



Planning Committee

Date:	Thursday, 20 July 2017
Time:	6.00 pm
Venue:	Civic Hall - Wallasey Town Hall

Contact Officer: Brenda Hall
Tel: 0151 691 8363
e-mail: brendahall@wirral.gov.uk
Website: <http://www.wirral.gov.uk>

1. MINUTES (Pages 1 - 4)

To approve the accuracy of the minutes of the meeting held on 22nd 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/16/00936: STRATTON COURT, THURSBY ROAD, CROFT BUSINESS PARK, BROMBOROUGH, CH62 3PW : ERECTION OF RETAIL UNIT WITH CAR PARKING AND SERVICING AREAS, VEHICULAR ACCESSES AND ASSOCIATED WORKS FOLLOWING DEMOLITION OF EXISTING BUILDINGS. (Pages 5 - 20)

5. APP/16/01508: SIX ACRES, 75 COLUMN ROAD, NEWTON, CH48 1PX: CONVERSION OF EXISTING BARN TO DWELLING. (Pages 21 - 28)

6. APP/16/01560: HOYLAKE POLICE STATION, QUEENS ROAD, HOYLAKE, CH47 2AG CHANGE OF USE FROM VACANT POLICE STATION TO CHILDREN'S DAY NURSERY FOR UP TO 80 CHILDREN (AMENDED DESCRIPTION) INCLUDING EXTENSIONS AND ALTERATIONS TO THE BUILDING. (Pages 29 - 36)

7. **APP/16/01585: WELL LANE POLICE STATION, WELL LANE, ROCK FERRY, CH42 4QG CHANGE OF USE FROM VACANT POLICE STATION TO CHILDREN'S DAY NURSERY (D1) FOR UP TO 80 CHILDREN (AMENDED DESCRIPTION) AND TO INCLUDE EXTENSION AND REFURBISHMENT TO THE EXISTING BUILDING. (Pages 37 - 46)**
8. **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 47 - 68)**
9. **APP/17/00479: FORMER DAVE PLUCK LICENCED BOOKMAKER, 343 WOODCHURCH ROAD, PRENTON ERECTION OF THREE STOREY BUILDING WITH A1 RETAIL FLOORSPACE AT GROUND FLOOR (SINGLE UNIT OR DIVIDED INTO TWO) WITH SIX RESIDENTIAL APARTMENTS OVER THE FIRST AND SECOND FLOORS. (Pages 69 - 78)**
10. **APP/17/00513: COURTYARD HOUSE, 9 DEE VIEW ROAD, HESWALL, CH60 0DJ : ERECTION OF A SINGLE STOREY DWELLING (Pages 79 - 86)**
11. **APP/17/00610: GROSVENOR COURT, GROSVENOR ROAD, HOYLAKE : ERECTION OF FIVE APARTMENTS BY MEANS OF FORMING AN ADDITIONAL FLOOR LEVEL ON AN EXISTING APARTMENT BLOCK (Pages 87 - 94)**
12. **PLANNING APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 11/06/2017 AND 09/07/2017 (Pages 95 - 124)**
13. **PLANNING APPEALS DECIDED BETWEEN 01/04/2017 AND 30/06/2017 (Pages 125 - 132)**
14. **ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR**

PLANNING COMMITTEE

Thursday, 22 June 2017

Present:

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

Deputies:

Councillors	T Jones (Deputy for I Williams)	
	P Stuart (Deputy for J Walsh)	
	W Ward (Deputy for P Hackett)	

15 MINUTES

The Director for Business Services submitted the minutes of the meeting held on 1st June 2017.

Resolved- That the minutes be approved.

16 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members were asked to declare any disclosable pecuniary and non-pecuniary interests in connection with any items on the agenda and to state the nature of the interest.

No such declarations were made.

17 REQUESTS FOR SITE VISITS

The following site visit was unanimously approved.

APP/17/00306 : Land adjacent to SAUGHALL MASSIE ROAD, SAUGHALL MASSIE, WIRRAL

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 (Amendment following refusal of APP/16/00985)

18 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).

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

A Ward Councillor addressed the Committee.

The Member of Parliament for Birkenhead addressed the Committee.

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

Resolved (13:0) That the application be refused on the following grounds.

Having regards to the number of bedrooms proposed, the property is considered to be of insufficient size to accommodate the proposed development. The development would result in an over-intensive use of the property by creating 12 bedrooms for which, given the potential number of occupants, the proposed number of washing/toilet facilities is considered to be inadequate, resulting in a standard of accommodation that the Council considers would be substandard contrary to the objectives of Policy HS14 of the Wirral Unitary Development Plan and the principles of the National Planning Policy Framework, which seeks to secure high quality accommodation and a good standard of amenity for all future occupants of land and buildings.

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

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

A Ward Councillor addressed the Committee.

The Member of Parliament for Birkenhead addressed the Committee.

On a motion moved by Councillor P Cleary and Seconded by Councillor T Johnson it was:

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

The proposed dormer by reason of its design and external appearance is considered to have a detrimental impact on the visual quality of the dwelling and the character and appearance of the conservation area particularly when viewed from Lowwood Grove and is therefore contrary to Unitary Development Plan Policy CH2 - Development Affecting Conservation Areas.

20 **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**

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

The Committee noted: that the decision notice for this item could not be issued until after 28th June 2017, subject to the Council receiving no further objections raising new issues.

On a motion moved by Councillor S Foulkes and Seconded by Councillor P Stuart 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 24 February 2017 and 31 May 2017 and listed as follows: 002, 003 & 004 Rev A.

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.

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 without the written consent of the Local Planning Authority.

5. Adequate noise insulation shall be provided to walls and/or floors between units in separate occupation and 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 as may be submitted to and approved by the Local Planning Authority, and the insulation shall be installed prior to occupation of the units hereby approved.

6. Before the use hereby permitted begins, 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 and the approved scheme shall be implemented. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

- 21 **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)**

Resolved That this item be deferred to allow for a formal site visit.

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

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

On a motion by Councillor K Hodson and seconded by Councillor D Realey 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 5th April 2017 and listed as follows: drawing numbers W01, W02 and W03 (dated 22/03/2017 and 25/03/2017).
3. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The provisions of the Construction Management Plan shall be implemented in full during the period of construction and shall not be varied unless otherwise agreed in writing with the Local Planning Authority.

23 **PLANNING APPLICATIONS DECIDED UNDER DELEGATED POWERS BETWEEN 21/05/2017 AND 11/06/2017**

The Managing Director for Delivery submitted a report detailing planning appeals decided under delegated powers between 21/05/2017 and 11/06/2017.

Resolved That the report be noted.

24 **ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR**

None.

Planning Committee

20 July 2017

Reference:
APP/16/00936

Area Team:
South Team

Case Officer:
Mr K Spilsbury

Ward:
Bromborough

Location: STRATTON COURT, THURSBY ROAD, CROFT BUSINESS PARK,
BROMBOROUGH, CH62 3PW

Proposal: Erection of retail unit with car parking and servicing areas, vehicular accesses and associated works following demolition of existing buildings.

Applicant: Lidl UK GmbH

Agent : Plan A (North West) Limited

Site Plan:



© Crown copyright and database rights 2017 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Development Plan allocation and policies:

Primarily Industrial Area
Primarily Residential Area
Road Corridor subject to Environmental Improvement

Planning History:

- Location: Eagle Electrical 4, Thursby Road, Bromborough. L62 3PW
Application Type: Advertisement Consent
Proposal: Erection of 2 internally illuminated fascia signs and 1 internally illuminated projecting box signs.
Application No: ADV/85/05815
Decision Date: 20/06/1985
Decision Type: Approved
- Location: Phoenix Chemicals, Land at the junction of, New Chester Road and Welton Road, Bromborough, Wirral, CH62 3PN
Application Type: Full Planning Permission
Proposal: Removal of existing water feature and alterations to levels
Application No: APP/02/05018
Decision Date: 01/03/2002
Decision Type: Approved
- Location: Croft Industrial Estate, south of Thursby Road and Bassendale Road, Bromborough.
Application Type: Full Planning Permission
Proposal: Planting of trees, erection of water feature and mounding.
Application No: APP/88/06796
Decision Date: 27/10/1988
Decision Type: Approved
- Location: Croft Industrial Estate, south of Thursby Road and Bassendale Road, Bromborough.
Application Type: Full Planning Permission
Proposal: Extension of estate roads to serve industrial land.
Application No: APP/88/06779
Decision Date: 27/10/1988
Decision Type: Approved
- Location: Phoenix Chemicals, Land at the junction of, New Chester Road and Welton Road, Bromborough, Wirral, CH62 3PN
Application Type: Advertisement Consent
Proposal: Erection of 1 no. free standing sign.
Application No: ADV/02/05281
Decision Date: 03/04/2002
Decision Type: Approved
- Location: Land west of Thursby Road, south of Caldbeck Road, Bromborough. L62 3PW
Application Type: Full Planning Permission
Proposal: Erection of three single storey industrial units.
Application No: APP/88/06597
Decision Date: 06/10/1988
Decision Type: Approved
- Location: Croft Industrial Estate, New Chester Road, Caldbeck Road Thursby Road, etc., Bro
Application Type: Advertisement Consent
Proposal: Erection of nine non-illuminated free standing signs.

Application No: ADV/88/06795
Decision Date: 27/10/1988
Decision Type: Approved

Location: Croft Industrial Estate, New Chester Road ,Bromborough,Wirral,L62 3
Application Type: Full Planning Permission
Proposal: Extension of existing permitted use of Industrial Estate to include Class X of the Town and Country Planning (Use Classes) Order 1972 for warehousing.
Application No: APP/82/20984
Decision Date: 23/09/1982
Decision Type: Refused

Location: Ashworth Mairs Accountants, 10C THURSBY ROAD, BROMBOROUGH, CH62 3PW
Application Type: Full Planning Permission
Proposal: Change of use from an office unit to a coffee shop to serve the workers of Croft Business Park only
Application No: APP/10/01353
Decision Date: 10/01/2011
Decision Type: Refused

Location: Croft Industrial Estate, Land to the west of Stadium Road, and to the east of Thursby Road,Bromborough,Wirral,L62 3N
Application Type: Full Planning Permission
Proposal: Extension of existing permitted use of industrial estate to include Class 10 of the Town & Country Planning (use classes) Order 1972 for warehousing.
Application No: APP/83/22380
Decision Date: 14/04/1983
Decision Type: Approved

Appeal Details

Application No	APP/82/20984
Appeal Decision	Withdrawn
Appeal Decision Date	07/06/1983

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regard to the Councils Guidance on Publicity for Applications, notifications were sent to 59 adjoining properties. A site notice was also displayed. At the time of writing this report, 339 individual letters of support have been received in favour of this application and 14 letters of objection (including one from the Bromborough Society).

The objections can be summarised as follows:

1. The development will cause traffic congestion and parking will increase in the area (already inadequate)
2. There is already heavy traffic in the area (junction of A41 & Caldbeck Road/Welton Road & Caldbeck Road), this will exacerbate the situation, make life difficult for emergency vehicles.
3. Careful consideration must be given to landscaping as the current arrangements are a welcome scene.
4. This is an industrial park not a retail area. Contrary to UDP
5. There are already supermarkets in the area and as such no need for this store.
6. The in and out access is unsuitable and will make an already chaotic traffic situation worse.
7. Transport assessment inadequate.
8. Will street lighting be reinstated with this scheme, can the post box be moved to a safer junction?
9. Due to a change in the nature of the site other businesses may need to change their security measures.

JLL have objected to the development on behalf of Aldi as no evidence has been presented by the

applicant to demonstrate that the site is no longer suitable for employment use.

Councillor Gilchrist has set out concerns relating to how the traffic flow might work at peak times.

CONSULTATIONS:

Highways - No objection

Environmental Health - No objection

Lead Local Flood Authority - No objections subject to conditions

Merseyside Fire and Rescue - not planning related comments

United Utilities - No objections subject to conditions

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

This application is referred to planning committee as it represents a departure from the adopted development plan in that it proposes a new food store (retailing A1) on land designated for B1, B2 and B8 uses

INTRODUCTION

The application is submitted in full and comprises the erection of retail unit with car parking and servicing areas, vehicular accesses and associated works following demolition of existing buildings. The application has been amended at the request of the Local Planning Authority following concerns over major highway safety issues relating to the proposed access and egress onto Caldbeck Road. This has now been deleted from the scheme and as such access and egress into the site is gained via Thursby Road.

The Council's adopted statement of Community Involvement strongly encourages landowners and developers to undertake pre-application community consultation, especially for large, complex or controversial proposals such as this.

A consultation programme was undertaken by the applicant that concluded: A comprehensive consultation exercise has been undertaken in support of this planning application, producing responses from 352 people to date. The public exhibition was widely publicised and well attended. Appropriate materials were made available so those who wished to do so had the opportunity to provide their feedback in person, by post and via email. Members of the project team have made themselves fully available to stakeholders, residents and local businesses to discuss the plans further. The Community Consultation has demonstrated support for the proposals with 84% of respondents stating they agree with Lidl's proposals. A majority of people welcomed the prospect of a new Lidl supermarket in Bromborough. Feedback is still being received and engagement with the community and stakeholders will continue throughout the planning process

PRINCIPLE OF DEVELOPMENT

The proposed development is a departure from the Wirral Unitary development plan, as the site is identified as a Primarily Industrial Area on the UDP Proposals map and UDP Policy EM8 only makes provision for employment development within Use Classes B1,B2 and B8 and alterations to existing businesses to protect employment land from other forms of development. Material considerations must be identified to outweigh the provisions of the statutory development plan in favour of the application before planning permission could be granted.

SITE AND SURROUNDINGS

The site is located off Caldbeck Road to the North, Thursby Road is to the East and New Chester Road to the West. The site is located approx. 0.4 mile North-East of the Bromborough town centre and just across the road (Caldbeck Road) from the Croft Retail park.

The site is bounded by mature trees and forms an attractive entrance landscaped entrance to the Croft Business Park.

The site is currently occupied by 2 purpose built B8 office buildings that are split into smaller units. The buildings are single storey and currently lie vacant with vehicle parking to the South, East and West of the existing buildings.

The application site extends to approximately 2.4 Acres/0.9 Hectares. The site levels fall slightly from West to East with an increased change in level along the Western boundary.

The principle frontage is to Caldbeck Road, however the application site is visible from all aspects.

POLICY CONTEXT

Development Plan Allocations and Policies

The statutory development plan consists of the Wirral Unitary Development Plan (UDP adopted February 2000 and saved by Direction of the Secretary State on 18 September 2007) and the Joint Waste Local Plan (adopted 18 July 2013). UDP policies relevant to this application include:

Policy URN1	Development and Urban Regeneration
Policy EM8	Development within Primarily Industrial Areas
Policy GR5	Landscaping and New Development
Policy SH9	Criteria for Out-of Centre and Edge of Centre Retail Development
Policy SH10	Design and Location of Out of Centre and Edge of centre Retail Development
Policy TRT1	Provision for Public Transport
Policy TRT3	Transport and the Environment
Policy TR8	Criteria for the Design of Highway Schemes
Policy GR5	Landscaping and New Development
Policy TR9	Requirements for Off-Street Parking
Policy TR11	Provision for Cyclists in Highway and Development Schemes
Policy WA1	Development and Flood Risk
Policy WA2	Development and Land Drainage
Policy WA5	Protecting Surface Waters
Policy PO4:	Noise Sensitive Development.

Relevant Policies in the Joint Waste Local Plan (adopted 18 July 2013) include:

Policy WM8 – Waste Prevention and Resource Management

Policy WM 9 – Sustainable Waste Management Design and Layout for New Development,

The site is designated as part of a Primarily Industrial Area as shown on the Unitary Development Plan (UDP) Proposals Map. Strategic UDP Policy URN1 seeks to ensure full and effective use of land is made within urban areas. This should be read in conjunction with UDP Policy EM8, which makes provision for uses within Use Classes B1, B2 and B8 and proposals for the reconstruction, extension or expansion of existing business. Thus the proposal for retail development is a departure from the UDP and has been advertised as such.

The Council has also resolved that the Core Strategy Local Plan - Proposed Submission Draft (December 2012) and its supporting documents including the Wirral Employment Land and Premises Study Update (BE Group, 2012) and will be material considerations for the purpose of determining planning applications.

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. The proposal is for the erection of a supermarket on land that is designated for Primarily Industrial use. Material considerations that could weigh in favour of this application include:

- Principle of Retail Development on this site
- prospects of the site being used for employment uses
- the suitability of the site for new retail development

- Amenity issues (Design, Access and Landscaping)

National Planning Policy

The National Planning Policy Framework (NPPF) became a material planning consideration on 27th March 2012. This indicates that the purpose of the planning system is to contribute to the achievement of sustainable development and that paragraphs 18 to 219 taken as a whole constitute the Government's view of what this means in practice for the planning system.

The National Planning Policy Framework sets out the Government's Planning Policies for England and how these are expected to be applied. One of the key principles at the heart of the framework is the presumption in favour of sustainable development.

The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.

PROPOSAL FOR RETAIL DEVELOPMENT ON THIS SITE

Consideration of this issue falls within two parts. The first relates to the loss of an existing employment site and how this relates to the Council's overall strategy in terms of maintaining an adequate supply of employment land across the Borough in accordance with both National and Local Policy guidance. It is then necessary to consider why the proposal cannot be located in one of the existing centres within the catchment area for the new supermarket in accordance with the Sequential test set out in NPPF paragraph 24.

Loss of employment Land

In terms of building a strong competitive economy the Government wants the planning system to do all that it can to support sustainable economic growth, and recognise that businesses should not have unreasonable restrictions put on them because of changes in nearby land use, but expects planning policies to avoid long term protection of employment premises where there is no reasonable prospect of a site being used for that purpose. Where there is no reasonable prospect, applications for alternative uses should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities (NPPF paragraphs 18-22 & 123 refer).

Although UDP Policy EM8 only makes provision for industrial uses within Use Classes B1, B2 and B8, draft Core Strategy Policy CS17 proposes, in line with national policy, to continue to safeguard designated employment areas, with provision for compatible alternative uses;

- where the site is not suitable for one of the priority sectors;
- there has been continuous marketing at realistic prices and there is no reasonable prospect of the site being re-used for employment purposes;
- the uses are compatible with the character of the surrounding area, would not restrict operation of other employment uses,
- contribute to more sustainable patterns of development and meet Development Management Policy CS42; and an ongoing supply of available, suitable, developable employment land would be retained; and the uses are compatible with the character of the surrounding area, would not restrict operation of other employment uses, contribute to more sustainable patterns of development.

Priority is to be given to protecting high scoring sites capable of providing employment and training in areas of greatest need.

It is also a key priority of the Council's Investment Strategy to increase the number of jobs and employment opportunities for Wirral residents.

Policy CS17 Protection of Employment Land of the Core Strategy advises that land within designated employment areas will be to maintain and create local employment and provide a range and choice of sites and premises in terms of quality, accessibility, type and size to meet strategic priorities. Where

alternative uses are proposed, the following set of criteria would need to be satisfied:

- the site would not be suitable for the priority sectors identified in Policy CS14
- the site has been continually marketed for employment uses at realistic prices for a period of at least 12 months and there is no reasonable prospect of the site being re-used for employment uses.
- an ongoing supply of available, suitable, developable land sufficient to meet the needs identified in Policy CS13 would still be retained and in the case of main town centre uses, the proposal has been the subject to an impact and sequential test under National policy and meets the requirements of Policy CS29

In considering the first issue relating to safeguarding of employment land, the applicants advise that the units were last occupied in 2014 and has been under the ownership of Hansteen up until 2015 and latterly Dunedin from 2015 to the present. The applicant states that Hansteen marketed the site from December 2013 up to the disposal of the site for B1/B2/B8 use as part of a wider collection of sites and premises owned by Hansteen at the time across the business park.

They state that the vacancy rate at the estate had been 80% with now lettings being completed for several years and when acquiring the site and that the previous owner to Hansteen had reduced the rental levels to attract interest. They state that Hansteen had an in house marketing team who continually marketed properties through a variety of channels including websites, a marketing board on the site and brochure material produced. Examples have been provided. Then in 2015 acquired the site and continually marketed the units (8 and 10) via the website, a marketing board outside the site They claim to have sought comparable rents to surrounding units (£8.50 per square ft plus service charge of £1 or capital value at £100 per sqft).

It is stated that during the 12 month period Jan - Dec 2014 a total of 38 enquires were received by Hansteen with 6 resulting in viewings. Since Dunedin acquired the site a total of 9 enquires were received, one resulting in a viewing. The reasons for the withdrawal in interest has also been put forward and include: Lack of security, unsuitable configuration of units, short term flexible leases being sort by tenant, unsuitable location for office accommodation and unattractive rental package

In addition other enquires have been received for non-employment uses including dog day care and a gym, however these would have required planning permission and a loss of traditional employment use.

In this particular case, it can accepted that the site has been marketed for since they became vacant in 2014 without attracting interest for the industrial uses permitted under UDP Policy EM8 which is unlikely to be viable without grant funding in the longer term. It is considered that the proposed end use could sit comfortably alongside the existing employment activities so would not compromise their operation going forward and that the proposed scheme is will create a total of 20 full time jobs adds weight to this view.

In terms of compatibility with other uses the application site is located in an area that is characterised by employment uses, including trade counters, areas of undeveloped land and an out-of-centre retail park. The premises will trade between 7am and 10pm. As such the applicant claims noise, disturbance and activities associated with the proposal will generally occur during the day time. Such activities will generally comprise the coming and going of customers and service vehicles and the operation of plant and equipment.

In terms of noise impacts, the proposed development will not generate noise or activities that would be discordant with the location of the site within a mixed commercial area. Environmental health have raised no objection to the proposed scheme and as such neighbouring uses are highly unlikely to experience unacceptable amenity impacts. In addition Lidl seeks to specify low noise generating plant and equipment and does not engage in activities or processes that generate unacceptable noise. In this instance the Council considers that it is highly unlikely that the proposed development will unacceptably harm the amenity of neighbouring uses.

In terms of supporting market renewal it is considered that a retail use on this site would bring a vacant brownfield site into a beneficial employment generating use at the entrance to Wirral International Business Park. The applicant states that without interest from other commercial operators the site would remain vacant and the buildings condition detracting from the gateway to the business park.

RETAIL ASSESSMENT

With regard to retail development, para 24 of the NPPF sets a sequential test for applications for proposed town centre uses in out of centre locations. Para 26 sets the threshold for the requirements for an impact assessment. NPPF states that an impact assessment should be provided for proposals with a floor space of 2,500m² gross. The proposed Lidl store has a gross external floor area of 2460m². Although the emerging Core Strategy will require the impact of this to be assessed, Policy CS28 is subject to modification and is unlikely to carry significant weight at this stage.

The applicants have submitted a sequential and impact assessment (without prejudice of the centres falling within a catchment area which is determined by a five minute drive time.

In terms of the sequential assessment the area of search primarily encompasses the urban area to the east of the railway line between Port Sunlight and Eastham. This was extended to include the vacant and cleared premises in the south western area of New Ferry Town Centre at the request of the Local Planning Authority.

The applicant has identified the area of search as Bromborough Village and the surrounding area as this is the closest defined town centre. Consideration of opportunities within and on the edge of other town centres located just beyond the area of search include a review of in-centre and edge-of-centre opportunities in New Ferry, Dacre Hill and Lower Bebington as well as Eastham.

The applicant contends that as the application site is located within 250m/less than 5 minutes walking distance from the edge of Bromborough Village, with the town centre being clearly visible from the application site and an existing signal controlled pedestrian assisting movements across the A41. The application site, therefore, represents an edge-of-centre location. Accordingly, the search for alternative sites has sought to identify in-centre opportunities and alternative edge-of-centre locations that have greater potential to form connections with a town centre when compared with the application site.

The results of the search are summarised as :

Bromborough Village

A survey of the town centre identified a number of units that were being marketed by commercial agents, to include: 1 Allport Lane - 27m², 4 The Rake Precinct- 80m², 5-7 Allport Lane -147m², 6 The Rake Precinct - 72m², 33 Allport Lane - 104m², 13 The Rake Precinct - 94m² & 35 Allport Lane - 83m².

The applicant states; it is evident that none of the available units are of a suitable scale to accommodate a Lidl food store of a similar scale to that proposed (2,460m² gross). It is also evident that, whilst there may be opportunities to amalgamate units to assemble a larger development opportunity, this would still not deliver a site capable of accommodating the proposed development.

No other potential development opportunities were identified within the town centre boundary and, therefore, it can be concluded that there are no suitable and available in centre opportunities to deliver the proposed development.

No edge of the centre sites have been investigated on the ground that the redevelopment of designated Urban Greenspace would be strongly resisted and that Saint Barnabus Church and its environs would not be suitable or available for redevelopment. On this basis, the only edge-of centre opportunities that have redevelopment potential in principle, therefore, comprise land within the Primarily Industrial Area to the east of the A41. However, most of this land is fully occupied and is not available.

The only available opportunity to deliver the proposed development on the edge of the town centre comprises existing industrial floor space located adjacent to Beer's Timber and Building Supplies, where 3,6716m² gross is currently being marketed 'to let'. However, this available floor space is spread across 8 separate units, not all of which adjoin. The largest block of adjoining units extends to 1,858m² gross, which, without sufficient adjoining customer car parking, is not of a sufficient scale to represent a viable alternative to the application site. Furthermore, the site also shares a single access from Thursby Road with the Beer's unit, which would not be acceptable to Lidl. Accordingly, the only alternative available opportunity on the edge of Bromborough Village is not suitable and available to deliver the

proposed development.

New Ferry

New Ferry is outside the area of search and the existing Lidl store in Tranmere Urban Village is located 1.8km to the north west of New Ferry and as such it would not be viable for Lidl to deliver the proposed new store in such close proximity to an existing store. Accordingly, New Ferry does not represent a suitable location to deliver the proposed development.

Dacre Hill

Dacre Hill is located outside the area of search. The existing Lidl store in Tranmere Urban Village is located 1km to the north of Dacre Hill and as such it would not be viable for Lidl to deliver a new store in Dacre Hill given its close proximity to an existing store. Accordingly, Dacre Hill does not represent a suitable location to deliver the proposed development.

Lower Bebington

Lower Bebington is located outside the area of search. A survey of the town centre found there to be no vacant units and no opportunities to deliver a Lidl store within the tightly defined town centre boundary.

On the edge of the defined centre, there are a number of civic and community uses located along Civic Way that accommodate large sites that may have potential, in principle, to deliver the proposed food store. These potential opportunities currently accommodate a library, medical centre, One Stop Shop, Victim Support centre, Bebington Civic Centre, Town Hall and Town Hall Annex. With the exception of the Town Hall, all of the buildings appear to be in active occupation at the time of survey. In 2013 the Council indicated an intention to make various buildings on Civic Way available for re-use or redevelopment. However, there is no current evidence of any building being available and no opportunities within Lower Bebington have been highlighted by the Council through pre-application discussions. With the NPPF test simply requiring a site to be available, it is clear that the majority, if not all, of the above buildings are not available.

There are no other sites on the edge of the town centre that have potential to accommodate a development of a similar nature and scale to that proposed.

Eastham

The proposed Local Centre at Eastham is located 3km to the south of the application site and there are no development opportunities of scale that are currently available to deliver a development of a similar scale to the proposal.

The largest in principle opportunity comprises Eastham Library and One Stop Shop and its adjoining car park. However, this opportunity extends to 0.46ha and is, therefore, approximately 52% of the scale of the application site. The Secretary of State has confirmed that it is not the intention of the sequential approach to require proposals to be significantly reduced in scale so that they can be made to fit on an alternative site. On this basis, this potential opportunity is not suitable to accommodate the proposed development. The site is, nevertheless, unavailable. There are no sequentially preferable in-centre sites at Eastham.

IMPACT ASSESSMENT

The submitted impact assessment indicates the turnover of the proposed development and the convenience impact of the proposed development in 2019 utilising data set out in the 2012 Wirral Retail Study Update.

The applicant states that the proposed development is expected to bring about limited impacts on a number of town centres as a result of the increased competition the proposed Lidl store will represent to the main convenience retailers located within those centres.

The magnitude of the impact is limited in each instance, with the highest being a -7% impact on Bromborough Village. This level of impact is not significant and will not place any undue trading pressures on any individual retailer. Indeed, the level of trade diversions likely to be fully mitigated by Lidl customers undertaking linked trips with shops and services in the Village centre.

The applicant goes on to claim that whilst the proposed development will not be significantly adverse, policy requires the adverse effects, however marginal, to be balanced against the positive impacts of

the proposal. These positive impacts include:

1. Enhancing accessibility to local shopping facilities for all sectors of the local community;
2. Enhancing choice and competition;
3. Offering residents easy access to high quality products at discount prices, which can make a notable contribution to an enhanced standard of living;
4. Reducing reliance on the car and encouraging more sustainable shopping patterns, especially trips made on foot;
5. Reducing emissions and car journeys associated with shopping trips;
6. Redeveloping a long-term vacant brownfield site;
7. Creating up to 40 new employment opportunities for local people in a variety of roles at the stores with further job creation during the construction phase; and
8. Providing a quality development that will make a positive contribution towards the character and appearance of the local area.

As such the proposed development will not, therefore, have a significant adverse impact on the vitality or viability of any town centre and passes this aspect of the impact test.

APPEARANCE AND AMENITY ISSUES

At the time of writing this report, 339 individual letters of support have been received and 14 letters of objection (including one from the Bromborough Society).

As discussed above the access and egress arrangements have been amended at the request of the Local Planning Authority. The in/out arrangement has been deleted from Caldbeck Road and access is now provided at Thursby Road only. The Engineers department has been consulted and raised no objection to the scheme having regards to highway safety, parking or the capacity of the existing network.

The landscaping scheme has been improved at the request of the Local Planning Authority and should members be minded to approve the application a condition securing details will be attached.

Issues relating to the siting of the development outside a town centre location have been dealt with above. The original submission did not include marketing evidence to suggest that the site was no longer suitable for employment use, however following discussion with the Local Planning Authority, detailed evidence has been put forward by the applicant as discussed above under the heading loss of employment land.

The surrounding area is characterised by a mix of commercial, waste, community and residential uses. with no set style or pallet of materials. There are two existing buildings on the site which are to be demolished. It is not considered that the existing buildings contribute visually to the area. The main attractive feature of this site is the open, landscaped area along the A41 New Chester Road frontage.

This application is for the development of a retail unit with car parking and servicing areas, vehicular accesses and associated works following demolition of existing buildings. The proposed store is set in from New Chester Road with the car parking to the north and West. Following a request from the Local Planning Authority due to concerns over highway safety access to the site will be solely from Thursby Road.

The proposal retains some of the landscaped area along the New Chester Road frontage and Caldbeck Road. Officers have requested amendments to the landscaping scheme to include additional trees to be planted within New Chester Road frontage and as such the parking arrangements have been altered and increased tree planting implemented along the current A41 corridor.

The scale of the building is single storey and sits comfortably with the surrounding built form. The proposed design is contemporary with la large glazed frontage, white render walls and silver cladding.

SEPARATION DISTANCES

Separation distances do not apply in this instance, as no residential properties will be affected by the proposed development.

HIGHWAY/TRAFFIC IMPLICATIONS

The original proposal included an access and egress onto Caldbeck Road. Following concerns by the Engineers department, the layout was amended with access and egress into the site by vehicle, restricted to Thursby Road. The Engineers department has been consulted and raised no objection to the scheme having regards to highway safety, parking or the capacity of the existing network.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

There are no environmental or sustainability issues related to this application.

HEALTH ISSUES

There are no health issues related to this application.

CONCLUSION

This application proposes a retail development in an out of centre location on a site that is designated as a primarily Industrial Area and as such is a departure from the adopted development plan. In light of this the applicant has undertaken an Impact Assessment and Sequential Test. The loss of the site of its existing employment use also has to be considered. In considering the loss of the site from its existing employment use, the site has been marketed for well over 12 months with no interest from occupiers or developers for B1, B2, or B8 uses. The impact of the proposed use on existing centres, most notably, Bromborough Village is considered to fall within acceptable tolerances and within these centres and Croft retail Park the existing supermarkets can more readily absorb the impact. Following amendments to the site layout the Engineers Department has raised no objection to the proposal and therefore it is considered that the traffic impact can be safely accommodated within the Local Highway network.

It is considered that the proposed design of the building and landscape proposals are acceptable. The proposal therefore accords with the provisions of both the National Planning Policy Framework and Wirral's Local Plan Policies and is recommended for approval.

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:-

This application proposes a retail development in an out of centre location on a site that is designated as a primarily Industrial Area and as such is a departure from the adopted development plan. In light of this the applicant has undertaken an Impact Assessment and Sequential Test. The loss of the site of its existing employment use also has to be considered. In considering the loss of the site from its existing employment use, the site has been marketed for well over 12 months with no interest from occupiers or developers for B1, B2, or B8 uses. The impact of the proposed use on existing centres, most notably, Bromborough Village is considered to fall within acceptable tolerances and within these centres and Croft retail Park the existing supermarkets can more readily absorb the impact. Following amendments to the site layout the Engineers Department has raised no objection to the proposal and therefore it is considered that the traffic impact can be safely accommodated within the Local Highway network.

It is considered that the proposed design of the building and landscape proposals are acceptable. The proposal therefore accords with the provisions of both the National Planning Policy Framework and Wirral's Local Plan Policies and is recommended for approval.

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 2nd September 2016 & 3rd July 2017 and listed as follows: AD 110 - REV H (Dated 30.06.17), AD 119 - REV B (Dated 30.06.17), AD 118 - REV B (Dated 30.06.17), AD 116 - REV B (Dated 30.06.17), AD 115 - REV B (Dated 30.06.17), AD 114 - REV B (Dated 30.06.17), AD 113 - REV C (Dated 28.04.17), AD 112 (Dated 03.16)& AD 111 (Dated 03.16)

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

3. 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.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policy SH10 of the Wirral Unitary Development Plan.

4. No removal of any trees, shrubs or hedges or any ground clearance or building work shall be carried out on site between 1 March and 31 August inclusive in any year unless otherwise approved in writing by the Local Planning Authority. If it is necessary to undertake works during the bird breeding season then all trees, shrubs and hedges shall first be checked by an appropriately qualified/experienced ecologist, as agreed with the Local Planning Authority, to ensure no breeding birds are present. In the event of breeding birds being present, full details of mitigation and protection measures shall be submitted to and approved in writing by the Local Planning Authority before any such works commence.

Reason: To ensure that nesting opportunities for breeding birds are protected.

5. No development shall take place (excluding demolition works) until details of the level and intensity of lighting within the development, including inside the store hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To satisfactorily protect the residential amenities of nearby occupiers.

6. 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 & Detailed Drainage Strategy (2 August 2016 Ref : 09-85-DOC-001) 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 Strategy, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority in consultation with the Lead Local Flood Authority.

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 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 +20% to 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 groundwater and/or 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 or show how surface water run-off would be reduced by at least 30% on previously developed sites;
- c. Include details of a site investigation and test results to confirm infiltrations rates;
- d. 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;
- e. 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;
- f. Secure arrangements, through an appropriate legal agreement 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. operational 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.
- g. Secure means of access for maintenance and easements, where applicable.
- h. Include a timetable for implementing the 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.

8. No development shall commence until details of an appropriate management and maintenance plan for the surface water sustainable drainage system, comprising all components of the surface water drainage system, for the lifetime of the development 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 approved dwellings, 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.

Details shall include:

- i. the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Management Company
- 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.

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.

9. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution

10. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the combined public sewer, the pass forward flow rate to the public sewer must be restricted to 23 l/s.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

11. Notwithstanding the provisions of Class A1 of the Schedule to the Town and Country Planning (Use Classes Order) 1987 (or any Order revising, revoking or re-enacting that Order) the premises shall only be used for the sale of convenience goods, cold food and drink for consumption off the premises other than ancillary to the principal retail use of the premises. For the purposes of this condition, "ancillary" is defined as not exceeding 20% of net retail floor space for the building hereby approved.

Reason: For the avoidance of doubt and because an alternative format could have the potential to harm the vitality and viability of existing town centres. This enables the local planning authority to consider the implications of other formats as and when they may be put forward having regard to Wirral Unitary Development Plan Policy SH9 the National Planning Policy Framework.

12. Notwithstanding the provisions of the Town and Country Planning (Development Management Procedure) Order 2015 (or any subsequent re-enactment) there shall be no creation of additional floor space, including any mezzanine floor space, within the building hereby permitted as shown on the approved plans. The retail unit shall have gross internal floor space no greater than 2,460 square metres with a net trading area no greater than 1,366.4 square metres, as shown in the approved drawings. There shall be no sub-division of the building hereby approved.

Reason: For the avoidance of doubt and because an alternative format could have the potential to harm the vitality and viability of existing town centres. This enables the local planning authority to consider the implications of other formats as and when they may be put forward having regard to Wirral Unitary Development Plan Policy SH9 and the National Planning Policy Framework.

13. The supermarket shall be closed for trade between 22.00 and 07.00 hours Monday to Saturday and between 17.00 and 10.00 hours on Sundays and Bank Holidays.

Reason: In the interests of amenity having regard to Policy SH9 of the Wirral Unitary Development Plan.

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

Planning Authority.

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

15. 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 SH10 of the Wirral Unitary Development Plan.

16. No development shall take place (excluding demolition works) 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.

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

Reason: In the interests of highway safety and to accord with Policies of the Wirral Unitary Development Plan.

18. The area(s) so designated within the site shall be suitably landscaped in accordance with a scheme to be submitted to and approved by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

The detailed landscaping plans shall include:

- (i) details of boundary treatments and hard surfaces
- (ii) the location, size and species of all trees to be planted
- (iii) the location, size, species and density of all shrub and ground cover planting
- (iv) a schedule of implementation

Reason: In the interests of visual amenity and to ensure that the development complies with Policy SH10 of the Wirral Unitary Development Plan

19. No development shall commence until details of work to amend the existing vehicle crossing onto Thursby Road have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to first use of the development hereby authorised.

Reason: In the interest of highway safety and to comply with UDP Policy SH10

20. No development shall commence until details of work to construct a pedestrian refuge on Thursby Road at its junction with Caldbeck Road have been submitted to and approved in

writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to first use of the development hereby authorised.

Reason: In the interest of highway safety, to assist pedestrians crossing at this junction given the additional traffic turning at this junction that would be generated by this proposed development and to comply with UDP Policy SH10.

21. No development shall take place until works to introduce waiting / loading restrictions on Caldbeck Road and Thursby Road have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to first use of the development hereby authorised.

Reason: In the interest of highway safety & congestion – to remove the possibility of customers parking on these roads when the car park is full or during short visits in accordance with policy SH10

22. No development shall take place until works to improve the UTC traffic signals equipment and communications systems at the junction of Spital Road / Croft Avenue East have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to first use of the development hereby authorised.

Reason: In the interest of highway safety and ensuring that this linked junction continues to operate at optimum efficiency given the additional traffic that will be generated by the proposed development having regards to UDP Policy SH10

23. No development shall take place until works to provide CCTV coverage at the junction of Spital Road / Croft Avenue East and New Chester Road / Caldbeck Road junctions have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to first use of the development hereby authorised.

Reason: In the interest of highway safety and the ability to monitor these linked junctions and ensure that they continue to operate at optimum efficiency given the additional traffic that will be generated by the proposed development. Having regards to UDP Policy SH10

24. Development shall not be commenced until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The provisions of the Travel Plan shall be implemented and operated in accordance with the timetable contained therein unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy HS10 in the in the Wirral Unitary Development Plan.

25. Prior to first occupation details and the siting of the proposed electric vehicle charging points shall be submitted to and agreed in writing with the local planning authority. The agreed details and siting shall be implemented in full prior to first occupation and retained as such thereafter.

Reason: In the interest of sustainable transport having regards to UDP policy SH10

Last Comments By: 05/10/2016

Expiry Date: 16/11/2016

Planning Committee

20 July 2017

Reference:
APP/16/01508

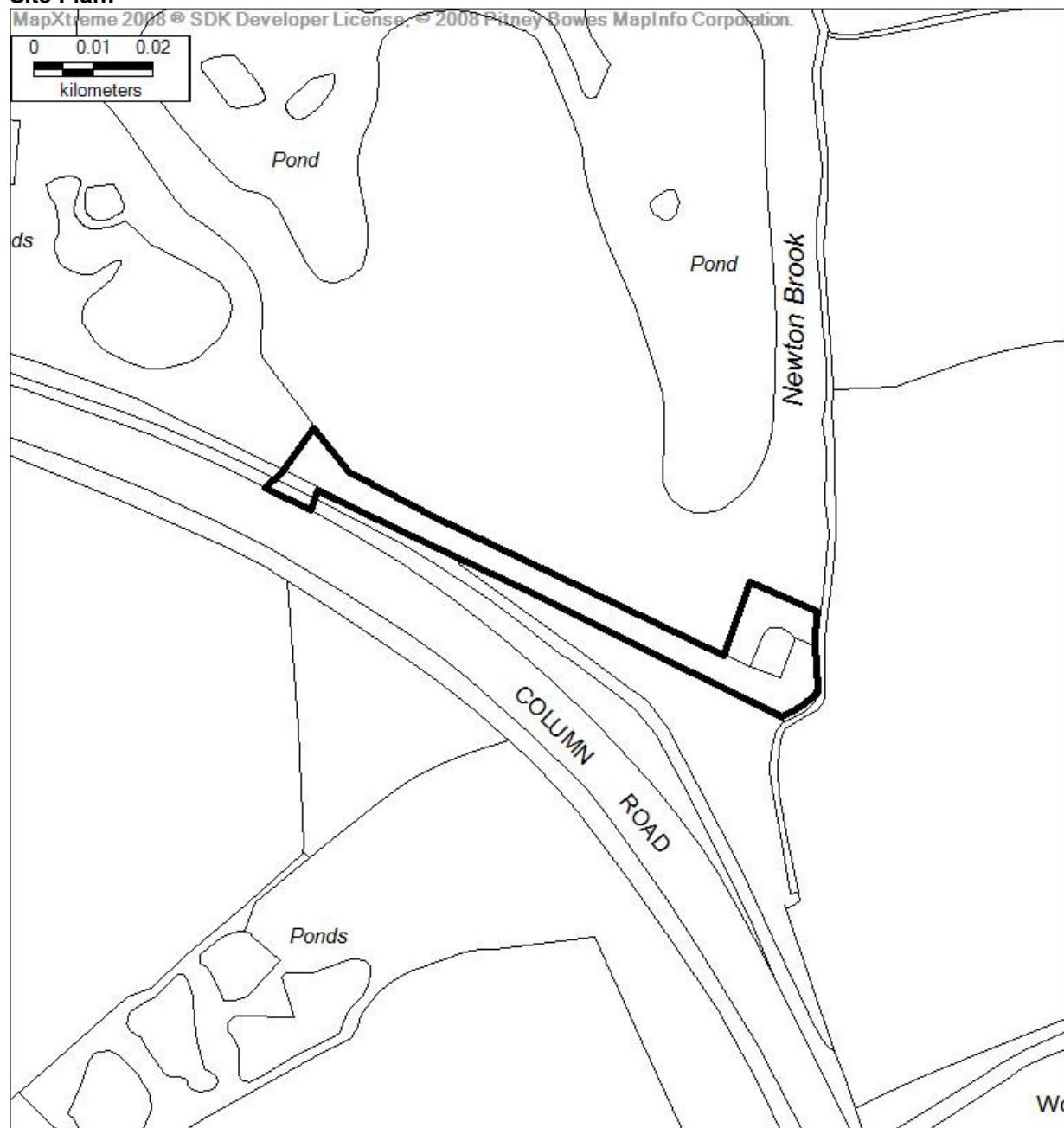
Area Team:
North Team

Case Officer:
Mr K Spilsbury

Ward:
**West Kirby and
Thurstaston**

Location: Six Acres, 75 COLUMN ROAD, NEWTON, CH48 1PX
Proposal: Conversion of existing barn to dwelling.
Applicant: Mr Ron Armstrong
Agent : Peter Hinton

Site Plan:



© Crown copyright and database rights 2017 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form

Development Plan allocation and policies:

Green Belt

Planning History:

Location: Land south of (side) Six Acres, Column Road, West Kirby. L48 1L
Application Type: Full Planning Permission
Proposal: Change of use to private garden.
Application No: APP/85/05477
Decision Date: 16/05/1985
Decision Type: Refused

Summary Of Representations and Consultations Received:REPRESENTATIONS:

Having regard to the Council's Guidance for Publicity on Planning Applications, 8 notifications were sent to adjoining properties and a site notice was displayed near the site. At the time of writing 2 objections from the same address have been received stating:

1. Whilst reassured that the profile of the building will be substantially unchanged my main issue is with the provision of 2 car off road parking space and fencing around the north and western aspects of the property. The presence of 2 vehicles will substantially alter the open aspect of the green belt and give a residential feel to what is currently basically an agricultural outbuilding and for this reason I oppose the application.
2. I recognise there is a sympathetic component to the planning application: size, height and the comment on "affordable housing".
3. My concern, however is that this is an erosion of Green Belt.
4. There will be vehicular access and thus increase in number of vehicles across the land. This and the physical process of building and installing the outstanding utilities such as waste water management will potentially threaten the wild life (mainly birds and water birds) which currently live in this area.

A further objection has been received outside the consultation period. The objection reads as follows:

The barn has been used for agricultural purposes. It stands in a very prominent position, just off the bend in Column Road. At present the barn blends in with the land, and is not very conspicuous. However, should permission be given to convert this to a dwelling, the building would be most noticeable in this position, right in the centre of this area of greenbelt. Indeed, in years to come there may well be applications to enlarge/extend the building, making it even more conspicuous. The National Planning Policy Framework, under 'Protecting Greenbelt Land', states that 'A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces'. The proposed building is not in the same use class, and therefore should not be considered an exception. Further, this will create a precedent, further encouraging conversions which will encroach into Wirral's Greenbelt. I feel that this application should be rejected as it encroaches onto the Greenbelt.

CONSULTATIONS:

Highways - No objection

Environmental Health - No objection

Local Lead Flood Authority - No objection

Environment Agency - No objection

Natural England - No objection

Merseyside Environmental Advisory Service - No objection

REASON FOR REFERRAL TO PLANNING COMMITTEE

Councillor Watt has requested the application be taken out of delegation on the grounds that the proposed development is situated within Wirral's Green Belt and may be contrary to Policies GB2 and GB3 of the Unitary Development Plan and the National Planning Policy Framework. As such it merits consideration and decision in public by the Planning Committee.

INTRODUCTION

The proposed development is for the conversion of the existing barn to a dwelling.

PRINCIPLE OF DEVELOPMENT

The site is designated as Green Belt in the Wirral Unitary Development Plan (UDP). Having regards to UDP Policy GB3 the re-use of buildings in the green belt is acceptable in principle subject to various criteria that are outlined below.

SITE AND SURROUNDINGS

The barn is located in the south eastern corner of a large field. There is an existing access track leading to the barn from Column Road. The barn is well screened from the road by a mature belt of trees that runs around the corner of the site and forms the boundary with the neighbouring field to the east.

The barn was constructed in 1985 to support the introduction of long horn cattle on the land, but has recently been used for storage.

The overall site area is approximately 6 acres and includes two large ponds, a large well maintained grass area and a detached dormer dwelling (75 Column Road) located on the western area of the site.

POLICY CONTEXT

The proposed development is for the conversion of the existing cattle byre to a dwelling house.

UDP Policy GB3 permits the conversion or change of use of buildings in the Green Belt, provided that:

- i. the proposal does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land within it;
- ii. the proposal does not involve extensive external storage, extensive hard standing, vehicle parking, intrusive boundary walling, fencing, or introduce intrusive domestic elements, particularly by the creation of a residential curtilage;
- iii. the buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction;
- iv. the form, bulk and general design of the buildings are in keeping with their surroundings;
- v. the proposed use can be adequately serviced in terms of access;
- vi. the proposed use will not in itself, or through likely traffic generation, have a detrimental effect on the appearance or quiet enjoyment of the surrounding area.

When granting consent for the non-agricultural re-use of an agricultural building in the Green Belt, the Local Planning Authority may impose a condition withdrawing permitted development rights for new agricultural development where it is necessary to prevent the proliferation of agricultural buildings.

If the existing building is a tenanted agricultural building the Local Planning Authority will take into consideration the contribution of the building to the viability of local agriculture.

If the existing building has a detrimental impact on the landscape in terms of visual amenity, the Local Planning Authority will, in connection with any proposed structural changes, impose conditions to secure an improvement in the external appearance of the building.

The National Planning Policy Framework, paragraphs 87 and 88 protects Green Belt sites from inappropriate development.

However, NPPF paragraph 90 indicates that the re-use of buildings that are of permanent and substantial construction is not inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.

APPEARANCE AND AMENITY ISSUES

The applicant plans to convert the existing barn without extending beyond the existing floor area. The development includes the creation of a bungalow including entrance hall, living room with kitchen, two bedrooms and a small conservatory. The development includes the movement of the existing front and rear wall of the original barn to the edge of the roof and adding a 3.8m x 1.4m extension. This will replace an 8m³ building attached to the original barn. The existing conservatory will also be replaced by a new light weight conservatory.

Whilst the eaves of the building will remain the same height, the roof will increase slightly (130mm) to ensure the building meets building regulations as insulation will be needed to be added. A purlin and rafter vaulted roof will also be added.

It is considered that whilst the roof will be slightly taller than that originally built structure the overall impact of the building will be negligible. The overall design ensures the building remains barn like and the overall changes will result in a floor space that is slightly less than that of the original barn.

The design of the barn has been amended at the request of the Local Planning Authority so as to retain more of the original structure as Wirral's UDP policy GB3 only permits the change of use of buildings in the green belt provided that the buildings are of permanent and substantial construction, and are capable of conversion without major or complete reconstruction.

This building requires a number of alterations to make it habitable and thereby comply with building regulations, however the more recent NPPF adopted 2012, permits the extension or alteration of a building in the green belt provided that it does not result in disproportionate additions over and above the size of the original building. The volume of the existing building is 218.69m³ and following conversion the volume will increase by 12.30m³ to 230.99m³. This is an increase in volume of only 5.62% and as such in this instance is not deemed to be a disproportionate addition to the building in the context of green belt policy. In addition whilst the developer is not planning on replacing the existing building under policy GB4 (as it is not yet a dwelling), this policy permits a 15% increase in volume plus any remaining permitted development for dwellings in the green belt, as such this slight 5.62% increase in volume is not deemed unacceptable in this instance. In order to ensure no further extensions, additions or outbuildings are imposed upon this property conditions removing permitted development rights will be applied should members be minded to approve the scheme.

At the time of writing this report 3 objections have been received. The objections relate to the erosion of the green belt due to the provision of 2 off road car parking spaces and fencing around the north and western aspects of the property. Stating the presence of 2 vehicles will substantially alter the open aspect of the green belt and give a residential feel to what is currently basically an agricultural outbuilding and the physical process of building and installing the outstanding utilities such as waste water management will potentially threaten the wildlife (mainly birds and water birds) which currently live in this area. Further concern is raised over the precedent the development will make, encouraging further conversions.

The access to the dwelling would remain as existing. There is currently a track leading from the main access into the site from Column Road that will be utilised by the proposed dwelling as well as an area of hard standing to the side of the barn where the applicant could already park two vehicles and as such the parking of vehicles on the site would have negligible impact upon the green belt.

The applicant is proposing a small curtilage surrounding the site that provides private amenity space for the residents. This residential curtilage was originally denoted on the plans by a 1.2m high post and rail timber fence. At the request of the Local Planning Authority this fence was deleted from the scheme and the domestic curtilage of the dwelling denoted by soft landscaping. If members are minded to approve the application a condition will be imposed to state; notwithstanding the approved plans details of all hard and soft landscaping shall be submitted to and agreed in writing with the local planning authority.

The application site is located within the Caldy Fields WeBS count sector and is near to the following European sites:

Dee Estuary SPA and Dee Estuary Ramsar.

These sites are protected under the Habitats Regulations 2010 (as amended) and as such the Merseyside Environmental Advisory Service (MEAS) have been consulted.

MEAS have reviewed the proposal submitted by the applicant and considered the possibility of likely significant effects under the Habitats Regulations using the source-pathway-receptor model. They advise there is no pathway that could give rise to likely significant effects on the European sites and it does not warrant a detailed Habitats Regulations Assessment report for the following reasons:

- The proposed development is minor in nature, affecting an existing building, and will not involve any significant construction or demolition works. Any disturbance to adjacent land which may be functionally linked to the SPA and Ramsar sites is likely to be minimal; and
- The affected building is relatively enclosed by trees and hedgerows. The presence of these features are likely to deter qualifying species from the area which falls within the zone of influence to the proposed works.

The application site is within the recently updated (March 2017) Natural England SSSI Impact Risk Zone (IRZ) and the proposed development meets the qualifying category 'All planning applications outside or extending outside existing settlements/urban areas affecting greenspace, farmland, semi natural habitats or landscape features such as trees, hedges, streams, rural buildings/structures.' Natural England must be consulted on the planning application prior to determination. Natural England have been consulted and have raised no objection to the scheme and agree with MEAS that there would be no impact on the Dee Estuary SSSI as a result of the proposed development for those reasons outlined above, as the features of interest of the designated sites are essentially the same.

Having regards to ecology and in line with the comments of MEAS the applicant was instructed to carry out a Bat Roost and Breeding Bird Survey. The report states that the full searches along with 2x dawn and dusk surveys provided no evidence of bat habitation in any parts of the building. Due to the findings of these surveys, it is thought that the proposed development is unlikely to have any negative effect on any bat or bird populations at the present time. However in accordance with Natural England Bat Mitigation Guidelines 2004, should members be minded to approve the application a condition for bat boxes will be imposed as an appropriate form of mitigation prior to commencement of development.

The development is therefore considered acceptable having regards to policy NCO1 – Principles for Nature Conservation and NC7- Species Protection.

In terms of surface water drainage the Local Lead Flood Authority have been consulted and raised no objection to the scheme. However should members be minded to approve the scheme a condition requiring the developer to submit a scheme for the disposal of foul and surface waters for the entire site shall be imposed.

Having regards to potential setting of precedence, the Local Planning Authority reviews each planning application it receives on its own merits and as such a refusal on setting of precedence could not be sustained at appeal.

The current building is in a poor state of repair and detracts from the visual amenity of the surrounding area. The proposed development will considerably tidy up the site without having a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land within it. The building is of permanent and substantial construction. The proposal does not involve extensive external storage, extensive hard standing, vehicle parking, intrusive boundary walling, fencing, or introduce intrusive domestic elements. The proposed use can be adequately serviced in terms of access as there is an existing road running into the site from Column Road and therefore the proposed use will not in itself, or through likely traffic generation, have a detrimental effect on the appearance or quiet enjoyment of the surrounding area. The development is deemed acceptable in terms of the Policies outlined in Wirral's UDP and the guidance in the National Planning Policy Framework.

SEPARATION DISTANCES

Separation distances are easily met as no residential properties will be affected by the proposed development.

HIGHWAY/TRAFFIC IMPLICATIONS

There are no Highway Implications relating to this proposal. The Engineers Department has raised no objection to the proposed scheme.

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

It is considered that the proposed conversion of the existing building to a dwelling, in this particular case, will not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land within it. The building is of permanent and substantial construction. The proposal does not involve extensive external storage, any additional hard standing, vehicle parking, intrusive boundary walling, fencing, or introduce intrusive domestic elements. The alterations required to make the building habitable and ensure compliance with building regulations do not constitute disproportionate additions to the building in the context of Green Belt policy. The proposed use can be adequately serviced in terms of access as there is an existing road running into the site from Column Road and therefore the proposed use will not in itself, or through likely traffic generation, have a detrimental effect on the appearance or quiet enjoyment of the surrounding area. The development is deemed acceptable in terms of the policies outlined in Wirral's UDP 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:-

It is considered that the proposed conversion of the existing building to a dwelling will not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land within it. The building is of permanent and substantial construction. The proposal does not involve extensive external storage, any additional hard standing, vehicle parking, intrusive boundary walling, fencing, or introduce intrusive domestic elements. The alterations required to make the building habitable and ensure compliance with building regulations do not constitute disproportionate additions to the building in the context of Green Belt policy. The proposed use can be adequately serviced in terms of access as there is an existing road running into the site from Column Road and therefore the proposed use will not in itself, or through likely traffic generation, have a detrimental effect on the appearance or quiet enjoyment of the surrounding area. The development is deemed acceptable in terms of the policies outlined in Wirral's UDP and the National Planning Policy Framework.

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. 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.

Reason: To ensure a satisfactory appearance to the development in the interests of visual

amenity and to comply with Policy GB3 of the Wirral Unitary Development Plan.

3. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 19th June 2017 listed as follows: PWH/16/SA/1 Rev A (Dated 14.06.17) & PWH/16/SA/2 Rev A (Dated 14.06.16).

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

4. Notwithstanding the approved plan reference PWH/16/SA/1 (Dated 1/11/16) the area(s) so designated within the site shall be suitably landscaped in accordance with a scheme to be submitted to and approved by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

The detailed landscaping plans shall include:

- (i) details of boundary treatments and hard surfaces
- (ii) the location, size and species of all trees to be planted
- (iii) the location, size, species and density of all shrub and ground cover planting
- (iv) a schedule of implementation

Reason: In the interests of visual amenity and to ensure that the development complies with Policy GB3 of the Wirral Unitary Development Plan.

5. 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.

Reason: In order to protect the character of the area and to accord with Policy GB3 of the Wirral Unitary Development Plan.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (or any Order revoking or re-enacting that Order) no external alterations or extensions shall be carried out to the building(s) hereby approved.

Reason: To safeguard the green belt and to accord with Policy GB3 of the Wirral Unitary Development Plan.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2008 (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 land.

Reason: To preserve the visual amenities of the area and to accord with Policy GB3 of the Wirral Unitary Development Plan.

8. Prior to commencement of development bat boxes shall be erected around the site in accordance with the Bat Roost and Breeding Bird Survey produced by EBS (Dated 30th May 2017). The type, number and location of the bat boxes shall be submitted to and agreed in writing with the Local Planning Authority prior to commencement of development and retained as such thereafter.

Reason: In the interest of species protection having regard to policy NC7

9. Unless otherwise agreed in writing and in line with the surface water management hierarchy, no development approved by this permission shall commence until a scheme for the disposal of foul and surface waters for the entire site has been submitted to and approved in writing by the local planning authority. For the avoidance of doubt this site must be drained on a separate system combining just prior to connection to the public combined sewerage

system. Any surface water draining to the public surface water sewer must be restricted to a maximum pass forward flow of 10 l/s. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

Last Comments By: 24/05/2017
Expiry Date: 10/01/2017

Planning Committee

20 July 2017

Reference:
APP/16/01560

Area Team:
North Team

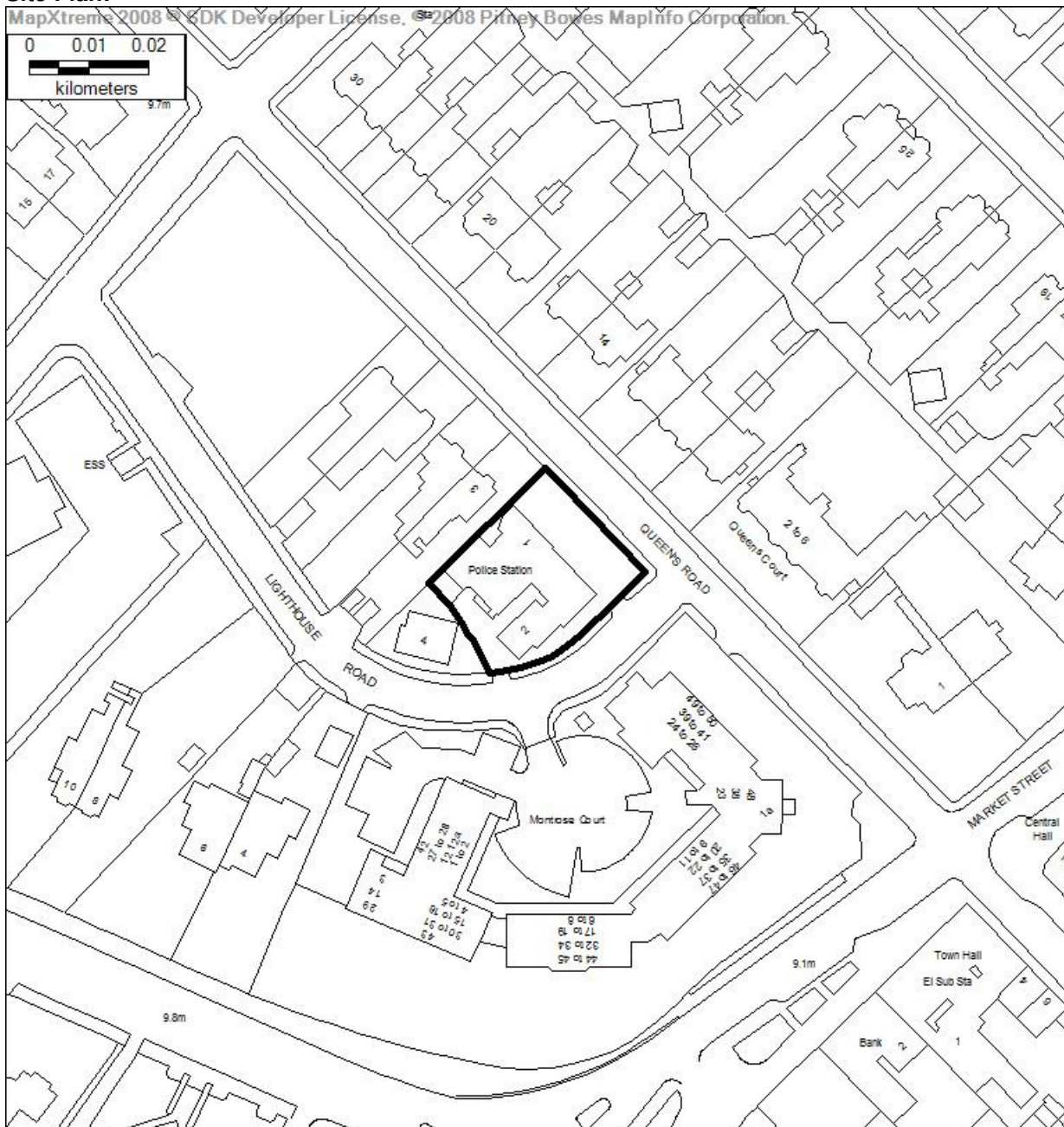
Case Officer:
Mrs C Parker

Ward:
Hoylake and Meols

Location: Hoylake Police Station, QUEENS ROAD, HOYLAKE, CH47 2AG
Proposal: Change of use from Vacant Police Station to Children's Day Nursery **for up to 80 children (amended description)** including extensions and alterations to the building.

Applicant: Kids Planet Day Nurseries
Agent : Ashall Town Planning

Site Plan:



© Crown copyright and database rights 2017 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Development Plan allocation and policies:

Primarily Residential Area

Planning History:

Location: Hoylake Police Station, Queens Road, Hoylake, Wirral, CH47 2AG
Application Type: Advertisement Consent
Proposal: Erection of two illuminated freestanding signs
Application No: ADV/05/05386
Decision Date: 19/07/2005
Decision Type: Approved

Location: 4 Lighthouse Road, Hoylake, Wirral, CH47 2AL
Application Type: Full Planning Permission
Proposal: Erection of a timber fence on top of existing boundary wall
Application No: APP/07/06837
Decision Date: 06/11/2007
Decision Type: Approved

Location: Hoylake Police Station, Queens Road, Hoylake. L47 2AG
Application Type: Full Planning Permission
Proposal: To build a disabled access ramp in the car park to front entrance of Hoylake Police Station.
Application No: APP/94/06667
Decision Date: 05/12/1994
Decision Type: Approved

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

Having regard to the Council Guidance on Publicity for Applications, 69 notifications were sent to adjoining properties and a site notice was also displayed. At the time of writing this report 3 representations have been received objecting to the proposal due to:

1. There are already schools and pre-schools in the area
2. Increase in noise due to drop off time and outside play
3. Increase in traffic and parking
4. No need for another nursery

A qualifying petition of objection with 32 signatures has been received objecting to the proposal due to already overcrowded parking, increase in parking and insufficient parking spaces within their grounds.

CONSULTATIONS:

Highways - No objection subject to conditions.

Environmental Health - The noise level in the garden would just meet World Health Organisation standard (thus avoiding "serious disturbance" to neighbouring residents), but perhaps a problem lies in that this level of 'just acceptable noise' would continue for prolonged periods each working day because of the very high numbers of children involved. If members are minded to approve the application, it is vital that the specifications for the acoustic barrier are as good as or better than those outlined in the report.

Director's Comments:**REASON FOR REFERRAL TO PLANNING COMMITTEE**

A qualifying petition of objection with 32 signatures has been received and under the provisions of the Scheme of Delegation for Determining Planning Applications, the application is required to be considered and determined by the Planning Committee.

INTRODUCTION

The proposal is a change of use of Hoylake Police Station to a children's day nursery for 80 children and includes an extension and alterations to the building.

PRINCIPLE OF DEVELOPMENT

The principle of development is acceptable subject to the relevant planning policies.

SITE AND SURROUNDINGS

The site is the former Hoylake Police Station and is located on the corner of Queens Road and Lighthouse Road. The site is within a Primarily Residential Area and is bounded by houses to the north (3 Queens Road) and the west (4 Lighthouse Road) with flats to the south, Montrose Court and a mix of flats and houses opposite on Queens Road. The adjacent house, 4 Lighthouse Road has a side conservatory and an approximately 2 metre high fence at the side that forms the rear boundary of the application site. There is existing parking on site at the front that is accessed from Queens Road. The existing access and parking will be retained for this proposal.

POLICY CONTEXT

The proposal for a children's day nursery will be assessed under policies HS12 Pre-School Day Care and HS15 Non-Residential Uses in Primarily Residential Areas of the adopted Wirral Unitary Development Plan and SPD4 Parking Standards.

The proposal is for a change of use of an existing building within the designated Primarily Residential Area, the proposal will be assessed in accordance with Wirral's UDP Policies HS12, HS15 and RE10.

HS12 Pre-School Day Care

Proposals for the use of existing buildings for pre-school day care facilities will be permitted subject to:

- (i) ensuring the privacy of neighbouring residents;

- (ii) any outdoor play areas provided being assessed with regard to potential noise and disturbance and garden/play area boundaries being defined by a 2.0 metre high screen fence or wall;

- (iii) satisfactory vehicular access with provision being made within the site for the parking of non-resident staff vehicles in addition to parking provision made for the occupiers of the house;

- (iv) reasonable provision being made for the setting down and picking up of children. Where such arrangements can only take place within the highway, there should be no parking restrictions on the highway fronting the site and it should not be likely to cause a hazard to other road users; and

- (v) noise insulation being provided where appropriate.

Pre-school day care covers a wide range of provision including child minders, play groups, nurseries and crèche facilities. All such uses are registered through the Department of Social Services where consideration is given to the type of facilities available within the building and the persons who will be providing the care.

In planning terms, the major implications are for the amenity of adjoining residents, both in terms of the effect of children playing in and outdoors and in terms of the effect of extra traffic as parents drop off and pick up their children.

The ideal type of property to provide for pre-school day care is detached, with adequate garden space to provide separation between dwellings and allow for outdoor play.

Many properties used as crèches and day nurseries are on busy roads and it is important to ensure that adequate provision is made for the parking needs of staff and parents when they are dropping off or picking up their children.

HS15 Non-Residential Uses in Primarily Residential Areas

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.

Although the Primarily Residential Areas will remain largely unchanged throughout the life of the UDP, they already contain many small shopping parades, small businesses and community facilities such as churches, libraries and community centres. These normally cause little nuisance and are indeed essential to local residents who wish to shop locally or have jobs close to their homes. As well as the convenience to residents of having such facilities close-by, energy costs are reduced by the shorter journey distances involved.

RE10 Criteria for Community Centres and Facilities

Small scale, non-residential facilities providing for meeting rooms, sports halls, youth centres, play groups and other similar use by the local community, including libraries and places of worship, will be permitted within the Primarily Residential Area where:

- (i) the proposal, together with any associated outdoor facilities, would not cause unacceptable disturbance to neighbouring uses;
- (ii) the siting, scale and visual impact of the proposal is appropriate within the surrounding area; and
- (iii) adequate provision is made for parking, highway access and servicing requirements.

Proposals for uses of a similar nature which are likely to generate significant levels of traffic, which are intended to serve a wider than local catchment area, or which would give rise to a level of disturbance incompatible with a Primarily Residential Area will be directed towards urban commercial locations.

SPD4 sets out the maximum parking provisions for nurseries of 1 space per 2 staff plus 1 dropping off/picking up space per 6 children.

The National Planning Policy Framework (NPPF) encourages sustainable development, sustainable meaning ensuring better lives for ourselves and future generations, and development meaning growth. The three dimensions of sustainability are the economic, social and environmental roles, none of which should be taken in isolation because they are mutually dependant. The NPPF states the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. Developments should deliver the social, recreational and cultural facilities and services the community needs.

APPEARANCE AND AMENITY ISSUES

The proposal is to change the use of the building into a D1 children's day nursery for 80 children. The building was formerly a police station, an established non-residential use within a residential area that would have experienced a level of activity from both staff and visitors. The building is currently vacant and the existing scale and design of the building forms part of the character of the area. The principle of the conversion is acceptable subject to the use not resulting in a detrimental impact on residential amenity and character of the area.

Part of the building at the rear will be removed to make space for a courtyard area that will provide an external outdoor play area. A small extension will be added to create a larger room that will be adjacent to the courtyard. It is proposed to limit the hours of use of the external play area and limit the number of children at any one time to 10, and this follows the findings of the submitted Noise Survey.

This should help to minimise any impact on the residents immediately adjacent to the site. For example, the proposed use of the external area will be staggered with outdoor activities limited between 9.45 and 10.45 hours, 12.30 and 14.00 hours and 15.45 and 16.30 hours (as set out in the Noise Survey) and a further condition proposed to limit the hours of use of the day nursery. Details are requested to show boundary treatments, outdoor structures and to show a buffer area (minimum of 2m) between the adjacent properties and the outside play area. There is an existing fence along the boundary with the adjacent house, 4 Lighthouse Road and a condition is recommended to provide an acoustic fence to a high specification to minimise any noise that could be detrimental to the occupiers of this property.

There is vehicular access to the site from Queens Road leading to a parking area and these will be retained. The parking will be for staff and for dropping off and picking up of children. There are no parking restrictions in the immediate area along Queens Road and Lighthouse Road. However, a condition is recommended to provide waiting restrictions at the junction of Lighthouse Road and Queens Road at the request of the Highways Division for highway safety reasons.

The concerns raised by local resident's state that the proposed day nursery would add to the traffic and parking issues already experienced in the local area. The applicant has stated in their submission that staff are encouraged to use public transport and care share. A condition is proposed for a Green Travel Plan in order to set out other modes of transport in order to promote and facilitate more sustainable transport.

The level of activity at the site when it operated as a police station would have been unrestricted with visitors at any time of the day or night. The planning conditions proposed for the use of the site as a children's day nursery would limit the hours of use, the use of the outdoor area and the number of children. The nature of a children's day nursery is such that children are dropped off and picked up at differing times in the morning and afternoon unlike at a school, where there are structured times for dropping and picking up, i.e. 8.50am and 3.30pm.

Objections received relate to noise arising from outdoor play. A noise survey has been submitted and assessed by Environmental Health who states that the noise level in the garden would just meet the World Health Organisation standards thus avoiding "serious disturbance" to neighbouring residents. A problem is also highlighted that a level of 'just acceptable noise' would continue for prolonged periods each working day because of the very high numbers of children proposed. If Members are minded to approve the application, as mentioned above, planning conditions are proposed to limit the number of children playing outside at any one time and to limit the time periods of outdoor play in order to overcome the concern and potential impact on neighbouring residents in terms of noise and disturbance. The time restrictions have been taken from the Noise Survey submitted by the applicant.

Whilst the area is designated as residential, the application site has operated as a police station, i.e. a non-residential use, in the most recent future. Taking the residents' concerns into account and utilising a vacant building by providing a local children's day nursery, it is considered that the imposition of the restrictive planning conditions as recommended, will allow for the change to a day nursery without having a detrimental impact onto the character and residential amenity in the local area.

SEPARATION DISTANCES

Separation distances do not apply in this instance.

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

It is considered that the proposal to change the use of the vacant police station to a children's day nursery with the imposition of the planning conditions set out, will not result in any harm to the amenity

of residents in the local area. The proposal is therefore in general accordance with Policies HS12, HS15 and RE10 of the adopted Wirral Unitary Development Plan and the NPPF.

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:-

It is considered that the proposal to change the use of the vacant police station to a children's day nursery with the imposition of the planning conditions set out, will not result in any harm to the amenity of residents in the local area. The proposal is therefore in general accordance with Policies HS12, HS15 and RE10 of the adopted Wirral Unitary Development Plan and the NPPF.

Recommended Decision: Approve

Recommended Conditions and Reasons:

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

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

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 19 May 2017 and listed as follows: B100 Rev A, B101 Rev A, B102 Rev A, B103 Rev A and B104 Rev A dated 19 May 2017

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

3. The premises shall be used as a day nursery and for no other purpose (including any other purpose in D1 of the schedule to the Town and Country Planning Use Classes (Amendment) Order 2005, or any subsequent Order or statutory provision revoking or re-enacting that Order.

Reason: In order to protect the character of the area & residential amenities of nearby occupants and to accord with Policy HS15 of the Wirral Unitary Development Plan.

4. No more than 80 children shall be accommodated at the premises at any one time in connection with the use hereby approved.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to accord with Policy HS12 of the Wirral Unitary Development Plan.

5. The nursery hereby permitted shall not be open other than between the hours of 07:30 hours and 18:30 hours Monday to Friday. The nursery shall be closed on Saturdays and Sundays and Bank holidays.

Reason: Having regard to residential amenity and Wirral's UDP Policy HS15.

6. The outdoor play area shall only be used by a maximum of 10 children and only between 9.45 and 10.45 hours, 12.30 and 14.00 hours and 15.45 and 16.30 hours each day.

Reason: Having regard to residential amenity and Wirral's UDP Policy HS15.

7. Within 6 months of the first use of the nursery development hereby permitted a full Travel Plan shall be submitted to and approved in writing by the local planning authority. The

provisions of the full Travel Plan shall be implemented and operated in accordance with the timetable contained therein for as long as the development is occupied and shall not be varied other than through agreement with the local planning authority. For the avoidance of doubt, such a plan shall include;

- i) Access to the site by staff.
- ii) Information on existing transport services to the site and staff travel patterns.
- iii) Travel Plan principles including measures to promote and facilitate more sustainable transport.
- iv) Realistic targets for modal shift or split.
- v) Identification of a Travel Plan co-ordinator and the establishment of a travel plan steering group.
- vi) Measures and resource allocation to promote the Travel Plan; and,
- vii) Mechanisms for monitoring and reviewing the Travel Plan, including the submission of an annual review and action plan to the local planning authority.

Reason: Having regard to residential amenity and Highway Safety.

8. NO DEVELOPMENT SHALL TAKE PLACE until a site management plan has been submitted to and approved in writing by the local planning authority. Detail submitted in respect of the site management plan shall include details of how outdoor play shall be managed and supervised, including defined play areas to be used by different defined age groups at any given time. The development hereby permitted shall be implemented and thereafter operated in strict accordance with the approved site management plan.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to accord with Policy HS12 of the Wirral Unitary Development Plan.

9. NO DEVELOPMENT SHALL TAKE PLACE until full details of both hard and soft landscape works and all boundary treatments have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include; a minimum 2 metre buffer area between the boundary with the adjacent residential properties 4 Lighthouse Road and 3 Queens Road and the outdoor play area, all details of boundary treatments including an acoustic barrier fence; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefact's and structures (e.g. furniture, play equipment, refuse or other storage units, etc.). All hard landscaping works and boundary treatments shall be completed before the nursery first comes into use and the boundary treatments shall be permanently retained thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to accord with Policy HS12 of the Wirral Unitary Development Plan.

10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

Reason: To ensure satisfactory landscape treatment of the site which will protect the character and appearance of the site and to ensure the proposed development enhances the visual amenity of the locality, having regard to Policy HS15 of the Wirral Unitary Development Plan.

11. NO DEVELOPMENT SHALL TAKE PLACE until full details of the pram storage, toy storage and bin storage have been submitted to and approved in writing by the Local Planning Authority. The approved pram, toy and bin storage areas shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of residential amenity having regard to UDP Policy HS12

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. NO DEVELOPMENT SHALL BE COMMENCED until a detailed scheme of highway improvement works for the provision of limited waiting restrictions at the junction of Lighthouse Road and Queens Road together with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use until the required highway improvement works have been constructed in accordance with the approved details.

Reason: In the interests of highway safety and to accord with Policy HS15 of the Wirral Unitary Development Plan.

14. No part of the development shall be brought into use until the existing vehicular crossing on to Lighthouse Road has been permanently closed off and the footway reinstated. These works shall be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy HS15 of the Wirral Unitary Development Plan.

15. 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 Policy HS15 of the Wirral Unitary Development Plan.

Further Notes for Committee:

1. Consent under the Highways Act is required for the construction of a new or the amendment/removal of an existing vehicular access. Such works are undertaken at the developer's expense, including the relocation/replacement and/or removal of street furniture and vegetation as necessary. Submission of a S50 Highway Opening Notice is required prior to commencement of any works on the adopted highway. Please contact the Council's Highway Management team via www.wirral.gov.uk prior to the commencement of development for further information.

Last Comments By: 20/03/2017

Expiry Date: 25/01/2017

Planning Committee

20 July 2017

Reference:
APP/16/01585

Area Team:
South Team

Case Officer:
Mrs C Parker

Ward:
Rock Ferry

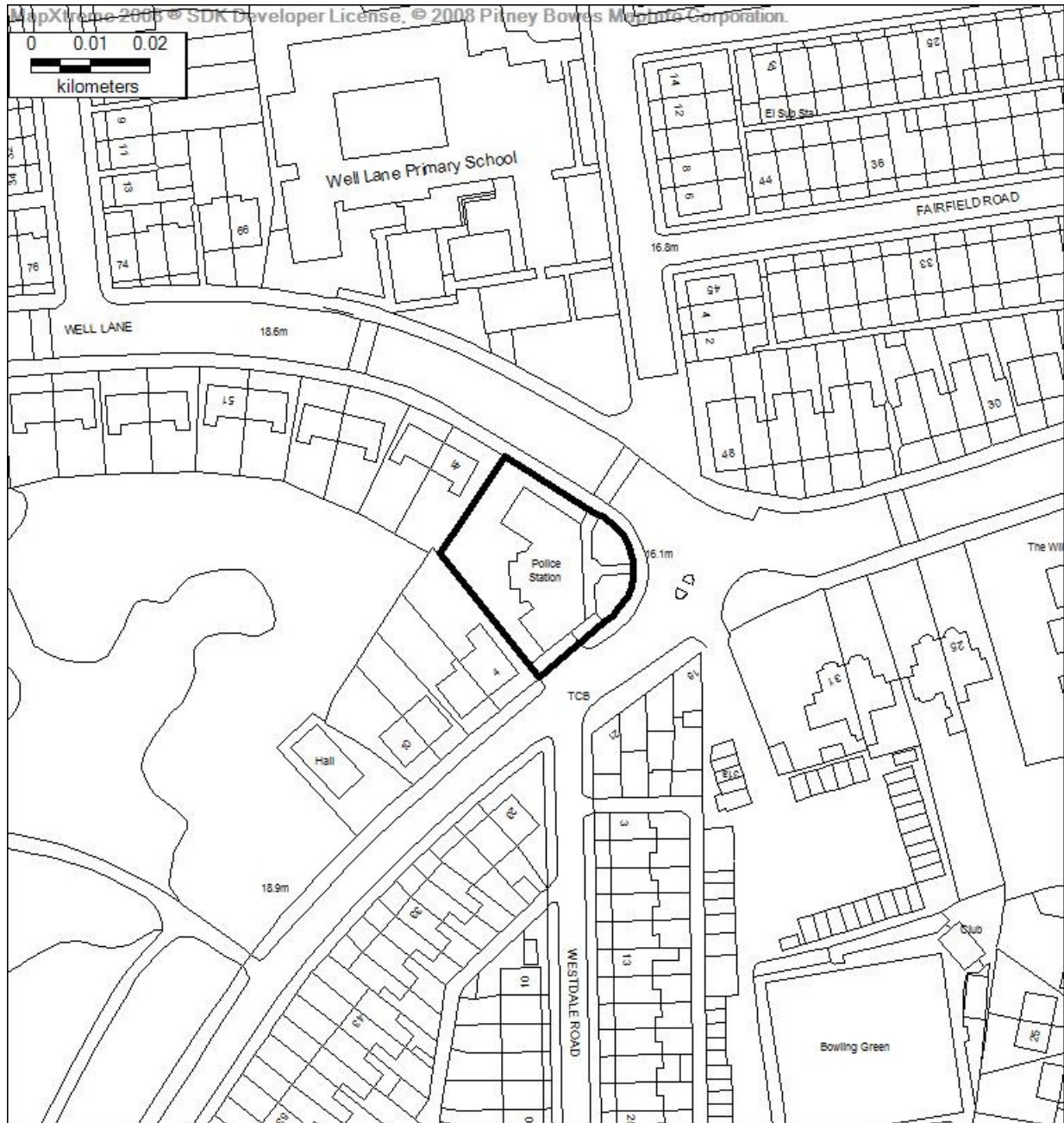
Location:
Proposal:

Well Lane Police Station, WELL LANE, ROCK FERRY, CH42 4QG
Proposed change of use from vacant police station to children's day nursery (D1) for up to 80 children (amended description) and to include extension and refurbishment to the existing building.

Applicant:
Agent :

Kids Planet Day Nurseries Ltd
Ashall Town Planning

Site Plan:



© Crown copyright and database rights 2017 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Development Plan allocation and policies:

Primarily Residential Area

Planning History:

Location: Well Lane Police Station, Well Lane, Rock Ferry, Wirral, CH42 4QG
Application Type: Advertisement Consent
Proposal: Erection of 2 free standing illuminated signs.
Application No: ADV/05/05382
Decision Date: 28/04/2005
Decision Type: Approved

Location: Well Lane Police Station, Well Lane, Rock Ferry, Wirral, CH42 4QG
Application Type: Full Planning Permission
Proposal: Erection of a disabled access ramp to front entrance.
Application No: APP/01/07266
Decision Date: 16/01/2002
Decision Type: Approved

Location: Well Lane Police Station, Well Lane, Rock Ferry, Wirral, CH42 4QG
Application Type: Full Planning Permission
Proposal: Replacement of entrance doors with folding doors for disabled access.
Application No: APP/02/07466
Decision Date: 14/01/2003
Decision Type: Approved

Location: Police Station ,Well Lane ,Tranmere L42 4QG
Application Type: Deemed
Proposal: Construction of a two metre high wall at the back of Well Lane footpath - land between Well Lane Police Station and 41 Well Lane, Tranmere
Application No: DPP/80/16517
Decision Date: 29/09/1980
Decision Type: Approved

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regard to the Council Guidance on Publicity for Applications, 31 notifications were sent to adjoining properties and a site notice was also displayed. At the time of writing this report 9 representations have been received from residents including a petition of objection, 2 comments that support the proposal in principle but raise concern over parking in the area and 6 objections stating concern over:

1. Parking in the area is a problem due to double yellow lines and a school is nearby
2. Albany Road is very narrow and heavily used by through traffic and the lack of parking for the nursery will result in extra traffic
3. Residents cannot park outside their properties at the moment
4. The junction of Well Lane and Albany Road is dangerous at present and has seen many accidents and the proposal will only compound an already dangerous situation
5. Inadequate parking for staff and dropping off children
6. The proposed day nursery will be close to a school and health centre at a busy junction

A qualifying petition of objection with 75 signatures has been received objecting to the proposal due to the provision of parking for 23 staff and 80 children in an already over capacity high risk area.

Councillors Bill Davies, Chris Meaden and Moira McLaughlin state concern as Well Lane Primary School is opposite the site and parking and traffic congestion would be a major problem.

CONSULTATIONS:

Highways - No objection subject to conditions and a contribution towards the operation of two nearby School Crossing Patrols.

Environmental Health - The noise level in the garden would just meet World Health Organisation standard (thus avoiding "serious disturbance" to neighbouring residents), but perhaps a problem lies in that this level of 'just acceptable noise' would continue for prolonged periods each working day because of the very high numbers of children involved. If members are minded to approve the application, it is vital that the specifications for the acoustic barrier are as good or better than those outlined in the report.

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

A qualifying petition of objection with 75 signatures has been received and under the provisions of the Scheme of Delegation for Determining Planning Applications, the application is required to be considered and determined by the Planning Committee.

INTRODUCTION

The proposal is for the change of use of the former Well lane Police Station to a children's day nursery for a maximum of 80 children. The number of children has been reduced from 100 to 80 since the application was submitted.

PRINCIPLE OF DEVELOPMENT

The site is within a Primarily Residential Area where the principle of a children's day nursery is acceptable subject to the planning policies set out below.

SITE AND SURROUNDINGS

The property is the former police station located on a prominent corner on Well Lane and Albany Road, Rock Ferry. Well Lane Primary School is located diagonally opposite and there are houses immediately adjacent to the site along Albany Road and Well Lane with shops opposite on Albany Road. There are parking restrictions directly outside the site in the form of double yellow lines and some of the houses in the immediate area do not benefit from off street parking. The side of 4 Albany Road, a residential property is separated from the site by a high palisade fence that extends along this boundary. 41 Well Lane, a residential property is adjacent to the site and is set at a slightly higher level. There is a front brick boundary wall with palisade fencing above that fronts onto Well Lane. The brick wall extends along the side boundary with 41 Well Lane.

POLICY CONTEXT

The proposal for a children's day nursery will be assessed under policies HS12 Pre-School Day Care and HS15 Non-Residential Uses in Primarily Residential Areas of the adopted Wirral Unitary Development Plan and SPD4 Parking Standards.

The proposal is for a change of use of an existing building within the designated Primarily Residential Area, the proposal will be assessed in accordance with Wirral's UDP Policies HS12, HS15 and RE10.

HS12 Pre-School Day Care

Proposals for the use of existing buildings for pre-school day care facilities will be permitted subject to:

- (i) ensuring the privacy of neighbouring residents;

- (ii) any outdoor play areas provided being assessed with regard to potential noise and disturbance and garden/play area boundaries being defined by a 2.0 metre high screen fence or wall;

- (iii) satisfactory vehicular access with provision being made within the site for the parking of non-resident staff vehicles in addition to parking provision made for the occupiers of the house;

- (iv) reasonable provision being made for the setting down and picking up of children. Where such arrangements can only take place within the highway, there should be no parking restrictions on the highway fronting the site and it should not be likely to cause a hazard to other road users; and

- (v) noise insulation being provided where appropriate.

Pre-school day care covers a wide range of provision including child minders, play groups, nurseries and crèche facilities. All such uses are registered through the Department of Social Services where consideration is given to the type of facilities available within the building and the persons who will be providing the care.

In planning terms, the major implications are for the amenity of adjoining residents, both in terms of the effect of children playing in and outdoors and in terms of the effect of extra traffic as parents drop off and pick up their children.

The ideal type of property to provide for pre-school day care is detached, with adequate garden space to provide separation between dwellings and allow for outdoor play.

Many properties used as crèches and day nurseries are on busy roads and it is important to ensure that adequate provision is made for the parking needs of staff and parents when they are dropping off or picking up their children.

HS15 Non-Residential Uses in Primarily Residential Areas

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.

Although the Primarily Residential Areas will remain largely unchanged throughout the life of the UDP, they already contain many small shopping parades, small businesses and community facilities such as churches, libraries and community centres. These normally cause little nuisance and are indeed essential to local residents who wish to shop locally or have jobs close to their homes. As well as the convenience to residents of having such facilities close-by, energy costs are reduced by the shorter journey distances involved.

RE10 Criteria for Community Centres and Facilities

Small scale, non-residential facilities providing for meeting rooms, sports halls, youth centres, play groups and other similar use by the local community, including libraries and places of worship, will be permitted within the Primarily Residential Area where:

- (i) the proposal, together with any associated outdoor facilities, would not cause unacceptable disturbance to neighbouring uses;
- (ii) the siting, scale and visual impact of the proposal is appropriate within the surrounding area; and
- (iii) adequate provision is made for parking, highway access and servicing requirements.

Proposals for uses of a similar nature which are likely to generate significant levels of traffic, which are intended to serve a wider than local catchment area, or which would give rise to a level of disturbance incompatible with a Primarily Residential Area will be directed towards urban commercial locations.

SPD4 sets out the maximum parking provisions for nurseries of 1 space per 2 staff plus 1 dropping off/picking up space per 6 children.

The National Planning Policy Framework (NPPF) encourages sustainable development, sustainable

meaning ensuring better lives for ourselves and future generations, and development meaning growth.

The three dimensions of sustainability are the economic, social and environmental roles, none of which should be taken in isolation because they are mutually dependant. The NPPF states the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. Developments should deliver the social, recreational and cultural facilities and services the community needs.

APPEARANCE AND AMENITY ISSUES

The proposal is to change the use of the building into a D1 children's day nursery for 80 children. The building was formerly a police station, an established non-residential use within a residential area that would have experienced a level of activity from both staff and visitors. The building is currently vacant and is an attractive feature at a prominent location. The principle of the conversion is acceptable as the business is of a nature that would serve the surrounding residential community whilst utilising a vacant building. There is a courtyard area at the rear that would be utilised as outdoor space for children and planning conditions are proposed to limit the use of this area and the numbers of children in order to minimise any impact on the residents immediately adjacent to the site. For example, the proposed use of the external area will be staggered with outdoor activities limited between 9.45 and 10.45 hours, 12.30 and 14.00 hours and 15.45 and 16.30 hours (as set out in the Noise Survey) and a further condition proposed to limit the hours of use of the day nursery. Details are requested to show boundary treatments, outdoor structures and to show a buffer area (minimum of 2m) between the adjacent properties and the outside play area. There is an existing brick boundary wall and palisade fencing along the rear and side boundaries with the adjacent houses that will be retained.

The proposal includes a small rear extension that effectively infills an open area to 'square off' the rear elevation. The only changes to the exterior of the building include the addition of windows and these are mainly to the rear elevation at ground floor level. The small extension and window additions are considered acceptable and do not have any detrimental impact on residential amenity, the character of the building or area in general.

There is no parking within the site although there is a dropping off/picking up area alongside the site on Albany Road. The lack of parking and increase in traffic are the main objections received about the proposal. There was no parking within the site when the building operated as a police station and the operation of such a facility would have attracted both car borne visitors and pedestrians as well as a number of staff. The level of activity at the site when it operated as a police station would have been unrestricted with visitors at any time of the day or night. The planning conditions proposed for the use of the site as a children's day nursery would limit the hours of use, the use of the outdoor area and the number of children. The nature of a children's day nursery is such that children are dropped off and picked up at differing times in the morning and afternoon unlike at a school, where there are structured times for dropping and picking up, i.e. 8.50am and 3.30pm. As such, it could be likely that visitors to the site would not necessarily be at the same time as dropping children off at the nearby school. This is a concern that local residents have highlighted and that this would add to the traffic and parking issues already experienced in the local area. The applicant has stated in their submission that staff are encouraged to use public transport and care share. A condition is proposed for a Green Travel Plan in order to set out other modes of transport in order to promote and facilitate more sustainable transport.

A noise survey has been submitted and assessed by Environmental Health who state that the noise level in the garden would just meet the World Health Organisation standards thus avoiding "serious disturbance" to neighbouring residents. A problem is also highlighted that a level of 'just acceptable noise' would continue for prolonged periods each working day because of the very high numbers of children proposed. If Members are minded to approve the application, as mentioned above, planning conditions are proposed to limit the number of children playing outside at any one time and to limit the time periods of outdoor play in order to overcome the concern and potential impact on neighbouring residents in terms of noise and disturbance. The time restrictions have been taken from the Noise Survey submitted by the applicant.

Whilst the area is designated as residential, the application site has operated as a police station, i.e. a non-residential use, in the most recent future. Taking the residents' concerns into account and utilising a vacant building by providing a local children's day nursery, it is considered that the imposition of the

restrictive planning conditions as recommended, will allow for the change to a day nursery without having a detrimental impact onto the character and residential amenity in the local area.

SEPARATION DISTANCES

Separation distances do not apply in this instance.

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

It is considered that the proposal to change the use of the vacant police station to a children's day nursery with the imposition of the planning conditions set out, will not result in any harm to the amenity of residents in the local area. The proposal is therefore in general accordance with Policies HS12, HS15 and RE10 of the adopted Wirral Unitary Development Plan and the NPPF.

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:-

It is considered that the proposal to change the use of the vacant police station to a children's day nursery with the imposition of the planning conditions set out, will not result in any harm to the amenity of residents in the local area. The proposal is therefore in general accordance with Policies HS12, HS15 and RE10 of the adopted Wirral Unitary Development Plan and the NPPF.

Recommended Decision: **Approve**

Recommended Conditions and Reasons:

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

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

2. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on 19 May 2017 and listed as follows: B100 Rev A, B101 Rev A, B102 Rev A, B103 Rev A and B104 Rev A dated 19 May 2017

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

3. The premises shall be used as a day nursery and for no other purpose (including any other purpose in D1 of the schedule to the Town and Country Planning Use Classes (Amendment) Order 2005, or any subsequent Order or statutory provision revoking or re-enacting that Order.

Reason: In order to protect the character of the area & residential amenities of nearby occupants and to accord with Policy HS15 of the Wirral Unitary Development Plan.

4. No more than 80 children shall be accommodated at the premises at any one time in

connection with the use hereby approved.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to accord with Policy HS12 of the Wirral Unitary Development Plan.

5. The nursery hereby permitted shall not be open other than between the hours of 07:30 hours and 18:30 hours Monday to Friday. The nursery shall be closed on Saturdays and Sundays and Bank holidays.

Reason: Having regard to residential amenity and Wirral's UDP Policy HS15.

6. The outdoor play area shall only be used by a maximum of 10 children and only between 9.45 and 10.45 hours, 12.30 and 14.00 hours and 15.45 and 16.30 hours each day.

Reason: Having regard to residential amenity and Wirral's UDP Policy HS15.

7. Within 6 months of the first use of the nursery development hereby permitted a full Travel Plan shall be submitted to and approved in writing by the local planning authority. The provisions of the full Travel Plan shall be implemented and operated in accordance with the timetable contained therein for as long as the development is occupied and shall not be varied other than through agreement with the local planning authority. For the avoidance of doubt, such a plan shall include;

- i) Access to the site by staff.
- ii) Information on existing transport services to the site and staff travel patterns.
- iii) Travel Plan principles including measures to promote and facilitate more sustainable transport.
- iv) Realistic targets for modal shift or split.
- v) Identification of a Travel Plan co-ordinator and the establishment of a travel plan steering group.
- vi) Measures and resource allocation to promote the Travel Plan; and,
- vii) Mechanisms for monitoring and reviewing the Travel Plan, including the submission of an annual review and action plan to the local planning authority.

Reason: Having regard to residential amenity and Highway Safety.

8. NO DEVELOPMENT SHALL TAKE PLACE until a site management plan has been submitted to and approved in writing by the local planning authority. Detail submitted in respect of the site management plan shall include details of how outdoor play shall be managed and supervised, including defined play areas to be used by different defined age groups at any given time. The development hereby permitted shall be implemented and thereafter operated in strict accordance with the approved site management plan.

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and to accord with Policy HS12 of the Wirral Unitary Development Plan.

9. NO DEVELOPMENT SHALL TAKE PLACE until full details of both hard and soft landscape works and all boundary treatments have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include; a minimum 2 metre buffer area between the boundary with the adjacent residential properties 4 Albany Road and 41 Well Lane and the outdoor play area, all details of boundary treatments including an acoustic barrier; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefact's and structures (e.g. furniture, play equipment, refuse or other storage units, etc.). All hard landscaping works and boundary treatments shall be completed before the nursery first comes into use and the boundary treatments shall be permanently retained thereafter.

Reason: To ensure that the proposed development does not prejudice the enjoyment by

neighbouring occupiers of their properties and to accord with Policy HS12 of the Wirral Unitary Development Plan.

10. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

Reason: To ensure satisfactory landscape treatment of the site which will protect the character and appearance of the site and to ensure the proposed development enhances the visual amenity of the locality, having regard to Policy HS15 of the Wirral Unitary Development Plan.

11. NO DEVELOPMENT SHALL TAKE PLACE until full details of the pram storage, toy storage and bin storage have been submitted to and approved in writing by the Local Planning Authority. The approved pram, toy and bin storage areas shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of residential amenity having regard to UDP Policy HS12

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. NO DEVELOPMENT SHALL BE COMMENCED until a detailed scheme of highway improvement works for the provision of limited waiting restrictions together with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be brought into use until the required highway improvement works have been constructed in accordance with the approved details.

Reason: In the interests of highway safety and to accord with Policy HS15 of the Wirral Unitary Development Plan.

14. No part of the development shall be brought into use until the existing vehicular and/or pedestrian access on to Albany Road has been permanently closed off and the footway reinstated. These works shall be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy HS15 of the Wirral Unitary Development Plan.

15. 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 Policy HS15 of the Wirral Unitary Development Plan.

Further Notes for Committee:

1. A pre-site inspection is required prior to the development works commencing with the Local Authority. Any damage to the existing highway that occurs as a result of the development would require reinstatement, at the developer's expense and to the Local Authority specifications and written approval. For further details contact Highway Management Area Manager via www.wirral.gov.uk

Last Comments By: 22/03/2017

Expiry Date: 31/01/2017

This page is intentionally left blank

Agenda Item 8

Planning Committee

20 July 2017

Reference:
APP/17/00306

Area Team:
North Team

Case Officer:
Mr N Williams

Ward:
**Moreton West and
Saughall Massie**

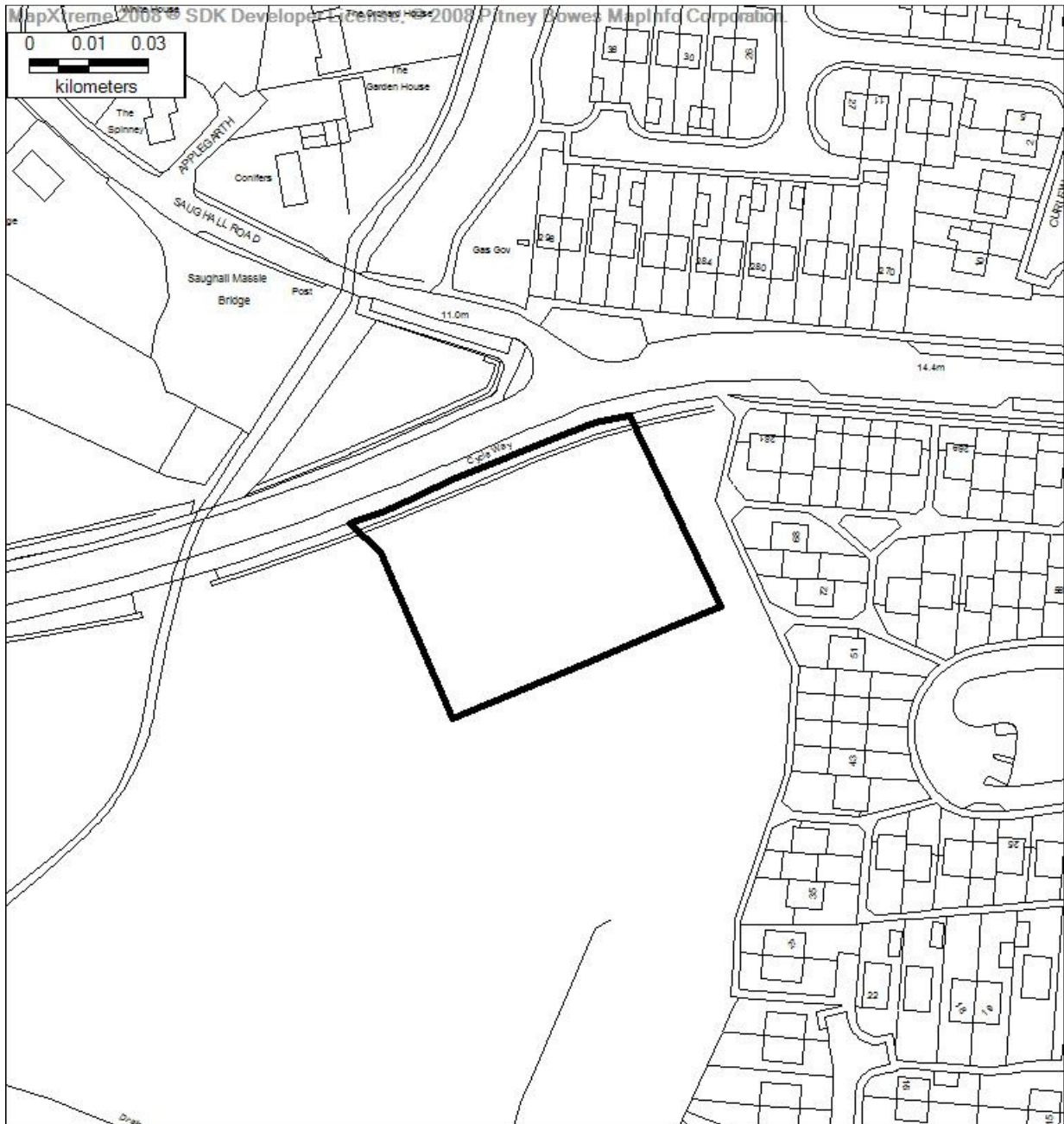
Location:
Proposal:

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:



© Crown copyright and database rights 2017 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Development Plan 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

A petition of support signed by 27 signatures, stating that this location will maintain the best possible response times to West Kirby and the surrounding area.

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:

Consideration of this application was deferred from Planning Committee on 22 June 2017 to allow for a formal Member's Site Visit to take place.

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 fires 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 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 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

18. Prior to the commencement of site clearance, demolition, storage of plant (non-tree related), materials, machinery, including site huts and WCs, Tree Protection Barriers shall be installed immediately following tree works and Barriers shall conform to the specification within an approved method statement. The Tree Protection Barriers and Ground Protection shall not be removed, breached or altered without prior written authorisation from the local planning authority or client arboriculturist, but shall remain in a functional condition throughout the entire development, until all development related machinery and materials have been removed from site. If such protection measures are damaged beyond effective functioning then works that may compromise the protection of trees shall cease until the protection can be repaired or replaced with a specification that shall provide a similar degree of protection.

The tree protection measures shall not be dismantled until all construction related machinery and materials have been removed from site and not without written authorisation from the local planning authority or client arboriculturist. Once authorisation has been given the protection measures can be removed by hand and transported off site. During which time, no machinery or vehicles shall enter the area previously protected. No excavations, storage of materials, soil stripping, the raising or lowering of levels or the laying of hard surfacing without prior approval of the arboricultural consultant and / or the local planning authority. Any issues regarding tree protection should be agreed and implemented prior to commencement of development.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality.

19. The following activities must not be carried out under any circumstances:
- a. No fires to be lit within 20 metres of existing trees and shrubs to be retained.
 - b. Storage of removed topsoil should be located outside of the Root Protection Areas of retained trees and away from those parts of the site allocated for soft landscaping.
 - c. No equipment, signage, fencing, tree protection barriers, materials, components, vehicles or structures shall be attached to or supported by a retained tree.
 - d. No builders debris or other materials to be stored within the Root Protection Areas.
 - e. No mixing of cement, associate additives, chemicals, fuels, tar and other oil based liquids and powders shall occur within 10 metres of any tree Root Protection Area. A dedicated washout area shall be a used and located not within 10 metres of any Root Protection
 - f. No alterations or variations to the approved works or tree protection schemes shall

be carried out without the prior written approval of the LPA.

- g. No excavations, trenches, stripping, cultivation with a rotavator or changes in surface level to occur within the Root Protection Area, unless authorised.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality.

20. All tree, shrub and hedge planting proposed shall be carried out in accordance with the approved details and in accordance with BS 3936 (parts 1, 1992, Nursery Stock, Specification for trees and shrubs, and 4, 1984, Specification for forest trees); BS4043, 1989, Transplanting root-balled trees; and BS4428, 1989, Code of practice for general landscape operations (excluding hard surfaces).

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, [or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective] another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality.

21. No works or development shall take place until a scheme of supervision and monitoring for the arboricultural protection measures in accordance with para. 6.3 of British Standard BS5837: 2012 - Trees in Relation to design, demolition and construction - recommendations has been approved in writing by the local planning authority. The scheme of supervision shall be carried out as approved and will be administered by a qualified arboriculturist instructed by the applicant. This scheme will be appropriate to the scale and duration of the works and will include details of:

- a. Induction and personnel awareness of arboricultural matters;
- b. Identification of individual responsibilities and key personnel;
- c. Statement of delegated powers;
- d. Timing and methods of site visiting and record keeping, including updates;
- e. Procedures for dealing with variations and incidents.

This condition may only be fully discharged on completion of the development subject to satisfactory written evidence of contemporaneous supervision and monitoring of the tree protection during construction by a suitably qualified and pre-appointed tree specialist.

Reason: To ensure the appropriate retention and protection of suitable trees for applications which involve complex tree issues in accordance with policies GR7 of the adopted UDP.

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

- ii) waters, including watercourses;
- iii) 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;
- iv) 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;
- v) 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
- vi) Include details of a comprehensive site investigation and test results to confirm infiltration rates;
- vii) 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;
- viii) 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 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 for further information.

Last Comments By: 03/05/2017
Expiry Date: 27/06/2017

This page is intentionally left blank

Planning Committee

20 July 2017

Reference:
APP/17/00479

Area Team:
South Team

Case Officer:
Miss A McDougall

Ward:
Prenton

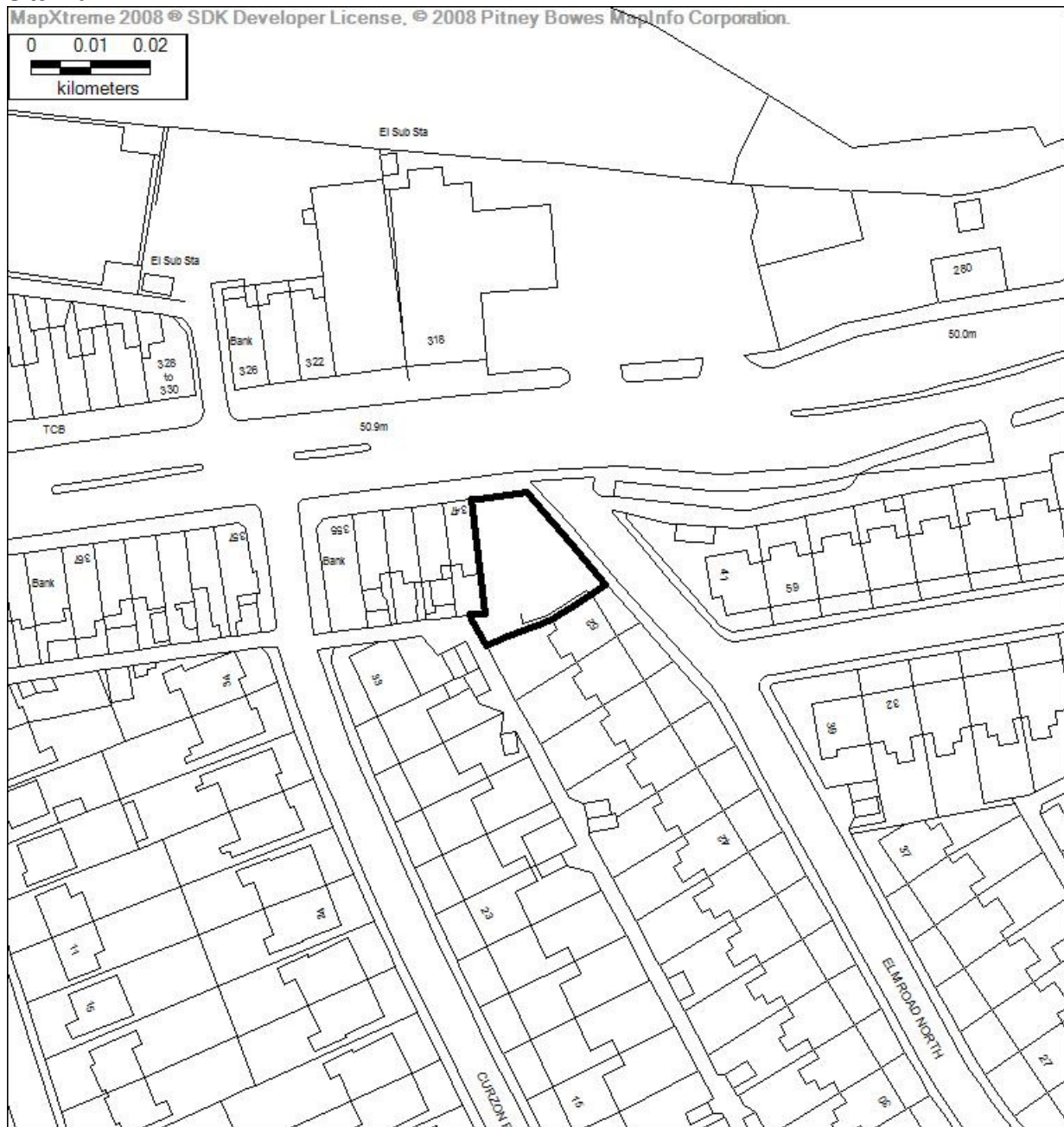
Location: Former Dave Pluck Licenced Bookmaker, 343 WOODCHURCH ROAD, PRENTON

Proposal: Erection of three storey building with A1 retail floorspace at ground floor (single unit or divided into two) with six residential apartments over the first and second floors.

Applicant: Mr Pluck

Agent : Steven Abbott Associates LLP

Site Plan:



© Crown copyright and database rights 2017 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Development Plan allocation and policies:

Primarily Residential Area
Key Town Centre

Planning History:

- Location: 343, Woodchurch Road, Prenton. L43 8PE
Application Type: Advertisement Consent
Proposal: Erection of an internally illuminated box sign.
Application No: ADV/90/06272
Decision Date: 12/09/1990
Decision Type: Approved
- Location: 343, Woodchurch Road, Prenton. L42 8PE
Application Type: Advertisement Consent
Proposal: Erection of illuminated fascia sign.
Application No: ADV/90/07537
Decision Date: 31/01/1991
Decision Type: Approved
- Location: Woodchurch Lane Post Office, 343 Woodchurch Road, Prenton, Wirral, CH42 8PE
Application Type: Full Planning Permission
Proposal: Variation of Condition 2 on planning approval APP/04/7982 to extend hours of opening to 22:00 hours
Application No: APP/05/05912
Decision Date: 24/06/2005
Decision Type: Approved
- Location: 343 Woodchurch Road, Prenton, Wirral, CH42 8PE
Application Type: Full Planning Permission
Proposal: Erection of a one metre diameter post mounted satellite dish to rear
Application No: APP/05/07542
Decision Date: 29/01/2007
Decision Type: Approved
- Location: Woodchurch Lane Post Office, 343 Woodchurch Road, Prenton, Wirral, CH42 8PE
Application Type: Full Planning Permission
Proposal: Change of use to licenced betting office to ground floor with separate offices above and part three-storey, part single-storey rear/side extension
Application No: APP/04/07982
Decision Date: 01/04/2005
Decision Type: Approved
- Location: 343 Woodchurch Road, Prenton, Wirral, CH42 8PE
Application Type: Advertisement Consent
Proposal: Erection of an illuminated fascia sign
Application No: ADV/05/05442
Decision Date: 23/05/2005
Decision Type: Approved
- Location: 343, Woodchurch Road, Prenton. L42 8PE
Application Type: Full Planning Permission
Proposal: Change of use of first and second floor flat to office and provision of parking spaces.
Application No: APP/91/05949
Decision Date: 05/07/1991
Decision Type: Refused

Location: 345 Woodchurch Road ,Prenton ,L42 8PE
Application Type: Advertisement Consent
Proposal: Display of an illuminated box sign over new entrance
Application No: ADV/78/11245
Decision Date: 08/01/1979
Decision Type: Approved

Location: 345 Woodchurch Road ,Prenton,Wirral,L42 8PE
Application Type: Full Planning Permission
Proposal: Change of use from existing shop with living accommodation above ,to
offices
Application No: APP/78/09422
Decision Date: 27/06/1978
Decision Type: Approved

Location: 345 Woodchurch Road ,Prenton ,Birkenhead,L42 8PE
Application Type: Full Planning Permission
Proposal: Provision of new front elevation
Application No: APP/78/10407
Decision Date: 03/10/1978
Decision Type: Approved

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regard to the Council Guidance on Publicity for Applications, 24 notifications were sent to adjoining properties. A site notice was also displayed. At the time of writing this report 18 objections have been received, listing the following grounds:

1. out of keeping
2. doesn't relate well to existing properties
3. insufficient parking spaces
4. inappropriate design
5. overlooking
6. security to residential properties
7. open access to the rear alleyways
8. noise pollution from air conditioning units
9. possible light pollution from security lighting

CONSULTATIONS:

Highways - No Objection

Environmental Protection - No Objection

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

The Council has received 18 separate letters of objection to the proposed development.

INTRODUCTION

The proposal is for the erection of a three storey contemporary building on the corner of Woodchurch Road and Elm Road North, the building will contain an A1 unit at ground floor and 6 self-contained flats above, the area to the rear will be used for access and car parking. The site is currently vacant land that is used as an informal car park, the site original contained a three storey building with a betting shop at ground floor, and the building was demolished following a fire.

The entrance into the flats is off Elm Road North which is a residential road and the entrance into the shop will be from Woodchurch Road which is within Prenton Key Town Centre.

PRINCIPLE OF DEVELOPMENT

The principle of development is considered acceptable.

SITE AND SURROUNDINGS

The application site is currently a vacant plot that bounds 347 Woodchurch Road and 52 Elm Road North, the site is a corner plot that previously contained a three-storey building with a shop at ground floor and residential above. The plot forms part of Prenton Key Town Centre and is located at the entrance to the Key Town Centre when travelling west along Woodchurch Road, the site is also near a very prominent and busy crossroads that is visually a gateway into the key town centre.

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.

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 access ways;

(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.

SH1 Criteria for Development in Key Town Centres Policy

Within the Key Town Centres listed below, proposals falling within Class A1, Class A2, Class A3 and Class D1 of the Town and Country Planning (Use Classes) Order 1987, together with other uses appropriate to a town centre location, including cinemas, theatres and taxi businesses, will be permitted subject to the following criteria:

(i) 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;

(ii) the proposal does not generate traffic in excess of that which can be accommodated by the existing or proposed highway network;

(iii) 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;

(iv) the siting, scale, design, choice of materials and landscaping is not detrimental to the character of the area;

(v) 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;

(vi) proposals for Class A2 uses should incorporate the provision of a shop front and permanent window display.

Proposals for Class A3 and other appropriate town centre uses should additionally satisfy the following criteria as required:

(vii) where a proposal for Class A3 or other non-retail 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;

(viii) proposals for Class A3 uses should include measures to mitigate smells and internally-generated noise - these measures should not intrude visually into the street scene and should be fully installed before the business commences trading.

SH7 Upper Floor Uses in Retail Premises Policy

The Local Planning Authority will permit the conversion of upper floors above shops for office uses or for residential uses not covered by permitted development rights, subject to access, parking, servicing, amenity and shop security considerations and the compatibility of the proposed use with neighbouring upper floor activities.

SPD2 - DESIGNING FOR SELF CONTAINED FLAT DEVELOPMENT AND CONVERSIONS

All development for self-contained flats should be in locations that are close to services and facilities and that are genuinely accessible by a choice of means of transport. High density development should

be located in areas where residents have the choice of walking to a range of local services such as shops, schools, employment areas, health, leisure and entertainment facilities. This could be achieved by choosing sites that are close to Key Town Centres and Traditional Suburban Centres or above ground floor level in suitable commercial premises within existing centres as listed in UDP Policies SH1 and SH2

A successful project should, therefore, be expected to:

- relate well to the geography and history of the place and the lie of the land;
- sit happily in the pattern of existing development and routes through and around it;
- respect important views (from public vantage points);
- respect the scale of neighbouring buildings;
- use materials and building methods, which are as high or of higher quality as those used in existing buildings; and
- create new views and juxtapositions, which add to the variety and texture of the setting.

Development should not result in a significant loss of privacy, daylight or sunlight for neighbouring properties, nor be visually overbearing or dominant when viewed from adjoining property.

Unless it can be demonstrated that privacy would not be unduly affected, habitable room windows directly facing each other should be at least 21 metres apart. Main habitable room windows should be at least 14 metres from any blank gable. If there are differences in land levels or where development adjoins that of different ridge height, such as three storey development adjacent to two storey property, a greater separation should be provided. For every metre difference in ridge height (or part thereof) the above distances should be increased by 2 metres.

Materials and colours should be selected to recognise and contribute to the particular location, not just the building in isolation. The materials should reinforce the character of the surrounding buildings and the sense of place generally. High quality materials will be required at all levels of the scheme from facing materials and roof coverings to handrails. Materials should be used creatively, such as decorative brickwork and ornate metalwork to enrich the appearance of new buildings and the area generally.

National Planning Policy Framework

To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness. Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

APPEARANCE AND AMENITY ISSUES

The proposal is for a new build three storey mixed use development that contains an A1 use at ground floor and 6 self-contained flats above, three on each floor. The flats are accessed via a side entrance off Elm Road North, on each floor are 2 two-bed flats and 1 one-bed flat.

The proposed building is contemporary in design terms, the building is adjacent to a terrace of shops with flats above that are traditional in character and feature intricate brickwork detailing and rough cast render sections typically to the upper floors. The terrace is also three storey with retail units at ground floor and flats above. It is unlikely that a new building on this corner could appropriately copy the design details within these buildings, given the prominent location the alternative of a contrasting building is not considered detrimental to the overall character of the key town centre. The agent has been advised that whilst the style of the building is contemporary, materials such as red engineering brick and panels of rough cast render would create a material relationship between the two types of buildings.

With the exception of the south elevation, the building has open aspect across Woodchurch Road, Flat 2 at first floor and Flat 5 at second floor have habitable room outlook to the south, towards the rear gardens of the houses on Elm Road North and Curzon Road.

The majority of concerns raised by the local residents relate to the external appearance and scale of the building. The building proposed differs greatly from the existing terrace however it is not the only example of a flat roof building along Woodchurch Road, provided the materials in the external finish relate well to the existing building, the external finish should result in a successful modern addition to the street scene that complements the decorative terrace adjacent.

With regards to some of the suggestions raised by local residents, the agent was advised to make some minor changes however this was not acted upon, whilst some of the suggestions, such as moving the Elm Road North elevation back off the pavement would have had a positive visual impact, the building as originally proposed is not considered to be detrimental to the character of the area in such a way as to warrant a refusal.

The open character of the plot and the distances to the neighbouring buildings allows for the building to fit within both street scenes of Woodchurch Road and Elm Road North without appearing overdeveloped or dominant to established buildings. The building also replaces two previous three storey buildings that have been demolished.

The proposed ground floor use with flats above is considered appropriate given the land use allocation and the proximity to public transport and local shops.

The overall siting, scale, appearance and use of the proposed building is considered acceptable having regard to Wirral's UDP Policies, HS4, HS13, SH1, SH7, SPD2 and the NPPF.

SEPARATION DISTANCES

The outlook to the residential units meets the Councils interface distances of 21m window to window and 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 proposed new three storey building is considered appropriate in terms of use, scale, appearance and siting having regard to the character of the area, neighbouring uses and Wirral's UDP Policies HS4, HS13, SH1, SH7, SPD2 and the National Planning Policy Framework. Having regard to the proximity to residential properties and the prominent location of the building, detailed conditions have been imposed to secure the best possible visual impact of the building onto the street scene and neighbouring amenity.

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 new three storey building is considered appropriate in terms of use, scale, appearance and siting having regard to the character of the area, neighbouring uses and Wirral's UDP Policies HS4, HS13, SH1, SH7, SPD2 and the National Planning Policy Framework. Having regard to the proximity to residential properties and the prominent location of the building, detailed conditions have been imposed to secure the best possible visual impact of the building onto the street scene and neighbouring amenity.

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 4 May 2017 and listed as follows: CPS 16-123 002G, CPS 16-123 003F, CPS 16-123 004E, CPS 16-123 005C, CPS 16-123 006D, CPS 16-123 007E, CPS 16-123 008E & CPS 16-123 009E.

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

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

4. Details of the air-conditioning, ventilation and any flue extraction systems including particulars of noise levels shall be submitted to and approved by the Local Planning Authority before any works commence on site and shall be installed as agreed.

Reason: To safeguard the amenities of the adjoining occupiers.

5. The premises shall not be used except between the hours of :- 08:00 hours and 20:00 hours Mondays to Sundays and at no other time without the written consent of the Local Planning Authority.

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

6. The ground floor Unit 1 shall be used for A1 and for no other purpose (including any other purpose in Class A of the schedule to the Town and Country Planning Use Classes (Amendment) Order 2005, or any subsequent Order or statutory provision revoking or re-enacting that Order.

Reason: In order to protect the character of the area & residential amenities of nearby occupants and to accord with Policy SH1 of the Wirral Unitary Development Plan.

7. Prior to commencement of development, a detailed plan showing the access and layout of the car park shall be submitted to the Local Planning Authority and agreed in writing. Prior to any part of the development being brought into use, areas for vehicle parking, turning and manoeuvring shall have been laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and these areas shall be retained thereafter for that specific use.

Reason: In the interests of highway safety.

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.

9. Prior to commencement of development, details shall be provided in writing of any illumination of signs, buildings, canopies and other features of the premises, and they shall be diffused or baffled to the satisfaction of the Local Planning Authority to prevent any spread of direct light or glare over the public highway or into neighbouring properties. Any lighting proposed shall be erected as agreed and maintained as such thereafter.

Reason: To ensure that such illumination does not prejudice local amenities or safety on the neighbouring highway.

10. The ground floor entrance doors shall be so designed as not to open over the public highway or any shared access way.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or cause inconvenience to other road users.

11. No part of the development shall be brought into use until details of any vehicular and/or pedestrian access to the site/development have been submitted. These works shall be constructed in accordance with the details that have been submitted to and approved in writing by the Local Planning Authority

Reason: In the interests of highway safety.

12. NO DEVELOPMENT SHALL TAKE PLACE until a noise survey has been submitted to and approved in writing by the Local Planning Authority in relation to the impact of road traffic noise on the proposed dwellings. If the noise survey identifies unacceptable levels of noise exposure, a scheme of noise insulation to those dwelling affected must be subsequently submitted to and agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of future residents

Last Comments By: 09/06/2017
Expiry Date: 29/06/2017

This page is intentionally left blank

Planning Committee

20 July 2017

Reference:
APP/17/00513

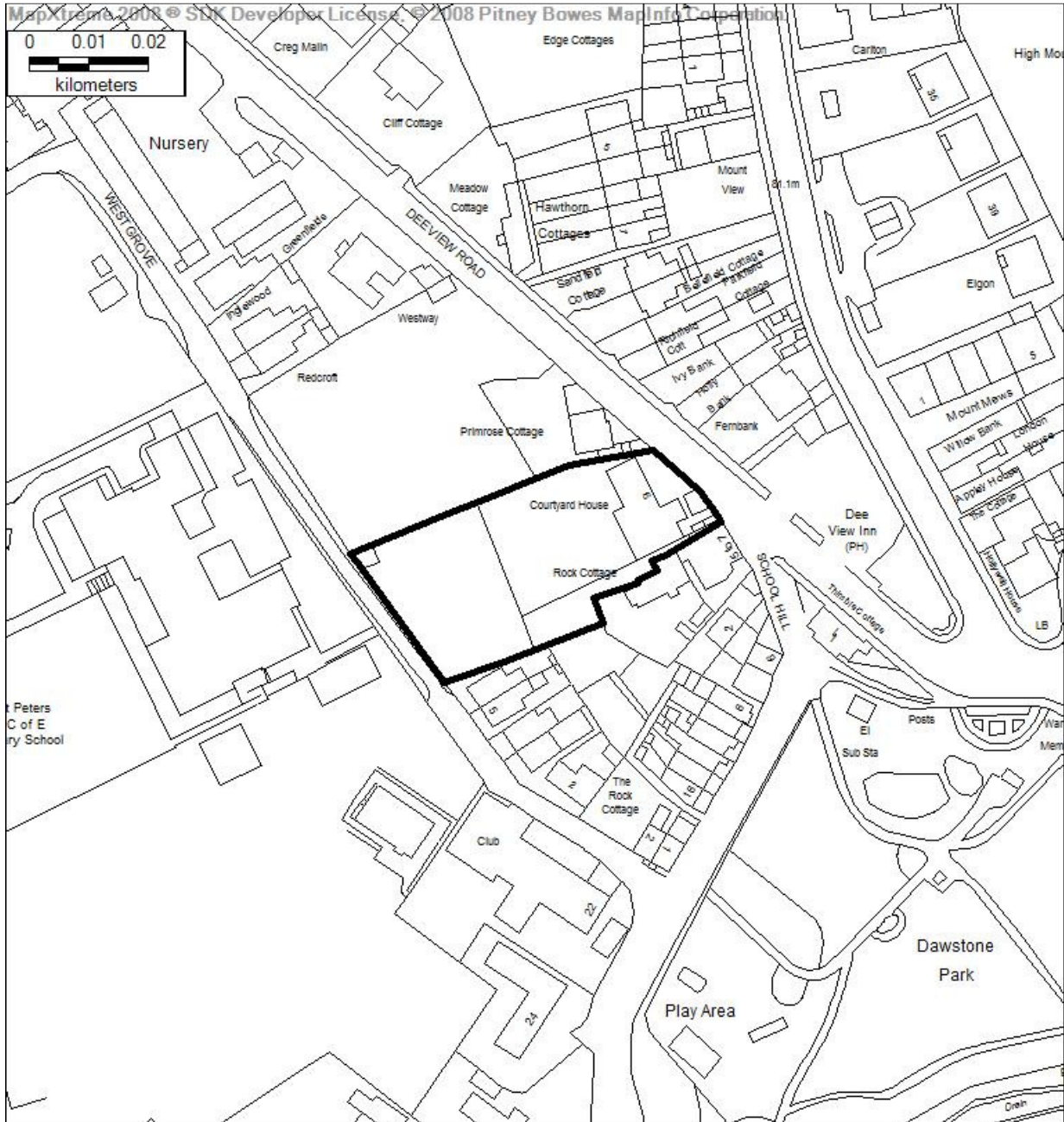
Area Team:
South Team

Case Officer:
Mr K Spilsbury

Ward:
Heswall

Location: Courtyard House, 9 DEE VIEW ROAD, HESWALL, CH60 0DJ
Proposal: Erection of a Single Storey Dwelling
Applicant: Mr Stapledon
Agent : KJP Architecture

Site Plan:



Development Plan allocation and policies:
Conservation Area (for illustrative purposes)

Primarily Residential Area

Planning History:

There is no planning history relating to this site

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regard to the Council Guidance on Publicity for Applications, 15 notifications were sent to adjoining properties and a site notice was also displayed. At the time of writing this report 25 individual objections have been received stating concern over:

1. Concerns over the safety of children attending St Peter's CE pre-school & their parents using west grove to enter and exit the school
2. Safety issues during the construction phase of the development due to interaction between construction traffic and pedestrians
3. noise pollution during construction phase not conducive to study
4. This is yet another development that will add to the areas problems of noise and disruption as well as safety concerns.
5. Parking is already chaotic on school hill without more vehicles adding to it.
6. Increase in traffic along West Grove will cause congestion and parking issues.
7. Current building work is killing the trees along West Grove and the lane damaged
8. The lane is an integral part of the conservation area.
9. The property should be built via Dee View Road.

The Heswall Society - no objection to bungalow, however would like sandstone wall retained to same height and provision of a soakaway to prevent surface water run off onto unmade road.

CONSULTATIONS:

Highways - No objections

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

15 individual objections have been received and under the provisions of the Scheme of Delegation for determining Planning Applications, this application is required to be considered and determined by the Planning Committee.

INTRODUCTION

The proposal is for the erection of a bungalow on the former garden of 9 Dee View Road.

PRINCIPLE OF DEVELOPMENT

The site is within a Primarily Residential Area where the principle of a residential development is acceptable. The site is also within Heswall Conservation Area where a residential development should make a positive contribution to the local character and distinctiveness quality of the area. The principle of developing the site for a dormer style dwelling is deemed acceptable subject to the policies outlined below.

SITE AND SURROUNDINGS

The application site currently forms the lower level of the garden of 9 Dee View Road and fronts onto West Grove. The site is bounded by a traditional sandstone wall running along West Grove and extending along the southern and northern boundary. There is an existing hedgerow running along the eastern boundary that currently segregated the garden into two distinct areas.

The area is predominantly residential in character where the properties within the immediate vicinity are a mix of detached and semi-detached dwellings that consist of a variety of materials and vary in age, design and size. There are also a number of bungalows in the vicinity that add to the overall mix of dwelling types in the area. St Peter's CE Primary school lies to the west of the site on the opposite side of the road. There is a rear access point into the site from West Grove.

The levels within the site fall from east to west towards West Grove. The difference in levels forms part of the character in this part of Heswall with Courtyard House (9 Dee View Road) at the top of the site enjoying an elevated position looking across to the River Dee.

POLICY CONTEXT

The site is located within Lower Heswall Conservation Area and the Primarily Residential Area.

The National Planning Policy Framework (NPPF) states that new development in conservation areas should make a positive contribution to the local area in terms of character and distinctiveness. In terms of the setting within the Conservation Area, the NPPF states that applicants should describe the significance of any heritage assets affected. This should be included within a Heritage Statement to be submitted with the planning application. When determining a planning application, the Local Planning Authority will take account of:

- The desirability of sustaining or enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness

The NPPF supports sustainable housing development which encompasses good design and widens the choice of high quality homes. Development should make a positive contribution to an area and use opportunities to improve the character and quality of an area. Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community and identify the size, type, tenure and range of housing that is required in particular locations to reflect local demand.

UDP Policy HS4 - New Housing Development states that proposals should be an appropriate scale that relates well to surrounding property, in particular with regard to existing densities and form of development. The development should not result in a detrimental change in the character of the area; should provide appropriate landscaping and boundary treatment that contributes to a secure environment; access and services capable of satisfactory provision with the provision of adequate vehicular access.

UDP Policy CH2 - Development Affecting Conservation Areas states that 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 the distinctive characteristics of the Area, including important views into and out of the designated area; the general design and layout of the Area, including the relationship between its buildings, structures, trees and characteristic open spaces and the character and setting of period buildings and other elements which make a positive contribution to the appearance and special character of the Area.

Policy CH14 in relation to Heswall Lower Village Conservation Area states that 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.

The reasoned justification for the criteria set out in Policy CH14 states that Heswall Lower Village

Conservation Area was designated in April 1979. Its boundaries are drawn to encompass the original nucleus of the small fishing village which pre-dated the suburban expansion of Heswall after the arrival of the railway in the late nineteenth century, as well as some of the earliest and best of the later suburban development.

A Character Appraisal has been approved for the conservation area. This sets out a description of the area in terms of plot sizes, topography and scale and design of older, and original traditional dwellings as well as the more recent developments in the area.

The heart of the original settlement, based around Village Road, Raby Close and The Lydiate, can still be discerned and retains much of the character of a typical English Village, including its church and rectory, public house, village hall, shops and groups of cottage scale dwellings, and former farm buildings such as Lydiate Farm and The Old Smithy. One objective of Policy CH14 is, therefore, to ensure that the distinctive character of the old village continues to be preserved.

Policy CH14 also seeks to preserve the setting and appearance of the surrounding area. This area can be split into two distinct segments: the area characterised by substantial houses set in large grounds, situated towards and along Dawstone Road; and the more clustered modest scale development, based around Dee View Road, The Mount and the upper part of School Hill. In accordance with Policy CH14, new proposals will be required to reflect the specific character of the sub-area in which it is located.

The special character of Dawstone Park, and the significance of its location at the junction of these three distinct areas in the historic development of the Village, also merits special protection. Policy CH14, therefore, provides for the historic character of this open space to be preserved.

APPEARANCE AND AMENITY ISSUES

As set out in the Policy Section above, any development on this site needs to contribute positively to the character of the conservation area. The need to make a positive contribution to the conservation area does not preclude the principle of development rather that such development should respect its surroundings in terms of layout, design and use of materials.

The Highways Department has assessed the scheme with regards to the impact of additional traffic along West Grove and the surrounding streets and has raised no objection to the scheme. As most of the concerns relate to construction traffic and its impact upon surrounding properties, existing traffic movements and pedestrian and vehicle safety a condition for a construction management plan will be imposed to ensure that this is managed should members be minded to approve the scheme. The construction management plan will need to include details of the parking of vehicles of site operatives and visitors; loading and unloading of plant and materials; storage of plant and materials used in constructing the development; the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; wheel washing facilities; measures to control the emission of noise, dust and dirt during construction and a scheme for recycling/disposing of waste resulting from demolition and construction works.

Concerns raised relating to surrounding developments killing trees and damaging the lane cannot be dealt with by this application. In addition the Highways Department has not deemed it necessary to impose a condition limiting the construction vehicles to Dee View Road.

The proposed dwelling is a single storey bungalow that has been designed to sit low within the site in order to limit the impact upon the surrounding properties. The applicant plans to construct the dwelling out of 'handmade brick' with powder coated aluminium windows and a welsh slate roof in order to ensure the building fits in well with the character of the area. A condition for materials will be attached should members be minded to approve the scheme. These materials are considered appropriate on this site, as they reflect the character of the area as a whole.

The majority of the existing sandstone wall will be retained along West Grove. The section that is to be removed in order to provide access into the site will be removed and re built with any further sandstone required to be sourced locally at an early stage of construction and mixed in with the existing harvested sandstone.

In addition as the land falls from east to west, the drive way will be constructed of permeable concrete

block paving to prevent surface water run off onto the public highway. If members are minded to approve the scheme, suitably worded conditions will be applied.

It is considered that the development of a bungalow on this site will preserve the character of the Conservation Area and as such raises no issues over scale and design. The fact that the site is within a Conservation Area is not a reason to restrict development, rather than to ensure that the land is used in a sustainable way, taking account of its setting within a Conservation Area. The bungalow proposed is to be built using appropriate materials that will tie into the character of the conservation area. The properties in the area all vary in type, scale, age and design with a varied mix of materials. As such, the design principles adopted for the proposed development aim to pick up distinct features within the Conservation Area and have influenced the choice of materials.

The relationship between the rear access of the adjacent school and the proposed vehicular access of the new dwelling has not been raised as a highway safety issue by the Highways Department and as such the development is deemed acceptable in terms of highway safety.

It is considered that the scale, layout and design of the proposed dwelling is appropriate within the site. The proposal has regard to the character of the conservation area and is designed to preserve both the character of the older village core as well as more recent developments and the setting of the surrounding area.

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 proposal complies with the current guidance on separation distances. All windows are at ground floor level and as such no overlooking will occur.

HIGHWAY/TRAFFIC IMPLICATIONS

There are no highway objections to the proposal. The Highways department has raised no concerns regarding highway safety, parking or congestion.

ENVIRONMENTAL/SUSTAIN ABILITY ISSUES

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

HEALTH ISSUES

There are no health implications relating to this application.

CONCLUSION

The layout, scale and design of the proposed dwelling represents an appropriate development within the Conservation Area. The proposal is considered to make a positive contribution to the local area in terms of character and distinctiveness. The proposal is a sustainable housing development which encompasses good design and widens the choice of high quality homes. The proposed development will not result in any harm to the amenities of the occupiers of adjacent houses and is in keeping with the pattern of development and character of the Conservation Area. The proposal therefore accords with the National Planning Policy Framework and UDP Policies CH2, CH14 and HS4.

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 layout, scale and design of the proposed dwelling represents an appropriate development within the Conservation Area. The proposal is considered to make a positive contribution to the local area in terms of character and distinctiveness. The proposal is a sustainable housing development which encompasses good design and widens the choice of high quality homes. The proposed development will not result in any harm to the amenities of the occupiers of adjacent houses and is in keeping with the pattern of development and character of the Conservation Area. The proposal therefore accords with the National Planning Policy Framework and UDP Policies CH2, CH14 and HS4.

Recommended **Approve**
Decision:

Recommended Conditions and Reasons:

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 2nd May 2017 and listed as follows: Drawing number 003, 004 & 005 (Dated 18.04.2017)

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

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 prior to first occupation and retained as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of amenity having regards to policy CH2 of the Wirral UDP

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.

Reason: In order to protect the character of the area/residential amenities of nearby occupants and to accord with Policy HS4 of the Wirral Unitary Development Plan.

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.

Reason: In order to protect the residential amenities of nearby occupants and to accord with Policy HS4 and CH2 of the Wirral Unitary Development Plan.

5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors;
- ii. loading and unloading of plant and materials;
- iii. storage of plant and materials used in constructing the development;
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v. wheel washing facilities;
- vi. measures to control the emission of noise, dust and dirt during construction;
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: In the interests of the amenities of adjoining residents and having regard to Policy HS4 of the Wirral Unitary Development Plan.

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.

Reason: To ensure a satisfactory standard of appearance and that the proposed development enhances the visual amenity of the locality in accordance with Policy HS4 of the UDP.

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.

Reason: To ensure a satisfactory standard of appearance and that the proposed development enhances the visual amenity of the locality in accordance with Policy GR5 of the UDP.

8. 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.

Reason: In the interests of highway safety and to accord with Policy HS4 of the in the Wirral Unitary Development Plan.

9. 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).

10. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.
The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

11. 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.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to comply with Policy HS4 & CH2 of the Wirral Unitary Development Plan.

Last Comments By: 14/06/2017

Expiry Date: 27/06/2017

This page is intentionally left blank

Planning Committee

20 July 2017

Reference:
APP/17/00610

Area Team:
North Team

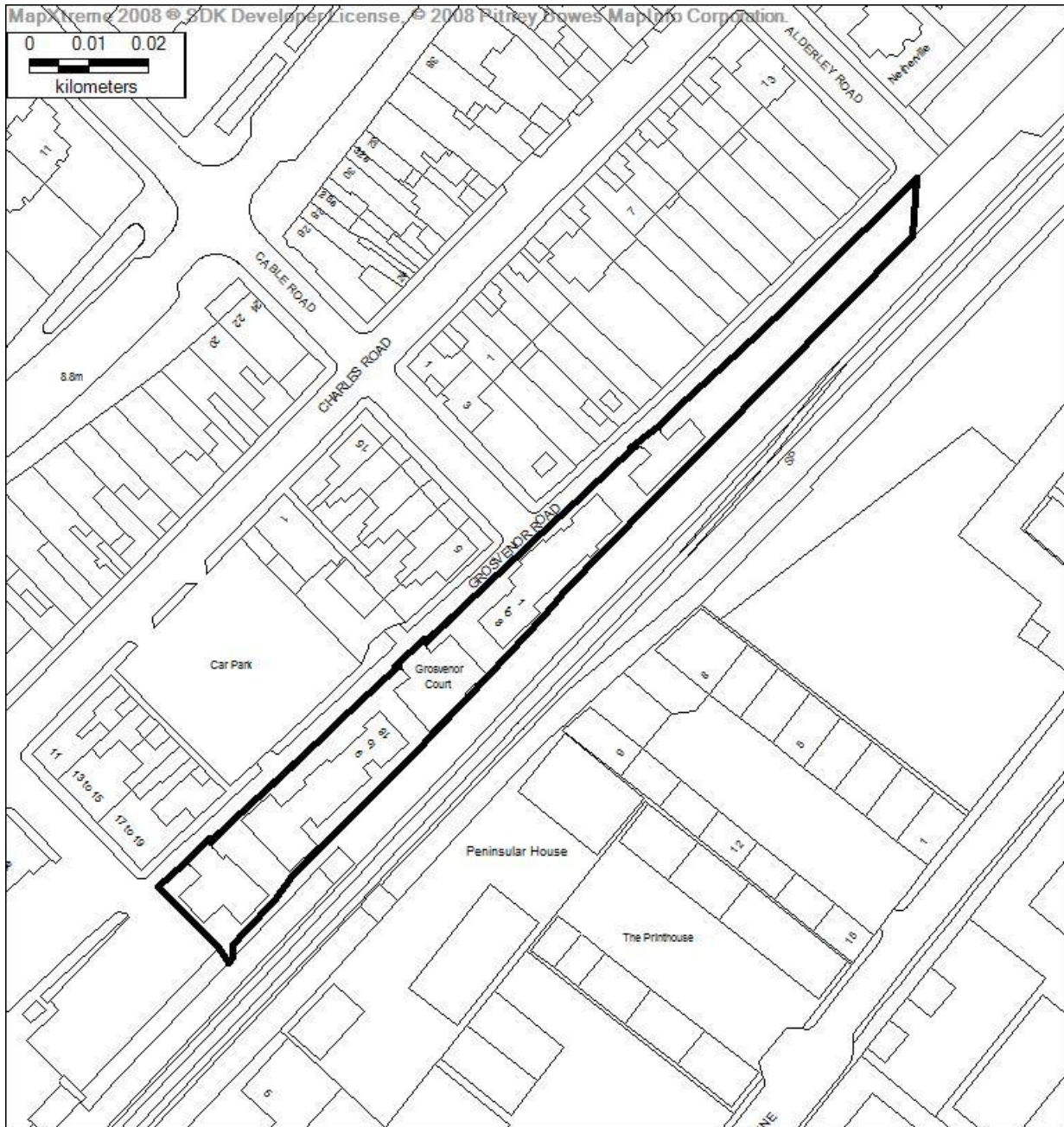
Case Officer:
Mrs S Day

Ward:
Hoylake and Meols

Location: Grosvenor Court, GROSVENOR ROAD, HOYLAKE
Proposal: Erection of five apartments by means of forming an additional floor level on an existing apartment block

Applicant: GB DEVELOPMENTS LTD
Agent : Willacy Horsewood Architects

Site Plan:



© Crown copyright and database rights 2017 Ordnance Survey 100019803 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Development Plan allocation and policies:

Primarily Residential Area

Planning History:

- Location: Grosvenor Court, GROSVENOR ROAD, HOYLAKES, CH47 2BJ
Application Type: Full Planning Permission
Proposal: Erection of 4no. two-bedroom apartments in 2no. 2-storey blocks
Application No: APP/14/00626
Decision Date: 22/09/2014
Decision Type: Refused
- Location: Land adj to the Railway Track, Grosvenor Road, Rear of Hoylake Railway Station, Hoylake, Wirral CH47 4AA
Application Type: Full Planning Permission
Proposal: Erection of 4 no. flats in one two storey block
Application No: APP/01/05682
Decision Date: 20/06/2001
Decision Type: Refused
- Location: Land (adj.) to the Railway Track , Grosvenor Road, rear of Hoylake Railway Station, Hoylake, Wirral, CH47 3B
Application Type: Full Planning Permission
Proposal: Erection of 22 flats in four two storey blocks.
Application No: APP/99/05599
Decision Date: 10/09/1999
Decision Type: Refused
- Location: Land (adj.) to the Railway Track , Grosvenor Road, rear of Hoylake Railway Station, Hoylake, Wirral, CH47 3B
Application Type: Full Planning Permission
Proposal: Erection of 18 flats in two two storey blocks.
Application No: APP/99/06568
Decision Date: 10/12/1999
Decision Type: Approved
- Location: Finnieland, south of Grosvenor Road, Hoylake. L47 3BS
Application Type: Outline Planning Permission
Proposal: Application for residential development, (outline).
Application No: OUT/95/06351
Decision Date: 24/11/1995
Decision Type: Approved
- Location: Finnieland, south of Grosvenor Road, Hoylake. L47 3BS
Application Type: Outline Planning Permission
Proposal: Erection of residential development, (outline).
Application No: OUT/92/06267
Decision Date: 16/10/1992
Decision Type: Approved
- Location: Finnieland, Grosvenor Road, Hoylake. L47 3BS
Application Type: Full Planning Permission
Proposal: Amended plans for children's picnic and leisure area including erection of a covered eating area, shop, amusement building, store, covered way, grotto, castle and walls, and erection of a first floor flat.
Application No: APP/87/05505
Decision Date: 21/05/1987
Decision Type: Refused

Location: Finnieland, former railway yard, south east of Grosvenor Road, between Albert Rd
Application Type: Full Planning Permission
Proposal: Amended plans for children's picnic and leisure area, and the erection of toilets, shop and store, and 3 covered areas.
Application No: APP/86/06596
Decision Date: 17/12/1986
Decision Type: Approved

Location: Former railway yard, south east of Grosvenor Road, between Albert Road and Cable
Application Type: Full Planning Permission
Proposal: Change of use to picnic area and childrens' leisure area and erection of a toilet block.
Application No: APP/86/05509
Decision Date: 17/07/1986
Decision Type: Approve

Location: Former railway land south of, Grosvenor Road, Hoylake. L47 3BS
Application Type: Outline Planning Permission
Proposal: Erection of a 20 unit motel and construction of an access road and car park.
Application No: OUT/85/05951
Decision Date: 31/07/1985
Decision Type: Approved

Location: South Grosvenor Road ,Hoylake ,L47 3B
Application Type: Full Planning Permission
Proposal: Keep fit gymnasium
Application No: APP/83/23567
Decision Date: 03/11/1983
Decision Type: Approved

Location: Goods Yard ,Grosvenor Road ,Hoylake ,L47 3BS
Application Type: Full Planning Permission
Proposal: Use of land for storage of caravans and boats at former goods yard
Application No: APP/82/21108
Decision Date: 16/12/1982
Decision Type: Refused

Location: Former Goods Yard, Grosvenor Road, Hoylake, Wirral, L47 3BS
Application Type: Full Planning Permission
Proposal: To use vacant land for the storage of caravans and boats.
Application No: APP/81/19189
Decision Date: 21/01/1982
Decision Type: Refused

Location: Goods Yard ,Grosvenor Road ,Hoylake, Wirral ,L47 3BS
Application Type: Full Planning Permission
Proposal: Change of use of former goods yard to storage of caravan and boats.
Application No: APP/80/15375
Decision Date: 28/10/1980
Decision Type: Approved

Location: Grosvenor Road ,Hoylake, L47 3B
Application Type: Full Planning Permission
Proposal: Use of land for parking road passenger transport
Application No: APP/79/14347
Decision Date: 14/02/1980
Decision Type: Refused

Location: Land Adj.,Railway fronting Grosvenor Road,Hoylake
Application Type: Full Planning Permission
Proposal: Use of land as Heavy Goods Vehicle Parking Yard
Application No: APP/79/12379
Decision Date: 26/07/1979
Decision Type: Refused

Location: Land Sw Grosvenor Road ,Hoylake L473BS
Application Type: Full Planning Permission
Proposal: Use of land for the sale of used motor vehicles
Application No: APP/79/13212
Decision Date: 26/07/1979
Decision Type: Refused

Location: Grosvenor Road ,Hoylake L47 3BS
Application Type: Full Planning Permission
Proposal: Use of former coal sidings for sale of used motor vehicles
Application No: APP/78/11341
Decision Date: 14/06/1979
Decision Type: Refused

Appeal Details

Application No APP/87/05505
Appeal Decision Dismissed
Appeal Decision Date 17/02/1988

Application No APP/01/05682
Appeal Decision Dismissed
Appeal Decision Date 20/12/2001

Summary Of Representations and Consultations Received:

REPRESENTATIONS:

Having regards to the Council's Guidance for Publicity of Planning Applications, letters were sent to 23 neighbouring properties and a Site Notice posted adjacent to the site. 12 Objections have been recieved which are summarised as follows:

1. Proposals will cause noise and disturbance
2. Lack of parking for new units
3. Visually out of keeping and too high
4. Overlooking to nearby houses
5. Lack of notification from landlord to existing tenants
6. Existing parking spaces inadequate
7. No space for extra bins
8. Concern that foundations will not be adequate for another storey

A qualifying petition of objection of 118 signatures has been submitted.

CONSULTATIONS:

Environmental Protection - No objection

Highways - No objection

Network Rail - Note that developer should contact Network Rail regarding construction matters.

Hoylake Community Planning Forum - No objection

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

The application has been taken out of delegation by Councillor Gerry Ellis citing residents' concerns over overlooking and traffic and parking problems. A qualifying petition of objection signed by 118 signatures has also been received.

INTRODUCTION

The proposal is to add an additional storey onto the existing two storey building which forms the southernmost part of the Grosvenor Court development.

PRINCIPLE OF DEVELOPMENT

The site is located within a primarily residential area and the Hoylake Neighbourhood Plan Area. Flat development can be permitted subject to Unitary Development Plan Policy HS13, Supplementary Planning Document Note 2 Policies H1 and H2 of the Hoylake Neighbourhood Plan and advice in the National Planning Policy Framework.

SITE AND SURROUNDINGS

The application site consists of a two storey purpose built flat development. Grosvenor Court consists of two storey buildings, one of 8 flats and the one which is the subject of the current application which contains 10 flats. The surrounding area is primarily residential with other houses along Grosvenor Road and roads to the south of Market Street. To the south west of the site, uses are more commercial with Hoylake Station adjacent to the site. The Mersey rail Wirral Line runs alongside the application site.

On street parking is generally unrestricted, although the narrow width of Grosvenor Road restricts this. There is a public car park immediately opposite the application site.

POLICY CONTEXT

Policy HS13 of the Wirral Unitary Development Plan - Self Contained Flat Conversions, permits the conversion of existing buildings subject to ensuring the privacy of neighbours and occupants including the layout of car parking areas and windows to prevent overlooking. Main living rooms should have reasonable outlook and not be lit solely by roof lights. Access to rear yards/gardens must be provided.

Supplementary Planning Document 2 (SPD2) -Expands on HS13 and states that proposals should be of a scale relative to surrounding properties, all main habitable rooms should have a reasonable outlook, and one-third of the site should remain as amenity space, to be read alongside policy HS4.

Supplementary Planning Document 4 (SPD4) - sets out maximum parking standards of 1 space per self-contained flat. Cycle parking is a requirement.

Development Management Policies in the Joint Waste Local Plan for Merseyside and Halton are also applicable. Policy WM8 requires development to incorporate measures for achieving efficient use of resources, Policy WM9 also requires development to provide measures for waste collection and recycling, including home composting.

Policy H1 of the Hoylake Neighbourhood Plan supports new residential development which does not have a significantly adverse effect upon the distinctive character of the local area or the living conditions of occupants of surrounding dwellings.

Policy H2 of the Hoylake Neighbourhood Plan states that proposals for residential development must ensure that where appropriate they address the housing needs of the wider community, by providing a mix of housing types, tenures and sizes, including affordable and specialist housing, based upon an up-to-date assessment of housing need.

The National Planning Policy Framework (NPPF)

The NPPF was published on 27th March 2012 and supports sustainable housing development which encompasses good design and widens the choice of high quality homes. Development should and make a positive contribution to an area and use opportunities to improve the character and quality of an area. Local Planning Authorities are expected to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community and identify the

size, type, tenure and range of housing that is required in particular locations, reflecting local demand. Planning policies and decisions should optimise the potential of sites to accommodate development.

APPEARANCE AND AMENITY ISSUES

The proposal is to add 5 additional flats on top of the existing building. The additional floor follows the same footprint and design of the existing building with windows replicated on the extra storey. Unlike the block of 8 units, this block faces the car park and railway line and is 18m to the corner of the garden of the nearest property (5 Cable Road) . The proposed building will be 2.7m higher than the existing building but follows the same roof detail .

The flat nearest to 5 Grosvenor Road has a side lounge window, which is a secondary window and which is approximately 27m from the nearest first floor window on the side of the outrigger of 5 Cable Road. The relationship between the two windows is oblique so there would be no direct overlooking but at 27m this exceeds the required interface distance for facing windows of 25m. In addition the application site is 25m from the adjacent flats at Grosvenor Court. As such no loss of amenity or privacy is anticipated.

The existing development has 18 parking spaces which allow one space per unit. The current proposal does not propose any additional spaces for the additional flats and the applicant has stated that the current spaces are underused by existing residents so there is capacity. Objectors to the proposals have argued that on street parking is at a premium in the area and often results in residents of nearby roads being unable to park outside their homes. Notwithstanding this, the site is in a sustainable location, adjacent to a train station, accessible to bus routes and near shops and facilities. In addition the site is opposite a public car park which could be used by visitors, although spaces could not be guaranteed. The Council's Highway Engineers have not raised any objection to the proposals.

The proposals will inevitably lead to some disruption to the flats below the extension but this is a temporary matter which should be resolved between the landlord and tenants. Issues of noise and disturbance are regulated through Environmental Health Legislation.

SEPARATION DISTANCES

Separation distances are detailed in the main body of the report.

HIGHWAY/TRAFFIC IMPLICATIONS

There are no Highway objections to this proposal, subject to the provision of cycle parking.

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 proposals will result in an extension which will replicate the appearance of the existing building and will have a positive visual impact. The proposals do not conflict with UDP Policy HS13 and SPG 2, Hoylake Neighbourhood Plan Policies H1 and H2 and will result in a sustainable well-designed development which accords with the NPPF.

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 proposals will result in an extension which will replicate the appearance of the existing building and will have a positive visual impact. The proposals do not conflict with UDP Policy HS13 and SPG 2 and will result in a sustainable well-designed development which accords with the NPPF.

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 May 16th 2017 and listed as follows: 1291-02, 1291-03, 1291-10, 1291-11, 1291-12, 1291-13 and 1291-14.

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

3. All new external work shall be carried out in materials that match, as closely as possible, in colour, texture and design detail those of the existing building.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

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.

5. NO DEVELOPMENT SHALL TAKE PLACE UNTIL a Site Waste Management Plan, confirming how demolition and construction waste will be recovered and re-used on the site or at other sites, has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented in full unless otherwise agreed in writing with the Local Planning Authority.

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

Further Notes for Committee:

Last Comments By: 18/07/2017

Expiry Date: 11/07/2017

**Planning Applications Decided Under
Delegated Powers Between
11/06/2017 and 09/07/2017**

Application No.: APP/16/00003 **Application Type:** Full Planning Permission
Ward: Liscard **Decision Level:** Delegated
Decision Date: 05/07/2017 **Decision:** Approve
Case Officer: Mrs S Lacey
Applicant: Mrs K Frost **Agent:** AHR Ltd
Location: St Albans RC Aided Primary School, ASHBURTON ROAD, LISCARD, CH44 5XB
Proposal: To erect and install a new section of 2.4m high fencing to match the existing type and colour, and the fitment of playground equipment.

Application No.: DLS/16/01342 **Application Type:** Reserved Matters
Ward: Pensby and Thingwall **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: ADS GRAPHICS **Agent:** HUGHES ARCHITECTURAL
Location: Woodland, SEVEN ACRES LANE, THINGWALL
Proposal: Application for the approval of access, appearance, landscaping, layout and scale following outline application OUT/13/00262 - Erection of four detached dwellings with integral garages with integral garages

Application No.: APP/16/01495 **Application Type:** Full Planning Permission
Ward: Bromborough **Decision Level:** Delegated
Decision Date: 21/06/2017 **Decision:** Withdrawn
Case Officer: Ms J Storey
Applicant: Biffa Waste Services **Agent:**
Location: Bromborough Dock (South) Landfill Site, DOCK ROAD SOUTH, BROMBOROUGH, CH62 4SU
Proposal: Construction and operation of Bromborough Re-cycle Park incorporating a new vehicular access, car park, weighbridge and gatehouse, welfare facilities, drainage and landscaping

Application No.: APP/17/00015 **Application Type:** Full Planning Permission
Ward: Pensby and Thingwall **Decision Level:** Delegated
Decision Date: 05/07/2017 **Decision:** Approve
Case Officer: Mrs S Day
Applicant: Hashtag Office Ltd **Agent:** Mr M Matthews
Location: LAND ADJACENT TO No.1 WHITFIELD LANE, HESWALL, CH60 7SA
Proposal: To demolish existing brick buildings and replace with 2 Storey Office Building - Use Class A2 & B1 (Amended plans)

Application No.: APP/17/00068 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 28/06/2017 **Decision:** Approve
Case Officer: Mrs S Lacey
Applicant: Mr D Harrison **Agent:** Bryson Architecture
Location: 2 THE RIDGE, HESWALL, CH60 6SP
Proposal: Proposed loft conversion with front and rear dormer windows, single-storey side and rear extension and internal/external alterations

Application No.: APP/17/00108 **Application Type:** Full Planning Permission
Ward: Cloughton **Decision Level:** Delegated
Decision Date: 13/06/2017 **Decision:** Approve
Case Officer: Ms J Storey
Applicant: Mr T Wang **Agent:** Architectural Emporium LTD
Location: 22 WEST ROAD, NOCTORUM, CH43 9UH
Proposal: Conversion of bungalow into two storey dwelling with balcony and roof terrace - removal of rear conservatory.

Application No.: APP/17/00145 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 03/07/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr John Howe **Agent:**
Location: Kensington, 26 CROFT DRIVE EAST, CALDY, CH48 1LS
Proposal: Removal of existing fence and hedge and erection of a new 1.8 metre high wooden fence fronting Croft Drive East

Application No.: APP/17/00187 **Application Type:** Full Planning Permission
Ward: New Brighton **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mrs J Malpas
Applicant: Mr Simon Lomas **Agent:**
Location: 40 WELLINGTON ROAD, NEW BRIGHTON, CH45 2NG
Proposal: Garage extension with new mono pitch roof

Application No.: LBC/17/00188 **Application Type:** Listed Building Consent
Ward: New Brighton **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mrs J Malpas
Applicant: Mr Simon Lomas **Agent:**
Location: 40 WELLINGTON ROAD, NEW BRIGHTON, CH45 2NG
Proposal: Garage extension with new mono pitch roof

Application No.:	APP/17/00221	Application Type:	Full Planning Permission
Ward:	Clatterbridge	Decision Level:	Delegated
Decision Date:	13/06/2017	Decision:	Approve
Case Officer:	Mr N Williams		
Applicant:	Release the Hound	Agent:	
Location:	Land at the junction of Willowbrow Road and Willaston Road, Raby		
Proposal:	Use of the land for dog agility, training, exercising and walking		
Application No.:	APP/17/00227	Application Type:	Full Planning Permission
Ward:	West Kirby and Thurstaston	Decision Level:	Delegated
Decision Date:	29/06/2017	Decision:	Approve
Case Officer:	Mrs S Lacey		
Applicant:	Mr & Mrs Barlow	Agent:	SDA Architecture Limited
Location:	Crafnant, 10 CROFT DRIVE, CALDY, CH48 2JN		
Proposal:	Proposed residential redevelopment including extensions to all elevations, new roof, rear balcony, external cladding and alterations to rear terrace		
Application No.:	DLS/17/00232	Application Type:	Reserved Matters
Ward:	Pensby and Thingwall	Decision Level:	Delegated
Decision Date:	05/07/2017	Decision:	Approve
Case Officer:	Mrs C Parker		
Applicant:	Mr A Tomenson	Agent:	SHACK Architecture ltd
Location:	42 SPARKS LANE, THINGWALL, CH61 7XG		
Proposal:	(a) Landscaping - Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced and shall be carried out as approved.		
Application No.:	APP/17/00266	Application Type:	Full Planning Permission
Ward:	West Kirby and Thurstaston	Decision Level:	Delegated
Decision Date:	16/06/2017	Decision:	Approve
Case Officer:	Mr K Spilsbury		
Applicant:	Calday Grange Grammar School	Agent:	Cunliffes Ltd
Location:	Calday Grange Grammar School, GRAMMAR SCHOOL LANE, NEWTON, CH48 8GG		
Proposal:	Four Court Sports Hall, complete with ancillary changing facilities, teaching space and storage. Sports hall to comply with sport England specific recommendations.		
Application No.:	APP/17/00304	Application Type:	Full Planning Permission
Ward:	Bromborough	Decision Level:	Delegated
Decision Date:	20/06/2017	Decision:	Approve
Case Officer:	Mrs S Day		
Applicant:	Mr Roydon	Agent:	CADStation
Location:	30 SHORE DRIVE, NEW FERRY, CH62 4RW		
Proposal:	New dwelling attached to 30 Shore Drive with alterations to existing roof at 30.		

Application No.: APP/17/00310 **Application Type:** Full Planning Permission
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 14/06/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: MARS Pension Trustees Limited c/o **Agent:** JLL
LaSalle Investment Management
Location: Unit MSU4, Pyramids Shopping Centre, Grange Road, Birkenhead, CH41 2ZL
Proposal: Extension and external alterations to shop front

Application No.: APP/17/00320 **Application Type:** Full Planning Permission
Ward: Bebington **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr R Owens **Agent:**
Location: 55 ACREVILLE ROAD, BEBINGTON, CH63 2HX
Proposal: Garden outbuilding to be used as a summer house and gym.

Application No.: APP/17/00334 **Application Type:** Full Planning Permission
Ward: Wallasey **Decision Level:** Delegated
Decision Date: 06/07/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr L Boulton **Agent:** Mr P Carney
Location: 9 EVESHAM ROAD, WALLASEY VILLAGE, CH45 3JR
Proposal: Erection of a first-floor side extension

Application No.: APP/17/00335 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 15/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr & Mrs Simmonds **Agent:** Kevin O'Reilly
Location: Brackenwood, COLUMN ROAD, NEWTON, CH48 1LH
Proposal: Lower existing garage flat roof to create garden deck and install new balustrade and fence to front and side

Application No.: APP/17/00343 **Application Type:** Full Planning Permission
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Approve
Case Officer: Mr N Williams
Applicant: Brock Carmichael Architects **Agent:** Brock Carmichael Architects
Location: Atlantic House, HAMILTON STREET, BIRKENHEAD
Proposal: Updated internal works at Ground Floor and roof top extension to contain 3 no. apartments accessed from existing stair tower

Application No.: LBC/17/00345 **Application Type:** Listed Building Consent
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mrs J Malpas
Applicant: Mr D Anders **Agent:** Miss J Murphy
Location: 53-55 THE WOODLANDS, TRANMERE, WIRRAL
Proposal: Retrospective permission to refurbish existing flats including slight alterations to some internal layouts. Repair/replace existing timber sash windows and external doors. Replace upvc windows with timber sliding sash. Replace upvc rainwater goods.

Application No.: APP/17/00349 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 03/07/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: Northwest Holiday Homes Limited **Agent:** Mr S Bracken
Location: Deeside Caravan Park, 8 BROAD LANE, HESWALL, CH60 9LE
Proposal: To reconfigure the layout of the existing caravan park and associated works resulting a reduction in the number of pitches (30 to 25), sustainable design improvements and additional landscaping

Application No.: APP/17/00353 **Application Type:** Full Planning Permission
Ward: Eastham **Decision Level:** Delegated
Decision Date: 13/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr John Connor **Agent:**
Location: 18 WOODYEAR ROAD, BROMBOROUGH, CH62 6AZ
Proposal: Single storey extension

Application No.: APP/17/00364 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 14/06/2017 **Decision:** Approve
Case Officer: Mrs S Lacey
Applicant: Mr & Mrs Uren **Agent:** Craig Foster Architects
Location: Paddock Wood, 30 CROFT DRIVE EAST, CALDY, CH48 1LS
Proposal: Single-storey domestic extension and raised patio.

Application No.: APP/17/00366 **Application Type:** Full Planning Permission
Ward: Bromborough **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Mr S Ari **Agent:**
Location: Angelas Dog Room, 86 THE RAKE, BROMBOROUGH, CH62 7AL
Proposal: Change of use to A5 pizza takeaway

Application No.: APP/17/00376 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Refuse
Case Officer: Mrs MA Jackson
Applicant: Mr D Jones **Agent:**
Location: Stonecourt, 74 BRIMSTAGE ROAD, BARNSTON, CH60 1XG
Proposal: Demolition of existing detached garage and outbuildings and erection of a single storey front, side and rear extension and two-storey side extension to include first-floor roof terrace

Application No.: APP/17/00377 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 14/06/2017 **Decision:** Approve
Case Officer: Mrs S Day
Applicant: Mr & Mrs Irving **Agent:** Richmond Bell Architects
Location: Gayton House, 46 WELL LANE, GAYTON, CH60 8NG
Proposal: Demolition of existing dwelling and erection of 2 x 2.5 storey dwellings with accompanying garages

Application No.: APP/17/00380 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 14/06/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: Mr Thomas **Agent:** Sanderson Weatherall LLP
Location: 170 TELEGRAPH ROAD, HESWALL, CH60 0AH
Proposal: Installation of a new shopfront, replacement extraction flue, a single condenser unit and a fresh air intake grille

Application No.: APP/17/00381 **Application Type:** Full Planning Permission
Ward: Bidston and St James **Decision Level:** Delegated
Decision Date: 16/06/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: Mr Philip Griffiths **Agent:** Pace Property Reports & PM Ltd
Location: LAND ADJACENT TO 123 LIVINGSTONE STREET, BIRKENHEAD, CH41 4HQ
Proposal: Erection of a 3 bedroom house adjacent to 123 Livingstone Street.

Application No.: OUT/17/00384 **Application Type:** Outline Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 13/06/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: MJN Bryan Ltd **Agent:** Barrie newcombe associates ltd
Location: LAND ADJACENT TO RIVERMEAD, STRATHEARN ROAD, GAYTON, CH60 8PT
Proposal: Outline planning application for the erection of 4 No. detached, 2 storey dwellings including 2 No. detached double garages (all matters reserved other than access and scale).

Application No.: APP/17/00386 **Application Type:** Full Planning Permission
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Approve
Case Officer: Mrs S Lacey
Applicant: Nancie Henry **Agent:** Garry Usherwood Associates Limited
Location: 50 GRANGE ROAD, WEST KIRBY, CH48 4EF
Proposal: Retrospective application in respect of the erection of the canopy and sunken seating area and to seek consent to use of the outside garden area for A3 (Restaurant/Cafe) / A4 (Drinking Establishment) Use (amended description).

Application No.: APP/17/00391 **Application Type:** Full Planning Permission
Ward: Claughton **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Refuse
Case Officer: Miss A McDougall
Applicant: Stone Maker Properties **Agent:** Mos Design
Location: 70-74 GRANGE ROAD WEST, BIRKENHEAD
Proposal: This development consist of converting 2 self contained 2 bedroom flats into 5 studio flats.

Application No.: APP/17/00400 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 03/07/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr J Peerless **Agent:** SDA Architecture LTD
Location: Bracken Ridge, 6 WARREN WAY, HESWALL, CH60 9HU
Proposal: Erection of a first-floor front facing balcony and front porch

Application No.: DEM/17/00411 **Application Type:** Prior Notification of Demolition
Ward: Bidston and St James **Decision Level:** Delegated
Decision Date: 13/06/2017 **Decision:** Prior approval is required
Case Officer: Ms J Storey
Applicant: Magenta Living **Agent:** Paddock Johnson Partnership
Location: 41-76 & 50-80 COLLIN ROAD & 33-47 & 42-64 NAYLOR ROAD BIDSTON, CH43 7SS
Proposal: Demolition of 50no. 2 storey post war semi-detached dwellings: Collin Road 41-76 & 50-80 Naylor Road 33-47 & 42-64 to include stripping out of all front and rear gardens. Land to be graded and excess spoil to be carted from site.

Application No.: APP/17/00422 **Application Type:** Full Planning Permission
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr R Henderson **Agent:** Graham Jack Architects
Location: 18 ELM ROAD, TRANMERE, CH42 0LX
Proposal: Proposed installation of External Wall Insulation to sides and rear of property

Application No.: APP/17/00423 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 13/06/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr Nick Roberts **Agent:** SHACK Architecture ltd
Location: Rhu, 3 LINKS HEY ROAD, CALDY, CH48 1NA
Proposal: Erection of single storey front, side and rear extensions with roof terrace above and two-storey front extension to include internal alterations and external modernisation

Application No.: APP/17/00424 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 14/06/2017 **Decision:** Refuse
Case Officer: Mrs MA Jackson
Applicant: Mr Trevor Fisher **Agent:** Bryson Architecture
Location: 8 ENNISDALE DRIVE, NEWTON, CH48 6DX
Proposal: Two Storey Side Extension

Application No.: APP/17/00425 **Application Type:** Full Planning Permission
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 14/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Ms H Gardener **Agent:** SDA Architecture LTD
Location: 25 CHURCH ROAD, WEST KIRBY, CH48 0RL
Proposal: Conversion of existing property into two, 2-bed apartments, with new build extension to provide two further 2-bed apartments.

Application No.: OUT/17/00429 **Application Type:** Outline Planning Permission
Ward: Eastham **Decision Level:** Delegated
Decision Date: 28/06/2017 **Decision:** Withdrawn
Case Officer: Mrs S Lacey
Applicant: Mr Ben Williams **Agent:**
Location: LAND ADJACENT TO 32 BERWICK AVENUE, EASTHAM, CH62 8EP
Proposal: Proposed residential development on land to the side of 32 Berwick Avenue for 1no. dwelling

Application No.: APP/17/00432 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr & Mrs O'Neill **Agent:** SHACK Architecture ltd
Location: 55 CALDY ROAD, WEST KIRBY, CH48 2HF
Proposal: Proposed remodelling of existing property to include new entrance porch, changes to existing bay windows, changes to window / door openings, cladding of exterior, new juliet balcony, balcony over front porch, and minor alteration to roof on north elevation

Application No.: APP/17/00442 **Application Type:** Full Planning Permission
Ward: Claughton **Decision Level:** Delegated
Decision Date: 28/06/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: Flaybrick Homes Ltd **Agent:** Paul Erskine
Location: Flaybrick Hill Reservoir, BOUNDARY ROAD, BIDSTON, CH43 7PE
Proposal: Proposed First Floor Extension over Existing Ground Floor Entrance Hall. Previous planning approval ref : APP/15/00984

Application No.: APP/17/00447 **Application Type:** Full Planning Permission
Ward: Oxtan **Decision Level:** Delegated
Decision Date: 16/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr Jordan **Agent:** Bryson Architecture
Location: 552 WOODCHURCH ROAD, PRENTON, CH43 0TS
Proposal: Two storey side and single storey rear extension

Application No.: APP/17/00451 **Application Type:** Full Planning Permission
Ward: Bidston and St James **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mr N Williams
Applicant: Mr Welsh **Agent:** LJ Architects Ltd
Location: LAND AT CORNER OF DOULTON CLOSE & FOURTH AVENUE, BEECHWOOD, WIRRAL CH43 9XT
Proposal: Construction of 2 No. bungalows with associated curtilage parking

Application No.: APP/17/00452 **Application Type:** Full Planning Permission
Ward: Bidston and St James **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mr N Williams
Applicant: Hampton Developments NW Ltd **Agent:** LJ Architects Ltd
Location: LAND AT CORNER OF DENSTON CLOSE & FOURTH AVENUE, BEECHWOOD, WIRRAL CH43 9XU
Proposal: Construction of 3 No. bungalows with associated curtilage parking

Application No.: APP/17/00453 **Application Type:** Full Planning Permission
Ward: Bromborough **Decision Level:** Delegated
Decision Date: 06/07/2017 **Decision:** Approve
Case Officer: Mrs J Malpas
Applicant: Mr Gregory Bygroves **Agent:**
Location: 40 CENTRAL ROAD, PORT SUNLIGHT, CH62 5EJ
Proposal: Garden shed and woodstore.

Application No.: APP/17/00457 **Application Type:** Full Planning Permission
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 06/07/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Hylgar Properties Ltd. **Agent:** Burton Architects
Location: Lifeboat House, NORTH PARADE, HOYLAKE, CH47 2AL
Proposal: Proposed Change of Use of the upper part of the Old Lifeboat Station from D1 to Residential, including raising the roof, balcony and extensions, change of use of part of the Ground Floor level to an Outdoor Activity Centre with associated works.

Application No.: ADV/17/00458 **Application Type:** Advertisement Consent
Ward: Seacombe **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Ms J Storey
Applicant: Dong Energy **Agent:** The Environment Partnership
Location: KINGS WHARF, SEACOMBE, CH41 1FB
Proposal: One Hoarding sign and Three externally applied window fascia signs

Application No.: APP/17/00460 **Application Type:** Full Planning Permission
Ward: Pensby and Thingwall **Decision Level:** Delegated
Decision Date: 19/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr & Mrs Brandwood **Agent:** Architects-Direct.com
Location: 37 GWENDOLINE CLOSE, THINGWALL, CH61 1DJ
Proposal: Single storey side extension. Extension to be brickwork to match existing with pitched tiled roof.

Application No.: APP/17/00462 **Application Type:** Full Planning Permission
Ward: Cloughton **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mrs S Day
Applicant: Morgan Sindall PLC **Agent:** hlm architects
Location: Ridgeway High School, NOCTORUM AVENUE, NOCTORUM, CH43 9EB
Proposal: Relocation of two long jumps.

Application No.: APP/17/00463 **Application Type:** Full Planning Permission
Ward: Seacombe **Decision Level:** Delegated
Decision Date: 14/06/2017 **Decision:** Approve
Case Officer: Mr N Williams
Applicant: DONG Energy Burbo (UK) Limited **Agent:** The Environment Partnership
Location: Burbo Banks Electricity Sub Station, BRECK ROAD, POULTON
Proposal: Erection of storage containers to accommodate two 500KVA temporary generators and a permanent battery storage unit, including associated cabling

Application No.:	APP/17/00464	Application Type:	Full Planning Permission
Ward:	Leasowe and Moreton East	Decision Level:	Delegated
Decision Date:	12/06/2017	Decision:	Approve
Case Officer:	Mrs MA Jackson		
Applicant:	Mrs V Leadbetter	Agent:	Mr M Jones
Location:	173 PASTURE AVENUE, MORETON, CH46 8UW		
Proposal:	Single Storey Side & Rear Extension and Demolition of existing brick built shed		

Application No.:	APP/17/00465	Application Type:	Full Planning Permission
Ward:	West Kirby and Thurstaston	Decision Level:	Delegated
Decision Date:	13/06/2017	Decision:	Approve
Case Officer:	Mrs MA Jackson		
Applicant:	Mr Andrew Cartwright	Agent:	
Location:	Woodland Hey, 463 TELEGRAPH ROAD, CALDY, CH48 1NY		
Proposal:	Reducing to the massing of the front elevation of the extension from a two two storey to one storey with hipped roof and creating a garage in lieu of a second entrance. The proposed extension width is increased by 1M. The proposed utility room is removed and area incorporated within kitchen extension. Existing small kitchen will now become the utility room.		

Application No.:	APP/17/00466	Application Type:	Full Planning Permission
Ward:	Heswall	Decision Level:	Delegated
Decision Date:	03/07/2017	Decision:	Approve
Case Officer:	Mrs S Lacey		
Applicant:	Mr G Langford	Agent:	
Location:	18 FOXCOVER ROAD, BARNSTON, CH60 1YB		
Proposal:	Erection of a first-floor extension above existing garage to include rear dormer and obscurely glazed window within the side elevation. Formation of a pitched roof above main entrance, installation of 'Mock Tudor' boards to the front and erection of a single storey rear extension and detached outbuilding (AMENDED DESCRIPTION)		

Application No.:	APP/17/00467	Application Type:	Full Planning Permission
Ward:	Clatterbridge	Decision Level:	Delegated
Decision Date:	13/06/2017	Decision:	Approve
Case Officer:	Mrs MA Jackson		
Applicant:	Mr & Mrs Shankar	Agent:	s n amery architectural services
Location:	36 GOTHAM ROAD, SPITAL, CH63 9NQ		
Proposal:	Single Storey rear extension, front hall extension, garage conversion		

Application No.:	APP/17/00469	Application Type:	Full Planning Permission
Ward:	Hoylake and Meols	Decision Level:	Delegated
Decision Date:	23/06/2017	Decision:	Approve
Case Officer:	Miss A McDougall		
Applicant:	Mr M Barnes	Agent:	Johnson James Ltd
Location:	50 TRINITY ROAD, HOYLAK, CH47 2BY		
Proposal:	Replacement and enlargement of existing front and rear dormer windows, and additional front dormer window.		

Application No.: APP/17/00473 **Application Type:** Full Planning Permission
Ward: Eastham **Decision Level:** Delegated
Decision Date: 13/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr M Burns **Agent:**
Location: 93 PLYMYARD AVENUE, EASTHAM, CH62 8EL
Proposal: Proposed front & rear extensions to house (single storey).

Application No.: APP/17/00475 **Application Type:** Full Planning Permission
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 15/06/2017 **Decision:** Approve
Case Officer: Mr N Williams
Applicant: University Of Chester **Agent:**
Location: Old Market House, 13 HAMILTON STREET, BIRKENHEAD, CH41 5AL
Proposal: Change of use of part of building to D1 (Non-Residential Institution)

Application No.: APP/17/00476 **Application Type:** Full Planning Permission
Ward: Greasby Frankby and Irby **Decision Level:** Delegated
Decision Date: 19/06/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr & Mrs Farrar **Agent:** RADM Architects
Location: 48 GREASBY ROAD, GREASBY, CH49 3NE
Proposal: Demolition of existing conservatory and construction of a single storey rear extension, installation of single window to side elevation of existing lounge and single door into existing garage.

Application No.: APP/17/00480 **Application Type:** Full Planning Permission
Ward: Leasowe and Moreton East **Decision Level:** Delegated
Decision Date: 16/06/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Paula Orr **Agent:**
Location: 6 LEASOWESIDE, LEASOWE, CH46 2RW
Proposal: Construction of a single storey extension to the side of the property and replacement of the perspex roof to the existing conservatory with a solid tiled roof.

Application No.: APP/17/00482 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 19/06/2017 **Decision:** Approve
Case Officer: Mrs S Lacey
Applicant: Mr D Jack **Agent:** C W Jones
Location: 48 BURLINGHAM AVENUE, NEWTON, CH48 8AR
Proposal: Two storey side extension, single storey rear extension, form pitched roof over front entrance raise bay to be two storey

Application No.: LDP/17/00483 **Application Type:** Lawful Development Certificate Proposed
Ward: Heswall **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Lawful Use
Case Officer: Miss A McDougall
Applicant: Mr John Creasy **Agent:**
Location: Appleby, 32 PARK WEST, HESWALL, CH60 9JF
Proposal: Single storey side extension

Application No.: ADV/17/00485 **Application Type:** Advertisement Consent
Ward: Oxtou **Decision Level:** Delegated
Decision Date: 15/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Millar **Agent:** Ashleigh Signs
Location: Caernarvon Castle, BIDSTON ROAD, OXTON, CH43 2JZ
Proposal: Installation of 1x replacement illuminated pictorial header to existing post. 1x replacement illuminated fascia sign and 1x non illuminated door plaque to the exterior of the building

Application No.: APP/17/00487 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 16/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr Bryan **Agent:** Mrs J Ruffler
Location: Sherwood, 9 GAYTON LANE, GAYTON, CH60 3SH
Proposal: Demolition of existing conservatory. Proposed single storey rear extension. (Revised from approved scheme)

Application No.: APP/17/00490 **Application Type:** Full Planning Permission
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Approve
Case Officer: Mr N Williams
Applicant: CBRE Global Investors Ltd **Agent:** AYLWARD TOWN PLANNING LTD
Location: Unit 2, Rock Retail Park, MOLLINGTON LINK, TRANMERE, CH41 9DF
Proposal: Variation of Condition 1 on planning application APP/98/6008/E to: "Notwithstanding the provisions of Class A1 of the schedule to the Town and Country Planning (Use Classes Order) 1987 (or any subsequent re-enactment) Unit 2 shall not be used for the sale of following goods (other than ancillary to the principal use of the premises for the sale of authorised goods): • the sale of food and drink for human consumption off the premises; and • clothing and footwear (other than sports and mountaineering clothing and footwear). For the purposes of this condition 'ancillary' is defined as not exceeding 15% of the net floorspace of a retail premises."

Application No.: APP/17/00491 **Application Type:** Full Planning Permission
Ward: Leasowe and Moreton East **Decision Level:** Delegated
Decision Date: 15/06/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr A Faulkner **Agent:**
Location: 7 NEWBURY WAY, LEASOWE, CH46 1PW
Proposal: Single storey side extension to replace existing conservatory

Application No.: APP/17/00492 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Mr & Mrs Kazi **Agent:** Architects-Direct.com
Location: 13 RIVERBANK ROAD, HESWALL, CH60 4SQ
Proposal: Construction of new two storey side extension with single storey extension to rear. General internal alterations and window amendments.

Application No.: APP/17/00493 **Application Type:** Full Planning Permission
Ward: Cloughton **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Mrs S Day
Applicant: MORGAN SINDALL **Agent:** Morgan Sindall
Location: Ridgeway High School, NOCTORUM AVENUE, NOCTORUM, CH43 9EB
Proposal: Application to vary condition 14 of APP/14/01313 : Details of works to upgrade two bus stops on Noctorum Avenue fronting the development site extension of time period to allow completion of works.

Application No.: APP/17/00494 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 16/06/2017 **Decision:** Approve
Case Officer: Mrs S Day
Applicant: Mr & Mrs Clarke **Agent:** SHACK Architecture ltd
Location: Farr End, 19 FARR HALL DRIVE, HESWALL, CH60 4SH
Proposal: Proposed remodelling and extension works to existing bungalow property and demolition of existing conservatory. Proposed new roof construction with box dormers and balcony to rear elevation. Proposed new flat roof two storey extension to front and new entrance. Remodelling of existing windows/ external doors. Existing brickwork to receive new smooth rendered finish. New terrace area to rear garden.

Application No.: APP/17/00495 **Application Type:** Full Planning Permission
Ward: Greasby Frankby and Irby **Decision Level:** Delegated
Decision Date: 19/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Ms Emma Darley **Agent:** Mr Peter Darley
Location: 8 BRAMFORD CLOSE, UPTON, CH49 6PH
Proposal: Construction of a single storey extension to the rear and side of a two storey semi-detached dwelling, to form new sitting, utility and shower rooms

Application No.: APP/17/00496 **Application Type:** Full Planning Permission
Ward: Bidston and St James **Decision Level:** Delegated
Decision Date: 30/06/2017 **Decision:** Approve
Case Officer: Mr K Spilsbury
Applicant: Derwent Group **Agent:** AYLWARD TOWN PLANNING LTD
Location: Junction One Retail Park, BIDSTON MOSS, LEASOWE
Proposal: Reconfiguration and change of use of unit 9 Junction 1 Retail Park (from A1 to D2), the insertion of a mezzanine floor and other associated works.

Application No.: APP/17/00497 **Application Type:** Full Planning Permission
Ward: New Brighton **Decision Level:** Delegated
Decision Date: 21/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Sandstone Properties Ltd. **Agent:** Bromilow Architects Ltd
Location: 78 VICTORIA ROAD, NEW BRIGHTON, CH45 2JF
Proposal: Conversion of two flats into four flats at first and second floor

Application No.: APP/17/00498 **Application Type:** Full Planning Permission
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Ms S Clothier **Agent:** LHGProjects
Location: 30 DERWENT ROAD, MEOLS, CH47 8XZ
Proposal: Two storey side extension

Application No.: APP/17/00500 **Application Type:** Full Planning Permission
Ward: Oxtton **Decision Level:** Delegated
Decision Date: 21/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr & Mrs Eriksen **Agent:**
Location: 73 HOLMLANDS DRIVE, OXTON, CH43 0TZ
Proposal: Proposed single storey side extension to provide new entrance hall, shower room and additional kitchen/dining accommodation. Extension of existing fence on side garden boundary of proposal site.

Application No.: APP/17/00501 **Application Type:** Full Planning Permission
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Approve
Case Officer: Mrs S Lacey
Applicant: Mr & Mrs McGoldrick **Agent:** M F Architecture Ltd
Location: 18 LINGDALE ROAD, WEST KIRBY, CH48 5DQ
Proposal: Application for variation of condition 2 following grant of planning permission APP/16/00011 to be amended to reflect new drawing references

Application No.:	APP/17/00503	Application Type:	Full Planning Permission
Ward:	Bebington	Decision Level:	Delegated
Decision Date:	22/06/2017	Decision:	Approve
Case Officer:	Mrs S Williams		
Applicant:	Mr M Standing	Agent:	SDA Architecture
Location:	16 NORBURY CLOSE, HIGHER BEBINGTON, CH63 2HL		
Proposal:	Demolition of existing garage and erection of a single storey side and rear extension		
Application No.:	APP/17/00504	Application Type:	Full Planning Permission
Ward:	Heswall	Decision Level:	Delegated
Decision Date:	23/06/2017	Decision:	Approve
Case Officer:	Mr C Smith		
Applicant:	Mr & Mrs Robson	Agent:	BDM Ltd.
Location:	13 ANDREWS WALK, BARNSTON, CH60 2SF		
Proposal:	Proposed front porch		
Application No.:	APP/17/00505	Application Type:	Full Planning Permission
Ward:	West Kirby and Thurstaston	Decision Level:	Delegated
Decision Date:	23/06/2017	Decision:	Approve
Case Officer:	Mr C Smith		
Applicant:	Mr A Ferreira	Agent:	
Location:	90 ENNISDALE DRIVE, NEWTON, CH48 9UA		
Proposal:	Proposed rear single storey extensions and front porch		
Application No.:	APP/17/00506	Application Type:	Full Planning Permission
Ward:	Heswall	Decision Level:	Delegated
Decision Date:	13/06/2017	Decision:	Approve
Case Officer:	Miss A McDougall		
Applicant:	Mr & Mrs Thomson	Agent:	Azzurri Architects
Location:	Heide, 30 OLDFIELD WAY, HESWALL, CH60 6RH		
Proposal:	Demolition of existing masonry outhouse and conservatory to be replaced with single storey kitchen extension and new door to the rear elevation.		
Application No.:	APP/17/00507	Application Type:	Full Planning Permission
Ward:	Seacombe	Decision Level:	Delegated
Decision Date:	05/07/2017	Decision:	Approve
Case Officer:	Mr N Williams		
Applicant:	Mr Beaumont	Agent:	
Location:	I Waste Ltd, 21 Wheatland Business Park, WHEATLAND LANE, SEACOMBE, CH44 7ER		
Proposal:	Structural alterations to form new entrance door into existing unit		

Application No.:	APP/17/00508	Application Type:	Full Planning Permission
Ward:	Upton	Decision Level:	Delegated
Decision Date:	22/06/2017	Decision:	Approve
Case Officer:	Mr K Spilsbury		
Applicant:	Mr Evans	Agent:	Bryson Architecture
Location:	12 CREWE GREEN, WOODCHURCH, CH49 5NU		
Proposal:	Erection of a new dwelling		
Application No.:	APP/17/00510	Application Type:	Full Planning Permission
Ward:	West Kirby and Thurstaston	Decision Level:	Delegated
Decision Date:	23/06/2017	Decision:	Approve
Case Officer:	Mr C Smith		
Applicant:	Castree Design & Relocation Ltd.	Agent:	Castree Design & Relocation Ltd
Location:	6 PRINCES AVENUE, WEST KIRBY, CH48 7HJ		
Proposal:	Demolition of existing Utility room extending up to the adjacent property boundary. To build a single storey extension to the living accommodation to the rear of the property, incorporating a rebuilt Utility room, allowing for pathway between the proposed development and the boundary .		
Application No.:	APP/17/00511	Application Type:	Full Planning Permission
Ward:	Greasby Frankby and Irby	Decision Level:	Delegated
Decision Date:	20/06/2017	Decision:	Approve
Case Officer:	Mrs MA Jackson		
Applicant:	Ms S Jones	Agent:	
Location:	20A BROMSGROVE ROAD, GREASBY, CH49 2QN		
Proposal:	Proposed first floor extension above existing garage and proposed single storey kitchen extension		
Application No.:	APP/17/00512	Application Type:	Full Planning Permission
Ward:	Eastham	Decision Level:	Delegated
Decision Date:	28/06/2017	Decision:	Approve
Case Officer:	Mrs S Lacey		
Applicant:	Mr C Hayes	Agent:	Mr R Lear
Location:	4 GORSEFIELD AVENUE, EASTHAM, CH62 6BZ		
Proposal:	Erection of single storey front and rear extensions together with two storey side extension		
Application No.:	APP/17/00514	Application Type:	Full Planning Permission
Ward:	Oxton	Decision Level:	Delegated
Decision Date:	28/06/2017	Decision:	Approve
Case Officer:	Mrs S Williams		
Applicant:	Mr S Hill	Agent:	
Location:	63 HOLMLANDS DRIVE, OXTON, CH43 0TZ		
Proposal:	Erection of a single storey rear extension and loft conversion		

Application No.: APP/17/00516 **Application Type:** Full Planning Permission
Ward: Seacombe **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Mr Chahal **Agent:** Optimising Spaces
Location: land to the rear of 171A POULTON ROAD, POULTON, CH44 9DG
Proposal: Proposed residential development facing Brentwood Street - to create four flats and a detached office building

Application No.: APP/17/00518 **Application Type:** Full Planning Permission
Ward: Clatterbridge **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr Lee Kemp **Agent:** Mr G Baskett
Location: 20 KEITH DRIVE, EASTHAM, CH63 0PB
Proposal: Single storey side extension (amended)

Application No.: APP/17/00521 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Mr & Mrs Simmonds **Agent:** Kevin O'Reilly MCIAT
Location: Brackenwood, COLUMN ROAD, NEWTON, CH48 1LH
Proposal: Amendment to full planning permission (APP/15/01190) to erect a two storey detached house with loft accommodation and detached garage

Application No.: APP/17/00523 **Application Type:** Full Planning Permission
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Mr White **Agent:** Insight (NW) Ltd
Location: Elsmere, 102 BIRKENHEAD ROAD, MEOLS, CH47 0LE
Proposal: Single storey rear extension and internal refurbishment.

Application No.: APP/17/00524 **Application Type:** Full Planning Permission
Ward: Oxton **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Mrs F Rowlands **Agent:** Mr Mathews
Location: 3 HATCHMERE CLOSE, OXTON, CH43 2ND
Proposal: Two Storey Side Extension

Application No.: APP/17/00526 **Application Type:** Full Planning Permission
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 28/06/2017 **Decision:** Approve
Case Officer: Mr N Williams
Applicant: BVH **Agent:** Condy & Lofthouse Ltd
Location: Former MSF Ford Garage, HIND STREET, TRANMERE, CH41 5DA
Proposal: Variation of Condition 2 to substitute plans of planning permission APP/16/00668 (Renovation of existing car showroom and garage with some minor elevation improvements, re-build/replacement of existing workshop building, subdivision of the building so that the former NHS building becomes a separate unit for Use Class B1, B2 and B8, and erection of a single storey valeting structure)

Application No.: COMX/17/00529 **Application Type:** Prior Approval Commercial PD
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Prior approval is not required
Case Officer: Mr N Williams
Applicant: c/o Agent **Agent:** Brock Carmichael Architecture
Location: Atlantic House, 18-22 HAMILTON SQUARE, BIRKENHEAD, CH41 1AL
Proposal: Notification of a Prior Approval for the conversion of former office building to 15 No. apartments

Application No.: APP/17/00531 **Application Type:** Full Planning Permission
Ward: Eastham **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr & Mrs Nuttall **Agent:** Pace Property Reports & PM Ltd
Location: 8 APPLEBY GROVE, BROMBOROUGH, CH62 6EU
Proposal: Demolish existing conservatory and construct kitchen extension and covered patio area.

Application No.: APP/17/00533 **Application Type:** Full Planning Permission
Ward: Bromborough **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr & Mrs Oldham **Agent:** Kriss Cringle Associates
Location: Elderbank, 28 OAKRIDGE ROAD, BROMBOROUGH, CH62 2AS
Proposal: Erection of first-floor side and rear extensions above existing single storey rear extension and garage

Application No.: APP/17/00535 **Application Type:** Full Planning Permission
Ward: Eastham **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr & Mrs Naylor **Agent:** s n amery architectural services
Location: 16 DEARNFORD CLOSE, EASTHAM, CH62 6EW
Proposal: Conversion of garage to habitable room, single storey side and rear extensions

Application No.:	APP/17/00536	Application Type:	Full Planning Permission
Ward:	Hoylake and Meols	Decision Level:	Delegated
Decision Date:	04/07/2017	Decision:	Approve
Case Officer:	Mrs S Lacey		
Applicant:	Mr & Mrs Ormesher	Agent:	Bromilow Architects Ltd
Location:	6 HARRINGTON AVENUE, HOYLAKE, CH47 3DS		
Proposal:	Proposed two storey side extension to existing dwelling.		
Application No.:	ADV/17/00540	Application Type:	Advertisement Consent
Ward:	Birkenhead and Tranmere	Decision Level:	Delegated
Decision Date:	06/07/2017	Decision:	Approve
Case Officer:	Mrs S Day		
Applicant:	Corporate Real Estate	Agent:	AXIS Architecture
Location:	HSBC Bank Plc, Unit 31, The Pyramids, GRANGE ROAD, BIRKENHEAD, CH41 2ZL		
Proposal:	Replacement of all external signage. Consisting of; 1No halo illuminated fascia sign 1No internally illuminated projecting sign 12No Various non illuminated signage		
Application No.:	APP/17/00542	Application Type:	Full Planning Permission
Ward:	Pensby and Thingwall	Decision Level:	Delegated
Decision Date:	23/06/2017	Decision:	Approve
Case Officer:	Miss A McDougall		
Applicant:	White Gables	Agent:	
Location:	WHITE GABLES, 6 PENSBY HALL LANE, PENSBY, CH61 6XR		
Proposal:	Remodelling of dwelling to include, rear extension and raised roof with dormer window extensions		
Application No.:	APP/17/00545	Application Type:	Full Planning Permission
Ward:	Upton	Decision Level:	Delegated
Decision Date:	28/06/2017	Decision:	Approve
Case Officer:	Mrs S Williams		
Applicant:	Mr M Cooper	Agent:	Mr R Lear
Location:	14 ARCHERS WAY, WOODCHURCH, CH49 5LL		
Proposal:	Erection of a single storey front extension, two-storey front/side extension and single storey side/rear extension		
Application No.:	APP/17/00546	Application Type:	Full Planning Permission
Ward:	Bebington	Decision Level:	Delegated
Decision Date:	04/07/2017	Decision:	Approve
Case Officer:	Miss A McDougall		
Applicant:	Mr T Williams	Agent:	
Location:	THE GEORGE 57 VILLAGE ROAD, HIGHER BEBINGTON		
Proposal:	Erection of a Detached Dwelling		

Application No.:	APP/17/00547	Application Type:	Full Planning Permission
Ward:	Eastham	Decision Level:	Delegated
Decision Date:	28/06/2017	Decision:	Approve
Case Officer:	Mrs S Williams		
Applicant:	Mr Alan McGowan	Agent:	Mr Stephen Keenan
Location:	107 BRIDLE ROAD, EASTHAM, CH62 8BU		
Proposal:	Erection of a single storey side and rear extension		
Application No.:	APP/17/00549	Application Type:	Full Planning Permission
Ward:	West Kirby and Thurstaston	Decision Level:	Delegated
Decision Date:	04/07/2017	Decision:	Approve
Case Officer:	Mr K Spilsbury		
Applicant:	Mr & Mrs Kilikita	Agent:	Condy & Lofthouse Ltd
Location:	Chestnut House, KINGS DRIVE, CALDY, CH48 2JF		
Proposal:	Extension and alterations to the existing dwelling including replacement of all the existing windows and associated landscaping works		
Application No.:	APP/17/00550	Application Type:	Full Planning Permission
Ward:	Cloughton	Decision Level:	Delegated
Decision Date:	23/06/2017	Decision:	Approve
Case Officer:	Mr C Smith		
Applicant:	Mr L Thompson	Agent:	Mr Liam Sidwell
Location:	22 WINSTON DRIVE, NOCTORUM, CH43 9RU		
Proposal:	Erection of a single storey rear extension and loft conversion		
Application No.:	APP/17/00551	Application Type:	Full Planning Permission
Ward:	Bromborough	Decision Level:	Delegated
Decision Date:	23/06/2017	Decision:	Approve
Case Officer:	Ms J Storey		
Applicant:	The Land Trust	Agent:	Edward Architecture
Location:	River Park Centre, Dock Road South, Bromborough, Merseyside, CH62 4LN		
Proposal:	Conversion of existing office building into a Heritage visitors centre for Port Sunlight River Park.		
Application No.:	APP/17/00552	Application Type:	Full Planning Permission
Ward:	West Kirby and Thurstaston	Decision Level:	Delegated
Decision Date:	29/06/2017	Decision:	Approve
Case Officer:	Mrs S Williams		
Applicant:	Mr David James	Agent:	LHGProjects
Location:	High Close, THORSWAY, CALDY, CH48 2JJ		
Proposal:	Erection of a two storey rear extension to rear of existing garage		

Application No.: APP/17/00555 **Application Type:** Full Planning Permission
Ward: Upton **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mrs S Mollard **Agent:**
Location: 64 SLINGSBY DRIVE, UPTON, CH49 0TZ
Proposal: Single storey extension to the side and rear of the property, converting the garage into a habitable living area.

Application No.: APP/17/00556 **Application Type:** Full Planning Permission
Ward: Prenton **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Refuse
Case Officer: Miss A McDougall
Applicant: Mr Beecham **Agent:** SDA Architecture LTD
Location: 1 WOODCHURCH LANE, PRENTON, CH42 9PJ
Proposal: Conversion of existing house into 4 individual apartments including two storey side and rear extension

Application No.: APP/17/00557 **Application Type:** Full Planning Permission
Ward: Greasby Frankby and Irby **Decision Level:** Delegated
Decision Date: 29/06/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr D Swain **Agent:** d2 architects
Location: 39 TOWNSHEND AVENUE, IRBY, WIRRAL, CH61 2XH
Proposal: Erection of a two storey side extension and single side garage extension.

Application No.: ADV/17/00559 **Application Type:** Advertisement Consent
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 06/07/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Hylgar Properties Ltd. **Agent:** Burton Architects
Location: Lifeboat House, NORTH PARADE, HOYLAKE, CH47 2AL
Proposal: Illuminated signage to two sides of the building

Application No.: APP/17/00560 **Application Type:** Full Planning Permission
Ward: Prenton **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Refuse
Case Officer: Mr K Spilsbury
Applicant: Mr & Mrs Andreou **Agent:** GEO-NEO Uk Architectural
Location: 2 EDINBURGH DRIVE, PRENTON, CH43 0RL
Proposal: Erection of a three bedroom detached house on the side garden of 2 Edinburgh Drive

Application No.: APP/17/00561 **Application Type:** Full Planning Permission
Ward: Moreton West and Saughall Massie **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr John Forrester **Agent:** ArchiPhonic
Location: 21 ST AUSTELL CLOSE, MORETON, CH46 6FG
Proposal: Stepped Two-storey extension to side of property, including front porch canopy and bay window to match existing.

Application No.: APP/17/00562 **Application Type:** Full Planning Permission
Ward: Eastham **Decision Level:** Delegated
Decision Date: 15/06/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr M Locke **Agent:** C W Jones
Location: Highbury, CROSSDALE ROAD, EASTHAM, CH62 6BT
Proposal: Erection of a pigeon loft

Application No.: APP/17/00563 **Application Type:** Full Planning Permission
Ward: Oxtou **Decision Level:** Delegated
Decision Date: 03/07/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr Adam Rogan **Agent:**
Location: 38 OVERTON WAY, OXTON, CH43 2LF
Proposal: Erection of a two-storey side extension

Application No.: APP/17/00564 **Application Type:** Full Planning Permission
Ward: Liscard **Decision Level:** Delegated
Decision Date: 03/07/2017 **Decision:** Refuse
Case Officer: Mr N Williams
Applicant: Mr Mustafa Hassan **Agent:** Mr Robert Graham
Location: 210 LISCARD ROAD, LISCARD, CH44 5TN
Proposal: Erection of single storey one-bedroom flat to rear yard area

Application No.: RESX/17/00566 **Application Type:** Prior Approval Householder PD
Ward: Bebington **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Prior approval is not required
Case Officer: Mrs MA Jackson
Applicant: Mr Peter Jones **Agent:**
Location: 19 LINKSIDE, HIGHER BEBINGTON, CH63 5PE
Proposal: Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 5.85m for which the maximum height would be 3.65m and for which the height of the eaves would be 2.35m

Application No.: RESX/17/00567 **Application Type:** Prior Approval Householder PD
Ward: Clatterbridge **Decision Level:** Delegated
Decision Date: 20/06/2017 **Decision:** Prior approval is not required
Case Officer: Mrs S Williams
Applicant: Mr Barrie Tudor **Agent:**
Location: 99 WIRRAL GARDENS, BEBINGTON, CH63 3BG
Proposal: Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 4.065m for which the maximum height would be 2.625m and for which the height of the eaves would be 2.625m

Application No.: APP/17/00569 **Application Type:** Full Planning Permission
Ward: Greasby Frankby and Irby **Decision Level:** Delegated
Decision Date: 05/07/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr C Palframan **Agent:** Burton Architects
Location: 19 NEALE DRIVE, GREASBY, CH49 1SL
Proposal: Demolition of an existing single storey attached side garage and rear conservatory and construction of a new two-storey side extension and single storey rear extension

Application No.: APP/17/00570 **Application Type:** Full Planning Permission
Ward: Hoylake and Meols **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Refuse
Case Officer: Miss A McDougall
Applicant: Mr G Castermans **Agent:** Philip Barton MCD BA(Hons) MRTPI
Location: Willow Farm, PARK LANE, MORETON, CH47 8XT
Proposal: Construction of replacement agricultural storage shed and erection of fence (retrospective)

Application No.: APP/17/00571 **Application Type:** Full Planning Permission
Ward: Clatterbridge **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr Liam Turtle **Agent:** CPA
Location: 40 SOMERVILLE CLOSE, BROMBOROUGH, CH63 0PH
Proposal: Erection of a single storey side extension

Application No.: APP/17/00574 **Application Type:** Full Planning Permission
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr & Mrs Suri **Agent:** Edge Architects Ltd
Location: October House, WETSTONE LANE, WEST KIRBY, CH48 7HG
Proposal: Proposed 2 storey side extension housing 2No. Bedroom suites with undercroft storage to lower ground floor. New enlarged entrance lobby to south and west elevation under existing timber structure.

Application No.: APP/17/00575 **Application Type:** Full Planning Permission
Ward: Claughton **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr P Corke **Agent:** Mr S Ainsley
Location: 190 BIDSTON AVENUE, CLAUGHTON, CH41 0DU
Proposal: Demolition of conservatory and brick outbuilding and erection of a single storey rear extension

Application No.: APP/17/00577 **Application Type:** Full Planning Permission
Ward: Claughton **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr & Mrs Smith **Agent:** Mr M Mchugh
Location: 19 WINDERMERE ROAD, NOCTORUM, CH43 9SH
Proposal: Single storey side/rear extension to provide open plan kitchen/living/dining & shower room

Application No.: APP/17/00579 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mrs S Lacey
Applicant: Mr & Mrs Keeley **Agent:** Mr Peter Goddard
Location: Los Faroles, 12 THE PADDOCK, BARNSTON, CH60 1XJ
Proposal: Two storey front extension, single storey rear extension and loft conversion with two dormer windows

Application No.: APP/17/00584 **Application Type:** Full Planning Permission
Ward: Clatterbridge **Decision Level:** Delegated
Decision Date: 05/07/2017 **Decision:** Approve
Case Officer: Mrs MA Jackson
Applicant: Mr S Brammer **Agent:** INSITE ARCHITECTURE
Location: 5 HALSALL GREEN, SPITAL, CH63 9NA
Proposal: Single storey rear extension and roof over existing garage and front porch

Application No.: APP/17/00585 **Application Type:** Full Planning Permission
Ward: Claughton **Decision Level:** Delegated
Decision Date: 07/07/2017 **Decision:** Approve
Case Officer: Miss A McDougall
Applicant: Quarry Street Developments **Agent:** Bryson Architecture
Location: Car Park, 16 EASTBOURNE ROAD, BIRKENHEAD, CH41 4DT
Proposal: Variation of Condition 2 - amend approved plans APP/15/00189

Application No.: RESX/17/00587 **Application Type:** Prior Approval Householder PD
Ward: West Kirby and Thurstaston **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Prior approval is not required
Case Officer: Mr C Smith
Applicant: Mr R Irvin **Agent:** Irvin Consultants
Location: 2 FARNDON DRIVE, NEWTON, CH48 9YA
Proposal: Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 3.35m for which the maximum height would be 3.65m and for which the height of the eaves would be 2.40m

Application No.: COMX/17/00588 **Application Type:** Prior Approval Commercial PD
Ward: Birkenhead and Tranmere **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Prior approval is not required
Case Officer: Miss A McDougall
Applicant: Prime London Properties Ltd **Agent:** Mr G Mudyiwa
Location: 239-241 GRANGE ROAD, BIRKENHEAD, CH41 2PH
Proposal: Prior approval (Class O) for a proposed change of use of a building from office use (class B1) to a dwelling house (class C3) for Four flats

Application No.: RESX/17/00591 **Application Type:** Prior Approval Householder PD
Ward: Oxtton **Decision Level:** Delegated
Decision Date: 21/06/2017 **Decision:** Prior approval is not required
Case Officer: Mr C Smith
Applicant: Miss S Parry **Agent:** Mr S Raywood
Location: 78 HOLM LANE, OXTON, CH43 2HS
Proposal: Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 5.931m for which the maximum height would be 3.399m and for which the height of the eaves would be 2.855m

Application No.: APP/17/00593 **Application Type:** Full Planning Permission
Ward: Greasby Frankby and Irby **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mr C Smith
Applicant: Mr Rob Delisle **Agent:**
Location: 5 RIGBY DRIVE, GREASBY, CH49 1RD
Proposal: Proposed side garage extension and alteration to front elevation to form new front entrance door

Application No.: APP/17/00608 **Application Type:** Full Planning Permission
Ward: Rock Ferry **Decision Level:** Delegated
Decision Date: 07/07/2017 **Decision:** Withdrawn by Applicant
Case Officer: Ms J Storey
Applicant: Lovell Partnership **Agent:** DK-Architects
Location: CLEARED LAND TO THE EAST OF NEW CHESTER ROAD, ROCK FERRY, CH42 2AE
Proposal: We wish to list the approved site plan in condition 4 as (1153-P-01E)

Application No.: LBC/17/00611 **Application Type:** Listed Building Consent
Ward: Seacombe **Decision Level:** Delegated
Decision Date: 04/07/2017 **Decision:** Approve
Case Officer: Mrs J Malpas
Applicant: Wirral Council **Agent:** Wirral Council
Location: Wallasey Town Hall, BRIGHTON STREET, EGREMONT, CH44 8ED
Proposal: Minor internal alterations on the ground floor, refurbishment of rear doors, bird netting and spikes to the rear and minor refurbishment to existing railings facing the River Mersey.

Application No.: RESX/17/00612 **Application Type:** Prior Approval Householder PD
Ward: Bromborough **Decision Level:** Delegated
Decision Date: 21/06/2017 **Decision:** Prior approval is not required
Case Officer: Mr C Smith
Applicant: Mr Ian Prior **Agent:**
Location: 16 WOODLAND WALK, BROMBOROUGH, CH62 7AU
Proposal: Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 5.200m for which the maximum height would be 3.300m and for which the height of the eaves would be 2.800m

Application No.: ADV/17/00614 **Application Type:** Advertisement Consent
Ward: Liscard **Decision Level:** Delegated
Decision Date: 07/07/2017 **Decision:** Refuse
Case Officer: Miss A McDougall
Applicant: Access Personal Checking Services Ltd **Agent:** Wallace Architecture
Location: APCS Limited 46 SEAVIEW ROAD, LISCARD, CH45 4LA
Proposal: Proposed billboard advertising frame to advertise a local business / service (details to be agreed)

Application No.: APP/17/00615 **Application Type:** Full Planning Permission
Ward: Heswall **Decision Level:** Delegated
Decision Date: 06/07/2017 **Decision:** Approve
Case Officer: Mrs S Williams
Applicant: Mr Woolfall **Agent:** JNL Design
Location: The Firs, 8 REDMERE DRIVE, BARNSTON, CH60 1YF
Proposal: Erection of a single storey side extension and amendment to first-floor window

Application No.: RESX/17/00631 **Application Type:** Prior Approval Householder PD
Ward: New Brighton **Decision Level:** Delegated
Decision Date: 23/06/2017 **Decision:** Prior approval is not required
Case Officer: Mrs S Day
Applicant: Mr Craig Pennington **Agent:**
Location: 7 DALMORTON ROAD, NEW BRIGHTON, CH45 1LE
Proposal: Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 3.398m for which the maximum height would be 3.800m and for which the height of the eaves would be 2.750m

Application No.: LDP/17/00652 **Application Type:** Lawful Development Certificate Proposed
Ward: Pensby and Thingwall **Decision Level:** Delegated
Decision Date: 28/06/2017 **Decision:** Lawful Use
Case Officer: Mr C Smith
Applicant: Mr Green **Agent:** dowelldesignservices
Location: 68 HILLFIELD DRIVE, PENSBY, CH61 6UJ
Proposal: LOFT CONVERSION WITH REAR DORMER AND ALTERATIONS TO ROOF FORMING SIDE GABLE

Application No.: RESX/17/00673 **Application Type:** Prior Approval Householder PD
Ward: Greasby Frankby and Irby **Decision Level:** Delegated
Decision Date: 05/07/2017 **Decision:** Prior approval is not required
Case Officer: Mrs MA Jackson
Applicant: Mr N Nickless **Agent:**
Location: 96 GLENWOOD DRIVE, IRBY, CH61 4UJ
Proposal: Erection of a single storey rear extension which would extend beyond the rear wall of the original house by 3.8m for which the maximum height would be 2.8m and for which the height of the eaves would be 2.3m

Application No.: LBCO/17/00730 **Application Type:** Local Listed Building Consent
Ward: Bromborough **Decision Level:** Delegated
Decision Date: 06/07/2017 **Decision:** Acceptable
Case Officer: Mrs J Malpas
Applicant: Mr Ian Pritchard **Agent:**
Location: 10 JUBILEE CRESCENT, PORT SUNLIGHT, CH62 5DP
Proposal: Installation of a satellite dish to rear of house or side of shed

Application No.: LBCO/17/00751 **Application Type:** Local Listed Building Consent
Ward: Bromborough **Decision Level:** Delegated
Decision Date: 05/07/2017 **Decision:** Acceptable
Case Officer: Mrs J Malpas
Applicant: Miss Amy Fitzmaurice **Agent:**
Location: 4 CIRCULAR DRIVE, PORT SUNLIGHT, CH62 5EP
Proposal: Satellite dish

Summary of data

	Total Per D
Acceptable	2
Approve	112
Lawful Use	2
Prior approval is not required	9
Prior approval is required	1
Refuse	8
Withdrawn	2
Withdrawn by Applicant	1
Report Total	137

This page is intentionally left blank

**Planning Appeals Decided
Between 01/04/2017 and 30/06/2017**

Allowed

Application No.: APP/16/01089	Application Type: APP	Ward: Heswall
Case Officer: Miss A McDougall	Council Decision: Refuse	Decision Level: Planning Committee
Applicant: Mr Christopher Weatherstone	Agent:	
Location: LAND ADJACENT TO 3 DALE GARDENS, HESWALL, CH60 6TQ		
Proposal: New build dwelling with access from Oldfield Road		
Appeal Ref.: 3165407	Appeal Type: Appeal against refusal	
Appeal Decision: Allowed	Decision Date: 05/05/2017	

Application No.: APP/16/00522	Application Type: APP	Ward: Upton
Case Officer: Mr K Spilsbury	Council Decision: Refuse	Decision Level: Planning Committee
Applicant: Deloitte LLP	Agent: Savills (UK) Limited	
Location: ASDA Stores Ltd, WOODCHURCH ROAD, WOODCHURCH, CH49 5PD		
Proposal: Construction of a four pump (eight filling position) fully automated Petrol Filling Station within the curtilage of the existing store; to include fuel storage tanks, associated pipework, overhead canopy, forecourt surfacing, Air and Water unit and reconfiguration of car parking bays		
Appeal Ref.: 3167563	Appeal Type: Appeal against refusal	
Appeal Decision: Allowed	Decision Date: 09/05/2017	

Application No.: APP/15/01347	Application Type: APP	Ward: New Brighton
Case Officer: Mrs MA Jackson	Council Decision: Refuse	Decision Level: Delegated
Applicant: Mr Liam Gryba	Agent:	
Location: 84A SEABANK ROAD, EGREMONT, CH45 7PG		
Proposal: Retention of 2 metre fence facing Hertford Drive.		
Appeal Ref.: 3161283	Appeal Type: Appeal against refusal	
Appeal Decision: Allowed	Decision Date: 07/04/2017	

**Planning Appeals Decided
Between 01/04/2017 and 30/06/2017**

Application No.: APP/16/01367 **Application Type:** APP **Ward:** Clatterbridge

Case Officer: Mrs MA Jackson **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr Pugh **Agent:** Mr Evans

Location: 2 THE CHASE, BROMBOROUGH, WIRRAL CH63 0EX

Proposal: Two storey extension and addition of lean-to hipped roof over existing garage

Appeal Ref.: 3169306 **Appeal Type:** Appeal against refusal

Appeal Decision: Allowed **Decision Date:** 16/05/2017

Application No.: APP/16/01304 **Application Type:** APP **Ward:** Bidston and St James

Case Officer: Mrs S Lacey **Council Decision:** Refuse **Decision Level:** Planning Committee

Applicant: Dr Ahmed **Agent:** SDA Architecture Limited

Location: Laird Street Police Station, LAIRD STREET, BIRKENHEAD, CH41 7AJ

Proposal: Proposed change of use to a House of Multiple Occupation (10 bedsits), proposed window openings and removal of ramp (AMENDED DESCRIPTION).

Appeal Ref.: 3171320 **Appeal Type:** Appeal against refusal

Appeal Decision: Allowed **Decision Date:** 27/06/2017

Application No.: APP/16/01072 **Application Type:** APP **Ward:** Wallasey

Case Officer: Miss A McDougall **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr A Paterson **Agent:** Hughes Architectural

Location: 26 CLAREMOUNT ROAD, LISCARD, CH45 6UB

Proposal: Change of use of existing residential annexe into an independent dwelling.

Appeal Ref.: 3170686 **Appeal Type:** Appeal against refusal

Appeal Decision: Allowed **Decision Date:** 30/05/2017

**Planning Appeals Decided
Between 01/04/2017 and 30/06/2017**

Dismissed

Application No.: APP/16/01541 **Application Type:** APP **Ward:** Bebington

Case Officer: Mrs S Lacey **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr M Minshall **Agent:** SDA Architecture Limited

Location: 14 NORBURY AVENUE, HIGHER BEBINGTON, CH63 2HJ

Proposal: Double Storey Side Extension

Appeal Ref.: 3171647 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 11/05/2017

Application No.: APP/17/00034 **Application Type:** APP **Ward:** Hoylake and Meols

Case Officer: Mrs S Lacey **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mrs Lynn Croxton **Agent:** St Helens Windows

Location: Parkfield Cottage, PARK ROAD, MEOLS, CH47 7BE

Proposal: Proposed conservatory to the rear of the house.

Appeal Ref.: 3171729 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 11/05/2017

Application No.: APP/16/00456 **Application Type:** APP **Ward:** Greasby Frankby and Irby

Case Officer: Mr N Williams **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr Phil Hopkins **Agent:**

Location: The Paddock SANDY LANE NORTH, IRBY, CH61 4XX

Proposal: Erection of new two-bedroom bungalow

Appeal Ref.: 3173334 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 23/06/2017

**Planning Appeals Decided
Between 01/04/2017 and 30/06/2017**

Application No.: APP/16/01092 **Application Type:** APP **Ward:** Bebington

Case Officer: Mrs S Williams **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr Jeffrey O'Toole **Agent:** Forward Planning

Location: 31 BERWYN BOULEVARD, HIGHER BEBINGTON, CH63 5LR

Proposal: Retention of a boundary wall

Appeal Ref.: 3170527 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 24/05/2017

Application No.: APP/16/00614 **Application Type:** APP **Ward:** Greasby Frankby and Irby

Case Officer: Mr K Spilsbury **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr S Balanaise **Agent:** SDA Architecture Limited

Location: The Willows, FRANKBY STILES, FRANKBY, CH48 1PL

Proposal: Erection of a detached bungalow

Appeal Ref.: 3162162 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 04/05/2017

Application No.: OUT/15/01635 **Application Type:** APP **Ward:** Greasby Frankby and Irby

Case Officer: Mr N Williams **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr David Birkitt **Agent:** SDA Architecture Limited

Location: Land on the corner of Townshend Avenue & Irby Road, IRBY, WIRRAL CH61 2XW

Proposal: To develop up to 35 new homes

Appeal Ref.: 3167893 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 13/06/2017

**Planning Appeals Decided
Between 01/04/2017 and 30/06/2017**

Application No.: APP/16/00746 **Application Type:** APP **Ward:** Claughton

Case Officer: Mrs S Lacey **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr Stuart Duff **Agent:** David Ainsley

Location: 70 PARK ROAD SOUTH, BIRKENHEAD, WIRRAL

Proposal: Change of use of a 5 unit House in Multiple Occupation (HMO) to 5 individual flats at first, second and mezzanine floors.

Appeal Ref.: 3168560 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 18/05/2017

Application No.: APP/16/00666 **Application Type:** APP **Ward:** Heswall

Case Officer: Mr K Spilsbury **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr Peter Lee **Agent:** Hughes Architectural

Location: 27 LATCHFORD ROAD, GAYTON, CH60 3RN

Proposal: Erection of a detached dormer bungalow with a detached garage

Appeal Ref.: 3168077 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 09/05/2017

Application No.: APP/16/00823 **Application Type:** APP **Ward:** Hoylake and Meols

Case Officer: Mr N Williams **Council Decision:** Refuse **Decision Level:** Planning Committee

Applicant: Starfish Commercial LTD **Agent:**

Location: Ashton Court, BANKS ROAD, WEST KIRBY CH48 0RJ

Proposal: Demolition of existing buildings and erection of 14 No. new-build residential properties

Appeal Ref.: 3168876 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 23/05/2017

**Planning Appeals Decided
Between 01/04/2017 and 30/06/2017**

Application No.: APP/16/00884 **Application Type:** APP **Ward:** Oxton

Case Officer: Mrs S Lacey **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr G Smith **Agent:** Bryson MuHugh Architects

Location: 4 HOLM LANE, OXTON, CH43 2HP

Proposal: Variation of condition 5 following grant of planning permission APP/13/00773 for the use of the outdoor play area to be between 09:30 hours and 16:30 hours, everyday.

Appeal Ref.: 3169128 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 22/05/2017

Application No.: APP/16/01325 **Application Type:** APP **Ward:** Bromborough

Case Officer: Miss A McDougall **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Mr RAHMAN **Agent:** Bryson Architecture

Location: 1 CORONATION DRIVE, BROMBOROUGH, CH62 3LF

Proposal: Change of use to hot food takeaway with amended shop frontage and self contained apartment above (amended description)

Appeal Ref.: 3165809 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 10/04/2017

Application No.: APP/16/01255 **Application Type:** APP **Ward:** West Kirby and Thurstaston

Case Officer: Mrs C Parker **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: - - **Agent:** Pegasus Planning Group Ltd

Location: West Kirby Afc, GREENBANK ROAD, WEST KIRBY,WIRRAL

Proposal: "Installation of 5 no. floodlight poles at 15m in height and one combined floodlight and telecommunications pole at 17.5m in height."

Appeal Ref.: 3166146 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 19/05/2017

**Planning Appeals Decided
Between 01/04/2017 and 30/06/2017**

Application No.: APP/16/00800 **Application Type:** APP **Ward:** Greasby Frankby and Irby

Case Officer: Mr K Spilsbury **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Lazy Chef **Agent:** Forward Planning

Location: 223 GREASBY ROAD, GREASBY, CH49 2PF

Proposal: Change of use for a car wash to operate from the property

Appeal Ref.: 3167150 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 27/04/2017

Application No.: APP/16/01138 **Application Type:** APP **Ward:** New Brighton

Case Officer: Mr S Williamson **Council Decision:** Refuse **Decision Level:** Delegated

Applicant: Ms Mairead Noonan **Agent:**

Location: 45 HERTFORD DRIVE, EGREMONT, CH45 7PU

Proposal: Retrospective planning application for raised decking to front of property

Appeal Ref.: 3168863 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 16/05/2017

Application No.: OUT/15/01129 **Application Type:** OUT **Ward:** Bromborough

Case Officer: Mr K Spilsbury **Council Decision:** Refuse **Decision Level:** Planning Committee

Applicant: Riverside Park Limited **Agent:** How Planning LLP

Location: Riverside Park, Riverwood Road, Bromborough, CH62 3QT

Proposal: Outline application (access only) for a residential development of up to 75 apartments with landscaping, parking and associated works

Appeal Ref.: 3154827 **Appeal Type:** Appeal against refusal

Appeal Decision: Dismissed **Decision Date:** 06/04/2017

Planning Appeals Decided
Between 01/04/2017 and 30/06/2017

Grand Total: 21

	Total
Allowed	6 28%
Dismissed	15 71%
Total	21 100%