

FAO Andrew Hunt
Knowsley Council
Huyton Library
Westmorland Road
Huyton
Knowsley
L36 9FB

Our Ref: EKPS/240813/JK

Submitted via the Planning Portal

17 January 2025

Dear Andrew

Minor Material Amendment Application to Planning Permission 24/00152/FUL: Land adjacent to Greenhill, The Orchard, Huyton, Knowsley L36 5UZ

On behalf of our client Alderley Group, please find enclosed an application for a Minor Material Amendment in respect of the above planning permission, submitted under Section 73 of the Town and Country Planning Act 1990 (as amended) (PP-13697147).

Payment of the required Planning Application Fee (£363) in line with the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012), has been made via the Planning Portal.

Background

Planning permission ref: 22/00263/FUL was granted on 28 February 2023 for the following development at land adjacent to Greenhill, The Orchard, Huyton, Knowsley L36 5UZ:

“Erection of a part two storey / part three storey apartment block for over 55s comprising of 40no. apartments with Juliette balconies and communal areas together with vehicular access, car parking and other associated works”.

Construction work commenced on the development in March 2023 and is now at an advanced stage.

On 24 September 2024, Knowsley Council granted consent for a reduction in the number of Electric Vehicle charging points within the development, via a Minor Material Amendment (ref: 24/00152/FUL). For the purposes of this Covering Letter, this permission is herein referred to as the “Consented Scheme”.

The Consented Scheme included a standalone sub-station / plant room to the north-west of the apartment building’s main entrance and a bin store to the south of the car park. As part of the detailed design process, the size and position of these structures has been revised slightly from their consented position.

In addition, condition 7 of the Consented Scheme requires the delivery of long-stay cycle parking within the site, at a rate of one cycle per dwelling. These facilities were not shown on the approved site plan, and it is considered that a lower level of cycle provision would better reflect the demand / needs of future residents within this over 55s development.

As a result, this application seeks to make an amendment to the approved plans associated with the Consented Scheme (Condition 1), and to adjust the wording of Condition 13 to support the delivery of a reduced level of cycle parking. These amendments are described further in the section below and detailed in the plans submitted with this application.

Proposed Changes and Evaluation

Substation and Bin Store

The Consented Scheme shows a standalone substation and plant building to the north of the car park, and north-west of the main entrance into the apartment building. Following further detailed design work, the size of this structure has been significantly reduced, as the plant room element is no longer required. Its position has also been adjusted, so that the substation now sits slightly north of its consented position (see **Figure 1** and **Figure 2**, below). This proposed arrangement is considered to be an improvement over the consented position, in visual terms.

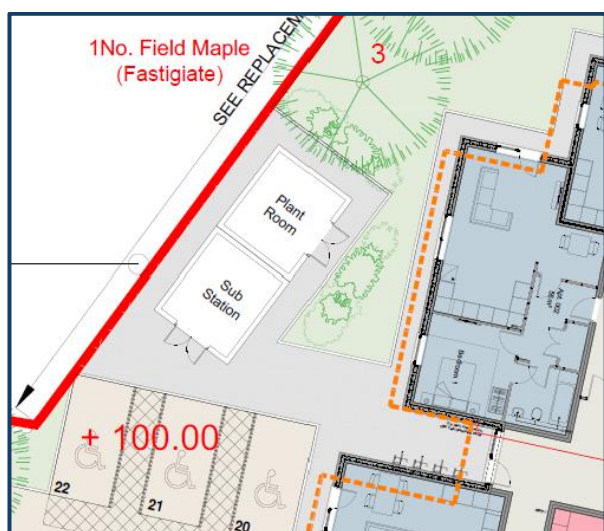


Figure 1: Consented Scheme Layout

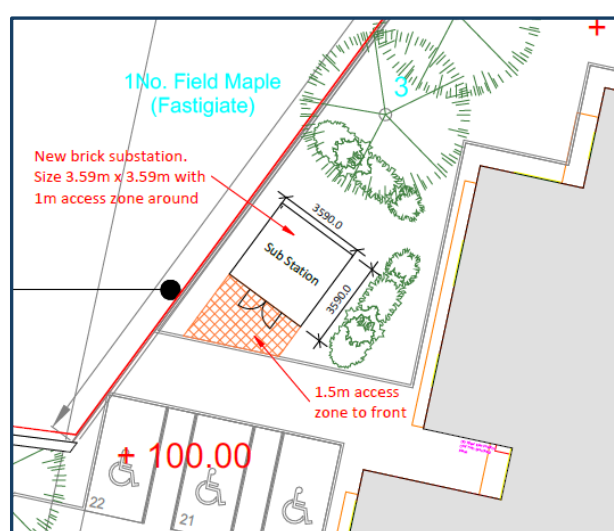


Figure 2: Proposed Scheme Layout

Similarly, the size of the consented bin store has been adjusted so that it can neatly accommodate Eurobins, as opposed to smaller bins for each individual apartment – see **Figure 3** and **Figure 4**, below. Again, there will be no detrimental visual or operational impacts as a result of this alteration.

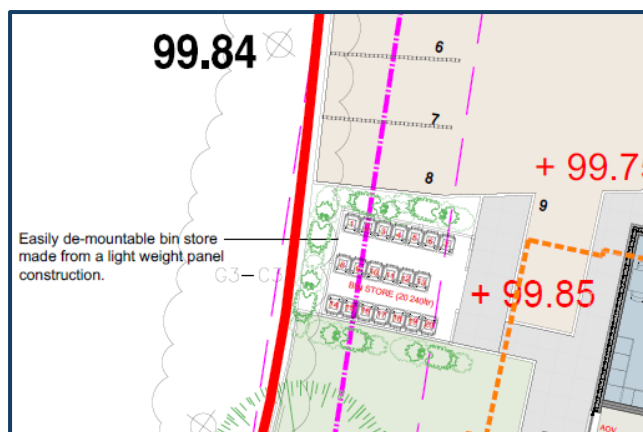


Figure 3: Consented Bin Store Arrangement



Figure 4: Proposed Bin Store Arrangement

Cycle Parking

Condition 7 of the planning permission is worded as follows:

No apartment hereby permitted shall be occupied until cycle parking spaces have been provided in accordance with scheme details, that have first been submitted to and approved in writing by the Council as the Local Planning Authority. The cycle storage so provided shall thereafter be made available for such purposes at all times that the apartments are occupied. For the avoidance of doubt, the long stay cycle parking for one cycle per dwelling must be covered and offer a means to secure the cycles. Six secure cycle structures such as Sheffield stands for visitors must be set out on the site, these can be uncovered but overlooked.

Whilst in an agreement that the development should provide cycle parking facilities for those residents wanting to travel sustainably by bicycle, it is proposed that the overall number of cycles to be accommodated within the site is reduced to 10 spaces (25%), to better reflect the likely demands and needs associated with apartments for the over 55s.

The planning permission granted requires the development to be delivered as apartments for the over 55s. As such, providing cycle parking at a rate of one space per dwelling, in accordance with the Council's policies is - in this instance - considered to be excessive due to the reduced use of cycling as a mode of transport amongst older persons.

Evidence to support the above can be obtained from the TRICS database for the Retirement Flats land use, which provides a broad indication of travel patterns for residents of retirement living apartments. These travel patterns are set out in **Table 1** and **Figure 5**, below. The data provided excludes the Greater London, Ireland and Northern Ireland regions and shows that typically only 1% of journeys by residents of retirement living apartments are made by cycle.

Mode	Split %
Public Transport	9%
Single Vehicle Occupants	42%
Multi Vehicle Occupants	23%
Cycle	1%
Foot	25%
Total	100%

Table 1: Summary of Travel Patterns

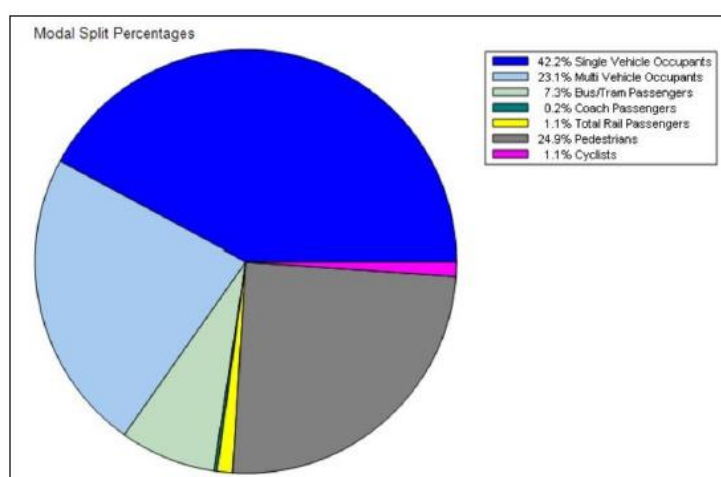


Figure 5: TRICS 7.10.4 Multi-Modal Trip Rate Calculations, 2024

The above is further supported by research conducted by McCarthy and Stone at other retirement sites that concluded that the expected use of cycles by residents would be very low¹. A questionnaire study confirmed that out of 242 apartments, just seven cycles were owned, which equates to a cycle ownership level of 0.0289 cycles per apartment.

¹ McCarthy and Stone Buckerell Lodge Hotel, Exeter. Transport Statement by Vectos, April 2022.

When these cycle ownership / modal split figures are applied to The Orchard development, which provides 40 apartments, this results in a required provision of <2 cycles in both instances. Whilst recognising that there is a minor age difference between over 55s and retirement accommodation, this is unlikely to result in a significant increase in the ownership or use of cycles at The Orchard, over and above the levels calculated in this Note. Notwithstanding, Alderley Group propose to install a secure, covered cycle shelter capable of accommodating 10 cycles to suitably encourage this mode of sustainable travel and to future proof the site to an appropriate degree.

Officers within Knowsley Council have highlighted that there is no restriction on the planning permission that requires the dwellings to be made available to over 55s in perpetuity, and therefore the development should be futureproofed to cover a scenario whereby the apartments are occupied by younger residents who might be more like to own a bicycle.

Whilst the lack of restriction beyond initial occupation is recognised, it should also be noted that the purchase, and ongoing ownership and management of this development by Housing21 represents a significant investment and one that they will want to see succeed into the long-term, particularly as there is a clear and critical need for older persons accommodation - as acknowledged within the Planning Practice Guidance.

Selling / leasing individual apartments on the open market to non-over 55s would clearly be damaging to Housing21's business model, which relies on a community of similar people contributing to, and relying upon, communal facilities such as the residents' lounge and Local Housing Manager.

The provision of 10 secure cycle spaces (25% provision) strikes an appropriate balance between meeting the likely future demand of residents and reasonably future proofing the site. For the avoidance of doubt, six visitor cycle parking spaces would also be provided, in-line with the current requirements of Condition 7.

If, however, any future owner of the site wanted to sell / lease the apartments without an age restriction, then it is considered that additional cycle parking could readily be incorporated into the development at minimal cost.

Figure 6 overleaf demonstrates how the current buggy / scooter store within the development could be converted to provide an additional 20 cycle spaces - a number that could be increased further if a two-tiered racking system were to be installed. This further demonstrates that the site has been adequately future proofed to ensure that an appropriate level of cycle parking can / will be associated with the site, even if its use were to evolve away from the current requirement to provide over 55's accommodation.

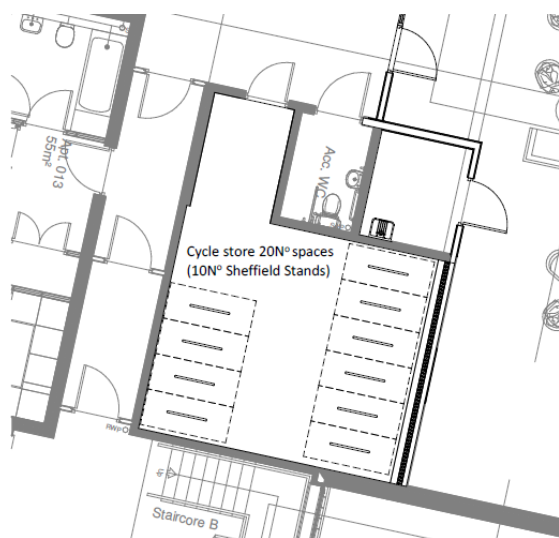


Figure 6: Illustrative layout of potential future cycle store

Amendments to the Planning Conditions

Given the above, it is requested that the wording of Condition 7 be revised to require compliance with the information submitted with this application, thus resulting in the delivery of 10 long-stay, and six short-stay, cycle spaces, as set out below:

No apartment hereby permitted shall be occupied until the long-stay and visitor cycle parking shown on drawings 4349-A-010 Rev: G (Site Plan), Broxap cycle parking and storage brochure (10 cycles) has first been installed and made available for use. Thereafter, the cycle storage provided shall be made available for such purposes at all times that the apartments are occupied.

Additionally, this application seeks consent for revised drawings that will require the re-wording of two plans that are expressly referenced within condition 1 of the Consented Scheme – list of approved drawings – as set out in **Table 1**, below.

Consented Plan: Title and Reference	Proposed Plan Title and Reference
Proposed Site Plan 10 Rev: J	Proposed Site Plan 4349-A-010 Rev: G
Proposed Outbuilding Details 35 Rev: A	Outbuilding Details 4349-A-035 Rev: C

^ Table 1

Conclusion

It is concluded that that the changes sought by this application constitute a Minor Material Amendment in accordance with the provisions set out in Section 73 of the Town and Country Planning Act 1990 (as amended).

I trust the submitted information is sufficient, however should you have any questions, or require further information, please do not hesitate to contact me by email or telephone (07300 806 110).

Yours faithfully,



James Ketley MRTPI
Associate Director
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