

Our Reference: 078365-CUR-00-XX-CO-TP-001-V02

17th March 2021

Andrew Blackburn
Sustainable Transport Officer, Highways
Knowsley Metropolitan Borough Council
Municipal Buildings
Huyton
L36 9UX

Re: 20/00306/FUL, 54 Church Road, Liverpool L36 9TP – Highways Comments

Dear Andrew,

The above planning application was submitted last year for the conversion of a former nursing home to form 7no. apartments together with a single rear extension. The application was subsequently withdrawn by the applicant following feedback from Knowsley Council. At that time, there were concerns with an inadequate level of car parking provision at the site, amongst other issues. The development proposals have since been revisited following this feedback.

Curtins has been appointed by the applicant to provide highways and transport advice to support the revised scheme. The current development proposals comprise 6no. 2-bedroom apartments with 6no. car parking spaces. The latest version of the proposed plans are included in **Appendix A**, which have been prepared by the project architects – Evolve Group.

Scoping discussions were held earlier this month between Curtins and the Highways Team at Knowsley Council. These discussions were productive and various points of agreement were reached with respect to access, car parking and cycle parking. These points are summarised in the email correspondence included within **Appendix B**.

The purpose of this letter is to provide justification for the proposed level of car parking at the site, which has been agreed in-principle with the Highways Team at Knowsley Council. Curtins has considered the former/extant use of the site, has reviewed the multi-modal accessibility of the site, and has also reviewed current parking standards. It is concluded that the current development proposals are satisfactory and there would be no reasons why planning consent should not be granted from a highways or transport perspective when a new planning application is submitted later this year.

Each of the above points is considered in turn below.

Former/Extant Use

The former use of the site was a nursing home, known as the Beechlands residential care home. It is understood that the care home had 27 bedrooms for residents with additional accommodation on the top floor for staff, including care workers and management.

Based on 27 bedrooms and residents, it is estimated that at least 12 staff would have been present on site at any one time. There would also have been visitors arriving during designated visiting hours throughout the day.

Based on the number of bedrooms and staff, and typical trip rates for a nursing home, the extant use of the site would be likely to generate greater trip generation and demand for parking than the current development proposals. The conversion of the former nursing home to residential use would therefore reduce the travel and parking demands at the site.

Accessibility

The site is located in a highly accessible area in the Roby residential neighbourhood of the Knowsley Local Authority area. The nearest bus stops are located on Western Avenue within 250m (a 3-minute walk) of the site. These stops are served by bus routes 8, 15, 239 and C42, providing regular services to Liverpool,

Broadgreen and other intermediate stops. Additional bus stops are available on Kingsway approximately 550m (less than a 7-minute walk) from the site. These stops provide access to further services, including bus routes 217, 227 and 258, providing regular services to Kirkby, Stockbridge Village and other intermediate stops.

Roby rail station is situated less than 400m (a 5-minute walk) south of the site at the end of Church Road. This station operates regular Northern Rail services to Liverpool Lime Street, Manchester Airport and other local and regional destinations.

In terms of pedestrian and cycle accessibility, the site is situated within a residential area with existing footways, dropped kerbs and street lighting present. Church Road is a 30mph residential street with traffic calming that would provide a suitable and pleasant environment for pedestrians and cyclists. Church Road adjoins Rupert Road to the north, which is a 20mph street. This connects with a network of other 20mph streets in the vicinity of the site that would also be attractive to pedestrians and cyclists.

Huyton Village Shopping Centre is located within walking distance of the site (approximately 1.5km to the east) with various employment, retail and leisure opportunities. There are a wide range of other local amenities, in the Roby and Swanside (and adjoining) neighbourhoods, within walking distance of the site. These include the following key facilities and services:

- **Health:** Kingsway Pharmacy, Dinas Lane Medical Centre, Davey's Chemist, North Huyton Dental Practice;
- **Education:** Bambinos Day Nursery, St Aloysius Catholic Primary School, Park View Academy, Huyton with Roby C of E Primary School, St Margaret Mary's Catholic Junior School;
- **Retail:** All In One Express, Farmfoods, Lidl, Co-op Food;
- **Leisure:** Jubilee Park, Bowring Park & Garden, Bowring Park Golf Course, Huyton Cricket and Bowling Club; and
- **Other:** various churches, public houses and takeaway outlets.

A range of other local centres and high streets are available within cycling distance of the site, as well as Broadgreen Hospital, Alder Hey Children's Hospital and Whiston Hospital.

Overall, the site is located in a highly accessible and sustainable location, with multi-modal travel opportunities. The availability of bus and rail services, together with a wide range of local amenities within walking distance of the site, would mean that low/zero-carbon active travel would be a viable option for residents of the site.

Parking

Knowsley Council's current parking standards are set out in Appendix A of the 'Ensuring A Choice of Travel Supplementary Planning Document' (September 2010). On this basis, a maximum of 12 car parking spaces would be permitted to support the proposed development. It is important to note that the standards define the upper limit for parking for dwelling houses. Policy T6 of the SPD states that proposals for new development should have car parking facilities that do not exceed the Council's maximum standards.

As the site is located within a highly accessible area with multi-modal travel opportunities available within walking distance, it is Curtins' view that car parking provision below the maximum standard would be appropriate in this case to encourage sustainable, low/zero-carbon travel.

Data from the 2011 Census shows that average car ownership in the Knowsley Local Authority area is 0.90 cars per household. Similarly, for Output Areas E00032701 and E00032817 that encompass the residential areas immediately surrounding the site, the average car ownership is 0.96 cars per household.

The development proposals include a total of 6no. car parking spaces, which equates to a 1:1 ratio of car parking spaces to apartments. This below-maximum provision reflects the accessibility of the site and existing car ownership statistics. It is therefore considered that the proposed level of provision is in line with guidance set out in the SPD. The proposed level of car parking at the site has also been agreed in-principle with the Highways Team at Knowsley Council.

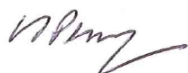
Cycle parking is proposed in the form of a cycle store with 12 stands and a shelter for use by residents and visitors. The precise form of the cycle store will be agreed between Evolve Group and Knowsley Council.

The site access proposals and car park layout are shown on the proposed access arrangement drawing in **Appendix C**. This drawing demonstrates that safe and suitable access would be provided for vehicles, pedestrians and cyclists.

Summary

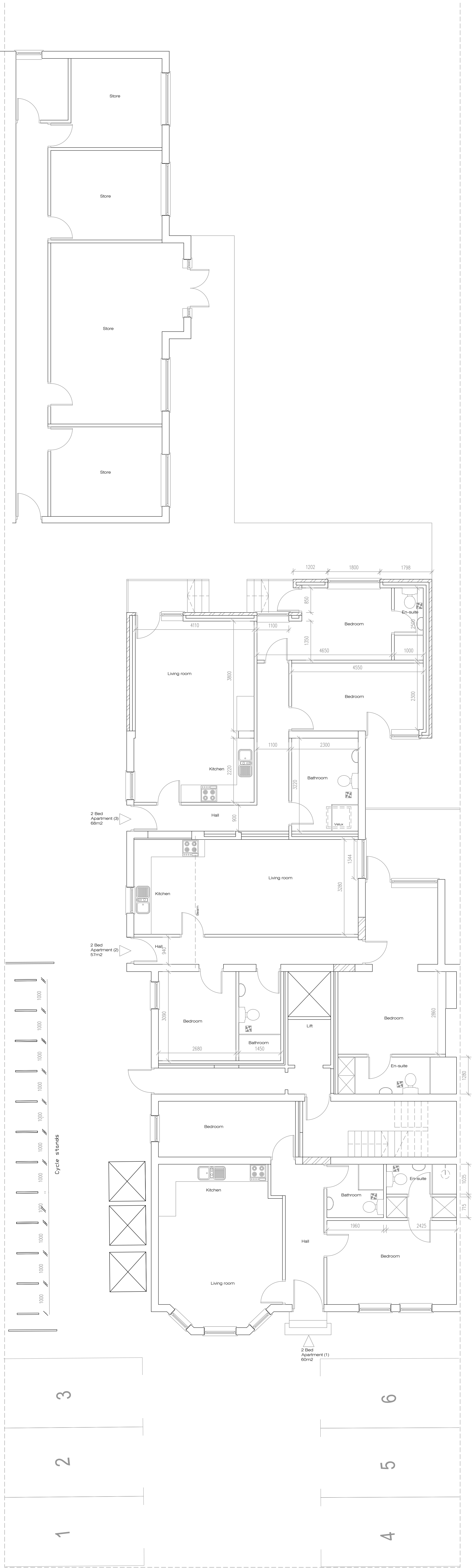
We trust that the contents of this letter suitably addresses the concerns previously raised by the Highways Team at Knowsley Council and that the revised development proposals at 54 Church Road, Liverpool would be supported with no objection. It is Curtins' view that, based on the assessment and reasons set out in this letter, the current development proposals are satisfactory and there would be no reasons why planning consent should not be granted from a highways or transport perspective when a new planning application is submitted later this year.

Yours sincerely,

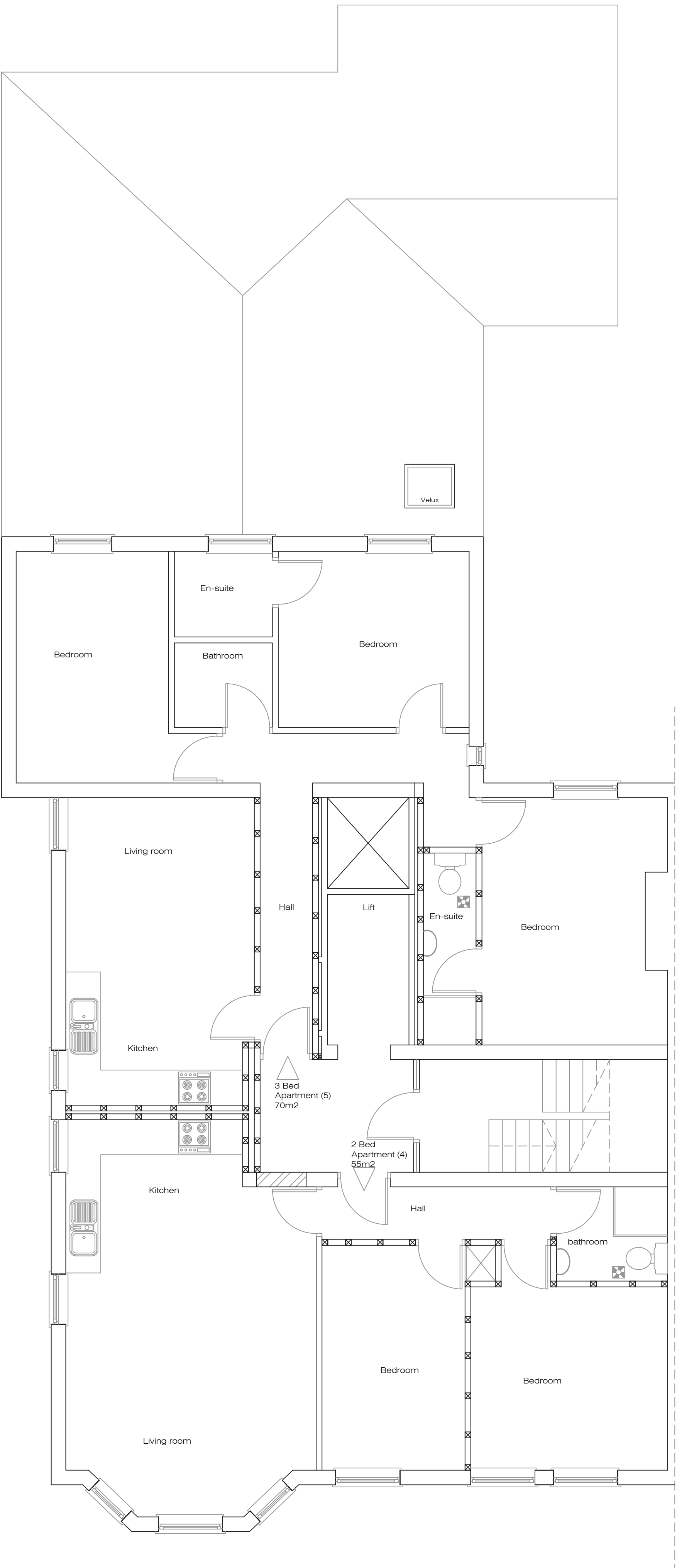


Carl Peers
Associate
For and on behalf of **Curtins**

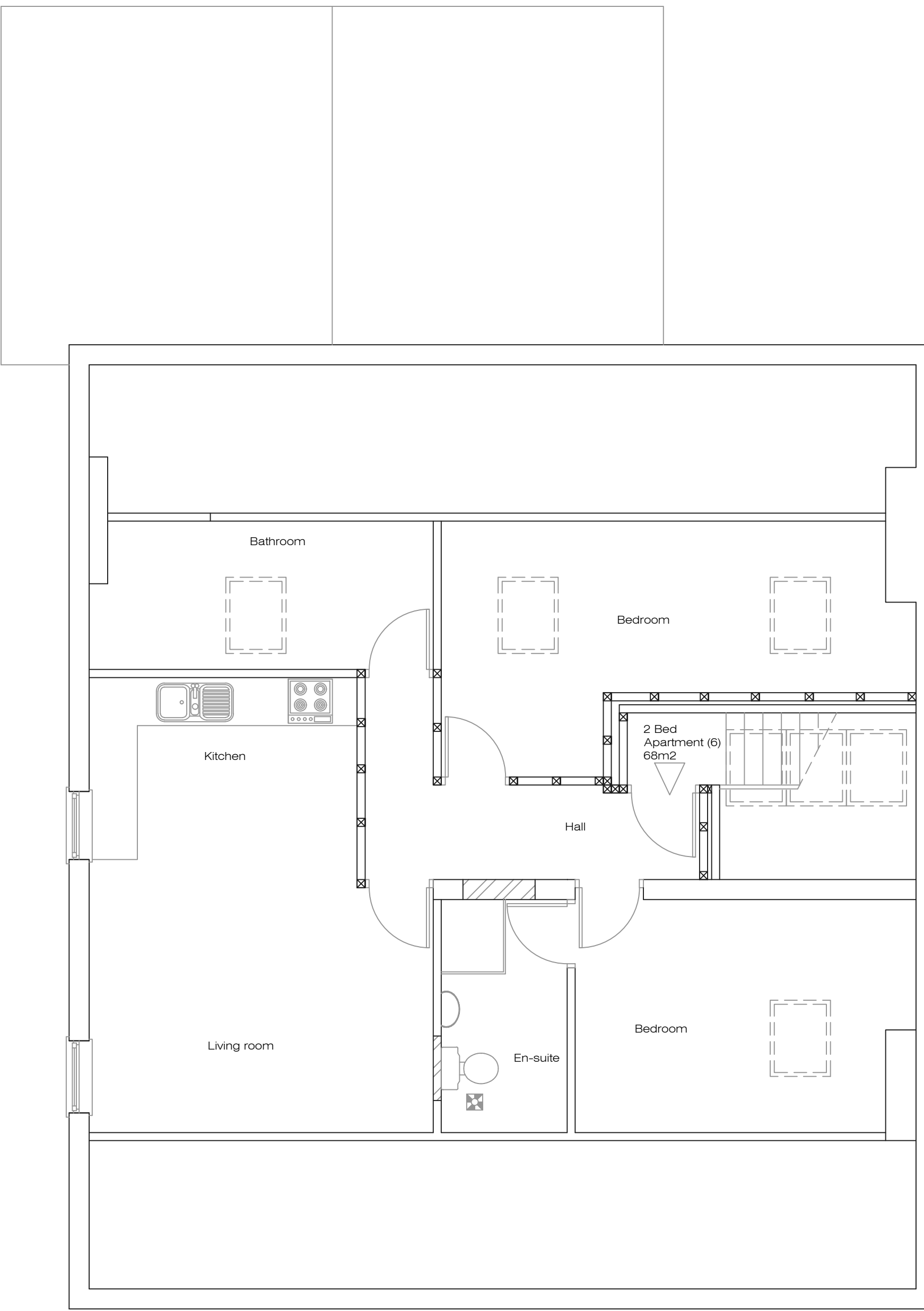
Appendix A – Proposed Plans



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Loft Floor Plan

Appendix B – Scoping Correspondence

Carl Peers

From: Carl Peers
Sent: 22 February 2021 14:28
To: Blackburn, Andrew
Cc: Osborne, Lee; John Doran; James O'Rourke
Subject: 54 Church Road, Liverpool - Highways & Transport Meeting

Hi Andrew,

Thank you for joining the meeting earlier today to discuss the above site. Please find a summary of the key points below:

- A total of 6no. 2-bedroom apartments are proposed with 6no. car parking spaces. This level of parking is a relaxation of Knowsley Council's guidance, but acceptable in-principle due to the accessibility of the site;
- The car parking space dimensions of 2.4m by 4.8m are accepted given the constrained nature of the site. The car parking spaces should be marked out and numbered, as per the working drawing shared at the meeting;
- The walls the run along the site frontage can remain as existing, but the dropped kerbs should be relocated south to align with the opening in the wall. This should be indicated on the drawing;
- Markings in the car park between space no.3 and the building (e.g. a pedestrian symbol) are recommended to ensure the area is kept clear for cycle and bin access;
- Details of the proposed bin store and cycle store should be provided – these details will be confirmed with the project architect; and
- The cycle store should ideally have capacity for 12no. bicycles for residents, plus 3no. cycle hoops/Sheffield stands for visitors.

A concise note will be provided summarising the accessibility of the site, with an accompanying drawing, to address the above points as part of the planning submission.

If you have any comments on the meeting summary, please provide feedback this week.

Many thanks,
Carl.

Carl Peers

Associate

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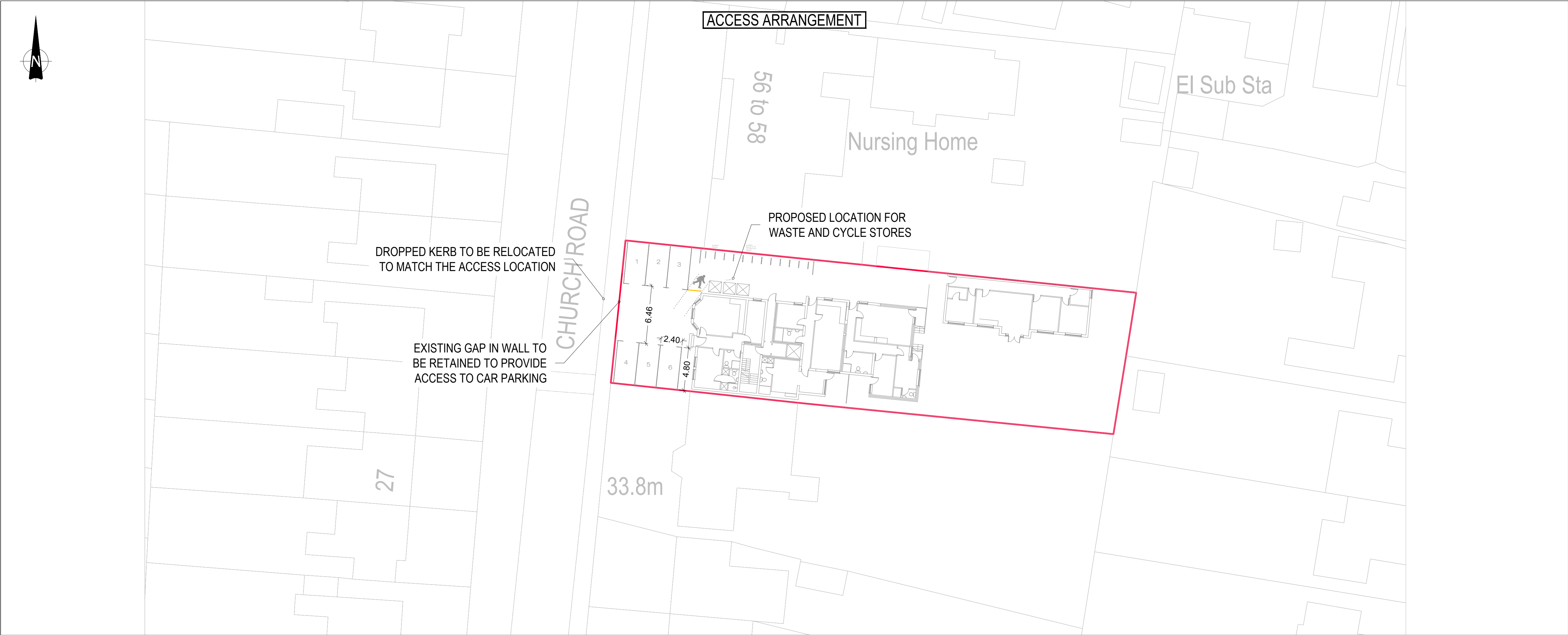


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Appendix C – Proposed Access Arrangement



- GENERAL NOTES:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
 - DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
 - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
 - FOR GENERAL NOTES REFER TO DRAWING.
 - THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY:

- RED LINE BOUNDARY
- PROPOSED ROAD MARKINGS
- BIN AND CYCLE PATH

VEHICLE PROFILE:

Avuls A6 (2018)

Overall Length: 4.93m

Overall Width: 2.14m

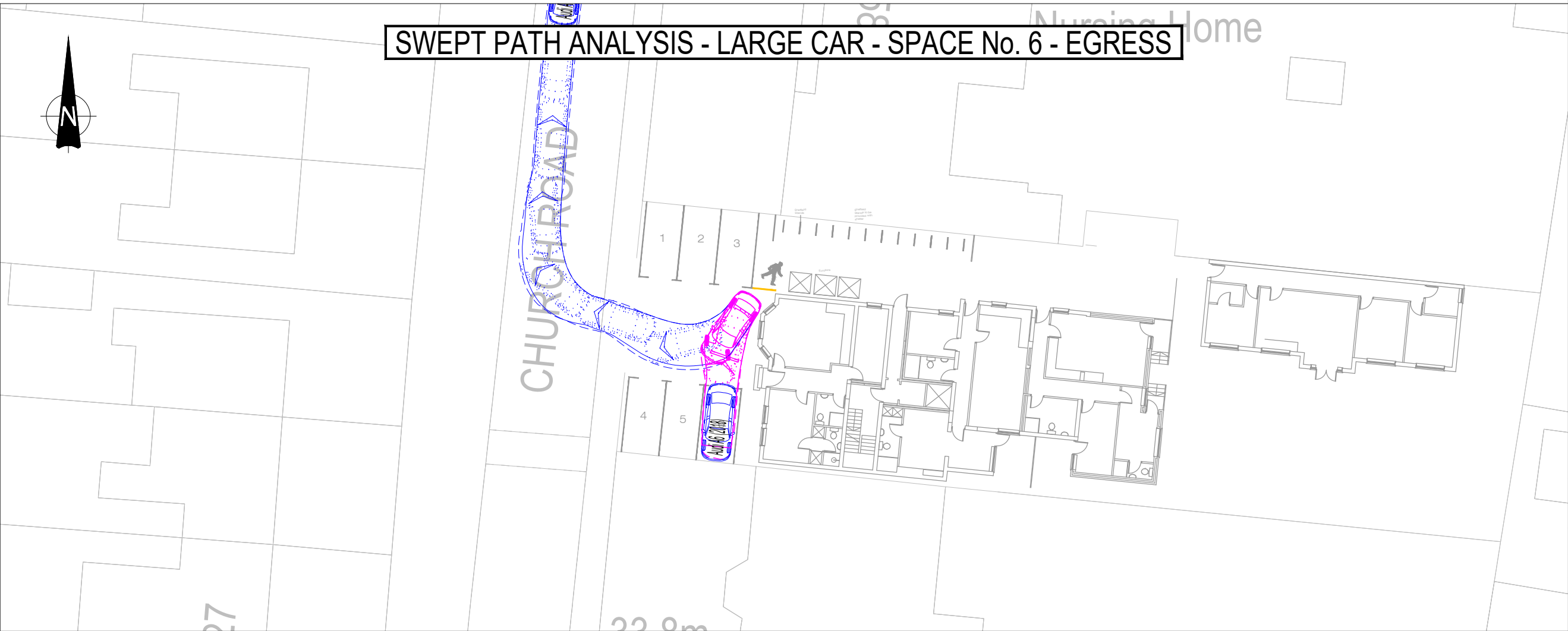
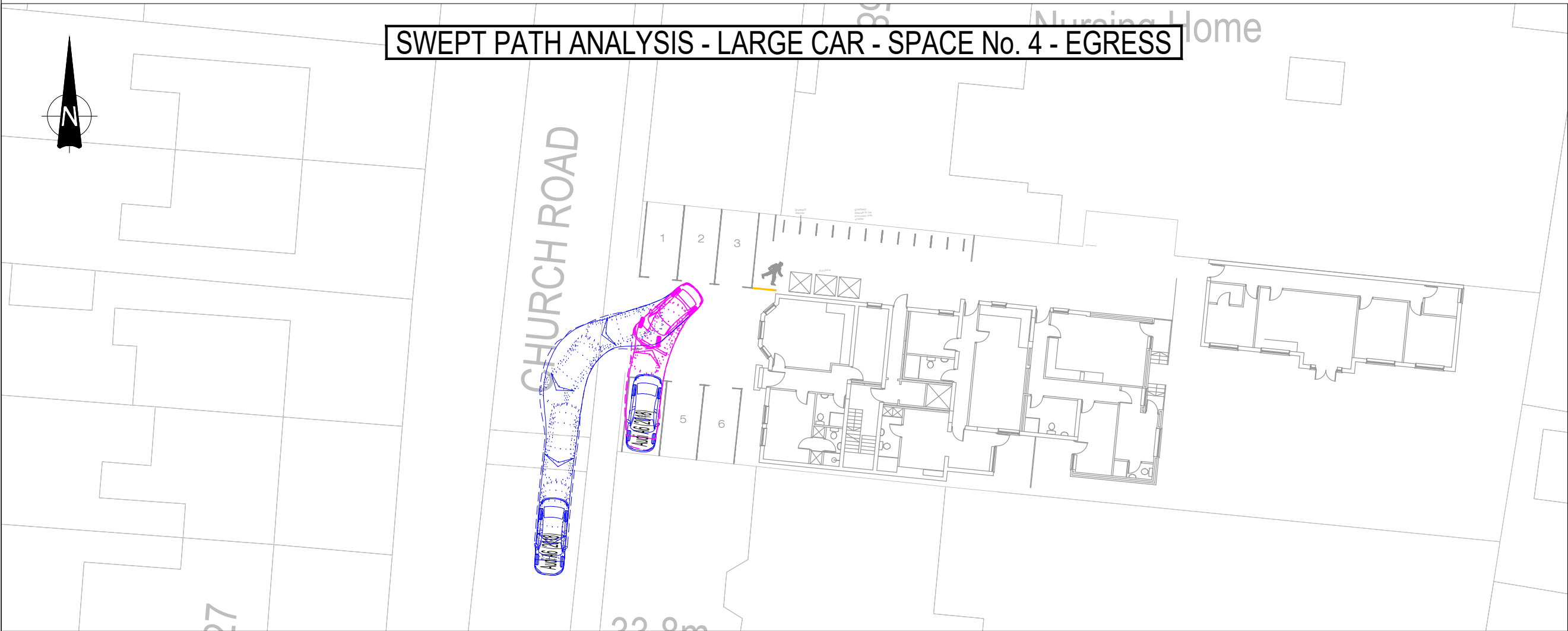
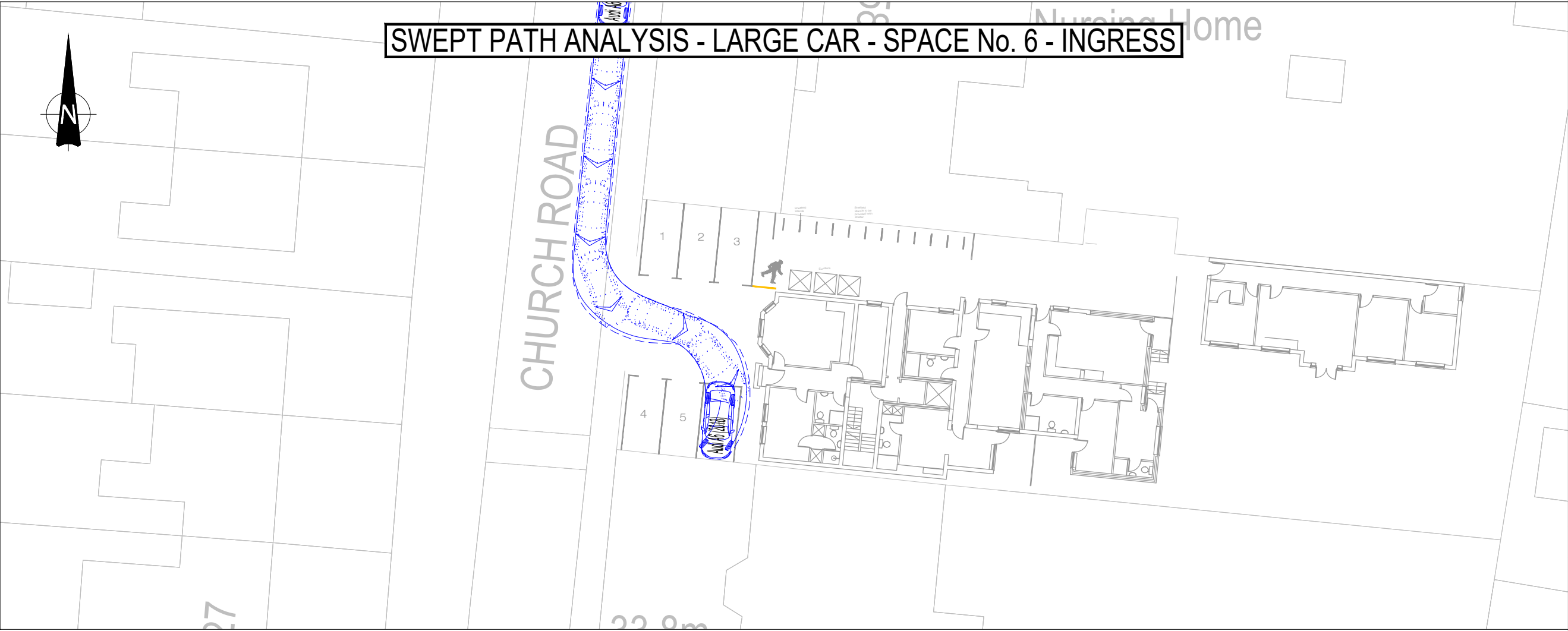
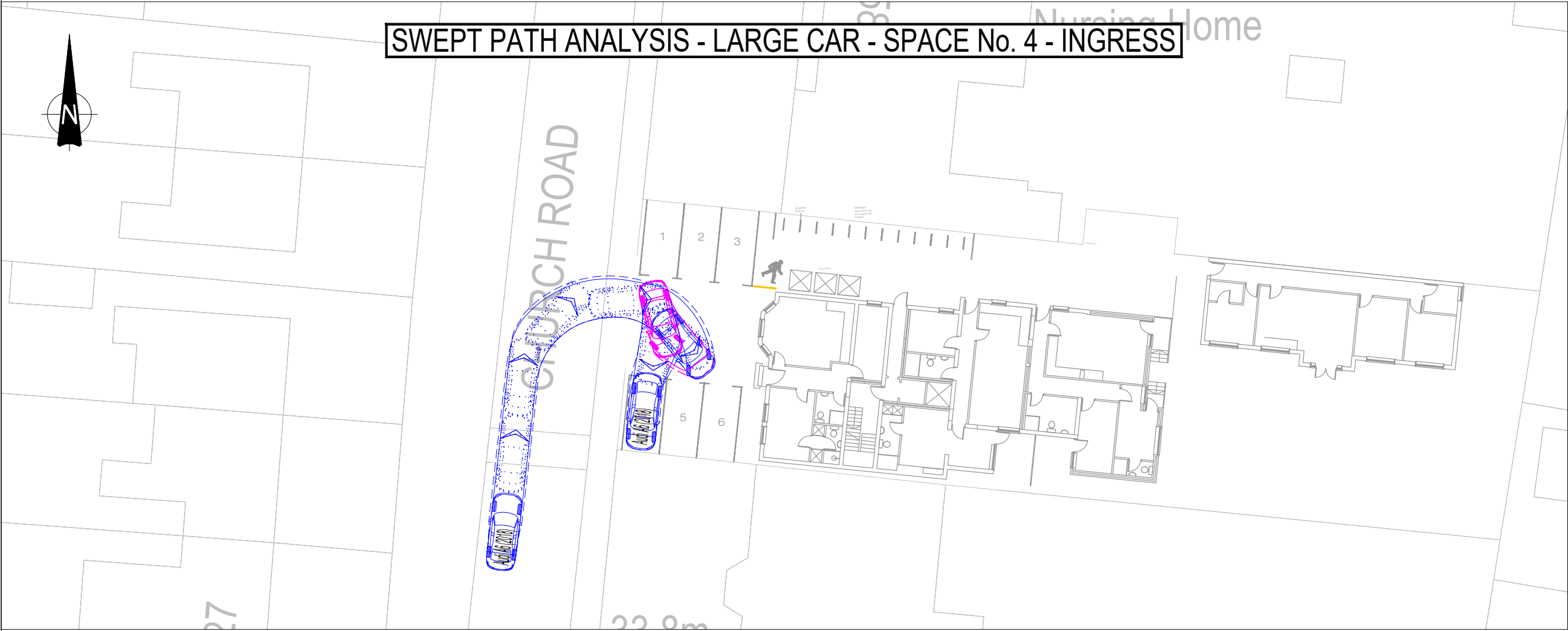
Overall Body Height: 1.60m

Min Body Ground Clearance: 0.140m

Max Tyre Width: 1.875m

Lock to Lock Turn: 4.90m

Kerb to Kerb Turning Radius: 5.95m



P02	Layout updated	15/03/21	DD	CP
Rev:	Description:	Date:	By:	Chkd:

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Status: **PRELIMINARY**

Project: **54 CHURCH ROAD - LIVERPOOL**

Orig Title: **PROPOSED ACCESS ARRANGEMENT**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	23/02/21	DD	DD	CP			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
78365 - CUR - 00 - XX - DR - TP - 75001 - P02							

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