>Applicant:</b>	Mr & Mrs Briscoe	<b>Agent:</b>	RADM Architects
<b>Location:</b>	8 REGENTS WAY, HIGHER BEBINGTON, CH63 5QP		
<b>Proposal:</b>	Proposed single storey side extension with internal modifications, change in roof to existing single storey rear extension from hipped roof to gable.		
<b>Application No.:</b>	APP/17/00256	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	New Brighton	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	22/05/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mrs J Malpas		
<b>Applicant:</b>	Mr Ware	<b>Agent:</b>	Mr L Sidwell
<b>Location:</b>	Redcliffe, 34 WELLINGTON ROAD, NEW BRIGHTON		
<b>Proposal:</b>	TO RETROSPECTIVELY CREATE A LOBBY AREA AT THE ENTRANCE OF THE BUILDING. TO INSTALL NEW WROUGHT IRON GATES TO THE FRONT OF THE PROPERTY WIH THE INSTALLATION OF LETTERBOXES WITHIN THE EXISTING SANDSTONE BOUNDARY WALL TO THE FRONT OF THE PROPERTY.		

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**Application No.:** LBC/17/00257                      **Application Type:** Listed Building Consent  
**Ward:** New Brighton                                      **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs J Malpas  
**Applicant:** Mr Ware                                      **Agent:** Mr Sidwell  
**Location:** Redcliffe, 34 WELLINGTON ROAD, NEW BRIGHTON  
**Proposal:** TO RETROSPECTIVELY CREATE A LOBBY AREA AT THE ENTRANCE OF THE BUILDING. TO INSTALL NEW WROUGHT IRON GATES TO THE FRONT OF THE PROPERTY WITH THE INSTALLATION OF LETTERBOXES WITHIN THE EXISTING SANDSTONE BOUNDARY WALL TO THE FRONT OF THE PROPERTY.

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**Application No.:** APP/17/00259                      **Application Type:** Full Planning Permission  
**Ward:** Heswall    **Decision Level:** Delegated  
**Decision Date:** 24/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Lacey  
**Applicant:** Mr & Mrs Cowan                              **Agent:** ATELIER 2 ARCHITECTURE LTD.  
**Location:** The Cube, 30 NORTH DRIVE, GAYTON, CH60 0BD  
**Proposal:** Proposed two-storey front extension, single-storey side extension, external alterations, and detached double garage

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**Application No.:** LDP/17/00268                      **Application Type:** Lawful Development Certificate Proposed  
**Ward:** Pensby and Thingwall                      **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Not Lawful Use  
**Case Officer:** Mrs S Lacey  
**Applicant:** Mr D Swinson                                      **Agent:**  
**Location:** 40 KENILWORTH DRIVE, IRBY, CH61 8TA  
**Proposal:** Proposed front and side extension

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**Application No.:** APP/17/00281                      **Application Type:** Full Planning Permission  
**Ward:** Cloughton    **Decision Level:** Delegated  
**Decision Date:** 25/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Day  
**Applicant:** MORGAN SINDALL                              **Agent:**  
**Location:** Ridgeway High School, NOCTORUM AVENUE, NOCTORUM, CH43 9EB  
**Proposal:** Relocation and erection of 10, 8m high lighting columns along the western boundary of the existing car park and erection of 5, 4m high lighting columns to the east of the former school building along the proposed pedestrian footpath.

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**Application No.:** LBC/17/00288                      **Application Type:** Listed Building Consent  
**Ward:** Clatterbridge    **Decision Level:** Delegated  
**Decision Date:** 09/06/2017                      **Decision:** Approve  
**Case Officer:** Mrs J Malpas  
**Applicant:** Mr Robson    **Agent:**  
**Location:** Rowan Cottage, CHURCH ROAD, THORNTON HOUGH, CH63 1JN  
**Proposal:** Detached garage: 1: Remove side up and over steel door and brick up to the size. Replaced with single timber entrance side door. 2: Replace front up and over steel door with double timber doors. 3: Render side brick work and new block work. Glasshouse. To be taken down and salvage any sound components.

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**Application No.:** APP/17/00293                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mrs Gillian Erickson                      **Agent:** Mr Jim Holden  
**Location:** 83 WOOD LANE, GREASBY, CH49 2PX  
**Proposal:** Re-submission of APP/16/00355 - Single storey extension to the front of the property. Request to add 600mm, as per enclosed hand amended drawings.

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**Application No.:** APP/17/00305                      **Application Type:** Full Planning Permission  
**Ward:** Pensby and Thingwall                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr & Mrs Cobley                      **Agent:** KJP Architecture  
**Location:** 150 FISHERS LANE, PENSBY, CH61 8SB  
**Proposal:** Amended Description Proposed rear and side extensions

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**Application No.:** APP/17/00315                      **Application Type:** Full Planning Permission  
**Ward:** Moreton West and Saughall Massie                      **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Refuse  
**Case Officer:** Mr K Spilsbury  
**Applicant:** Pearce Panels                      **Agent:** AB Consulting  
**Location:** Pearce Panels, 215 PASTURE ROAD, MORETON, CH46 4TH  
**Proposal:** Demolish small lean to building to the rear of the property and replace with new bespoke cold rolled steel framed building

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**Application No.:** APP/17/00316                      **Application Type:** Full Planning Permission  
**Ward:** Heswall                      **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Refuse  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr & Mrs Rowlands                      **Agent:**  
**Location:** 38 SEABANK ROAD, HESWALL, CH60 4SW  
**Proposal:** Proposed 'wrap-around' extension consisting of a single storey extension across the front, a two-storey extension to the side, and a single storey extension across the rear.

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**Application No.:** APP/17/00330                      **Application Type:** Full Planning Permission  
**Ward:** Eastham                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** Mr Scott Penny                      **Agent:**  
**Location:** 91 EASTHAM VILLAGE ROAD, EASTHAM, WIRRAL, CH62 0AW  
**Proposal:** Retrospective application to create an access ramp to help maintain paddock area and allow access to the paddock with live stock i.e horses / goats etc.

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**Application No.:** APP/17/00332                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** E.i.Group PLC                      **Agent:** Concorde BGW Ltd  
**Location:** The Farmers Arms, HILL BARK ROAD, FRANKBY, CH48 1NJ  
**Proposal:** Installation of 1 skylight window in the ground floor level roof. Re-build the external decking platform, in exactly the same footprint, just to replace as the existing is defective.

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**Application No.:** APP/17/00336                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Approve  
**Case Officer:** Mr K Spilsbury  
**Applicant:** Mr A Eckford                      **Agent:** Streetspace Group  
**Location:** Calday Grange Grammar School, GRAMMAR SCHOOL LANE, NEWTON, CH48 8GG  
**Proposal:** Erection of two canopies within an existing court yard

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**Application No.:** APP/17/00337                      **Application Type:** Full Planning Permission  
**Ward:** Pensby and Thingwall                      **Decision Level:** Delegated  
**Decision Date:** 26/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr & Mrs O'Keeffe                      **Agent:** Architects-Direct.com  
**Location:** 5 GRENVILLE DRIVE, PENSBY, CH61 5US  
**Proposal:** Construction of new single storey extension at the rear and side of the property. New external works to garden. General internal alterations and window amendments. Removal of existing garage.

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**Application No.:** APP/17/00344                      **Application Type:** Full Planning Permission  
**Ward:** Heswall                      **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr D Lewis                      **Agent:** Azzurri Architects  
**Location:** Westfield, HESSLE DRIVE, HESWALL, CH60 8PS  
**Proposal:** A first floor extension over existing room to extend a bedroom, ensuite and dressing room

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**Application No.:** ADV/17/00347                      **Application Type:** Advertisement Consent  
**Ward:** Heswall                      **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Our Lady and St John RC Church                      **Agent:** Architects-Direct.com  
**Location:** Our Lady and St Johns Roman Catholic Church, BOUNDARY LANE, GAYTON  
**Proposal:** Free standing external notice board inside existing Telegraph Road boundary wall

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**Application No.:** APP/17/00350                      **Application Type:** Full Planning Permission  
**Ward:** Heswall    **Decision Level:** Delegated  
**Decision Date:** 26/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mrs Bushell    **Agent:** KJP Architecture  
**Location:** 13 TEALS WAY, HESWALL, CH60 4RX  
**Proposal:** Single Storey rear extension, two storey front and side extensions, front and rear dormers with loft conversion and internal alterations

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**Application No.:** APP/17/00352                      **Application Type:** Full Planning Permission  
**Ward:** Clatterbridge    **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr Hilton    **Agent:** WIRRAL AND CHESTER DESIGN SERVICES  
**Location:** 44 FAIRACRES ROAD, BEBINGTON, CH63 3HB  
**Proposal:** Single storey side extension with porch to front

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**Application No.:** APP/17/00354                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr & Mrs Roberts    **Agent:** Clearview Home Improvements  
**Location:** 51 MILL HILL ROAD, IRBY, CH61 4XA  
**Proposal:** Conservatory to rear (west) elevation

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**Application No.:** APP/17/00355                      **Application Type:** Full Planning Permission  
**Ward:** Hoylake and Meols    **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** Ms Ormesher    **Agent:** Bryson Architecture  
**Location:** 2B LAKE PLACE, HOYLAKES, CH47 2DW  
**Proposal:** Change of use of A1 retail to C3 residential including single storey rear extension

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**Application No.:** APP/17/00357                      **Application Type:** Full Planning Permission  
**Ward:** Pensby and Thingwall    **Decision Level:** Delegated  
**Decision Date:** 22/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr Loughlin    **Agent:**  
**Location:** 10 BARNSTON ROAD, THINGWALL, CH61 7XN  
**Proposal:** Erection of two storey side extension

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**Application No.:** APP/17/00358                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 24/05/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** Mr Reynolds                      **Agent:** Shack Architecture Ltd  
**Location:** 16 CHERITON AVENUE, NEWTON, CH48 9XX  
**Proposal:** Demolition of an existing conservatory and creation of a proposed part 2 storey rear extension

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**Application No.:** APP/17/00359                      **Application Type:** Full Planning Permission  
**Ward:** Wallasey                      **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr & Mrs Benmoussa                      **Agent:** Kriss Cringle Associates  
**Location:** 7 INCHCAPE ROAD, WALLASEY VILLAGE, CH45 8JR  
**Proposal:** Front Porch extension, Garage conversion to habitable space, (extended to front). Addition of pitched roof to front porch and to side former garage and existing kitchen projection.

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**Application No.:** APP/17/00362                      **Application Type:** Full Planning Permission  
**Ward:** Upton                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mrs Mclvor                      **Agent:** SDA Architecture  
**Location:** 5 WITHBURN CLOSE, UPTON, CH49 6QH  
**Proposal:** Single height flat roof rear extension, double height pitched roof side extension

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**Application No.:** APP/17/00363                      **Application Type:** Full Planning Permission  
**Ward:** Clatterbridge                      **Decision Level:** Delegated  
**Decision Date:** 07/06/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Lacey  
**Applicant:** Mr & Mrs Thomas                      **Agent:** Connell Consulting Engineers  
**Location:** Green Gables, 16 BLAKELEY ROAD, RABY MERE, CH63 0NA  
**Proposal:** Proposed first floor extension incorporating raising the roof height, external alterations and detached garage

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**Application No.:** APP/17/00365                      **Application Type:** Full Planning Permission  
**Ward:** Wallasey                      **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr D Lester                      **Agent:** Oakdale Property Consultants Ltd.  
**Location:** 19 CHORLTON GROVE, WALLASEY VILLAGE, CH45 8QG  
**Proposal:** Small Front Lounge Extension

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**Application No.:** APP/17/00368                      **Application Type:** Full Planning Permission  
**Ward:** Moreton West and Saughall Massie                      **Decision Level:** Delegated  
**Decision Date:** 25/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr & Mrs Simco                      **Agent:** PWE Design  
**Location:** 15 INGLEWOOD AVENUE, MORETON, CH46 0SB  
**Proposal:** Single storey side and rear extension

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**Application No.:** APP/17/00372                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr M Bradley                      **Agent:** Tom Johnson Design  
**Location:** 4 WIRRAL MOUNT, NEWTON, CH48 6EW  
**Proposal:** Demolition and rebuilding of existing garage as habitable space with new garage and kitchen space added adjacent to house. New front porch.

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**Application No.:** DLS/17/00373                      **Application Type:** Reserved Matters  
**Ward:** Upton                      **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Lacey  
**Applicant:** BDP Developments Ltd                      **Agent:** Snow architects Ltd  
**Location:** 13 ATHERTON DRIVE, WOODCHURCH, CH49 8HD  
**Proposal:** To discharge reserved matters conditions 2(a)(b)(c)(d)(e) & 7(i)(ii)(iii)(iv) of approval OUT/16/01218 that relate to access, appearance, landscaping, layout and scale.

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**Application No.:** APP/17/00374                      **Application Type:** Full Planning Permission  
**Ward:** Heswall                      **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** Mrs Frith                      **Agent:** CS-PES Planning Consultant  
**Location:** Willow Cottage, BANKS ROAD, HESWALL, CH60 9JS  
**Proposal:** Variation of condition 2; in relation to plot 2 only to substitute approved plans TF/14/0009 Rev A and TF/14/0010 Rev A to Drwg No. 001 and Drwg No 002.

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**Application No.:** APP/17/00375                      **Application Type:** Full Planning Permission  
**Ward:** Oxton                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr Boulton                      **Agent:**  
**Location:** 490 WOODCHURCH ROAD, PRENTON, CH43 0SF  
**Proposal:** Remove current kerb to create a Vehicular Crossing

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**Application No.:** APP/17/00378                      **Application Type:** Full Planning Permission  
**Ward:** New Brighton                                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** Mr Milnes                                      **Agent:**  
**Location:** 21 OARSIDE DRIVE, LISCARD, CH45 5HZ  
**Proposal:** Convert a garage/outhouse into a treatment room for massage therapy. The building is to the rear of the property and access is gained by driveway from public street. The conversion will consist of a waiting room with w/c and shower, and a treatment room. Double glazed units will be installed, the floor and roof will be raised and insulation will be fitted.

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**Application No.:** APP/17/00379                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Refuse  
**Case Officer:** Mr K Spilsbury  
**Applicant:** Mrs Frichot                                      **Agent:** SHACK Architecture Ltd  
**Location:** Drayton, 46 CROFT DRIVE EAST, CALDY, CH48 1LS  
**Proposal:** Erection of three detached dwellings

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**Application No.:** APP/17/00382                      **Application Type:** Full Planning Permission  
**Ward:** Hoylake and Meols                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Lacey  
**Applicant:** Mr Neil Blake                                      **Agent:** pdv design ltd  
**Location:** 11 CLYDESDALE ROAD, HOYLAKE, CH47 3AP  
**Proposal:** Proposed single storey kitchen / dining extension to rear and a loft conversion incorporating a dormer roof to rear of property with viewing window installed into existing gable wall

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**Application No.:** APP/17/00383                      **Application Type:** Full Planning Permission  
**Ward:** Prenton    **Decision Level:** Delegated  
**Decision Date:** 05/06/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** NORWAY LODGE Nursing Home                      **Agent:** 5373 Development Consultants  
**Location:** Norway Lodge Nursing Home, 10 RESERVOIR ROAD, PRENTON, CH42 8LJ  
**Proposal:** Ground and First Floor side and rear extensions to existing Nursing Home including internal alterations to form 13-bed "end-of-life" facility together with ancillary accommodation ( office, storage and dayroom), additional parking and external landscaping.

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**Application No.:** APP/17/00385                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 24/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Williams  
**Applicant:** Mr & Mrs Myers                                      **Agent:** SHACK Architecture Ltd  
**Location:** 6 MOUNT ROAD, WEST KIRBY, CH48 2HL  
**Proposal:** Demolition of conservatory and free standing garage and construction of new single storey rear and side extension

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**Application No.:** APP/17/00387                      **Application Type:** Full Planning Permission  
**Ward:** Clatterbridge                                      **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr William Dalton                                      **Agent:**  
**Location:** 1 SELSTON CLOSE, SPITAL, CH63 9JB  
**Proposal:** Erection of a single storey side extension

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**Application No.:** APP/17/00388                      **Application Type:** Full Planning Permission  
**Ward:** Moreton West and Saughall Massie                      **Decision Level:** Delegated  
**Decision Date:** 26/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr & Mrs Weeks                                      **Agent:**  
**Location:** 19 ARROWE AVENUE, MORETON, CH46 0RY  
**Proposal:** Two storey side extension to create 2 no bedrooms with utility and garage below.

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**Application No.:** APP/17/00389                      **Application Type:** Full Planning Permission  
**Ward:** Heswall    **Decision Level:** Delegated  
**Decision Date:** 24/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Williams  
**Applicant:** Mr Paul O'Brien                                      **Agent:** C W Jones  
**Location:** 9 TOWER ROAD NORTH, HESWALL, CH60 6RT  
**Proposal:** Erection of a two storey side and rear extension

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**Application No.:** ADV/17/00390                      **Application Type:** Advertisement Consent  
**Ward:** Cloughton    **Decision Level:** Delegated  
**Decision Date:** 24/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Day  
**Applicant:** Morgan Sindall                                      **Agent:** HLM AD LTD  
**Location:** Ridgeway High School, NOCTORUM AVENUE, NOCTORUM, CH43 9EB  
**Proposal:** External Signage proposals within school grounds and on buildings.

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**Application No.:** APP/17/00394                      **Application Type:** Full Planning Permission  
**Ward:** Hoylake and Meols                                      **Decision Level:** Delegated  
**Decision Date:** 23/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mrs Lisa Garvey                                      **Agent:**  
**Location:** 1 EDDISBURY ROAD, WEST KIRBY, CH48 5DR  
**Proposal:** Remove conservatory, construct a single storey rear extension

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<b>Application No.:</b>	APP/17/00395	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Eastham	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	07/06/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mrs S Lacey		
<b>Applicant:</b>	Mr John Trantom	<b>Agent:</b>	
<b>Location:</b>	17 MOSSLEY AVENUE, BROMBOROUGH, CH62 7EH		
<b>Proposal:</b>	Remove side garage, construct a single and two storey side/rear extension		
<b>Application No.:</b>	APP/17/00397	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Cloughton	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	02/06/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Miss A McDougall		
<b>Applicant:</b>	Mr T Parry	<b>Agent:</b>	Condy & Lofthouse Ltd
<b>Location:</b>	32 BERYL ROAD, NOCTORUM, CH43 9RT		
<b>Proposal:</b>	Proposed 1m high masonry wall to front boundary, with fence panels in-between masonry piers to a combined height of between 1.8m and 2.1m.		
<b>Application No.:</b>	APP/17/00398	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Bidston and St James	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	30/05/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Miss A McDougall		
<b>Applicant:</b>	Survitec	<b>Agent:</b>	
<b>Location:</b>	1-5 BEAUFORT ROAD, BIRKENHEAD, CH41 1HQ		
<b>Proposal:</b>	Retention of a storage unit to the rear of 1-5 Beaufort Road		
<b>Application No.:</b>	APP/17/00399	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Hoylake and Meols	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	05/06/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mrs MA Jackson		
<b>Applicant:</b>	John Knight Glass	<b>Agent:</b>	KJP Architecture
<b>Location:</b>	33 DUNRAVEN ROAD, WEST KIRBY, CH48 4DT		
<b>Proposal:</b>	Single storey rear extension, front and rear dormers with loft conversion.		
<b>Application No.:</b>	APP/17/00403	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Bebington	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	08/06/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mr C Smith		
<b>Applicant:</b>	Mr & Mrs Nicholls	<b>Agent:</b>	Mr Richard Vickers
<b>Location:</b>	259 TEEHEY LANE, HIGHER BEBINGTON, CH63 2JF		
<b>Proposal:</b>	Two storey side extension and single storey rear extension. New vehicular access.		

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**Application No.:** OUT/17/00404                      **Application Type:** Outline Planning Permission  
**Ward:** Bromborough                                      **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** Mr Thomas G Winstanley                      **Agent:**  
**Location:** Winkie Wood, 11 MILL ROAD, BROMBOROUGH, CH62 2BE  
**Proposal:** Erection of a 2 storey, 3/4 bedroom house

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**Application No.:** APP/17/00406                      **Application Type:** Full Planning Permission  
**Ward:** Wallasey    **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Sublime Stores                                      **Agent:** CFM Consultants Ltd.  
**Location:** 108-112 WALLASEY VILLAGE, CH45 3LN  
**Proposal:** Installation of new shop fronts to provide level entry

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**Application No.:** ADV/17/00407                      **Application Type:** Advertisement Consent  
**Ward:** Wallasey    **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Sublime Stores                                      **Agent:** CFM Consultants Ltd.  
**Location:** 108-112 WALLASEY VILLAGE, CH45 3LN  
**Proposal:** Installation of internally illuminated fascia sign, internally illuminated projecting sign, vinyl to window, internally illuminated vertical sign behind glazing and internally illuminated open sign behind glazing.

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**Application No.:** APP/17/00409                      **Application Type:** Full Planning Permission  
**Ward:** Bromborough                                      **Decision Level:** Delegated  
**Decision Date:** 30/05/2017                      **Decision:** Refuse  
**Case Officer:** Miss A McDougall  
**Applicant:** Arnwood Properties                                      **Agent:** Ainsley Gommon Architects  
**Location:** Former Factory Car Park, SOUTH VIEW, BROMBOROUGH POOL VILLAGE, WIRRAL.  
**Proposal:** Erection of a new two storey building, Convenience Store for Bromborough Pool Village on the ground floor and a 2 Bed 4 Person Flat on the first floor. Building is to be located on a currently vacant former factory employees car-park.

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**Application No.:** APP/17/00412                      **Application Type:** Full Planning Permission  
**Ward:** Hoylake and Meols                                      **Decision Level:** Delegated  
**Decision Date:** 05/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mrs Gauntlett    **Agent:** Bromilow Architects Ltd  
**Location:** 10 SHAWS DRIVE, MEOLS, CH47 5AP  
**Proposal:** Single storey rear extension with pitched roof over to provide en-suite bedroom accommodation.

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**Application No.:** APP/17/00413                      **Application Type:** Full Planning Permission  
**Ward:** Bebington                                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr & Mrs Haywood                      **Agent:** Mr Neville Pickard  
**Location:** 38 HOLMVILLE ROAD, HIGHER BEBINGTON, CH63 2PZ  
**Proposal:** Single storey rear extension

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**Application No.:** APP/17/00414                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Refuse  
**Case Officer:** Mrs S Lacey  
**Applicant:** Mr J Lowry                                      **Agent:** Urbanbuild (Northern) Limited  
**Location:** Wyle Cop, 126 CALDY ROAD, CALDY, CH48 1LW  
**Proposal:** Erection of additional detached dwelling and attached garage within grounds

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**Application No.:** APP/17/00416                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr D Brigden                                      **Agent:**  
**Location:** 6 MEREWORTH, CALDY, CH48 1QT  
**Proposal:** Rear two-storey extension to create enlarged kitchen/dining area at ground floor and new en-suite bathroom at first floor. Extension to existing balcony at first floor and replacement of balustrading with laminated glass. Replacement of existing windows.

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**Application No.:** APP/17/00418                      **Application Type:** Full Planning Permission  
**Ward:** Hoylake and Meols                                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Lacey  
**Applicant:** Mr & Mrs Hirons                                      **Agent:** Bromilow Architects Ltd  
**Location:** 42 STANLEY ROAD, HOYLAKE, CH47 1HP  
**Proposal:** Single storey rear extension and associated internal alterations

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**Application No.:** APP/17/00420                      **Application Type:** Full Planning Permission  
**Ward:** Pensby and Thingwall                                      **Decision Level:** Delegated  
**Decision Date:** 06/06/2017                      **Decision:** Refuse  
**Case Officer:** Mr K Spilsbury  
**Applicant:** Mr E Clarke                                      **Agent:** Bryson Architecture  
**Location:** LAND ADJACENT TO 15 GILLS LANE, BARNSTON, CH61 1AF  
**Proposal:** Erection of a detached dwelling.

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**Application No.:** APP/17/00421                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 26/05/2017                      **Decision:** Approve  
**Case Officer:** Mrs MA Jackson  
**Applicant:** Mr A Fessey                      **Agent:**  
**Location:** 28 CIRENCESTER AVENUE, GREASBY, CH49 2QW  
**Proposal:** Single storey rear extension to form new kitchen/diner. Application required due to PD rights being removed by original house builder.

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**Application No.:** APP/17/00430                      **Application Type:** Full Planning Permission  
**Ward:** Bebington                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr Neville Pickard                      **Agent:**  
**Location:** 35 OAKLANDS DRIVE, BEBINGTON, CH63 7NB  
**Proposal:** Single storey side and rear extension

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**Application No.:** APP/17/00431                      **Application Type:** Full Planning Permission  
**Ward:** Heswall                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Williams  
**Applicant:** Mr H Ruygrok                      **Agent:**  
**Location:** 2 BEVERLEY DRIVE, GAYTON, CH60 3RP  
**Proposal:** Erection of a two storey extension and internal alterations

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**Application No.:** APP/17/00433                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr L McNeight                      **Agent:** PWE Design  
**Location:** 15 KINGSBURY, NEWTON, CH48 6ES  
**Proposal:** Single storey side and rear extension, car port and front dormer

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**Application No.:** APP/17/00434                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Miss Davies-Brookfield                      **Agent:** Pace Property Reports & PM Ltd  
**Location:** 20 LONG ACRES, GREASBY, CH49 2SP  
**Proposal:** Proposed alteration and extension to existing rear conservatory

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**Application No.:** APP/17/00435                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 31/05/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr & Mrs Parr                      **Agent:** PWE Design  
**Location:** 2 FROME CLOSE, IRBY, CH61 4YD  
**Proposal:** Single storey side extension, front garage enlargement and porch

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**Application No.:** APP/17/00436                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 06/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr S Cleaver                      **Agent:** Life Architecture Ltd  
**Location:** 4 BURLINGHAM AVENUE, NEWTON, CH48 8AP  
**Proposal:** First Floor rear extension over existing sun lounge

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**Application No.:** APP/17/00441                      **Application Type:** Full Planning Permission  
**Ward:** West Kirby and Thurstaston                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr M Redmond                      **Agent:**  
**Location:** 32 CROOME DRIVE, NEWTON, CH48 8AH  
**Proposal:** The proposed works consists of a single storey rear domestic extension to a detached property and gable end roofs to the front & rear of the property to create additional head height to 2no first floor bedrooms. Dormer windows will also be installed to create natural light to these bedrooms. Existing porch is to be moved forward to increase floor space.

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**Application No.:** APP/17/00445                      **Application Type:** Full Planning Permission  
**Ward:** Clatterbridge                      **Decision Level:** Delegated  
**Decision Date:** 05/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mrs J Robson                      **Agent:**  
**Location:** Rowan Cottage, CHURCH ROAD, THORNTON HOUGH, CH63 1JN  
**Proposal:** Replace front up and over steel garage door with 2 timber vertical boarded doors (painted black), Take out side up and over steel garage door and replace with block work to give a single timber vertical boarded door entrance (painted black) Render new block work and existing yellow bricks, Demolish the glass house and salvage any items of use. Replace timber front driveway gates with 2 vertical timber boarded gates matching the garage (painted black).

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**Application No.:** APP/17/00446                      **Application Type:** Full Planning Permission  
**Ward:** Bromborough                      **Decision Level:** Delegated  
**Decision Date:** 07/06/2017                      **Decision:** Approve  
**Case Officer:** Mr N Williams  
**Applicant:** Mr M Potts                      **Agent:** Paddock Johnson Partnership  
**Location:** 217 SPITAL ROAD, BROMBOROUGH, WIRRAL, CH62 2AF  
**Proposal:** Conversion of existing house into 5 Flats with minor elevation alterations

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**Application No.:** APP/17/00448                      **Application Type:** Full Planning Permission  
**Ward:** Greasby Frankby and Irby                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr & Mrs Teaney                      **Agent:** PATERSON MACAULAY & OWENS  
**Location:** 35 TOWNSHEND AVENUE, IRBY, CH61 2XN  
**Proposal:** Proposed first storey extension

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**Application No.:** APP/17/00449                      **Application Type:** Full Planning Permission  
**Ward:** Rock Ferry                      **Decision Level:** Delegated  
**Decision Date:** 07/06/2017                      **Decision:** Approve  
**Case Officer:** Mrs S Williams  
**Applicant:** Mr G Cavanagh                      **Agent:** Mr G Tomlinson  
**Location:** 25 BRIARSWOOD CLOSE, ROCK FERRY, CH42 4LZ  
**Proposal:** Erection for a two storey side extension

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**Application No.:** APP/17/00450                      **Application Type:** Full Planning Permission  
**Ward:** Oxtou                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Miss A McDougall  
**Applicant:** Rightway Ltd                      **Agent:** Emery Steel Contracts  
**Location:** Rightway D I Y, 280 WOODCHURCH ROAD, PRENTON, CH42 8PQ  
**Proposal:** Demolition of existing buildings and installation of new retail and storage building - amended proposal

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**Application No.:** RESX/17/00454                      **Application Type:** Prior Approval Householder PD  
**Ward:** Bromborough                      **Decision Level:** Delegated  
**Decision Date:** 24/05/2017                      **Decision:** Prior approval is not required  
**Case Officer:** Mr C Smith  
**Applicant:** Mr Mark Wilkinson                      **Agent:** Linwood North West  
**Location:** 80 Brookhurst Road, Bromborough, Wirral, CH63 0ER  
**Proposal:** Erection of a single storey rear conservatory which would extend beyond the rear wall of the original house by 3.5m for which the maximum height would be 3.3m and for which the height of the eaves would be 2.2m

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**Application No.:** APP/17/00456                      **Application Type:** Full Planning Permission  
**Ward:** Clatterbridge                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Approve  
**Case Officer:** Mr C Smith  
**Applicant:** Mr Murray                      **Agent:**  
**Location:** 87 ST ANDREWS ROAD, BEBINGTON, CH63 9JG  
**Proposal:** Demolition of existing garage and single storey glazed extension and replacement with a 2 storey rear extension.

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<b>Application No.:</b>	APP/17/00471	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Oxton	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	08/06/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mr C Smith		
<b>Applicant:</b>	Mr Stephen Skinner	<b>Agent:</b>	
<b>Location:</b>	4 KILMALCOLM CLOSE, OXTON, CH43 9QT		
<b>Proposal:</b>	Proposed flat roof replacement with pitched, tiled roof and removal of cladding to front external wall, to be replaced with brick facing. All the first floor bedroom above garage.		
<b>Application No.:</b>	APP/17/00472	<b>Application Type:</b>	Full Planning Permission
<b>Ward:</b>	Heswall	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	07/06/2017	<b>Decision:</b>	Approve
<b>Case Officer:</b>	Mr C Smith		
<b>Applicant:</b>	Mr Banyard	<b>Agent:</b>	B.D.S.
<b>Location:</b>	5 STEVENS ROAD, BARNSTON, CH60 1XS		
<b>Proposal:</b>	New porch to front elevation of bungalow.		
<b>Application No.:</b>	RESX/17/00481	<b>Application Type:</b>	Prior Approval Householder PD
<b>Ward:</b>	West Kirby and Thurstaston	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	01/06/2017	<b>Decision:</b>	Prior approval is not required
<b>Case Officer:</b>	Mrs S Williams		
<b>Applicant:</b>	PJM Surveyors LTD	<b>Agent:</b>	
<b>Location:</b>	12 BOULTON AVENUE, WEST KIRBY, CH48 5HZ		
<b>Proposal:</b>	Erection of a single storey rear conservatory extension which would extend beyond the rear wall of the original house by 4.0m for which the maximum height would be 3.2m and for which the height of the eaves would be 3.0m		
<b>Application No.:</b>	ANT/17/00486	<b>Application Type:</b>	Prior Approval of Telecommunications PD
<b>Ward:</b>	Heswall	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	08/06/2017	<b>Decision:</b>	Refuse
<b>Case Officer:</b>	Miss A McDougall		
<b>Applicant:</b>	Cornerstone Telecommunications Infrastructure LTD & Vodafone LTD	<b>Agent:</b>	Clarke Telecom Limited
<b>Location:</b>	Junction of Telegraph Road/ Oldfield Drive, Heswall, Wirral, CH60 6RP		
<b>Proposal:</b>	Installation of a 17.5m streetworks telecommunications, supporting 3no antennas and 2no 0.3m transmission dishes		
<b>Application No.:</b>	RESX/17/00488	<b>Application Type:</b>	Prior Approval Householder PD
<b>Ward:</b>	West Kirby and Thurstaston	<b>Decision Level:</b>	Delegated
<b>Decision Date:</b>	05/06/2017	<b>Decision:</b>	Prior Approval Refused
<b>Case Officer:</b>	Mrs S Lacey		
<b>Applicant:</b>	Mrs Clare Small	<b>Agent:</b>	
<b>Location:</b>	43 GRESFORD AVENUE, NEWTON, CH48 6DA		
<b>Proposal:</b>	Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 4000m for which the maximum height would be 3865.5m and for which the height of the eaves would be 2760m		



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**Application No.:** RESX/17/00509                      **Application Type:** Prior Approval Householder PD  
**Ward:** Claughton                                      **Decision Level:** Delegated  
**Decision Date:** 05/06/2017                      **Decision:** Prior approval is not required  
**Case Officer:** Mr C Smith  
**Applicant:** Mr Peter Fenn                              **Agent:** Archiphonic  
**Location:** 27 BASSENTHWAITE AVENUE, NOCTORUM, CH43 9RA  
**Proposal:** Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 4.3m for which the maximum height would be 3.5m and for which the height of the eaves would be 2.35m

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**Application No.:** RESX/17/00527                      **Application Type:** Prior Approval Householder PD  
**Ward:** Upton    **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Prior approval is not required  
**Case Officer:** Mrs S Williams  
**Applicant:** Ms Debbie Cashin                              **Agent:** Mr M Myers  
**Location:** 29 UPTON PARK DRIVE, UPTON, CH49 6JN  
**Proposal:** Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 5.952m for which the maximum height would be 2.925m and for which the height of the eaves would be 2.925m

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**Application No.:** RESX/17/00528                      **Application Type:** Prior Approval Householder PD  
**Ward:** Rock Ferry                                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Prior approval is not required  
**Case Officer:** Mrs S Williams  
**Applicant:** M Meaney                                      **Agent:** Mr S Finney  
**Location:** 32 RICHARDSON ROAD, ROCK FERRY, CH42 4PH  
**Proposal:** Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 6.0m for which the maximum height would be 3.2m and for which the height of the eaves would be 3.0m

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**Application No.:** LBCO/17/00586                      **Application Type:** Local Listed Building Consent  
**Ward:** Bromborough                                      **Decision Level:** Delegated  
**Decision Date:** 02/06/2017                      **Decision:** Acceptable  
**Case Officer:** Mrs J Malpas  
**Applicant:** Mrs A Nightingale                              **Agent:**  
**Location:** 29 Boundary Road, Port Sunlight, CH62 5ER  
**Proposal:** Replace rear gate.

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**Application No.:** LBCO/17/00605                      **Application Type:** Local Listed Building Consent  
**Ward:** Bromborough                                      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017                      **Decision:** Acceptable  
**Case Officer:** Mrs J Malpas  
**Applicant:** Ms Jane Thomas                              **Agent:** Mr C Power  
**Location:** 16 GREENDALE ROAD, PORT SUNLIGHT, CH62 5DF  
**Proposal:** Timber gate

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**Application No.:** LBCO/17/00690      **Application Type:** Local Listed Building Consent  
**Ward:** Bromborough      **Decision Level:** Delegated  
**Decision Date:** 08/06/2017      **Decision:** Acceptable  
**Case Officer:** Mrs J Malpas  
**Applicant:** Dr Alan      **Agent:** JW JOINERY  
**Location:** 25 WOOD STREET, PORT SUNLIGHT, CH62 4UY  
**Proposal:** Replacement doors.

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**Total Number of Applications Decided: 95**

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**Summary of data**

	Total Per D
Acceptable	3
Approve	74
Not Lawful Use	1
Prior approval is not required	5
Prior Approval Refused	1
Refuse	11
Report Total	95