

Planning Committee
22 August 2013

Reference:
APP/13/00673

Area Team:
North Team

Case Officer:
Mr M Rushton

Ward:
Bidston and St James

Location: Land Off Laird Street, Birkenhead, Wirral, CH41 8EX
Proposal: Proposed residential development consisting of 125no. dwellings.
Applicant: Keepmoat
Agent : MPSL Planning & Design

Site Plan:



Development Plan Designations:

Primarily Residential Area
Traditional Suburban Centre
Rail Corridor subject to Environmental Improvement

Planning History:

Application Type: Prior Notification of Demolition
Proposal: Demolition of residential units at 2-52 Milner Street, 1-49 Carrington Street & 32-50 / 57-71 Rundle Street
Application No: DEM/09/05197
Decision Date: 24/03/2009
Decision Type: Prior approval is not required

Location: 2-44 Carrington Street, Birkenhead, Wirral, CH41 8EX
Application Type: Prior Notification of Demolition
Proposal: Demolition of 2-44 Carrington St (even numbers only)
Application No: DEM/09/05482
Decision Date: 18/05/2009
Decision Type: Prior approval is not required

Location: 48-50 RUNDLE STREET, BIRKENHEAD, CH41 8EY
Application Type: Prior Notification of Demolition
Proposal: Demolition of two storey brick built terrace houses
Application No: DEM/11/01171
Decision Date: 16/11/2011
Decision Type: Approve

Location: 31-43, 10-44 CARRINGTON STREET, BIRKENHEAD, CH41 8EX
Application Type: Prior Notification of Demolition
Proposal: Demolition of two storey brick built terraced houses
Application No: DEM/11/01175
Decision Date: 16/11/2011
Decision Type: Approve

Location: 41-55 (odds) Rundle Street, 134 -258 (evens) Laird Street, The Narrowgate Centre, 54 Milner Street and 19-37 (odds) Milner Street Birkenhead Wirral, CH41 8EZ
Application Type: Prior Notification of Demolition
Proposal: Demolition of 41-55 (odds) Rundle Street, 134-258 (evens) Laird Street, Narrowgate Centre 54 Milner Street and 19-37 (odds) Milner Street
Application No: DEM/12/00463
Decision Date: 01/05/2012
Decision Type: Prior approval is not required

Location: 1-39 AND 2-26 PLUMER STREET, 2-44 AND 1-39 THORNEYCROFT STREET AND 12 - 30 RUNDLE STREET, BIRKENHEAD, CH41 8EY
Application Type: Prior Notification of Demolition
Proposal: Demolition of properties
Application No: DEM/12/00772
Decision Date: 24/07/2012
Decision Type: Prior approval is not required

Summary Of Representations and Consultations Received:

REPRESENTATIONS

Having regard to the adopted Guidance on Publicity for Planning Applications, neighbour notification letters were issued to 65 adjoining properties, and a number of Site Notice erected around the site. In addition, the application was advertised by a press notice placed in the Wirral Globe. At the time of writing no representations have been received.

CONSULTATIONS

Head of Environment and Regulation (Traffic and Transportation Divisions) – no objection subject to the imposition of a planning condition to require the submission and approval of full details of: a traffic calming scheme and the means of implementation of a 20mph speed limit including all appropriate signing and traffic regulation. The development shall not be occupied until these works have been completed in accordance with the approved details.

Head of Environment and Regulation (Environmental Protection Division) – no objection, subject to the imposition of conditions to secure a site investigation and risk assessment (for ground contamination) and subsequent remediation and monitoring/maintenance schemes.

Head of Housing & Community Safety – no objections, refer to Director's Comments.

Merseyside Police Crime Reduction (Architectural Liaison Officer) – crime and disorder issues in this area are high: the risk of burglary is in the top 10% for Wirral and Merseyside as a whole, and the area suffers from a high number of incidents of anti-social behaviour, some caused by off-road motorcycles. The layout proposed will change the dynamics of the area, as previously the area was segregated by a high wall and palisade fencing from the neighbouring Connaught Way Estate. This proposal will provide an open link with the neighbouring estate via a footpath running between plots 8/9 and 10/11. Whilst the removal of this physical barrier will increase permeability, it may also increase crime and disorder in the area. It is important that connectivity is designed in such a way that it ensures opportunities for crime and disorder are not created or increased. The remainder of the development is formally laid out with housing units facing each other providing good opportunities for natural surveillance. Detailed recommendations are made in relation to: perimeter boundary treatment; car parking; lighting, and; planting proposals.

Environment Agency – no objection in principle, the development site is within Flood Zone 1 (low risk of tidal and fluvial flooding). Comment that conditions are necessary to ensure the recommendations of the submitted Flood Risk Assessment are carried forward to the detailed design stage. A condition is requested to require submission of a scheme for the provision and implementation of a surface water regulation system, the scheme to include a 30% reduction in impermeable surfacing/reduction in surface water run-off compared to the existing development/site characteristics. It is also noted that during severe rainfall events, the risk of flooding from overland flow could affect the proposed development. The site layout is to be designed to contain any such flooding within the site, so that such new and existing buildings are not affected – a condition is therefore recommended to require a scheme for the management of overland flow from surcharging of the site's surface water drainage system, including details of proposed ground levels and finished floor levels.

Merseytravel - request that: Wirral Council require the developer to ensure all traffic generated by the development can be accommodated in the local highway network without impeding bus services on Laird Street, Corporation Road or the wider area; an appropriate contribution is made to secure the upgrade of two bus stops on Laird Street; Wirral Council require the developer to implement a full travel plan for all residents in order to promote all modes of sustainable travel; arrangements are made to allow Dial-a-Ride vehicles to access the development's entrance and exit points, and; Wirral Council require the developer to create and facilitate good quality walking routes between all properties and the nearest appropriate bus stops located on Laird Street.

Director's Comments:

REASON FOR REFERRAL TO PLANNING COMMITTEE

The application seeks permission for the erection of 125 dwellings which is defined as Major Development and is therefore required to be considered by the Planning Committee under the Council's adopted Scheme of Delegation for Determining Planning Applications.

INTRODUCTION

The proposal is for the residential development of a cleared site of approximately 3.02 hectares bounded by Laird Street, Plumer Street, Milner Street and Corporation Road. The last use of the site consisted predominantly terraced residential properties in a grid layout, now part demolished, the remainder being either vacant or subject to compulsory purchase orders.

The housing proposed would consist of a mixture of 2 and 3 bedroom family housing. The dwellings would predominantly be 2-storey in height, though 16 no. properties would be 2.5-storey (featuring accommodation within the roof space served by dormer windows), 12 properties (on Rundle Street) would be 3-storey, and 4 units would be single-storey bungalows. A number of house types are proposed, with the site layout utilising the existing road frontages of Laird Street, Milner Street, Carrington Street, Rundle Street, Thorneycroft Street and Plumer Street.

A small area (850 square metres) of public open space is proposed to the rear (north) of Laird Street Baptist Church.

PRINCIPLE OF DEVELOPMENT

The majority of the application site is designated as a Primarily Residential Area in the Unitary Development Plan (UDP) where the proposed development is acceptable in principle under the terms of UDP Policy URN1 and Policy HS4 .

The frontage of the site onto Laird Street is located within the Laird Street Traditional Suburban Area. UDP Policy SH3: Ground Floor Residential Uses in Key Town Centres and Traditional Suburban Centres must be considered at this part of the site - the policy only allows ground floor residential uses where the proposal forms part of an overall strategy of planned contraction in the size of the centre. This matter is considered further below.

SITE AND SURROUNDINGS

The site itself is a brownfield site, currently vacant. The majority of the site has been cleared (having previously supported a number of residential properties set along Milner Street, Carrington Street, Rundle Street, Thorneycroft Street and Plumer Street). A Christian Centre (the Narrowgate Centre) was previously located on Milner Street, whilst commercial premises fronted Laird Street. There is no vegetation or trees of any significance within the site.

In terms of surrounding land uses, to the west there are two storey properties in short terraces and a small areas of amenity open space within the Connaught Way Estate. To the east is a bus depot (in active use), to the south are commercial/retail properties fronting Laird Street whilst the northern boundary is a railway embankment and Corporation Road. As noted above, the Laird Street Baptist Church immediately adjoins the application site.

POLICY CONTEXT

The statutory development plan consists of the Wirral Unitary Development Plan (UDP February 2000) and the Joint Waste Local Plan for Merseyside and Halton, which was formally adopted with effect from 18 July 2013 UDP Policies HS4: Criteria for New Housing Development, HSG2 and HS6 in relation to affordable housing provision, GR5: Landscaping and New Development, GR6: Greenspace within New Family Housing Development, and TR9 in relation to off road parking, are all applicable These are considered to be consistent with National Planning Policy Framework, in which parts 6 and 7 are particularly relevant.

UDP Policy HS4 outlines that proposals for new housing development within Primarily Residential Areas such as this will be permitted subject to the proposal fulfilling a number of 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.

Considering the first of these criteria - scale and form - the proposed dwellings are considered to be of a scale and density of development commensurate with surrounding property. The dwellings would be located on an existing network of roads, and as such the impact of the development to the character of the area would be limited. The provision of a mix of house types, in a traditional form, and incorporating a palette of traditional materials is outlined. The dwellings would be relatively simple in design, but some detail will provide interest to elevations – brick 'soldier' courses and banding, gable features, and the use of render panels for example. Overall, the approach is considered to be a positive one, and would provide a visual lift to the area. It should be noted that the house types and designs are largely the same as those nearing completion within the adjacent phase of development (APP/11/00714). It is outlined that a planning condition would be accepted to enable details of the materials to be used to be agreed by the Local Planning Authority.

In terms of access and parking, permission is sought for off-road parking for each dwelling, at a rate which would comply with the Council's current parking standards – set out in Supplementary Planning Document 4: Parking Standards (SPD4).

Considering the need for the development to contribute to a secure environment, a number of planning conditions are proposed to address the matters of layout and design set out in the submitted Design Out Crime assessment – including conditions to require provision of appropriate boundary treatment, lighting, and landscaping.

Turning to landscaping, Policies GR5: Landscaping and New Development and GR6: Greenspace within New Family Housing Development of the UDP must be considered. A detailed landscape planting proposal has been submitted as part of the application, including a 5-year maintenance schedule. The planting proposal is a significant commitment, including provision of approximately 100 trees, several hundred shrubs, bulbs and other plants. It is considered that the planting scheme will provide a significant improvement to the physical environment of the site, which previously supported very little greenery.

With regards to UDP Policy GR6, the policy requires provision of open space in proposals for new family housing development, defined as houses with two or more bedrooms, at an overall level of 60 square metres for every new dwelling constructed and within this overall requirement, specific provision for safe children's play. The policy makes it clear however, that the requirement should not be held to apply where the dwellings constructed would fall within 400 metres of an existing accessible public open space of 1.5 hectares or above. In this instance, Birkenhead Park is within 400m of a proportion of the proposed houses. The north west portion of the site is not, however, within 400m of the Park - as such this part of the proposed development is liable for the provision of open space in line with the requirements of Policy GR6. The site does, however, immediately adjoin an area of public open space (0.5 hectares, incorporating play equipment) currently serving the Connaught Way Estate, and a footpath link to this open space would be provided. A further area of open space (including a games court) is located to the north side of Corporation Road. The development includes a small 'pocket' of open space (0.085 hectares) to the rear of the Baptist Church fronting Laird Street. Given these material factors, it is not considered that it would be reasonable to require provision of open space to the level prescribed by the adopted policy – the immediate area, when supplemented by the public open space proposed will be well provided for in terms of amenity open space. It is considered necessary to impose a Section 106 Legal Agreement, to secure the delivery and subsequent maintenance of this area of public open space.

Affordable Housing

UDP Policy HS2, and the Council's Strategic Housing Market Assessment (SHMA, as updated), normally require that an element of affordable housing is provided to a Registered Social Landlord (RSL).

In this instance, the application site is one of a number of sites identified and being assembled by the

Council through the former Housing Market Renewal programme within the Birkenhead area with potential for redevelopment, to act as a catalyst to regeneration and to assist in the restructure of the local housing market.

It is intended an affordable housing element of 24 units is included as part of the development. This level of provision would exceed the requirements of the current SHMA (10%) In order to protect this element of affordable housing on the site it is recommended that a condition for affordable housing be applied to any permission granted.

The proposed development would contribute to meeting the need for housing within the Borough by supplying 24 units of affordable housing and 101 units of market housing, it is intended some of the market housing units would be offered for affordable housing in line with the Government's current programmes, for example Homebuy, New Buy etc.

The proposed development would create a choice of housing size, type and tenure, which is in keeping with the National Planning Framework.

Supporting this, analysis of the Property Pool Plus choice based lettings data gives an indication of the strong current demand for affordable housing in the North Birkenhead area. During 2012/13 only 14 two bed units were advertised through PPP with an average of 44 applicants per unit, and a further 32 three bed units were advertised which attracted an average of 15.4 applicants per unit.

Traditional Suburban Centre

As noted above, a small portion of the site, which fronts onto Laird Street, is currently designated within the Laird Street Traditional Suburban Centre. The application site is at the western edge of that centre, at a point where the designation predominantly covers the north side of the road (Portland Primary School being on the south side. Demolitions have already taken place to facilitate the development - given this, there would be no loss of commercial business as a result of the proposal.

Policy SH3 outlines that residential uses can be considered in such areas, but only where the proposal forms part of an overall strategy of planned contraction. In this instance, the assembly of the site has been undertaken by the developer in partnership with the Council over a number of years, and through the previous Housing Market Renewal Initiative. The Council's Cabinet has supported this intervention in decisions taken.

A Strategy for Town Centres, Retail and Commercial Leisure in Wirral, undertaken by Roger Tym and partners in 2009, has been adopted by the Council as a material consideration and forms part of the evidence base upon which the Local Development Framework is being developed. The conclusion of that assessment for Laird Street noted that the centre was dominated by vacant and run-down units which undermined the physical environment. It also noted that the remaining shops, , offered a reasonable 'top-up' service in relation to the sale convenience goods and that .. the centre should be contracted to a more appropriate size". The subsequent 2011 Wirral Town District and Local Centres Study and Delivery Framework identified potential for boundary changes to reduce its size and identified the cleared HMRI housing sites as an opportunity. Laird Street will be defined as Local Centre in the forthcoming Core Strategy Local Plan with the revised boundaries due to be set in a future Sites Local Plan.

In this context, it is considered that the proposed development accords with the provisions of Policy SH3, and that a change of use from retail to residential can be accepted without detrimental impact to the Traditional Suburban Centre.

APPEARANCE AND AMENITY ISSUES

The proposal is for residential development that is traditional in scale, providing predominantly 2-storey accommodation in a mix of semi-detached, terraced, and detached dwellings. Each dwelling is provided with front and rear garden space, and an off-road car parking space. A variety of house types are proposed, which whilst simple in appearance, utilise design features such as projecting porch roofs, gables, soldier courses, and a mixed palette of materials to add some interest to the proposed streetscene. The use of materials and boundary treatment can be controlled through a suitably worded planning condition should Members be minded to approve the application.

The site layout is broadly consistent with the existing road layout, but achieves a lower density (approx. 40 per hectare) than the area previously supported, largely due to greater private garden spacing and parking provision. Dwellings would be well spaced, driveway areas being created to either side of dwellings, semi-detached pairs or short terraces of properties. In turn this ensures that garden amenity space, whilst limited in depth in some instances, is generous because of the plot widths achieved.

Landscaping treatment is proposed within front garden spaces to provide visual interest in the streetscene. A planning condition is proposed to secure the detail of this landscaping, in particular for tree planting.

SEPARATION DISTANCES

UDP Policy HS4 and associated Supplementary Planning Guidance establishes the requirement for separation distances of 14m between a habitable window and a blank gable, and 21m between the habitable windows two properties whose principle elevations face are required.

The proposed development would achieve these separation distances between the development and existing properties in surrounding streets – whilst there are pinch points between plots 2/3 and 14/15 and adjoining properties on Connaught Close and Way, in these cases the properties would not directly face each other, avoiding a significant privacy issue.

Within the centre of the development a number of plots fail to achieve the separation distances normally required from new development. The houses facing across Milner Street, Carrington Street, Thorneycroft Street and Plumer Street would be particularly close to each other, at 14m separation between the front elevations, which do include windows to habitable uses. Similarly, the 14m distance normally required between habitable windows and blank gables would not be achieved for a number of plots. Whilst this is not ideal, consideration of design and layout must, however, be informed by the wider context, having regard not just to immediate neighbouring properties but the townscape and landscape of the wider locality. In this instance, the shortfalls are not considered to be substantial. Furthermore, the proposals are considered to replicate layouts and patterns of build in the surrounding area. Whilst wider plot frontages would ensure good provision of amenity space and private parking not common to the surrounding streets, the shortened separation distances ensure that the close knit feel of the area will be retained, the development both respecting the character of the area and raising housing standards, supporting the regeneration of this part of the Borough.

Given the above, the separation distances achieved are considered sufficient and not to significantly harm the amenities of future occupiers, or the occupiers of surrounding properties.

HIGHWAY/TRAFFIC IMPLICATIONS

As noted above, the application proposes to utilise the existing road layout. Whilst there are considered no significant traffic or highway issues, it is considered that a condition is necessary to secure a full scheme of works for the provision of traffic calming and to ensure the implementation of a 20mph limit (including signage and traffic regulation order) prior to the occupation of the development. Subject to these conditions, the Head of Environment and Regulation (Traffic Management) has raised no objection to the proposed development. Each property is provided with an off-road parking space, in line with UDP Policy TR9 and Supplementary Planning Document SPD4. Given this, it is unlikely that adjoining streets would be impacted by the proposals and it is not considered that the application presents significant highway safety or traffic congestion concerns.

Merseytravel have requested that finance is secured to upgrade bus stops in the vicinity of the application site. The development would, however, result in less residential units that were previously supported at the site. Given this, it is not considered reasonable to impose the requirement for a contribution towards modernising bus facilities.

ENVIRONMENTAL/SUSTAINABILITY ISSUES

There are no significant environmental/sustainability issues relating to these proposals. The applicant has outlined that the development would achieve the requirements of Code for Sustainable Homes level 3 in addition to the requirements of Building Regulations Approved Document Part L.

CONCLUSION

The proposed development considers the general design and layout of the surrounding area and this is reflected in the materials, design and layout proposed for the dwellings. The proposal accords with relevant national and local policies, including Policies URN1, HS2, HS4, SH3, GR5 and TR9 of the Wirral Unitary Development Plan and is consistent with the National Planning Policy Framework. It would assist in the regeneration of an important brownfield site within the urban area and contribute to restructuring the housing market. A section 106 Legal Agreement would ensure the delivery and subsequent maintenance of an area of public open space in accordance with Policy GR6 of the Unitary Development Plan.

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 and regional policy advice. In reaching this decision the Local Planning Authority has considered the following:-

The proposed development accords with relevant national and local policies, including the National Planning Policy Framework, Policies HS2, HS4, SH3, GR5 and TR9 of the Wirral Unitary Development Plan, and would assist in the regeneration of an important brownfield site within the urban area, contributing to restructuring of the housing market.

Recommended Decision: Approve Subject to S106 Agreement

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. Before any construction commences, full details and samples of the all 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 HS4 of the Wirral Unitary Development Plan.

3. No development shall take place until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. For the avoidance of doubt, it must include:

(i) a survey of the extent, scale and nature of contamination;
(ii) an assessment of the potential risks to: human health, property (existing and proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.

Reason: In the interests of the residential amenity of future occupiers and to prevent pollution, having regard to UDP Policies HS4 and PO5.

4. Where land affected by contamination is found that poses unacceptable risks, no development shall take place until a detailed remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme must include an

appraisal of remediation options, identification of the preferred options, the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan and subsequent monitoring and maintenance scheme. As a minimum, the scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act in relation to its intended use. The approved remediation scheme shall be implemented and a verification report submitted to and approved in writing by the Local Planning Authority, prior to the development being brought into use.

Reason: In the interests of the residential amenity of future occupiers and to prevent pollution, having regard to UDP Policies HS4 and PO5.

5. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, development on that part of the site shall be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found, remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development being brought into use.

Reason: In the interests of the residential amenity of future occupiers and to prevent pollution, having regard to UDP Policies HS4 and PO5.

6. Notwithstanding the detail provided in the approved plans, no development shall take place until a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed in accordance with the plan approved, before the buildings are first occupied.

Reason: To ensure a satisfactory appearance to the development in the interests of visual amenity and to design out crime, in compliance with UDP Policy HS4.

7. The development hereby permitted shall not be commenced until such time as a scheme for the provision and implementation of a surface water regulation system has been submitted to, and approved in writing by, the Local Planning Authority. For the avoidance of doubt, the scheme shall include a 30% reduction in impermeable surfacing/ or commensurate reduction in surface water run-off from the existing development. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site, having regard to the National Planning Policy Framework.

8. The development hereby permitted shall not be commenced until such time as a scheme for the management of overland flow from surcharging of the site's surface water drainage system is submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the proposed ground levels and proposed finished floor levels. The scheme shall ensure:

- (i) Flood flow routing across the site shall be uninterrupted
- (ii) Finished floor levels shall be raised a minimum of 0.15m above existing ground levels.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants, having regard to the National Planning Policy Framework.

9. The development hereby granted permission shall not be commenced until a full scheme of works for provision within the development of a traffic calming scheme, and the implementation of a 20mph speed limit including all appropriate signage and traffic regulation orders, has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of any part of the development.

Reason: In the interests of highway safety.

10. The development hereby permitted shall be carried out in accordance with the approved plans received by the local planning authority on (insert date) and listed as follows: 13004 000 (April 2013), 13004 001 (Jan 2013), 13004 002 (undated), 2012/622-100-- (undated), HH08/665-100/02 (May 2008), HH08/763B-100/02 (November 2010), HH08/843FE-100/02A (May 2008), HH08/844FE-100/02A (May 2008), 2012/919-100 (undated), 2012/740v1-100 (undated), HH2008/1011-100/02 (May 2008), HH2008/1311-100/02 (April 2013), L4573/01 (13/05/2013), L4573/02 (13/05/2013), L4573/03 (13/05/2013).

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

11. The remainder of the undeveloped land within the curtilage of the site shall be suitably hard and soft landscaped with in accordance with a scheme to be submitted to and approved by the Local Planning Authority prior to commencement of any construction work on the site. Such landscaping work to be shall be carried out prior to the occupation of any part of the development or in accordance with an alternative 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 ensure a satisfactory standard of appearance having regard to Policies HS4 and GR5 of the Wirral Unitary Development Plan.

12. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for the area identified as Public Open Space on approved drawing 13004 001 Rev B shall be submitted to and approved by the Local Planning Authority prior to the first occupation of the development. The landscape management plan shall be carried out as approved.

Reason: In the interests of the amenity of the future occupiers of the development and to comply with Policies HS4, GR5 and GR6 of the Wirral Unitary Development Plan.

13. NO DEVELOPMENT SHALL COMMENCE UNTIL a scheme of security lighting for the illumination of the area of Public Open Space and the 'proposed link to existing footpath' between the development site and the adjacent land to the west, as indicated on approved drawing 13004 001 Rev B, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full prior to the first use or occupation of the residential units hereby permitted, and retained as such thereafter.

Reason: In the interests of residential amenity and the need to design out crime, having regard to UDP Policy HS4.

14. The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it. The scheme

shall include:

- i. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 100% of housing units/bed spaces;
- ii. the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
- iii. the arrangements for the transfer of the affordable housing to an affordable housing provider[or the management of the affordable housing] (if no RSL involved);
- iv. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- v. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: For the avoidance of doubt having regard to part 9 of the NPPF and UDP Policy HSG2.

Last Comments By: 18/07/2013 16:52:02
Expiry Date: 19/08/2013

