



TO Jeff Eaton

FROM

Chris Page

TEL

FAX

EMAIL

DATE

18/01/2010

Re:

Application Number: **P/2009/1072**
For: **Outline Applications Major**
Proposal: **Outline application for residential development (all matters except for access reserved for future consideration) - resubmission of P/2009/0809.**
Location: **LAND OFF MONASTERY LANE ST HELENS**
Applicant: **BPS DEVELOPMENTS LTD & MRS P PARRY MR DAVID MAHONEY**

I have the following observations to make on this outline application. The site is in a fairly isolated location, being bounded to the west by the disused railway embankment, to the east by the disused junction curve and to the south by the Liverpool Manchester railway. Consequently there is a lack of permeability with the surrounding area 's facilities, which makes access to existing open space more problematic. Taking this into account it is important to ensure that sufficient open space provision is provided on site.

There is an indicative layout of 80 units. Under GEN 6 requirements of 40 m2 per unit, there is a requirement to provide 0.32 ha of open space. It is noted that the applicant intends to use the embankment to make this provision. It is stated that this gives a provision of about 0.6620 ha, which is comfortably in excess of the minimum requirement.

It should be noted that the embankment forms part of the strategic linear footpath/cycleway identified under UDP policy REC 5. It is noted that a new access is proposed through the embankment, which is detrimental to the future integrity of the route. It will be important to ensure that a suitable engineered solution is agreed (not necessarily the winding path shown on the plan). Fragmented ownership of the disused railway means that the connectivity of the route does not exist at present. Consequently the current path creates a couple of dead ends which need to be addressed in the short term in order to enhance the value of the site to the new residents and the suggestions of additional paths as suggested by Mike Roberts are supported. These would form useful access points to the strategic cycle route when implemented in the future.

Chris Page
Planning Officer (Development Plans)

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