

Committee: **PLANNING**

Date of Meeting: **02 June 2010**

Title of Report: **S/2010/0533**
17 Shore Road, Southport
(Ainsdale Ward)

Proposal: Layout of road and erection of 5 detached dwellinghouses (three fronting onto Shore Road and two to the rear) after demolition of existing building

Applicant: Mr Durkin & Mr Coulter c/o MD Joinery

Executive Summary

The application is seeking consent for the layout of a road and erection of 5 new detached dwellinghouses (three fronting onto Shore Road and two to the rear) following demolition of the existing dwelling at 17 Shore Road.

The main issues for consideration in the assessment of this application are the principle of development, impact on residential amenity, design, impact on the street scene and character of the area, trees and greenspace and impact on protected species.

Recommendation(s) Approval

Justification

The proposed dwellings will make a positive contribution to their surroundings in terms of their scale, massing and design and will not have a significant detrimental impact on residential amenity by virtue of overshadowing or overlooking and complies with the Council's adopted policies CS3, H10 and DQ1.

Conditions

1. T-1 Full Planning Permission Time Limit
2. M-2 Materials (sample)
3. M-6 Piling
4. M10 Window Reveals
5. Landscaping (scheme)
6. L-4 Landscape Implementation
7. L-1 Protection of trees
8. L-2 Method Statement
9. P-1 Demolition
10. S106 Agreement
13. H-1 Remove existing vehicular/pedestrian access
14. H-2 New vehicular/pedestrian access

15. H-5 Off-site Highway Improvements
16. H-6 Vehicle parking and manoeuvring
17. H-10 Mud on carriageway
18. H-11 Construction Management Plan
19. X1 Compliance

Reasons

1. RT-1
2. RM-2
3. RM-6
4. RM1
5. RL-4
6. RL-4
7. RL-1
8. RL-2
9. RP-1
10. R106
13. RH-1
14. RH-2
15. RH-5
16. RH-6
17. RH-10
18. RH-11
19. RX1

Notes

1. The applicant is advised that all works to the adopted highway must be carried out by a Council approved contractor at the applicant's expense. Please contact the Highways Section on 0151 934 4175 or development.control@technical.sefton.gov.uk for further information.
2. The applicant is advised that the proposal will require the formal allocation of addresses. Contact the Highways Development Control Team on Tel: 0151 934 4175 to apply for a new street name/property number.
3. Bats may be present in your building. Bats are protected species. If you discover bats you must cease work immediately, contact Batline on 01704 385735 for advice.

Drawing Numbers

7689_T:200:1:1, 0207417/01B, 02, 03, 04, 05, 06, 07, 08, 09, 11

Financial Implications

CAPITAL EXPENDITURE	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
REVENUE IMPLICATIONS				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

List of Background Papers relied upon in the preparation of this report

History referred to
Policy referred to



Sefton Council Planning & Economic Regeneration Department Andy Wallis - Director <small>Planning & Economic Regeneration is part of the Regeneration & Environmental Services Directorate</small>		S/2010/0533 17 Shore Road Southport PR8 2PU OSGR: 330840, 412332 Sheet(s): 386D Area: 371 sqm	Standard Site Plan Scale: 1:1250 Date: 20/3/2010 Drawn By: BEERT on Ward(s): Ainsdale Postcode Sector(s): PR8 2 Polling District(s): R3 Parish(es): None Found
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S/2010/0533

The Site

The site comprises land to the side of 17 Shore Road which was previously a treed area of land within the private ownership of no. 17 and the site of the existing dwelling at 17 Shore Road. The levels vary across the site both from east to west and north to south and the site is bound by residential dwellings, flats and sand dunes.

Proposal

Layout of road and erection of 5 detached dwellinghouses (three fronting onto Shore Road and two to the rear) after demolition of existing building.

History

N/2006/0850 Retention of ground floor offices and change of use of first floor to form self-contained flat, installation of security shutters and layout of car park. Refused 09/11/2006.

N/2007/0077 Retention of ground floor offices and retention of use of first floor as self-contained flat for a temporary period of 1 year (alternative to above). Granted 12/04/2007.

Consultations

Merseyside Environmental Advisory Service – Comments awaited and will be added as a late representation.

Highways Development Control – There are no objections in principle to the proposal as there are no highway safety implications. This site is in an accessible location close to the rail station and local shops and facilities. The applicant will need to construct 4 new vehicular crossings to Shore Road in line with the position of the new vehicular access. In addition, the existing vehicular access to Shore Road will need to be closed off and the existing footway crossing reinstated as footway to match the existing footway either side of the access. A minor scheme of highway improvements will be required in relation to the complete reconstruction of the footway on the south-east side of Shore Road directly adjacent to the site, for the entire length of the site boundary. The installation of flush kerbs and tactile paving will also be required at the junction of Shore Road and Delamere Road. As a result there are no objections to this application on the grounds of highway safety, subject to conditions and informatives

Environmental Protection Director – No formal consultation but verbally agreed piling condition should be required.

Neighbour Representations

Last date for replies: 18th May 2010

Received: Letters from 20 & 15 Shore Road raising the following concerns:

- This stretch of Shore Road is noted for the variety of mature houses of individual designs. Would be shame for no. 17 to be demolished instead of being modernised and retained.
- Three dwellings proposed on Shore Road should be of different designs rather than have a block of three identical modern buildings set in estate formation.
- Dwellings to the rear of the site should be retained as 2 storey to prevent overlooking.
- Designs do not retain the character of the road.
- Concerns over demolition of no. 17 and the potential impact this may have on no. 15 adjacent, particularly their boundary wall.
- Concerns over type of foundations of new buildings especially if pile driving is to be used. This will cause damage to surrounding properties.
- Hours of demolition and construction a concern, levels of noise during construction.
- Eight sycamore trees along boundary with no. 15 are to be retained. These trees are not good quality and cause problems with debris falling into gardens. Trees are not protected by TPO and would like to see their removal.

Policy

The application site is situated in an area allocated as Primarily Residential on the Council's Adopted Unitary Development Plan.

AD2	Ensuring Choice of Travel
CS3	Development Principles
DQ1	Design
DQ3	Trees and Development
DQ4	Public Greenspace and Development
EP6	Noise and Vibration
H10	Development in Primarily Residential Areas
H12	Residential Density
L4	Regional Housing Provision
NC2	Protection of Species

Comments

The main issues for consideration in the assessment of this application are the principle of development, impact on residential amenity, design, impact on the street scene and character of the area, trees and greenspace, impact on protected species.

Principle

The site lies within a residential area where new residential development is

considered acceptable subject to other policy constraints.

Policy L4 seeks for Local Authorities to monitor and manage the availability of land identified in plans and strategies and through development control decisions to achieve the housing provision set out in Regional Spatial Strategy. Policy H12 sets out that the recommended density for new housing development is between 30 – 50 dwellings in order to contribute to the efficient use of land. This proposal redevelops the site at a density of 13.2 dwellings per hectare which is less than the recommended. Policy H12 states that development at a lower density will only be permitted where the design considerations in Policy DQ1 justify a lower density. As set out below, the character of this area is that of large detached dwellings on spacious plots and therefore the reduced density is acceptable in this location. To develop at a higher density would not be in keeping with the character of the surrounding area.

Design, Streetscene and Character of the Area

Policy DQ1 requires development to respond positively to the character and form of its surroundings. The character of this locality is fairly large detached dwellings on spacious plots set back from the street frontage and with reasonable rear gardens. Some dwellings on Delamere Road have extremely long rear gardens but these are not typical of dwellings fronting Shore Road. The layout of the site is considered acceptable with three detached dwellings being proposed fronting Shore Road and an access road leading to two further detached dwellings to the rear. Backland dwellings are not typically characteristic of this area but on balance it is considered a reasonable layout of dwellings for this location, given the current pressures for new housing. Policy DQ1 also requires the arrangement of buildings, structures and spaces within the site relates positively to the character and form of the surroundings, achieves a high quality of design in terms of their scale, form, massing, style, detailing and use of materials.

The three frontage dwellings are of an appropriate scale and massing for their position within the Shore Road street scene. Plot 1 is individually designed, plots 2 and 3 are duplicated in terms of the front elevation but have different roof designs. This adds to the variety of the character of this street scene where each dwelling is different to the next. This is a positive feature of this scheme. A objection was received on this basis stating that the dwellings should be more varied in design. However, it is considered that the level of variety is sufficient to make a positive impact on the street scene.

The levels across the site vary and as such the frontage dwellings step up the slope whilst respecting and retaining the scale of the neighbouring developments. The dwellings are designed using traditional materials including brick, render, with strong glazing features, and stone cills to some windows but are of a contemporary design. The overall design of the development is appropriate in this setting and makes a positive contribution to its surroundings thus complying with policy DQ1.

The depths of plots 2 and 3 are consistent with 13a and 15 Shore Road which maintain the character and spaciousness of the area. Plot 1 has a larger rear

garden extending beyond plots 2 and 3 to reflect the larger dwelling type at plot 1.

The boundary treatments for the site are a 900mm brick boundary wall to the front of plots 1, 2 and 3 with railings on top to a total height of 1.5m. This is considered acceptable within the street scene. The side boundaries to the frontage dwellings along the access road which serves plots 4 and 5 to the rear has low brick base walls with railings above at varying heights which reflect the changes in levels across the site.

Residential Amenity

The scheme seeks consent for the erection of 3 dwellings to the Shore Road frontage and 2 sited in a backland position at the rear of the site. In terms of the impact on neighbours and residential amenity, the site has been assessed against the minimum amenity space requirements and interface distances set out in SPG New Housing Development. All dwellings comply with the SPG in terms of amenity space and interface distances to surrounding gardens and dwellings. No objections have been received specifically relating to the siting of the dwellings themselves and the potential effect on residential amenity.

The depths of plots 2 and 3 are consistent with 13a and 15 Shore Road which maintain the character and spaciousness of the area. The gardens are between 14 and 16 metres in depth which exceeds the recommended minimum interface distances. Plot 1 has a larger rear garden which reflects the fact that it is a larger dwelling. Each proposed dwelling will have a good level of amenity space and will provide quality residential accommodation.

Plot 4 backs onto the rear garage court of the flats adjacent to the site at 19 Shore Road at a distance of 12 metres and so no residential amenity issues arise. Furthermore, given the change in levels across the site, plot 4 is 2 storey to the rear, but 3 storey to the front. This prevents the dwelling being excessive in height and having a detrimental impact on its surroundings.

Concern was raised by a neighbour regarding the first floor rear balcony proposed for plot 5. An additional section has been submitted showing the relationship between plot 5 and 14 Delamere Road in order to make a full assessment of the impact of this on amenity. This shows the balcony as 15 metres from the rear garden of 14 Delamere Road which complies with the SPG. Plot 5 also has a small second floor window serving a bedroom on the rear elevation which, again, meets the guidance. A number of trees are proposed to be planted along the boundary with plot 5 and 14 Delamere Road which will offer screening once established. Whilst the siting of a balcony in this position is not considered ideal, the refusal of planning permission on this ground alone cannot be justified on the basis that it meets the SPG.

Neighbours have also raised concerns relating to the demolition process and the effect that demolition and construction may have on their amenity in terms of hours of working during construction and damage to their properties for example. The agent is, in response to these concerns, preparing details which will set out the

applicant's intentions in this respect. Further comment may be made once this information is submitted at late representation stage.

Trees and Greenspace

Policy DQ3 requires the planting of 3 new trees on site per new dwelling. This gives 15 new trees required to be planted. The site plan shows 30 new trees to be planted in total which complies with policy DQ3. A condition will be used to request a more detailed landscape plan to be submitted prior to the commencement of development.

Policy DQ4 requires a financial contribution towards the provision of or improvement of public greenspace. The applicant's agent has confirmed in writing that the applicant is aware of the requirement to enter into a section 106 agreement to make a financial contribution towards this at the current rate of £1,734.50 per dwelling which gives a total contribution of £8,672.50. The proposal therefore complies with policy DQ4.

There are two trees to the front of the site which the Council's tree officer has stated should be retained as part of the proposal, an early maturing Copper Beech and a Pine. The trees are important to the street frontage and must be retained and protected through and beyond the construction process. Despite the site plan showing the trees to be retained and this is welcomed, it may be prudent to make a TPO for these trees. There are also 8 trees along the eastern boundary of the site with no. 15. The neighbours have stated that they would welcome the removal of these trees however the plans show their retention. The Council's tree officer does not require the retention of these trees, however, it is considered that if they were to be removed, the site would be far more visible to the surrounding neighbours and the presence of mature trees within a modern housing development is a positive feature. Furthermore, the trees would need to be replaced on a 2:1 ratio and there may be insufficient space for the additional 16 trees to be accommodated successfully.

A bat and red squirrel survey along with a Natterjack Toad survey have been carried out for the site. Formal comments from MEAS are awaited and will be added as late Representations to this report.

Conclusion

The proposal is acceptable in principle in this location and is appropriate to the character and form of the area. The dwellings will not have a significant detrimental impact on residential amenity given that minimum interface distances are met. The design of the dwellings offers further variety to the street scene of Shore Road and will make a positive contribution towards the surrounding area. The application is therefore recommended for approval.

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(Wed, Thurs, Fri only)