

Cherryfield Drive, Kirkby

TN02 – Active Travel England

Client:	Barratt & David Wilson Homes North West	Job No:	J326949
Date:	29 November 2024	File Name:	TN02
Prepared by:	LJ / MA	Approved by:	ME

1. Introduction

1.1 Background

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Barratt and David Wilson Homes North West (the 'Applicant') to provide transport planning and highways advice in relation to a full planning application (App Ref 24/00068/FUL) for a residential development on Cherryfield Drive in Kirkby, Knowsley.
- 1.1.2 The proposed development includes 800no. residential dwellings, with vehicular access proposed via 4no. new access junctions on the local highway network. A full Transport Assessment (TA) dated 27th March 2024 was submitted as part of the planning application and should be read in conjunction with this Technical Note (TN02).
- 1.1.3 Following submission of the planning application, Active Travel England (ATE) provided a consultation response (dated 30th July 2024), which recommended that the planning application is deferred until further information is provided. ATE's consultation response is attached in [Appendix A](#).

1.2 ATE's Active Travel Assessment

- 1.2.1 This Technical Note (TN02) provides a response to the points raised in ATE's Active Travel Assessment, where further information or dialogue has been requested. The latest site layout drawing is attached in [Appendix B](#).
- **Active travel route audit (ATE reference: 3.2)** – Rating: further information requested > Condition/ Contribution Recommended
- 1.2.2 As requested by ATE, the Applicant has agreed to provide an enhanced Active Travel Route Audit, which will be secured via an appropriate planning condition. As also requested by ATE (Cycle Accessibility – ATE reference 3.4), off-site cycle accessibility improvements from the proposed development site to (and from) local attractors (e.g. schools, train station) will also be secured via an appropriate planning condition.

- **Pedestrian Access to Local Amenities (ATE reference: 3.2)** – Rating: Condition/ Contribution Recommended

As requested by ATE, the Applicant has agreed to provide full details of the components of the dedicated footpaths, incorporating appropriate materials/lighting/seating/wayfinding signage as per the relevant highway design standards – which will be secured via an appropriate planning condition.

- **Cycle Accessibility (ATE reference: 3.4)** – Rating: Concern

- 1.2.3 With consideration to cycle accessibility comments from ATE, the site layout has been amended and off-site cycle infrastructure proposed in accordance with LTN 1/20. The proposals will improve cycle connections and accessibility between the development site to the surrounding highway network/ existing cycle infrastructure.
- 1.2.4 The cycle routes through the development site and proposed cycle infrastructure are shown in **Drawing No. J32-6949-PS-009** attached in **Appendix C**. The development site layout and proposed cycle infrastructure includes the following:
- 2x existing Pelican crossings on Cherryfield Drive to be upgraded to Toucan crossings.
 - widened sections of existing footway on Cherryfield Drive to form 3m wide footway/ cycleway, connecting with existing routes leading to the A506, existing Toucan crossing by Kirkby Leisure Centre and Bewley Drive.
 - 3m wide internal footway/ cycleway throughout the development site (shown by orange dashed lines). Cycle connections to southern boundary provided via private drives.
 - 3m wide footway/ cycleway adjacent to site boundary from Bewley Drive (shown by blue dashed line).
 - Widened section of existing footway along Bewley Drive to form 3m wide footway/ cycleway, connecting the development site with the cycle route along the A506.
- 1.2.5 Based on the levels of cycle permeability provided through the development site, improved off-site cycle infrastructure and proposed connections to existing cycle routes on the local highway network, it is considered that the proposals will promote and encourage cycling by future residents, particularly as an alternative to private car trips.
- 1.2.6 As stated previously, as also requested by ATE (Cycle Accessibility – ATE reference 3.4), off-site cycle accessibility improvements from the proposed development site to (and from) local attractors (e.g. schools, train station) will also be secured via an appropriate planning condition.

- **Off-site Transport Infrastructure (ATE reference: 3.6)** – Rating: Concern > Condition/ Contribution Recommended

1.2.7 Off-site highway infrastructure improvements, including shared-use routes along Cherryfield Drive and Bewley Drive that link with existing routes along the A506 (show in **Drawing No. J32-6949-PS-009** attached in **Appendix C**), will be secured via an appropriate planning condition

- **Site Permeability (ATE reference: 3.7)** – Rating: Concern > Condition/ Contribution Recommended

1.2.8 As requested by ATE, the Applicant has agreed to provide detailed design drawings for the development site, including dimension cross-section drawings for the hierarchy of streets, full details relating to the access points and crossing transition points for all footways/ active travel routes - secured via an appropriate planning condition.

1.2.9 Following review of the comments from ATE, the number of access points for active travel modes has been increased and improved along the southern extent of the layout (connecting with Bewley Drive). This includes an additional connection adjacent to Plot D117, and improvements to the route adjacent to the site boundary between Plot D04 and Plot D335.

- **Travel Planning (ATE reference: 3.10)** – Rating: Condition/ Contribution Recommended

1.2.10 The Applicant has agreed to implement a full Travel Plan at the development to promote and encourage travel by sustainable modes and reduce corresponding levels of car use. The Travel Plan will be secured via an appropriate planning condition, with the travel plan targets and measures approved by KMBC Highways prior to condition discharge.

1.2.11 As acknowledged in ATE's consultation response, the Interim Travel Plan submitted with the planning application includes a provisional target of 61% sustainable travel over a 5-year period, which exceeds the national policy of 50%. This provisional target is based on modal split data from the 2011 census but would be updated after travel surveys are undertaken following initial occupation.

1.2.12 Following review of the initial travel survey data, and with consideration to KMBC's policies and targets, it is expected that KMBC Highways will request modal shift targets that seeks to maximise active travel at the development.

1.3 Summary

1.3.1 Overall, it is considered that the information provided in this Technical Note, including revised site layout drawing and proposed cycle infrastructure, demonstrates that the proposals will adequately promote and encourage active travel at the development site – therefore addressing the comments received from ATE.

1.3.2 On this basis, it is kindly requested that ATE recommends the development proposals for approval.

APPENDIX A

ATE Consultation Response



Active
Travel
England

Active Travel England
West Offices
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Tel: 0300 330 3000

Your Ref: 24/00068/FUL
Our Ref: ATE/24/00798/FULL
Date: 30 July 2024

Active Travel England Planning Response
Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Knowsley Metropolitan Borough Council

Application Ref: 24/00068/FUL

Site Address: Land South Of Cherryfield Drive Kirkby Town Centre, Knowsley

Description of development: DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 807 DWELLINGS (USE CLASS C3) WITH VEHICULAR ACCESS FROM CHERRYFIELD DRIVE AND BEWLEY DRIVE AND ASSOCIATED LANDSCAPING AND INFRASTRUCTURE , EXTENSION TO THE EXISTING CHERRYFIELD DRIVE CAR PARK TO PROVIDE AN ADDITIONAL 60 PARKING SPACES AND HIGHWAY IMPROVEMENTS TO CHERRYFIELD DRIVE.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on the full application for the 'Demolition of existing buildings and erection of 807no. dwellings (use class C3) with vehicular access from Cherryfield Drive and Bewley Drive and associated landscaping and infrastructure, extension the existing Cherryfield Drive car park to provide an additional 60 parking spaces and highways improvements to Cherryfield Drive. The application is pursuant to the applicable Knowsley Metropolitan Borough Council (KMBC) Local Plan policies

2.0 Summary

ATE has reviewed various components of the application for the proposed development including: Planning Statement (PS); Transport Assessment (TA); Design & Access Statement (DAS); Environmental Statement (Chapter 6) and the Interim Travel Plan (ITP).

In considering this application, ATE 's position is that the proposed development requires further details as detailed below. Some details can be provided and/or committed to as Post-Planning permissions at the discretion of the Local Planning/Highways Authority.

3.0 Active Travel Assessment

3.1 Trip generation and assignment

Rating: PASS

Quantification of daily active travel movements forecast to be generated by the site is present as summarised in Chapter 6 of the Transport Assessment (TA). It is multi-modal and representative of different times of day/working/non-working days. This consequently provides a suitable basis upon which to build an effective strategy so the proposed development can successfully connects to its surroundings. ATE is therefore satisfied that the approach used by the applicant allows for the proposed development to create targets in alignment with national objectives via a suitable Travel Planning process and subsequently identify high-quality infrastructure able to support high numbers of active travel mode-share that a development of this type, in an outstanding location, should aspire to (see below).

Policy / Guidance References:

Planning Policy Guidance on Travel Plans, Transport Assessments and Statements – a qualitative and quantitative description of the travel characteristics of the proposed development

3.2 Active travel route audit

Rating: **FURTHER INFORMATION REQUESTED**>**CONDITION/CONTRIBUTION RECOMMENDED**

ATE notes that the applicant has considered The applicant has identified the likely active travel routes from the proposed development site in the TA and has included the Public Rights of Way (PRoW) within the vicinity (Chapter 3). Furthermore, ATE acknowledges that a Minimum Accessibility Standard Assessment (MASA) was undertaken, with the proposed development satisfying the requirements as set in KMBC's 'Choice of Travel' Supplementary Planning Document (SPD).

However, ATE advises that more precise details are necessary to ensure that the proposed development can fully maximise all active travel journeys in what is a site which is highly accessible, and which should prioritise active travel as first choice for most journeys. With a more holistic approach ensuring active travel routes can become coherent, direct, safe, comfortable, convenient, and attractive as per the core design principles of LTN 1-20. This includes specific routes and likely active travel desire lines to schools, colleges, and recreational facilities.

Consequently, a qualitative analysis should be provided which considers the specific active travel access to key amenities besides Kirkby Town Centre (e.g. local schools), along with the Strategic 'Knowsley Cycle Route – Kirkby to Speke' as indicated in the LCRCA's Local Cycling and Walking Infrastructure Plan (LCWIP). ATE advises that this enhanced Active Travel Route audit could be set as a condition of planning permission.

Policy / Guidance Reference:

NPPF 114. In assessing specific applications for development, it should be ensured that ...safe and suitable access to the site can be achieved for all users.

3.3 Pedestrian Access to Local Amenities

Rating: **CONDITION/CONTRIBUTION RECOMMENDED**

The proposed development provides 6 access points for pedestrians with 2metre footway provision for each of the four access junctions, and two dedicated pedestrian access points on Cherryfield Drive and Bewley Drive. ATE advises that full details of the components of the dedicated footpaths should be provided as a condition and that these incorporate appropriate materials/lighting/seating/wayfinding signage as per National Design Guide standards.

Policy/Guidance Reference: *NPPF 114. In assessing specific applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users.*

3.4 Cycling Accessibility

Rating: **CONCERN**

Currently, there is not a sufficient amount of detailed evidence within the application that that the proposed development has the sufficient amount of dedicated cycling infrastructure to offer the sentiments of the submitted DAS where there are a 'number of opportunities to link existing local services and facilities as well as improving cross-connections between them' (DAS, p.20)

The most pressing issue is how residents will be able to use cycling and connect with amenities both from Cherryfield Drive access points to the existing shared use provision on the A506 (where the applicant has only indicated a 'suggestion' for a shared use provision) and also the necessary improvements to Bewley Drive to the South of the site, which would also need to incorporate the appropriate crossings. ATE advises it necessary for the applicant to demonstrate clearly the cycling provision the applicant proposes e.g. through an amended version of the planning layout drawing (ref: H9305 XX XX DR UD 203001 – dated 11.03.24). As per the active travel route audit the applicant should also provide detail of the contributions to improve the cycle accessibility from the proposed development to (and from) the numerous local attractors (schools, Kirkby Train Station).

Policy/Guidance References:

- *NPPF 108c: identifying and pursuing opportunities to promote cycling*
- *NPPF 114a: opportunities to promote sustainable modes have been taken up*
- *NPPF 116a: giving priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.*

3.5 Access to Public Transport

Rating: **PASS**

Access to frequent bus services is excellent as to be expected in such a central location, and Kirkby Station is also within close proximity (~1km) but would benefit from enhancements to cycle infrastructure provision as mentioned above (which would also complement forthcoming improvements such as the Kirkby Station Footbridge).

Policy/Guidance References:

- *NPPF 108c: identifying and pursuing opportunities to promote public transport*
- *NPPF 116a: facilitating access to high quality public transport*
- *Inclusive Mobility: 9.1 – The siting of bus stops*
- *LTN1/24 Bus User Priority*

3.6 Off-site Transport Infrastructure

Rating: **CONCERN**>**CONDITION/CONTRIBUTION RECOMMENDED**

ATE advises that a suitable post-permission infrastructure delivery is sought to ensure that active travel users can use walking, wheeling, and cycling as a choice of travel mode beyond the site – with the particular focus being on the inclusion of at least a 3m shared provision on Cherryfield Drive (along with all the supporting infrastructure necessary to make this a successful link with existing provision on the A506).

Policy/Guidance References:

- *NPPF: 96c: enabling and supporting healthy lifestyles*
- *NPPF 108c: identifying / pursuing opportunities to promote walking, cycling and public transport*
- *NPPF 114b: achieving safe and suitable access for all users,*
- *NPPF 116a: giving priority first to pedestrian and cycle movements.*

3.7 Site Permeability

Rating: **CONCERN**>**CONDITION/CONTRIBUTION RECOMMENDED**

While the layout of the proposed development has generally good levels of permeability through its layout, there are aspects which can be improved. For example, the street hierarchy is not entirely clear, and ATE advises that dimension cross-section drawings are provided that precisely indicate the nature of the streets, and also include details of the access points. Furthermore, while there are more access points for active travel modes, there are various locations on the Southern extent of the overall planning layout (drawing ref: H9305 XX XX DR UD 203001) where there are opportunities to provide additional access points for active travel connections. Finally, ATE also advises that the applicant provides details of the crossing transition points for all footways/active travel routes within the development and also the supporting details (e.g. lighting).

Overall ATE considers that in its current form, the proposed development fails to maximise accessibility as identified in 4.6 (as per 5.1 A Connected Network of the National Model Design Code – Part 2 Guidance Notes).

Policy/Guidance Reference:

NPPF: 96a: promoting social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through... street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods.

3.8 Placemaking

Rating: **PASS**

The applicant has provided a clear consideration of placemaking principle through the incorporation of the principles within 'Building for Life 12'. This includes consideration of the street geometry, inclusion of green/blue infrastructure as integral and relatively good passive surveillance levels through the inclusion of 'active frontages' in public spaces.

Policy/Guidance Reference:

National Model Design Code, Part 1: 59 Movement – i) Connected Places, ii) Active Travel.

3.9 Cycle Parking & Trip-end facilities

Rating: **PASS**

The applicant has indicated that the cycle parking will be in accordance with the KMBC Parking Standards with a minimum of one space/bedroom – these are in alignment with the guidance in Table 11.1. of LTN 1-20. The applicant has also indicated suitable parking and end-trip facilities in accordance with LTN 1-20 (Chapter 11).

Policy/Guidance References:

National Model Design Code Part 2: Movement M.3 - Well Considered parking, servicing, and utilities infrastructure for all users. & M3.ii Cycle Parking.

3.10 Travel Planning

Rating: **CONDITION/CONTRIBUTION RECOMMENDED**

The applicant has provided targets of increasing Sustainable Travel modes from 51% to 61% in a five-year period. ATE acknowledges that these targets are in alignment with national policy of 50% of all short urban trips to be walked, wheeled, cycled (including public transport use).

Although this satisfies this objective, ATE does recommended that these targets be increased as a condition of planning permission. This is also in alignment in KMBC contributing with LCRCA's recently announced 2035 Net Zero target and also in relation to enhancing the health outcomes of its future residents. The proposed development is an outstanding opportunity to embed extremely high active travel usage and realise its potential as a truly sustainable development. Henceforth, ATE suggests that the revision of targets, and introduction of aligned measures are worth putting in place from the outset (e.g. the eventual reduction of car parking numbers to include a sustainable travel mobility hub/car sharing scheme etc.).

Policy/Guidance References:

- *NPPF: 117 – Travel Plans*
- *National Planning Policy Guidance: Travel Plans, Transport Assessments and Statements.*

4.0 Next Steps

The above information is required for ATE to review the submission of further details, with the objective to progress this application

ATE recommends that this letter be forwarded to the agent and applicant and welcomes the opportunity to review further submitted information and work collaboratively with all relevant stakeholders to help fulfil the above recommendations. This can then lead to the setting of suitable planning conditions and obligations to secure policy-compliant outcomes for active and sustainable travel.

APPENDIX B

Proposed Development Site Layout (Rev Z)

Affordable Rented

Affordable Shared Ownership

H9305-DWH-XX-XX-DR-UD-203100

Cherryfield Drive, Kirkby

Overall Site Layout

Rev Z

Cherryfields Lane - Kirkby				
House Mix				
Phase 3 DWH				
15.11.24				
Private	Bed/Person No.	sqft	sqft combined	
P20a - Wilford (end)	1BR/1P	5	650	3350
P20a - Wilford (end)	1BR/1P	19	620	13150
P20a - Wilford (end) (gabbed)	1BR/1P	2	620	3350
P20a - Archford (end)	1BR/1P	24	830	19335
P20a - Archford (end) (gabbed)	1BR/1P	8	830	19335
P20a - Archford (end)	1BR/1P	5	830	1450
P20a - Archford (end) (gabbed)	1BR/1P	5	830	1450
P20a - Archford (end)	1BR/1P	7	1000	2000
P20a - Archford (end)	1BR/1P	21	1000	21000
T20a - Kennett (end)	1BR/1P	2	1000	1000
T20a - Kennett (end)	1BR/1P	6	1000	5330
T20a - Kennett (end)	1BR/1P	10	1000	10000
T20a - Kennett (end)	1BR/1P	2	1370	2330
T20a - Kennett (end)	1BR/1P	10	1370	13700
T20a - Kennett (end)	1BR/1P	12	1370	16440
T20a - Kennett (end)	1BR/1P	18	1370	24660
T20a - Kennett (end)	1BR/1P	24	1370	32880
T20a - Kennett (end)	1BR/1P	30	1370	41100
T20a - Kennett (end)	1BR/1P	36	1370	49320
T20a - Kennett (end)	1BR/1P	42	1370	57540
T20a - Kennett (end)	1BR/1P	48	1370	65760
T20a - Kennett (end)	1BR/1P	54	1370	73980
T20a - Kennett (end)	1BR/1P	60	1370	82200
T20a - Kennett (end)	1BR/1P	66	1370	90420
T20a - Kennett (end)	1BR/1P	72	1370	98640
T20a - Kennett (end)	1BR/1P	78	1370	106860
T20a - Kennett (end)	1BR/1P	84	1370	115080
T20a - Kennett (end)	1BR/1P	90	1370	123300
T20a - Kennett (end)	1BR/1P	96	1370	131520
T20a - Kennett (end)	1BR/1P	102	1370	139740
T20a - Kennett (end)	1BR/1P	108	1370	147960
T20a - Kennett (end)	1BR/1P	114	1370	156180
T20a - Kennett (end)	1BR/1P	120	1370	164400
T20a - Kennett (end)	1BR/1P	126	1370	172620
T20a - Kennett (end)	1BR/1P	132	1370	180840
T20a - Kennett (end)	1BR/1P	138	1370	189060
T20a - Kennett (end)	1BR/1P	144	1370	197280
T20a - Kennett (end)	1BR/1P	150	1370	205500
T20a - Kennett (end)	1BR/1P	156	1370	213720
T20a - Kennett (end)	1BR/1P	162	1370	221940
T20a - Kennett (end)	1BR/1P	168	1370	230160
T20a - Kennett (end)	1BR/1P	174	1370	238380
T20a - Kennett (end)	1BR/1P	180	1370	246600
T20a - Kennett (end)	1BR/1P	186	1370	254820
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T20a - Kennett (end)	1BR/1P	204	1370	279480
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T20a - Kennett (end)	1BR/1P	222	1370	304140
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T20a - Kennett (end)	1BR/1P	234	1370	320580
T20a - Kennett (end)	1BR/1P	240	1370	328800
T20a - Kennett (end)	1BR/1P	246	1370	337020
T20a - Kennett (end)	1BR/1P	252	1370	345240
T20a - Kennett (end)	1BR/1P	258	1370	353460
T20a - Kennett (end)	1BR/1P	264	1370	361680
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T20a - Kennett (end)	1BR/1P	288	1370	394560
T20a - Kennett (end)	1BR/1P	294	1370	402780
T20a - Kennett (end)	1BR/1P	300	1370	411000
T20a - Kennett (end)	1BR/1P	306	1370	419220
T20a - Kennett (end)	1BR/1P	312	1370	427440
T20a - Kennett (end)	1BR/1P	318	1370	435660
T20a - Kennett (end)	1BR/1P	324	1370	443880
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T20a - Kennett (end)	1BR/1P	336	1370	460320
T20a - Kennett (end)	1BR/1P	342	1370	468540
T20a - Kennett (end)	1BR/1P	348	1370	476760
T20a - Kennett (end)	1BR/1P	354	1370	484980
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T20a - Kennett (end)	1BR/1P	366	1370	501420
T20a - Kennett (end)	1BR/1P	372	1370	509640
T20a - Kennett (end)	1BR/1P	378	1370	517860
T20a - Kennett (end)	1BR/1P	384	1370	526080
T20a - Kennett (end)	1BR/1P	390	1370	534300
T20a - Kennett (end)	1BR/1P	396	1370	542520
T20a - Kennett (end)	1BR/1P	402	1370	550740
T20a - Kennett (end)	1BR/1P	408	1370	558960
T20a - Kennett (end)	1BR/1P	414	1370	567180
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T20a - Kennett (end)	1BR/1P	426	1370	583620
T20a - Kennett (end)	1BR/1P	432	1370	591840
T20a - Kennett (end)	1BR/1P	438	1370	600060
T20a - Kennett (end)	1BR/1P	444	1370	608280
T20a - Kennett (end)	1BR/1P	450	1370	616500
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T20a - Kennett (end)	1BR/1P	468	1370	641160
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T20a - Kennett (end)	1BR/1P	504	1370	690480
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T20a - Kennett (end)	1BR/1P	516	1370	706920
T20a - Kennett (end)	1BR/1P	522	1370	715140
T20a - Kennett (end)	1BR/1P	528	1370	723360
T20a - Kennett (end)	1BR/1P	534	1370	731580
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T20a - Kennett (end)	1BR/1P	546	1370	748020
T20a - Kennett (end)	1BR/1P	552	1370	756240
T20a - Kennett (end)	1BR/1P	558	1370	764460
T20a - Kennett (end)	1BR/1P	564	1370	772680
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T20a - Kennett (end)	1BR/1P	576	1370	789120
T20a - Kennett (end)	1BR/1P	582	1370	797340
T20a - Kennett (end)	1BR/1P	588	1370	805560
T20a - Kennett (end)	1BR/1P	594	1370	813780
T20a - Kennett (end)	1BR/1P	600	1370	822000
T20a - Kennett (end)	1BR/1P	606	1370	830220
T20a - Kennett (end)	1BR/1P	612	1370	838440
T20a - Kennett (end)	1BR/1P	618	1370	846660
T20a - Kennett (end)	1BR/1P	624	1370	854880
T20a - Kennett (end)	1BR/1P	630	1370	863100
T20a - Kennett (end)	1BR/1P	636	1370	871320
T20a - Kennett (end)	1BR/1P	642	1370	879540
T20a - Kennett (end)	1BR/1P	648	1370	887760
T20a - Kennett (end)	1BR/1P	654	1370	895980
T20a - Kennett (end)	1BR/1P	660	1370	904200
T20a - Kennett (end)	1BR/1P	666	1370	912420
T20a - Kennett (end)	1BR/1P	672	1370	920640
T20a - Kennett (end)	1BR/1P	678	1370	928860
T20a - Kennett (end)	1BR/1P	684	1370	937080
T20a - Kennett (end)	1BR/1P	690	1370	945300
T20a - Kennett (end)	1BR/1P	696	1370	953520
T20a - Kennett (end)	1BR/1P	702	1370	961740
T20a - Kennett (end)	1BR/1P	708	1370	969960
T20a - Kennett (end)	1BR/1P	714	1370	978180
T20a - Kennett (end)	1BR/1P	720	1370	986400
T20a - Kennett (end)	1BR/1P	726	1370	994620
T20a - Kennett (end)	1BR/1P	732	1370	1002840
T20a - Kennett (end)	1BR/1P	738	1370	1011060
T20a - Kennett (end)	1BR/1P	744	1370	1019280
T20a - Kennett (end)	1BR/1P	750	1370	1027500
T20a - Kennett (end)	1BR/1P	756	1370	1035720
T20a - Kennett (end)	1BR/1P	762	1370	1043940
T20a - Kennett (end)	1BR/1P	768	1370	1052160
T20a - Kennett (end)	1BR/1P	774	1370	1060380
T20a - Kennett (end)	1BR/1P	780	1370	1068600
T20a - Kennett (end)	1BR/1P	786	1370	1076820
T20a - Kennett (end)	1BR/1P	792	1370	1085040
T20a - Kennett (end)	1BR/1P	798	1370	1093260
T20a - Kennett (end)	1BR/1P	804	1370	1101480
T20a - Kennett (end)	1BR/1P	810	1370	1109700
T20a - Kennett (end)	1BR/1P	816	1370	1117920
T20a - Kennett (end)	1BR/1P	822	1370	1126140
T20a - Kennett (end)	1BR/1P	828	1370	1134360
T20a - Kennett (end)	1BR/1P	834	1370	1142580
T20a - Kennett (end)	1BR/1P	840	1370	1150800
T20a - Kennett (end)	1BR/1P	846	1370	1159020
T20a - Kennett (end)	1BR/1P	852	1370	1167240
T20a - Kennett (end)	1BR/1P	858	1370	1175460
T20a - Kennett (end)	1BR/1P	864	1370	1183680
T20a - Kennett (end)	1BR/1P	870	1370	1191900
T20a - Kennett (end)	1BR/1P	876	1370	1200120
T20a - Kennett (end)	1BR/1P	882	1370	1208340
T20a - Kennett (end)	1BR/1P	888	1370	1216560
T20a - Kennett (end)	1BR/1P	894	1370	1224780
T20a - Kennett (end)	1BR/1P	900	1370	1233000
T20a - Kennett (end)	1BR/1P	906	1370	1241220
T20a - Kennett (end)	1BR/1P	912	1370	1249440
T20a - Kennett (end)	1BR/1P	918	1370	1257660
T20a - Kennett (end)	1BR/1P	924	1370	1265880
T20a - Kennett (end)	1BR/1P	930	1370	1274100
T20a - Kennett (end)	1BR/1P	936	1370	1282320
T20a - Kennett (end)	1BR/1P	942	1370	1290540
T20a - Kennett (end)	1BR/1P	948	1370	1298760
T20a - Kennett (end)	1BR/1P	954	1370	1306980
T20a - Kennett (end)	1BR/1P	960	1370	1315200
T20a - Kennett (end)	1BR/1P	966	1370	1323420
T20a - Kennett (end)	1BR/1P	972	1370	1331640
T20a - Kennett (end)	1BR/1P	978	1370	1339860
T20a - Kennett (end)	1BR/1P	984	1370	1348080
T20a - Kennett (end)	1BR/1P	990	1370	1356300
T20a - Kennett (end)	1BR/1P	996	1370	1364520
T20a - Kennett (end)	1BR/1P	1002	1370	1372740
T20a - Kennett (end)	1BR/1P	1008	1370	1380960
T20a - Kennett (end)	1BR/1P	1014	1370	1389180
T20a - Kennett (end)	1BR/1P	1020	1370	1397400
T20a - Kennett (end)	1BR/1P	1026	1370	1405620
T20a - Kennett (end)	1BR/1P	1032	1370	1413840
T20a - Kennett (end)	1BR/1P	1038	1370	1422060
T20a - Kennett (end)	1BR/1P	1044	1370	1430280
T20a - Kennett (end)	1BR/1P	1050	1370	1438500
T20a - Kennett (end)	1BR/1P	1056	1370	1446720
T20a - Kennett (end)	1BR/1P	1062	1370	1454940
T20a - Kennett (end)	1BR/1P	1068	1370	1463160
T20a - Kennett (end)	1BR/1P	1074	1370	1471380
T20a - Kennett (end)	1BR/1P	1080	1370	1479600
T20a - Kennett (end)	1BR/1P	1086	1370	1487820
T20a - Kennett (end)	1BR/1P	1092	1370	1496040
T20a - Kennett (end)	1BR/1P	1098	1370	1504260
T20a - Kennett (end)	1BR/1P	1104	1370	1512480
T20a - Kennett (end)	1BR/1P	1110	1370	1520700
T20a - Kennett (end)	1BR/1P	1116	1370	1528920
T20a - Kennett (end)	1BR/1P	1122	1370	1537140
T20a - Kennett (end)	1BR/1P	1128	1370	1545360
T20a - Kennett (end)	1BR/1P	1134	1370	1553580
T20a - Kennett (end)	1BR/1P	1140	1370	1561800
T20a - Kennett (end)	1BR/1P	1146	1370	1570020
T20a - Kennett (end)	1BR/1P	1152	1370	1578240
T20a - Kennett (end)	1BR/1P	1158	1370	1586460
T20a - Kennett (end)	1BR/1P	1164	1370	1594680
T20a - Kennett (end)	1BR/1P	1170	1370	1602900
T20a - Kennett (end)	1BR/1P	1176	1370	1611120
T20a - Kennett (end)	1BR/1P	1182	1370	1619340
T20a - Kennett (end)	1BR/1P	1188	1370	1627560
T20a - Kennett (end)	1BR/1P	1194	1370	1635780
T20a - Kennett (end)	1BR/1P	1200	1370	1644000
T20a - Kennett (end)	1BR/1P	1206	1370	1652220
T20a - Kennett (end)	1BR/1P	1212	1370	1660440
T20a - Kennett (end)	1BR/1P	1218	1370	1668660
T20a - Kennett (end)	1BR/1P	1224	1370	1676880
T20a - Kennett (end)				

APPENDIX C

Cycle Infrastructure Provision Drawing

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of knowsley council.
 5. drawing based on os mapping.

issue/revision			
A	23/10/2024	issued	
-	02/10/2024	issued	
l/r	date	description	

client: barratt and david wilson homes
project: cherryfield drive, kirkby
project number: J326949
scale: 1:2500@A3
drawing title:
cycling infrastructure provision
drawing number:
J32-6949-PS-009

