

Committee: **PLANNING**

Date of Meeting: **10 March 2010**

Title of Report: **S/2010/0233**
Various Properties On Keble Road, Hertford Road, Exeter Road, Queens Road, Kings Road, College View, Marble Close and Balliol Road, Bootle
(Linacre Ward)

Proposal: Construction of 160 no. (2,2.5 and 3 storey) residential dwellings, garages and cycle/bin stores including the layout of car parking and public open space. (Re-submission of S/2009/0873 approved 11/02/2010)

Applicant: Keepmoat Homes Keepmoat Homes North West

Executive Summary

This application is necessary to remedy a discrepancy between the numbers of dwelling stated on the decision notice and the number shown on the approved plans in respect of application S/2009/0873. The issues are the same as raised by that application.

Recommendation(s) **Delegate Approval to Officers at expiry of publicity period subject to no additional objections raising new planning issues being received.**

Justification

The principle of development on this site has been agreed under previous applications. The proposals have been assessed against UDP policies and in the context of all other material considerations the proposals are considered acceptable.

Conditions

1. T-1 Full Planning Permission Time Limit
2. X1 Compliance
3. The works comprised in Phase 2 of the development shall not be completed until works to bring the Kings Centre back into use have been commenced.
4. M-2 Materials (sample)
5. M-6 Piling
6. L5 Landscaping (scheme)
7. L-4 Landscape Implementation

8. L-5 Landscape Management Plan
9. H-2 New vehicular/pedestrian access
10. H-6 Vehicle parking and manoeuvring
11. H-7 Cycle parking
12. H-9 Travel Plan required
13. H-10 Mud on carriageway
14. H-11 Construction Management Plan
15. Unless otherwise agreed in writing, no part of the development shall be occupied until a Traffic Regulation Order (TRO) to introduce a scheme of parking controls/waiting restrictions on all roads within the development site has been implemented in full.
16. Unless otherwise agreed in writing, no part of the development shall be occupied until a Traffic Regulation Order (TRO) for a 20 mph zone on all roads within the development site has been implemented in full.
17. Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place until a detailed scheme of highway improvements, including the reconstruction of the footways adjoining the site, incorporating the provision of flush kerbs and tactile paving, has been submitted for the approval of the Local Planning Authority. No part of the development shall be occupied until the approved scheme has been implemented in full.
18. Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place until a detailed scheme of street lighting on all roads within the development site, has been submitted for the approval of the Local Planning Authority, the said scheme shall comply with the required of BS5489. The approved scheme shall be implemented in full prior to the development being brought into use.
19. S106 Agreement
20. S106 Agreement
21. R-2 PD removal garages/ extensions/outbuildings
22. S-1 Site Waste Management Plan
23. M-8 Employment Charter
24. At least 30% of the dwellings hereby permitted shall be used exclusively for social rented housing for which guideline target rents will be determined in accordance with the Housing Corporation Regulatory Circular 'Rent influencing regime - implementing the rent restructure framework' or any such changes/updates to it as are subsequently approved by the Housing Corporation.
25. All dwellings shall meet at least Code 3 sustainable homes.
26. Con-1 Site Characterisation.
27. Con- 2 Submission of Remediation Strategy
28. Con-3 Implementation of Approved Remediation Strategy
29. Con-4 Verification Report
30. Con-5 Reporting of Unexpected Contamination

31. No dwelling shall be commenced on the Balliol Road frontage until a revised noise assessment including mitigation measures taking into account the noise on Balliol Road, Stanley Road and the railway has been submitted to and approved in writing by the Local Planning Authority. All approved mitigation measures shall be incorporated into the development.
32. The development shall not be commenced until a scheme to improve the existing surface water system has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that the drainage system will cope with the 1 in 100 year event (including 30% allowance for climate change). The scheme shall be fully implemented in accordance with the phasing of the scheme or as agreed in writing with the Local Planning Authority.

Reasons

1. RT-1
2. RX1
3. To ensure that the Listed Building is retained in conjunction with this development.
4. RM-2
5. RM-6
6. RL1
7. RL-4
8. RL-5
9. RH-2
10. RH-6
11. RH-7
12. RH-9
13. RH-10
14. RH-11
15. In the interests of highway safety and to accord with policies CS3, DQ1 and AD2 of the Sefton Unitary Development Plan.
16. RH-5
17. RH-5
18. RH-5
19. In the interests of highway safety and to accord with policies CS3, DQ1 and AD2 of the Sefton Unitary Development Plan.
20. R106
21. RR-2
22. RS-1
23. RM-8
24. To ensure the provision of locally accessible employment in accordance with the Council's Labour policy and to comply with Sefton UDP Policy UP1.
25. To accord with the Interim Planning Guidance for South Sefton.
26. RCON-1
27. RCON-2
28. RCON-3
29. RCON-4

30. RCON-5
31. In the interests of amenity of future occupiers and to comply with policies DQ1, CS3 and EP5 in the Sefton Unitary Development Plan.
32. To prevent flooding and to comply with UDP Policy EP7.

Notes

1. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 27-30 above have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing, until Condition 30 has been complied with in relation to that contamination. Contaminated land planning conditions must be implemented and completed in the order shown on the decision notice above.
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.

Drawing Numbers

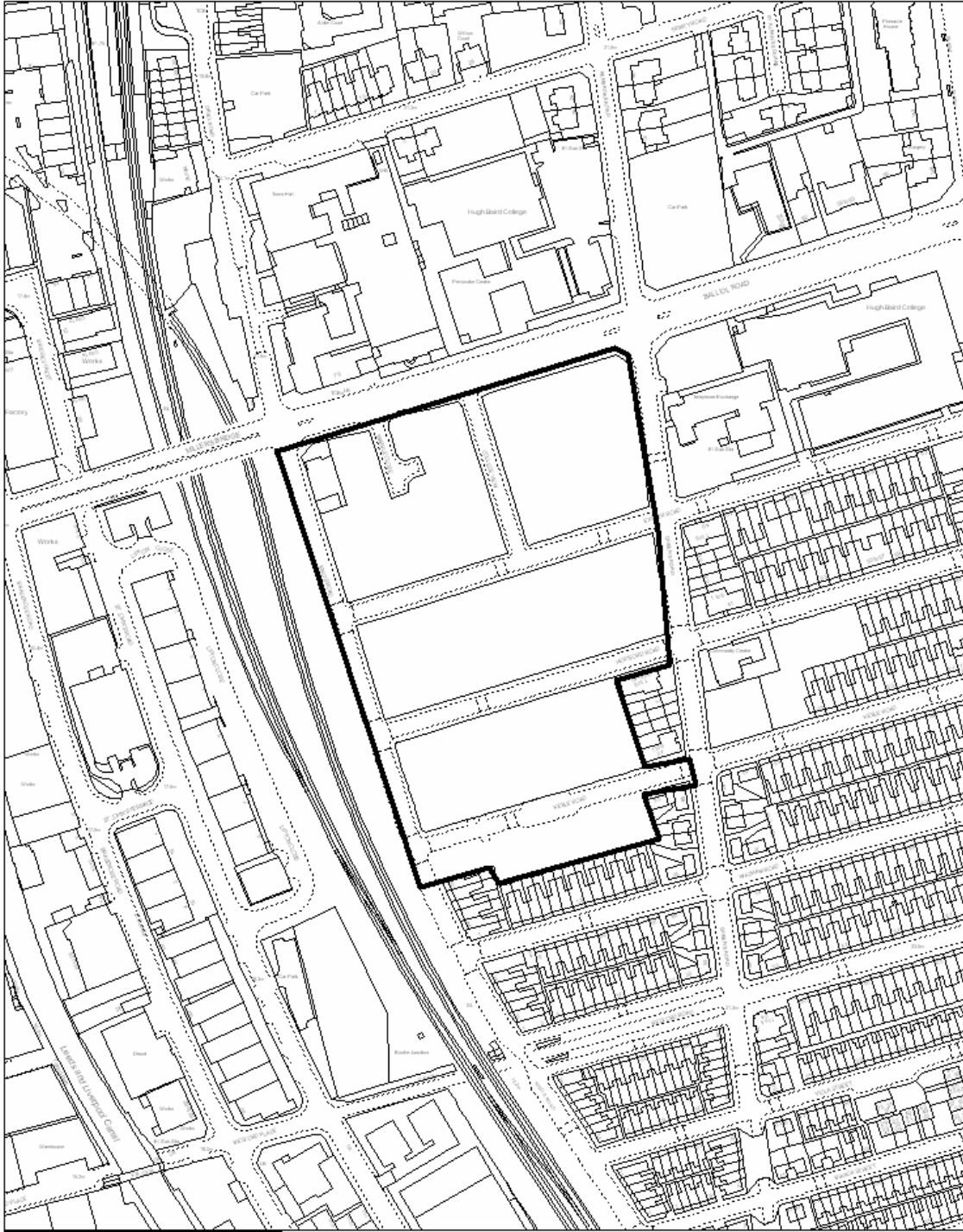
HH08/766 - LTH/02; HH08/853 - LTH/02; HH08/1551 - LTH/02; HH08/1519 - LTH/02; HH08/1416 - LTH/02; HH08/1259 - 100/02; HH08/1148 -100/02; HH08/1059 - LTH/02; HH08/1054 - LTH/02; HH08/973 - LTH/02; HH10/925 - LTH/02; HH10/867 - LTH/02; HH8/738 - LTH/02; HH8/702 - LTH/02; HH8/666 - LTH/02; HH08/622 - DQS-03; HH08/622 - DQS-04; 9083 02B, KHQB 01 A & 02 9083 0AF and 01G; 9083/PB:02B

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

Planning & Economic Regeneration is part of the
Regeneration & Environmental Services Directorate

S/2009/0873
Various Premises
Queens / Bedford
Bootle
L20
OSGR: 334166, 394671 | Sheet(s): 306, 30A | Area: 37666 sqm

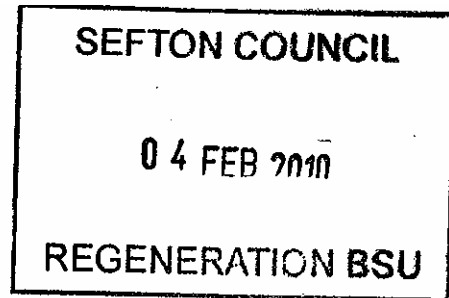
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Standard Site Plan

Scale: 1:1250
Date: 26/1/2010
Drawn By: EBERT on



Ward(s): *Isaacre*
Postcode Sector(s): *L20 8, L20 7*
Polling District(s): *J6*
Parish(es): *None Found*



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3 February 2010

Susan Tyldesley
Planning & Economic Regeneration
Sefton Council
Balliol House
Balliol Road
Bootle
L20 3RY

Our Ref: CSE-17849

Dear Susan Tyldesley

SEFTON: BEDFORD ROAD AND QUEENS ROAD, PHASE 1B
YOUR REF: S/2009/0873

Thank you for consulting the Commission for Architecture and the Built Environment (CABE) about this proposal. We have reviewed proposals for this project on four occasions, including in response to the previous planning application (S/2006/0239). Following a site visit prior to the earlier application, and a recent telephone conversations with the local authority, the revised planning application drawings have been considered by chair of design review, Piers Gough, CABE panel member Dominic Papa, and design review staff. CABE's views, which supersede all views that may have been expressed previously, are set out below. This is our formal response to the planning application.

Summary

Whilst we think that improvements have been made to the appearance of the houses proposed for this development, much will depend on the quality of their materials and detailing. In several other respects, we think that the design quality of the scheme has deteriorated since the 2006 planning approval. We have no objection in principle to a reworking of the mix of housing that the scheme provides, in line with market conditions. We also support the retention and conversion of the Kings Centre, which has been listed since 2006. However, we continue to have concerns about the space standards of the house types proposed, and the site layout. We also note that the Kings Centre is excluded from

the current application, and that there is a risk it may be left derelict if its conversion is not brought forward as an integral part of the development.

Site context

We make the general point that this part of Sefton has a strong character that should be regarded as an asset to build upon. There is a great deal this area potentially offers new and existing residents; for example the quality of the historic fabric, the proximity of a local park, easy access to Liverpool city centre, and the proximity of local services. We believe that the regeneration strategy in Sefton should embrace not just the renewal of parts of the fabric but a broader approach to reviving the perception of the place. How can the programme of renewal build on the special qualities already evident in the place, celebrating its richness and making it a place of character and distinction? In this regard we are not convinced that the perception of Sefton will be transformed by this new housing.

Site layout

The general arrangement of streets, homes and public spaces on the site was the most convincing aspect of the approved 2006 scheme for this site. The street layout remains, in broad terms as before, but with the addition of several parking courts, and a reduction in on street parking. We strongly recommend that the use of parking courts as the primary means of accommodating cars should be reconsidered.

On street parking, if thought of as an integral part of the public realm design, can be highly beneficial; calming traffic without the need for speed bumps, generating activity on streets, avoiding wasteful doubling up of vehicular circulation, freeing space for more generous front gardens. On street parking would allow people arriving by car to enter their homes through the front door, rather than via their garden through french doors, straight into their living room. It would also allow the creation of higher quality private gardens, backing onto gardens in a traditional way. This is not to say that a small amount of courtyard parking could not be included in a successful scheme; but that in our view they should not be the dominant solution.

The arrangement of homes is also less convincing than in the approved 2006 scheme, which included bespoke house types responding to specific site locations. This allowed good enclosure along street frontages, creating coherent streetscapes, and well protected gardens. Revisions to the current application

provide a new semi-detached house type on the corner of Exeter Road and Queens Road, with entrances facing both streets. However, generally, the current application has a more fragmented arrangement of houses along streets such as Exeter Road, Hertford Road and the Mews Links.

Architecture

Revised elevations for the house types have been submitted as an amendment to the current planning application, and we think these are an improvement, although ultimately, much will depend on the quality of detailing and materials. One new house type has been introduced, responding to a corner location. However there continues to be poor enclosure by houses along streets, for example on Exeter Road, and the house types proposed have very small space standards.

Kings Centre

The proposed retention of the Kings Centre, which was previously to have been demolished, is a positive aspect of the current scheme. This fine building has been listed since the 2006 planning approval, and we think its retention will play an important role in maintaining the distinctive character of this area. We understand that a feasibility study for its conversion to residential use has been commissioned by a Registered Social Landlord. We think it is essential that the local authority are able to influence the phasing of redevelopment of the Kings Centre through the use of planning conditions relating to the current application.

Landscape design

We think there is scope for a strong landscape strategy to go some way to strengthen the quality of place created by this development. For example, where the fragmented arrangement of house types leaves gaps along streets such as Exeter Road, if brick walls were provided as the boundary to gardens, this could help give a greater sense of enclosure to the streets. We would encourage the local authority to use a planning condition to require details of the landscape design, as a means of securing high quality street trees, paving materials, boundary walls and planting.

If there is any point on which you would like clarification, please telephone me.

Yours sincerely



Deborah Denner
Design review advisor

cc	Darren Higson	MPSL Planning & Design Ltd
	Cathy Tuck	English Heritage
	Ian Garland	Government office for the North West

Declaration of interest

Jason Prior is a CABE Commissioner, his practice EDAW were the original masterplanners for Sefton.

Public scheme

As this scheme is the subject of a planning application, we will publish our views on our website, www.cabe.org.uk

Regional Affiliation

CABE is affiliated with independent regional design review panels which commits them all to shared values of service, the foundation of which are the 10 key principles for design review. Further information on affiliation can be found by visiting our website: www.cabe.org.uk/design-review/regional

The Site

This application concerns Phases 1B and 2 of the Queens Road/Bedford Road housing market renewal scheme. It basically covers the area bounded by Queens Road, Kings Road, Balliol Road and Keble Road with the exception of part of the frontage to Queens Road (already developed as Phase 1A) and the Kings Centre (which is now a Listed building). The houses which previously occupied the site were subject of a CPO and have now been demolished. The site has been cleared and lies vacant.

Proposal

Construction of 160 no. (2,2.5 and 3 storey) residential dwellings, garages and cycle/bin stores including the layout of car parking and public open space. (Re-submission of S/2009/0873 approved 11/02/2010)

History

- S/2010/0233 - Construction of 159 no. (2, 2.5 and 3 storey) residential dwellings, garages and cycle/bin stores including the layout of car parking and public realm areas - approved 11/02/2010
- S/2008/0295 - Variation of house types for S/2006/0239. Approved 15/05/2008
- S/2006/0239 - Reserved matters for 220 flats and houses and associated works - Approved 18/05/2006
- S/2004/1326 - Outline application for new residential development, mixed use development to Stanley Road frontage and associated works - Approved 02/06/2005 (Phases 1B, 2, 3, 1D)

Consultations

The following responses were received on the previous application

CABE - response attached. This recognises that improvements have been made to the appearance but are not convinced that the perception of this part of Sefton will be transformed by this new housing. CABE remains concerned about the use of parking courts, the space standards of some houses and some aspects of layout.

Highways Development Control – there are no objections to the proposal in principle, as there are no highway safety implications.

The proposed layout of the site access roads, together with the alterations to the alignment of Kings Road and Queens Road, will create a 'Homezone', where priority is shared between all road users (pedestrians/cyclists/motor vehicles) resulting in

lower vehicle speeds and a safer and more attractive environment for residents. A scheme of traffic signs to indicate the 20 mph speed limit/homezone will be required.

The existing roads and passageways within the extent of the development site have already been 'Stopped-Up'. The applicant will be required to submit a drawing to clearly define which areas are intended to form part of the adopted highway, and which areas will be within private ownership or maintained by any subsequent RSL/management company. Details regarding the drainage, construction details and palette of materials for use in the areas intended for adoption, are subject to the approval of the Highway Authority and the roads will be adopted under s38 of the Highways Act 1980.

The drawing indicates each residential unit as having one allocated car parking space, which given the highly accessible location of the development site, close to Bootle Town Centre and excellent public transport facilities, is acceptable.

The Bootle Parking Strategy has identified the area for a Residents Privileged Parking scheme. The applicant will be required to fund the implementation of this scheme through a legal agreement (including legal procedures, advertising, traffic signs and carriageway markings).

Secure enclosed cycle parking for residents of the flats will be provided in dedicated cycle stores, however a number of 'Sheffield' stands will be required for use by visitors, which should be located close to the main entrances to each block.

A Travel Plan for the eventual occupants of residents will need to be developed and a condition attached to any approval notice to secure this.

The previously approved application for this site identified the need to make a contribution (via a s106 agreement) towards the cost of a new traffic signal controlled junction at Balliol Road/Queens Road/Pembroke Road in order to improve accessibility for pedestrians by creating direct and safe linkages with the town centre.

Since then, the traffic signals have been implemented and are fully operational. The total cost of the scheme amounted to £140,830 and was funded from the Local Transport Plan allocation. This necessitated using a proportion of funds identified for other schemes within the programme, with the intention of reallocating those funds once the s106 monies were received by the developer.

Although this is a new planning application, the developer and the site remain the same and as such, we would still seek to secure the funds from the developer for 50% of the total scheme cost. This equates to a contribution of £70,415. I would request that this be required as part of the S106 agreement.

In view of the above, there are no objections to the proposal, subject to conditions.

Merseytravel – no objections but wish to ensure traffic can be accommodated on the network; Travel plan to be prepared; good quality walking routes to bus stops

provided and contribution towards improvements at Oriol Road station; access for dial-a-ride.

Environmental Protection - no objections subject to conditions. The noise assessment requires some review.

Environment Agency - no objection, but recommends conditions with regard to drainage and contaminated land.

Police Architectural Liaison Unit – views on revised scheme awaited.

United Utilities –no objections

Merseyside Fire and Rescue - access and water supplies to accord with guidance.

Neighbour Representations

Neighbours have been notified and reply period ends on 19th March. Site Notice expires 19th March. Press Notice expires 25th March.

Objections were received to the previous application as follows

from occupier of 34 Mersey House, 43 Wadham Road, on grounds that

- out of place and inappropriate design; destroys setting of Kings Centre.
- development on Balliol road unsustainable –impact of traffic, poor design
- house types poor; flats over garages indeterminate; no bungalows, too many apartments
- social rented housing is on Balliol road frontage –worst conditions for the most disadvantaged and too many 2 bed units
- too much parking; streets too narrow; inadequate greenspace and trees.
- parking for the college is needed and would be better use of the site -need some sort of residents parking scheme
- house sizes too small
- public open space inadequate

Letters from 32 Kings Road and 78 Keble Road

One resident objects only to the inclusion of social housing in the scheme as it won't be looked after and will lower values in the area.

One resident is concerned about being misinformed about proposals in the area.

Policy

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

- AD2 Ensuring Choice of Travel
- CS1 Development and Regeneration
- CS3 Development Principles

DQ1	Design
DQ3	Trees and Development
DQ4	Public Greenspace and Development
DQ5	Sustainable Drainage Systems
EP3	Development of Contaminated Land
EP6	Noise and Vibration
H10	Development in Primarily Residential Areas
H12	Residential Density
H2	Requirement for Affordable, Special Needs and Housing
H7	Housing Renewal, Clearance and Regeneration
H8	Redevelopment within the Pathfinder Area
HC4	Development Affecting the Setting of a Listed Building
UP1	Development in Urban Priority Areas

RSS L4 Regional housing Provision

Comments

Background

This application is a resubmission of an application which was considered and approved by committee last month. Unfortunately, due to late submission of revised plans the numbers on the decision notice and approved plans differed. The present application seeks to clarify and remedy that situation and also includes additional substations. In all other respects the application is identical to that approved last month and the same considerations apply. The additional dwelling has been created by replacing 2 units with three on Queens Road close to the corner with Balliol road. This raises no significant additional planning issues.

The proposal concerns phases 1B and 2 of the Queens /Bedford redevelopment project. Proposals for Housing Market Renewal in this area were initially approved in June 2005 under planning application S/2004/1326. This outline application followed the guidance in the Supplementary Planning Guidance and Development Brief for the Bedford road/Queens Road area. It was recognised that this area of south Sefton was in urgent need of regeneration. The outline application covered an area greater than Phase 1B and 2 - including also phases 3 and 1D. These last two phases have now been dealt with under different permissions.

Reserved matters for Phase 1B/2 were submitted in March 2006 (application S/2006/0239) following a period of discussion with the CABE enabling team to produce a scheme which met the planning requirements of the outline application and met CABE's concerns. Permission was granted in May 2006

The Compulsory Purchase Order for the area was subsequently confirmed and demolition has taken place. The site now lies vacant with the exception of the Kings

Centre on the corner of Balliol Road and Kings Road which was Listed on 29/01/2007.

Variations to the scheme, mainly to alter house types were approved in May 2008.

The present proposals take into consideration the changed market conditions and also take into account the retention of the Kings Centre. The main changes from 2008 are to increase the number of houses relative to apartments which in turn reduces the number of units. The applicant also seeks to increase the within curtilage/off street parking provision and to vary house types to make the scheme stack up more reasonably in economic terms.

The principle of the development has been established by the previous permissions and the issues raised by the present scheme primarily relate to layout and design. The impact on and future of the Kings Centre in its relationship to this application is also a very important consideration. Housing mix and affordable housing; access and parking; impact on residential amenity and issues of landscaping trees and greenspace also must be considered.

Layout and design

The proposed layout generally follows the layout of streets established under the 2006 application which was agreed with CABE. In this respect no significant issues are raised. The layout follows the general pattern of previous development on the site but includes a small greenspace area for use by residents. The block pattern is therefore acceptable.

The main issues have arisen in respect of the detailed layout of dwellings within the blocks. The original submission on S/2009/0873 was considered by CABE and the response was quite negative. CABE were not convinced that the perception of Sefton would be transformed by this new housing. In more detail they raised the following major concerns

- parking courts
- fragmented arrangement of houses along streets
- poor quality of architecture
- relationship to Kings Centre.

Planning Officers have worked closely with the applicant, Keepmoat to see if these issues could be resolved and the proposals were revised. The CABE response recognises that significant improvement has been made although some concerns remain in respect of parking courts and dwelling sizes.

Parking Courts

The applicant has been concerned to provide adequate off street parking. From a marketing point of view they feel that houses, especially 3/4 bed houses (which comprise most of this development) require 1 and ideally 2 within curtilage spaces. This provides a real challenge. The previously approved scheme relied greatly on on-street unallocated parking which the applicant feels reduces the saleability of the scheme and will result in conflicts between residents over availability of parking.

The parking courts have been reduced in size to become less dominant aspects of

the scheme and provide one parking space for those houses which would otherwise have no off street parking. This seems a reasonable compromise - although it falls well short of the applicant's aspirations. Courts would be securely gated.

Although CABE still expresses concern about the parking courts, the Director considers that the revisions now made to reduce these courts are reasonable and that the inclusion of some parking courts within the scheme is acceptable.

Street scenes

The proposals seek to turn the corners appropriately and avoid too much fragmentation of street scenes. The submitted plans are now acceptable in this respect.

Architecture

The architecture has now been designed for the scheme and CABE recognise significant improvement from the original submission under reference S/2009/0873. The present scheme, whilst not exceptional, is now acceptable.

Kings Centre

The original outline and reserved matters approvals provided for the demolition of the Kings Centre. Its Listed status now changes the situation. The Kings Centre is not included in the present scheme but the applicant has been asked to consider future uses in conjunction with the HMRI team. It is clear that this will be a very considerable challenge. A scheme is under discussion and it is hoped that this will lead to a planning application. It is, however, appropriate to link the timing of the works to the Kings Centre to the phasing of the proposed development on the application site, a condition requiring this is attached.

There are no major concerns in terms of the impact of the proposed scheme on the setting of the Listed building. The scheme allows space for gardens and parking for future users.

Housing mix and affordable housing

The dwellings all now exceed the minimum sizes required by the South Sefton IPG. They also designed to meet Code 3 Sustainable homes and almost all of the properties will meet Lifetime Homes.

The proposals provide 60 units out of 160 for social renting which meets the requirements for affordable housing.

The scheme provides a good mix of sizes of units from 2-4 bedrooms.

Access and parking,

The Highways Development Control team raise no major concerns. Road closures

have been carried out already. The detailed scheme will require detailed discussion with the Director of Technical Services to agree detailed design of homezones and highway works.

The developer will be required to pay the costs of implementation of a residents parking scheme especially in view of the indiscriminate parking currently taking place on the site. Moreover, the previous agreements for this site included the provision of monies to pay for the pedestrian crossing at Balliol road. This has now been provided but as an essential part of the accessibility requirements for the present site it is considered that a contribution is still required.

Residential amenity and security

The proposals have little impact on adjoining residents and the scheme is acceptable in this respect. The new dwellings in Keble Road do not quite achieve full intervisibility distances to existing houses but the design is unchanged from the previous approval which accepted that the distances provided exceed those previously existing. Most houses in the scheme achieve close to the 21m between habitable room windows.

Garden sizes fall short of the 70sq m norm but greatly exceed the previous yard amenity areas. This reduction was accepted as part of the previous scheme. All dwellings have suitable provision for bin stores and have an amenity area.

On account of the tight nature of the scheme it is recommended that PD rights be withdrawn for extensions and outbuildings.

In terms of security the Architectural Liaison officer raised no significant concerns.

Trees and greenspace

The proposal includes an area of greenspace within the scheme. This is designed as a square in the centre of the development and full details of its design and provisions for future maintenance are yet to be agreed. The location and size of this space is as previously agreed and is in principle appropriate. Houses face onto it on all sides and it has the potential to be an attractive amenity. However the greenspace provided is only sufficient to provide for 40 dwellings. A commuted sum for £202,080 (120 x £1,684) at current prices would be required for the remainder in

Policy DQ3 requires 3 trees per dwelling ie 480 trees. A commuted sum for those which cannot be provided on site will be required. It would appear that about 300 can be provided on site. The applicant indicates the inclusion of some feathered trees which are to be tightly planted on site boundaries in a way which is not suitable for inclusion in the S106 requirement.

Contact Officer: **Mrs S Tyldesley Telephone 0151 934 3569**