

Greensbridge Lane

DESIGN AND ACCESS STATEMENT

Rev * 10.10.23



INTRODUCTION

This document is intended to be read in conjunction with the supporting information for the planning application relating to land at bound by Cartbridge Lane, Greensbridge Lane and Netherley Brook on the site of the former Merseyside Dogs Home.

It is an account of the background to, and the reasoning for, the design decisions taken in relation to the proposed residential development.

Extensive investigations have been undertaken as part of this application including a full flood risk and drainage strategy, highways investigation and proposal, mechanical and electrical strategy and ecological assessments, all of which are included in the appendix of this document.

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1.0 CONTEXT

1.1 Site Location



Land bound by Cartbridge Lane, Greensbridge Lane and Netherley Brook on the site of the former Merseyside Dogs Home.

The land consists of a former dogs home including a substantial house and a number of low quality outbuildings which have fallen into disrepair and since removed.

There is a mixture of hard and soft landscaping across the site

The site is bound on all sides with Netherley Brook on the West, Cartbridge Lane to the North and Greensbridge Lane to the East.

The site is relatively flat but falls away slowly to the South.



1.2 Selected Site Photographs



1. View from the current hardstanding towards the south end of the site



2. View of the North East corner of the site



3. View of the current site access



4. View Netherley Brook which borders the site



1.3 Planning Context & Approach

Three key documents have been considered in detail whilst creating this proposal.

1. Masterplan for East of Halewood Site. Baseline Summary (February 2019)

Built form and Townscape

3.12 - The proposal seeks to work with and reinforce the existing established hedgerow boundary treatments to Greensbridge Lane.

Landscape

3.19/3.20 - The landscape character of the site is currently poor with overgrown / invasive species 'scrub' land throughout. The proposal seeks to reinforce the landscape character of this Northern edge as written in this section by working with existing hedgerows and trees and the introduction of a ponds.

Views

3.28/3.29 - The proposal does not seek to change any of the existing views / vistas across the site.

Flood Risk and Drainage Assessment

A detailed investigation and proposal for mitigation is provided within the appendix of this document. The document takes full account of the up to date proposals and deems them appropriate for the site.

The report also recommends a pumping station allowing an eventual connection to the public sewer which is also incorporated into the proposals.

Ecology

A full and comprehensive ecology report is included in the appendix of this document.

Archaeology and Heritage

There is one Non Designated within or on the edge of the site boundary, which we believe is the crossing of Ditton Brook via Cartbridge Lane. (MME6009). The proposal has no effect on this site and does not seek to build in close proximity. We therefore assume a separate heritage investigation or statement is required.

Transport

A full and comprehensive Transport statement / report is included in the appendix of this document.

2. Masterplan for East of Halewood Site. Option Testing and Preferred Option Report (February 2019)

This site is entirely included within the Masterplan boundary.

Vision Statement

"East of Halewood will provide a high-quality and distinctive new residential offer for Halewood. It will be the most sought after and significant scheme of its type in the south of the City Region."

We believe the high quality nature of the design and house types is entirely aligned with this statement.

Page 7 Vision Concept

East of Halewood will:

- be a place that is seamlessly connected with the local community and its existing facilities;

We are fully supportive of the desire to better connect the area and create easily navigable 'green' cycling and pedestrian routes across the area as a whole. The design is generated to be fully compatible with this ,whereby the central 'green spine; of the design with allow easy connections to the parcel of land to the South and potentially across the Brook to Goddard Chase Park in the future.

- be a place which is integrated with the surrounding natural environment through its own attractive open spaces.

Our proposed layout fully integrates the existing natural environment by maximising the use of the existing trees as a protective boundary and utilising the brook for both public and private views.

- be well connected with a high quality street scape and hierarchy that will allow residents and visitors, whether on foot or in a vehicle, to safely and easily navigate their way to, around, through and from the development;

Centred around a 'village green' the layout encourages natural surveillance across the site and also ownership of the site as a whole. The simplicity of the masterplan makes it easily and safely navigable by both vehicles and pedestrians.

- create a new strong and interesting edge to Halewood, integrating new homes with existing hedgerows, movement routes, residential communities and the country side beyond.

The proposal seeks to work with existing hedgerows and tress which already form a natural boundary to the most northern part of the masterplan

Masterplan Principles

Relevant principles are addressed as follows:

Housing

H1 - The proposal provides a wide range of house types and a mix which will encourage a diverse range of residents

Built Form

B1 - All house types are of a very high quality with a limited palette of high quality materials used in a sensitive yet contemporary manner.

B2 - House types are entirely appropriate for the area using a mix of sensitive yet contemporary/ timeless details

Public Realm

P1 - Creation of a 'village Green' immediately provides a very people focussed feel to the site. With proposed improvements to the Southern crossing points, we also believe the proposed attenuation point can be come a key asset for the site but also the community as a whole.

P4 - A combination of hidden attenuation tanks and a pond towards the Southern end of the site

Developable Area Study

Areas identified as '8' and A which could potentially reduce the area of developable land have been fully investigated and justified through the Flood Risk and Ecology Studies. Despite this the proposed layout' ensures the site does not feel overdeveloped leaving views to and from the site and large areas of open space in comparison to the size of the plot.

1.3 Planning Context & Approach

3. New Residential Development SPD

3.1 -3.3 - We strongly believe this site, sitting on the edge of the Masterplan for East Halewood is an excellent opportunity for addressing the balance of the housing in the area and the quality of housing as outlined here will address the needs of the local plan.

Integration with existing development

3.4-3.8 - The proposals outlined in this document have been developed with a full understanding of the local context and the proposed masterplan for the area. As outlined previously the characteristics of this site including its natural assets have been fully considered in developing the scheme.

B1 a - The scale of the development is in line with neighbouring plots and the surrounding tree line / hedgerows

B1 b - Bin stores, parking and soft landscaping have all been addressed in the proposed layout. Parking strategy is also supported in the transport statement attached in the appendix.

B1 c - Bin stores, parking and soft landscaping have all been addressed in the proposed layout. Parking strategy is also supported in the transport statement attached in the appendix.

B1 d - All house types and apartment are designed to meet the requirements of the National Space Standards

B1 e - All house types have been designed to be as flexible as possible with the potential for changes to the arrangement internally if required.

Defining the residential mix

The proposed development provides a wide range of house types and sizes to ensure social diversity and promote community interaction.

Considering accessibility and movement

Whilst this is a relatively small development the layout has been generated to maximise movement across the site and be integrated with the wider masterplan for East Halewood. Suggestions for future connections in that document have been accounted for and none of the proposals as outlined here would hinder that further.

3.18 - The development will be fully accessible for all people including wheelchair users and all surfaces and details designed in line with current standards.

Developing the residential layout

B5 a - The layout of the site has been specifically designed to create 'a sense of place'. Whilst it is relatively small when compared to other parcels in the masterplan it has still been designed around a 'village green' giving the whole development a focal point and an element of the layout which is unique to this specific site.

B5 b - The scheme has been specifically designed to ensure all façades present onto the main spine road and 'village green'. Despite investigating many other layouts we believe this is the only way to achieve this.

B5 e - The layout ensures that natural surveillance is possible throughout with no public access provided behind any of the properties due to their proximity to the fixed boundaries i.e. roads and brook.

B5 f - All boundary treatments especially to the front and public facing areas are kept low. However they are well defined and unambiguous.

Parking requirements

Parking standards are outlined and justified in the transport statement included in the appendix of the document.

B6 a - Wherever possible private driveways and garages have been provided, however, as this parcel is such a tight site and relatively difficult to plan whilst ensuring we do not create excessive roads and layouts which mean primary façades are not overlooked, the compromise has been that there is parking to the front of the properties in some areas. However these will be dealt with sensitively with areas of planting to ensure it not read as a large uninterrupted expanse of hard standing.

Design of Public Realm and Waste Management

As shown on the layouts, the design has been developed to ensure there is a location for bins to be stored other than immediately in front of the properties with provision for recycling as well as standard household waste.

Integration of Public Open Space

Whilst this is a relatively small site, every effort has been made to maximise the potential for public open space which is well overlooked and can be used for a variety of functions. There are two areas in particular. The 'village green' that can be seen immediately on entering the site and the 'ponds' towards the South which are overlooked by the proposed apartments and further reinforce the potential for a future pedestrian connection in that area as outlined in the 'Master Plan for East Halewood'.

Minimising Opportunities for Crime

B9 a - All properties are designed to front onto the street with excellent natural surveillance throughout

B9 b - All public footpaths and roads are well overlooked

B9 c - All areas of parking are also well overlooked and have good natural surveillance

B9 d - All boundaries between public and private spaces are well defined and the natural features of the plot have been used to further reinforce this

Dwelling Space

As described on the following pages, all properties have been designed with care and attention to the layout which is suitable for a variety of people in differing circumstances. As demonstrated all properties are of high quality with particular attention to the detailing of elements such as entrances, windows and appropriate furniture layouts. Where possible the properties are designed so that the floors will span structurally between outside walls and staircases, allowing internal partitions to be easily rearranged should it be required. Where appropriate all properties have access to private gardens.

Privacy and Natural Light

All properties have been designed to maximise natural light without compromising privacy. All habitable rooms have sufficient distance between them and any neighbouring property to ensure privacy and in most cases, due to the proposed layout, this is far exceeded. Consideration has also been given to maximise the potential for views from the front and rear of the properties as far as possible.

Energy and Sustainability

Sufficient space has been provided both within and in the vicinity of the properties to ensure at the detailed phase the design can be developed to fully comply with current building regulations requirements with the use of on site renewables where appropriate and a strategy to minimise the use of fossil fuels where possible.

Water and Biodiversity

Please refer to the extensive documents included in the appendix which cover flood risk and drainage strategies on the site.

2.0 DESIGN DEVELOPMENT

2.1 Masterplan Development

Access

Whilst many other options were explored, following extensive consultation with the highways consultant, it was decided that the only viable access was to reuse the existing. Once this decision was taken there are obviously only a finite number of arrangement options possible. 1 option is to create a spine road and 'cul-de-sac arrangement' however this resulted in many houses being too closely overlooked and extensive dead ends with no natural surveillance. The option as submitted here has been developed to maximise the natural shape and assets of the site. Placing the units on the perimeter means the private gardens can utilise the existing planting and overlook the brook to ensure the houses do not sit too close whilst creating a communal 'village green' as a focus to the site and a circular route for easy access. The remainder of the site, including the apartments is then access via a spine road with parking and a turning head at the end.

Sense of Place

The focal point both on entering the site and from the units themselves is the central 'village green'. Whilst it is a practical solution to the layout and access requirements it is also a vehicle to promote a sense of community ownership and a 'sense of place'. It is extremely well overlooked and yet due to the relatively private nature of the entire site it can become a huge asset for the residents.

Ponds

As highlighted in the flood risk assessment there is the need for both the raising of the site levels and some attenuation. Underground attenuation tanks are proposed in suitable areas other than the main highway and the remainder is dealt with by the use of a landscaped area with ponds to the South. This area forms the gardens of the apartments but also has the potential to form part of the proposed connection to the South as highlighted in the 'Masterplan for East of Halewood Site'.



RESIDENTIAL UNITS:						
Type	Description	Bedrooms	People	GIFA		NO.
T01	Terrace	2	3	c. 70.2 sqm	c. 755 sq ft	11
T02 A	Semi Detached	3	5	c. 93 sqm	c. 1001 sq ft	10
T02 B	Semi Detached	3	5	c. 93 sqm	c. 1001 sq ft	8
T04	Detached	5	8	c. 147 sqm	c. 1582 sq ft	4
APT	Apartment	1	2	c. 53.2 sqm	c. 573 sq ft	6
TOTAL						39

Note: All areas stated do not include garages. Integral or otherwise

3.0 APPEARANCE

3.1 Street Scenes

The typological mix has been considered in detail to ensure there is the right balance between creating variety whilst developing a wholistic, coherent identity for this stand alone site.

Materials

The materials palette has been purposely limited to give a timeless feel. Whilst we did investigate the possibility of changing the roofing material, in the end it was decided that the variety provided by the changing brick was enough to differentiate the typologies

Roofscape

The majority of house types incorporate simple traditional front to back pitched roofs with gable ends, however these are then punctuated by the terrace which has the gable end facing the front and back. This house type provides further variety and relief to the street scene.

Details

Details generally are kept very simple with large windows where possible to increase natural light and create a contemporary feel to the elevation. They then incorporate brick on end header and cill details as another timeless intervention.



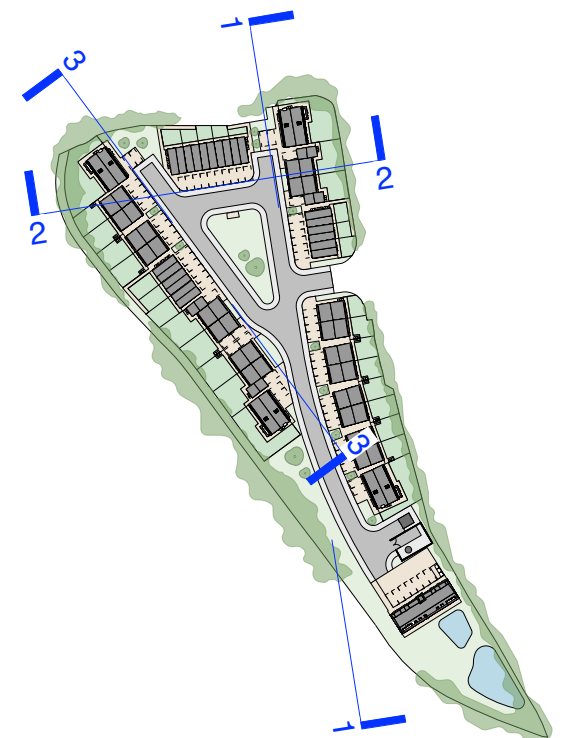
STREET SCENE - 1



STREET SCENE - 2



STREET SCENE- 3



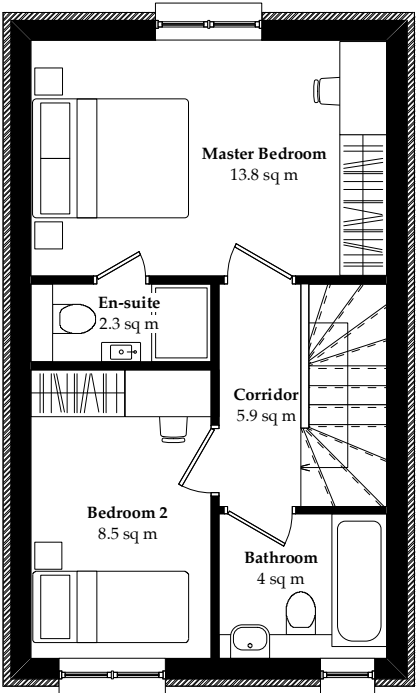
3.2 House Type 1

Type 1 (2 bedroom, 3 person terrace house)

- 1 Double Bedroom with ensuite
- 1 Single Bedroom
- Family bathroom
- Kitchen
- Dining and Living Room
- Downstairs WC
- Recessed covered entrance

Materials

- Buff brick with dark grey faux slate roof tiles
- Light grey brick double header detail
- Light grey brick on end cill detail
- Anthracite grey aluminium glazing frames
- Light grey brick door opening surround and recess
- Dark grey solid composite door



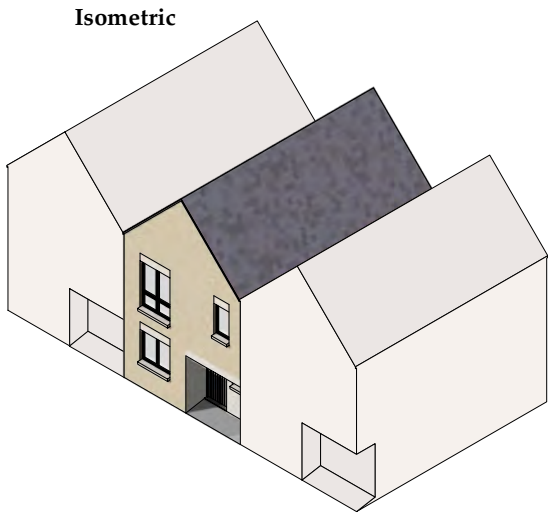
First Floor



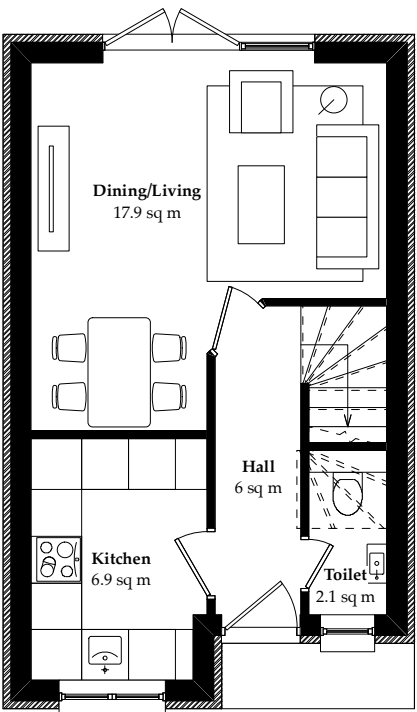
Rear Elevation



Materials



Isometric



Ground Floor



Front Elevation



Precedent Study

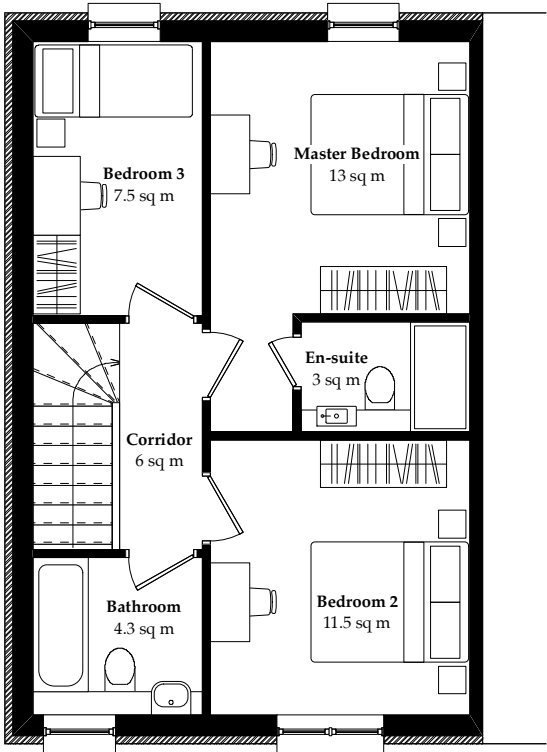
3.3 House Type 2A

Type 2A (3 bedroom, 5 person semi detached house)

- 2 Double Bedrooms with 1 ensuite
- 1 Single Bedroom
- Family bathroom
- Kitchen / Dining Room
- Seperate Lounge
- Downstairs WC
- Utility
- Recessed covered entrance

Materials

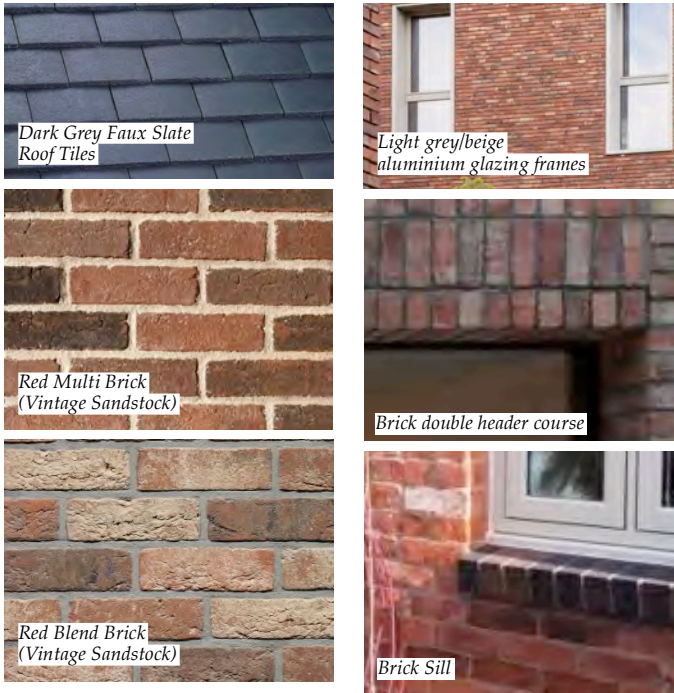
- Red 'Multi Brick' with dark grey faux slate roof tiles
- Red 'Multi Brick' brick double header detail
- Red 'Multi Brick' brick on end cill detail
- Light grey aluminium glazing frames
- Red 'Blend' brick door opening surround
- Timber coloured solid composite door



First Floor

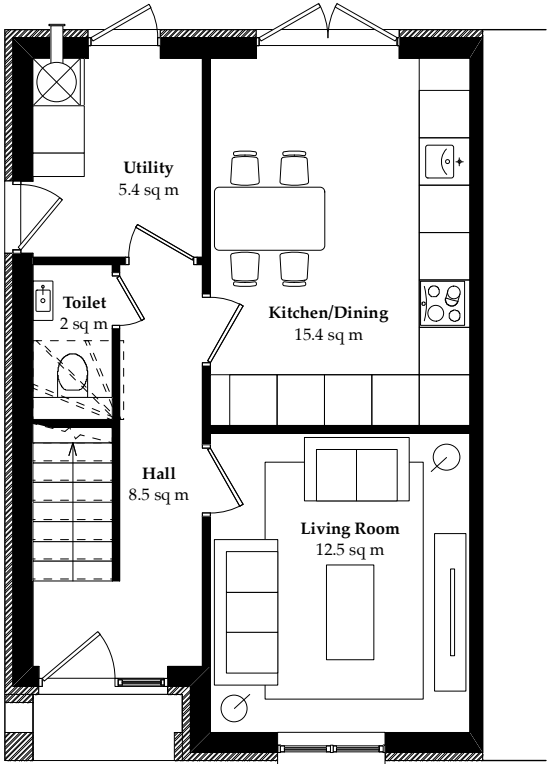


Rear Elevation



Materials

Isometric



Ground Floor



Front Elevation



Precedent Study

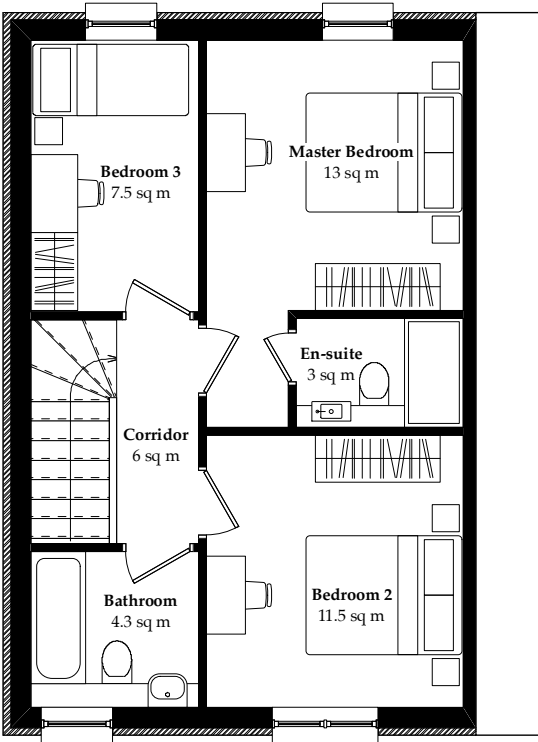
3.4 House Type 2B

Type 2B (3 bedroom, 5 person semi detached house)

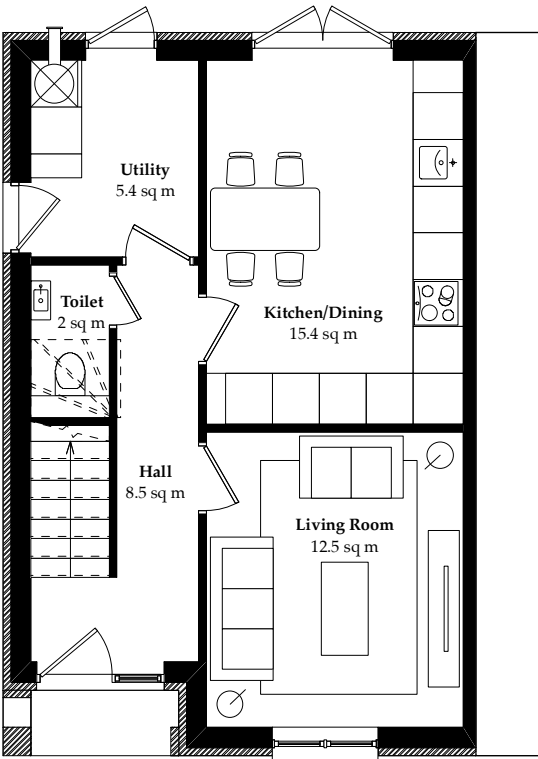
- 2 Double Bedrooms with 1 ensuite
- 1 Single Bedroom
- Family bathroom
- Kitchen / Dining Room
- Seperate Lounge
- Downstairs WC
- Utility
- Recessed covered entrance

Materials

- Light grey 'Mix Brick' with dark grey faux slate roof tiles
- Light grey 'Mix Brick' brick double header detail
- Light grey 'Mix Brick' brick on end cill detail
- Anthracite grey aluminium glazing frames
- Dark grey brick door opening surround
- Dark grey solid composite door



First Floor



Ground Floor



Rear Elevation



Front Elevation



Dark Grey Faux Slate
Roof Tiles



Anthracite grey
aluminium glazing frames



Light Grey Mix Brick



Brick double header course



Dark Grey Brick



Half batt brick cill

Materials

Isometric

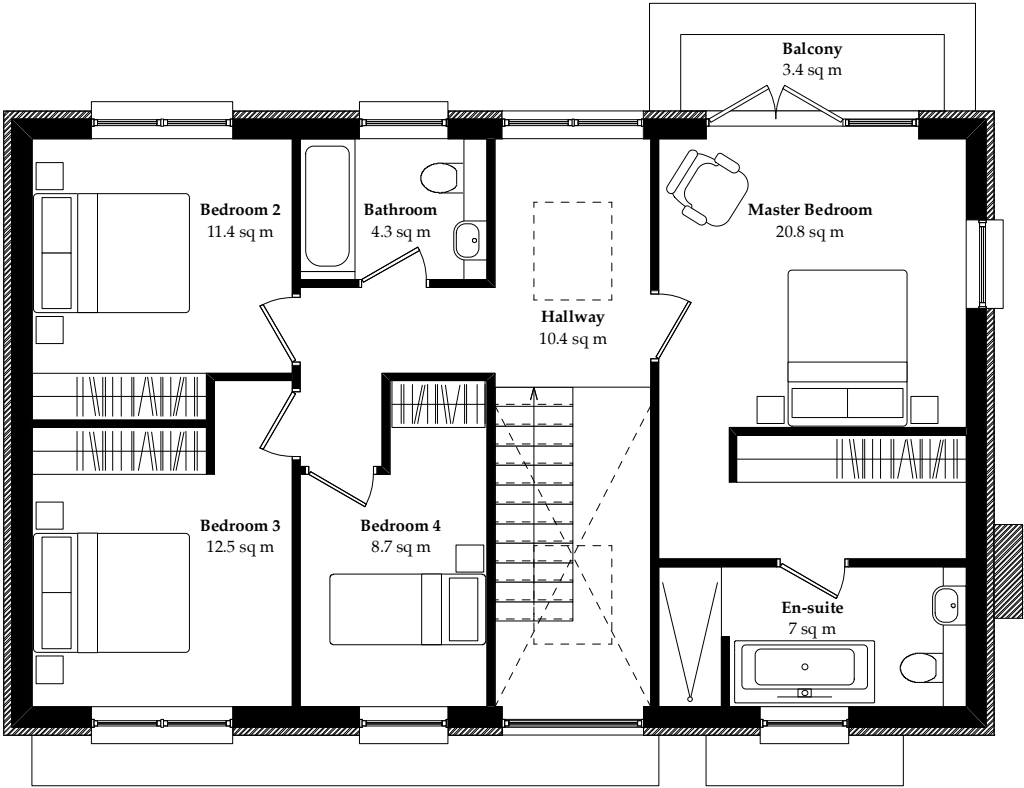


Precedent Study

3.5 House Type 3

Type 3 (4/5 bedroom, 7/8 person detached house)

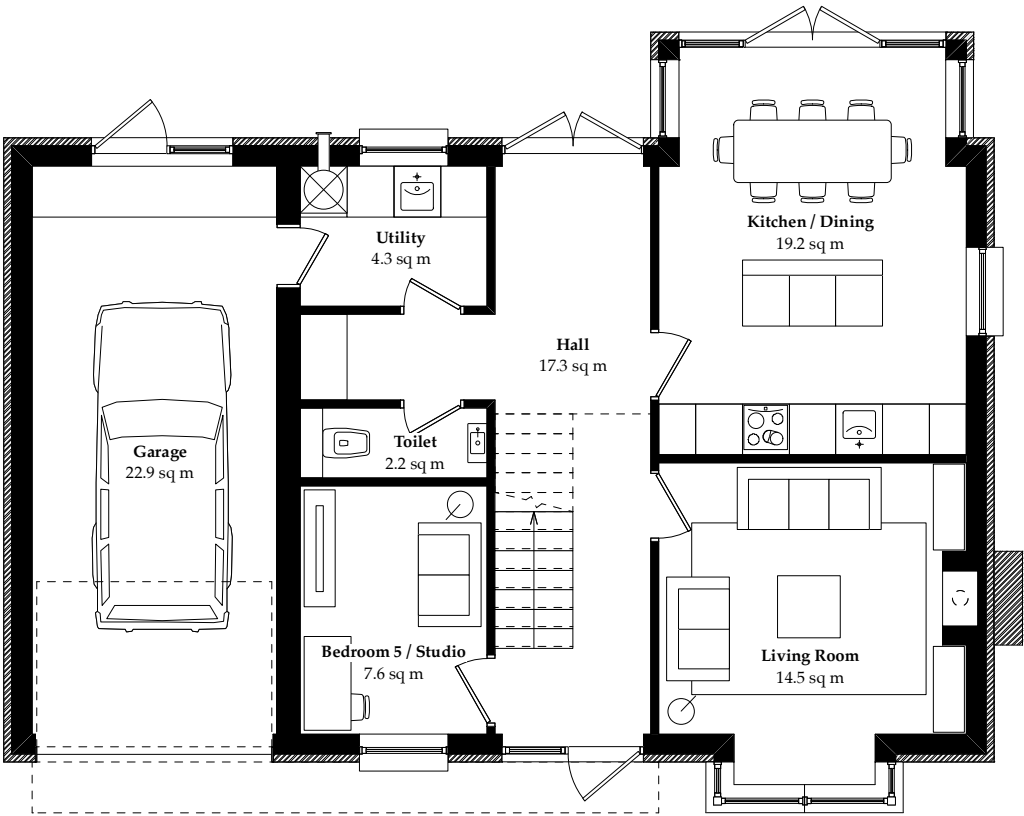
- 1 Master Bedroom with ensuite
- 2 Double Bedrooms
- 1 Single Bedroom
- Family bathroom
- 1 downstairs study/bedroom
- Kitchen / Dining Room
- Seperate Lounge
- Downstairs WC
- Utility
- Integral garage



First Floor



Front Elevation



Ground Floor



Rear Elevation

3.5 House Type 3

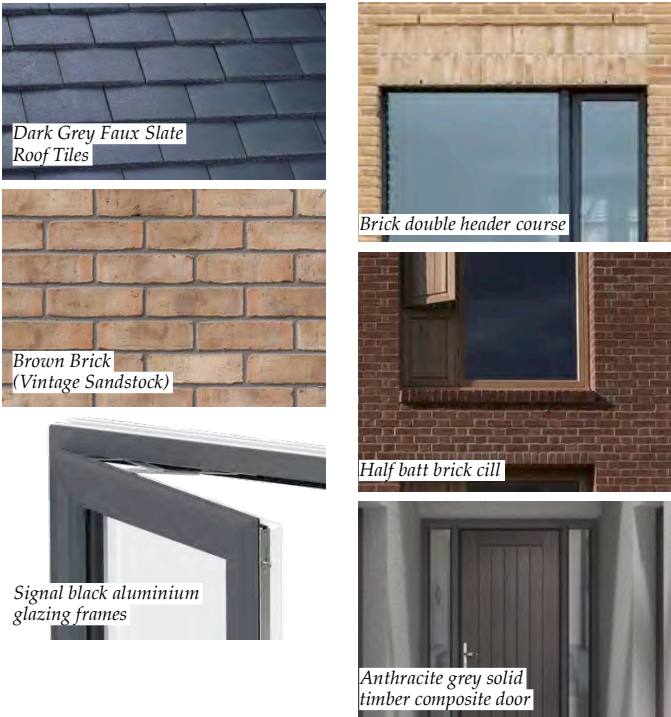
Materials

- Brown brick with dark grey faux slate roof tiles
- Brown brick double header detail
- Brown brick on end cill detail
- Black aluminium glazing frames
- Faux stone header to bay window and canopy over door / garage entrance
- Dark grey solid composite door



Side Elevation

Materials



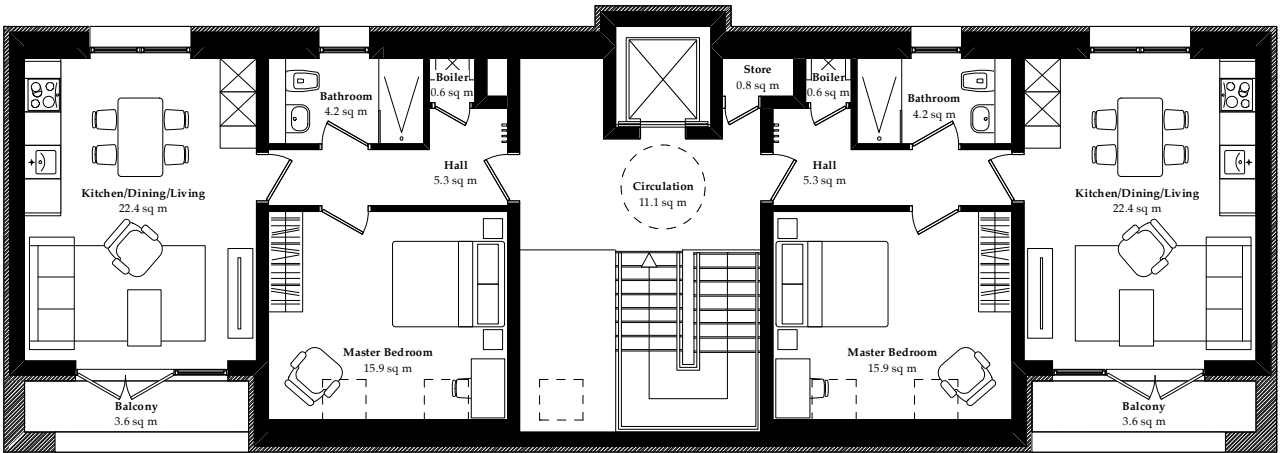
Precedent Study



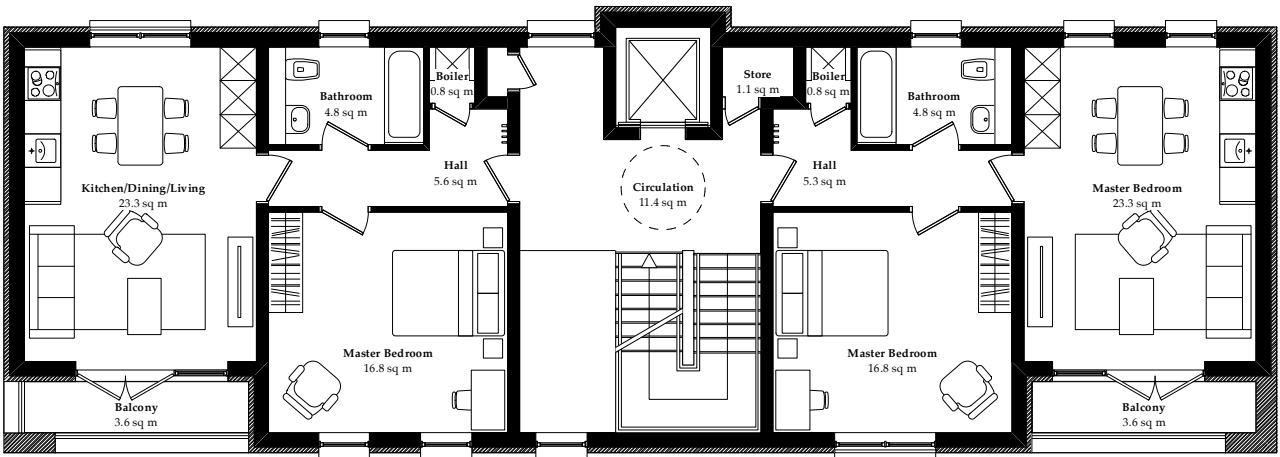
3.6 Apartment Block

Apartment Block (6 x 1 bedroom, 2 person apartment)

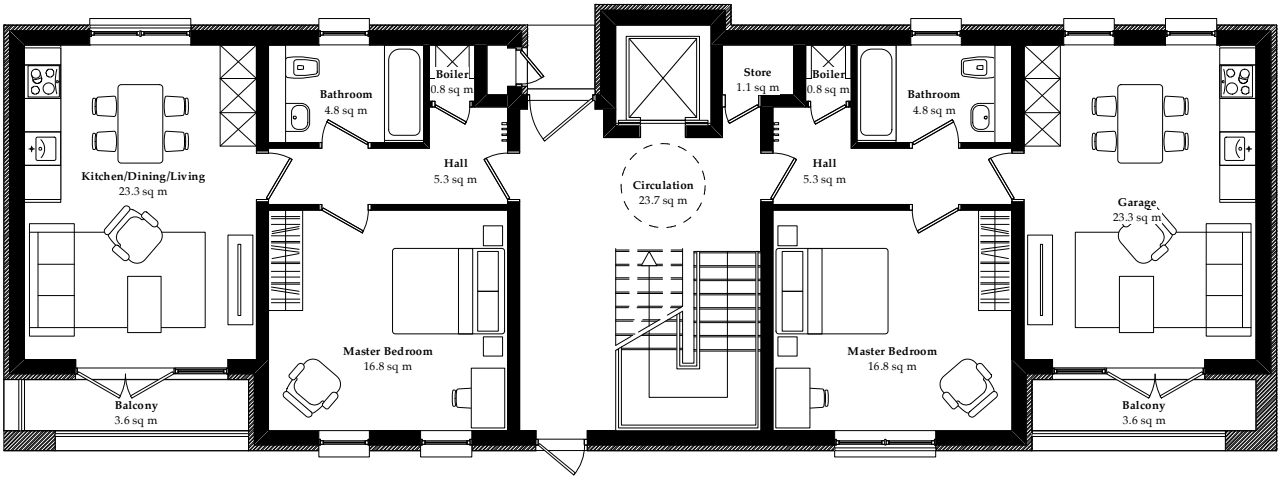
- 1 Double Bedroom
- Bathroom
- Kitchen / Dining Room / Lounge with inset balcony



Second Floor Plan



First Floor Plan



Ground Floor Plan

3.6 Apartment Block

Materials

- Light grey brick with dark grey faux slate roof tiles
- Light grey brick double header detail
- Light grey brick on end cill detail
- Anthracite grey aluminium glazing frames



North-west Elevation (street side)



South-East Elevation (pond side)



3.7 Landscape Strategy

Boundary

Wherever possible the mature boundary planting will be retained in line with the guidance given in the 'Master plan for East of Halewood Site'. The existing boundary planting is large part of the character of the site and as such will only be amended at the entrance if required for sight line safety reasons. This mature planting alone will ensure the project already feels very 'green'. Despite further planting as highlighted in the master plan and the text below.

Planned Open Space

Despite the site being relatively small and an awkward shape the proposed layout incorporates 3 areas of planned open space.

The 'Village Green'

The first area is immediately visible on entry to the site and from the majority of the properties surrounding it. It will be predominately covered in native grasses, interspersed with wild flower seeds so that it is aesthetically pleasing throughout the year. There are two proposed trees to the southern area as shown in the layout. It is extremely well overlooked and will therefore be well looked after.

Area adjacent to the brook in the SW

This area has been created as an opportunity for residents and visitors to experience the brook and understand its location as part of the scheme. Whilst many of the back gardens overlook the brook it seems remise for any scheme not to acknowledge it from the communal areas. This area is also well overlooked from the rest of the site and the apartments in particular. Where required a new boundary railing will be erected to a compliant height adjacent to the brook for safety reasons.

Ponds

As previously explained and highlighted in the flood risk assessment, significant attenuation is required across the site. Instead of burying it all in tanks two ponds are created to the rear of the apartments. This area will be accessible by residents and has the potential to be incorporated into a future connection across Greensbridge Lane to the south as highlighted in the 'Master plan for East of Halewood Site'.

Gardens

Gardens to the front

Where possible landscaped garden are provided to the front. Where parking is required, all properties are separated by a planted area and tree to ensure the different buildings are defined throughout the site.

Gardens to the rear

In general rear gardens face the boundary to take advantage of the existing mature planting and proximity to the brook to the West.

Infrastructure

As shown on the proposed layout and supported in the appendices, an electrical sub station and foul water pumping station are required. Both elements are placed in a position where they are not immediately obvious on entering the site and will be hidden further by high quality timber fencing with appropriate access gates.



4.0 ACCESS

Please transport statement by AMNI
Transportation attached in the Appendix.



APPENDIX A

ECOLOGY REPORT (Uploaded Separately Due to File Size)



APPENDIX B

TRANSPORT STATEMENT REPORT

GREENSBRIDGE LANE, HALEWOOD, LIVERPOOL

TRANSPORT STATEMENT



GREENSBRIDGE LANE, HALEWOOD, LIVERPOOL

TRANSPORT STATEMENT

DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
359-22-3	First Draft		1	JP	MP	09/02/2023
359-22-3	Second Draft		1	JP	MP	16/07/2023
359-22-3	Final		1	JP	MP	24/08/2023

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GREENSBRIDGE LANE, HALEWOOD, LIVERPOOL

TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been prepared on behalf of the Applicant to accompany the planning application for the creation of residential development on land to the west of Greensbridge Lane, Halewood. The residential scheme is proposing to create 39 dwellings.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the residential scheme and plans;
 - an assessment of the traffic generating potential of the new residential scheme;
 - an assessment of the traffic and highway impact of the residential development scheme;
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The analysis undertaken for the preparation for this Transport Statement demonstrates that Greensbridge Lane has a good road safety record. The highway access onto Greensbridge Lane provides an acceptable means of access and egress for the proposed residential development scheme.
- 1.4 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location and Existing Use

- 2.1 The development site is located on land situated to the west of Greensbridge Lane, Halewood. Figure 1 shows the location of the development site in relation to the surrounding road network.

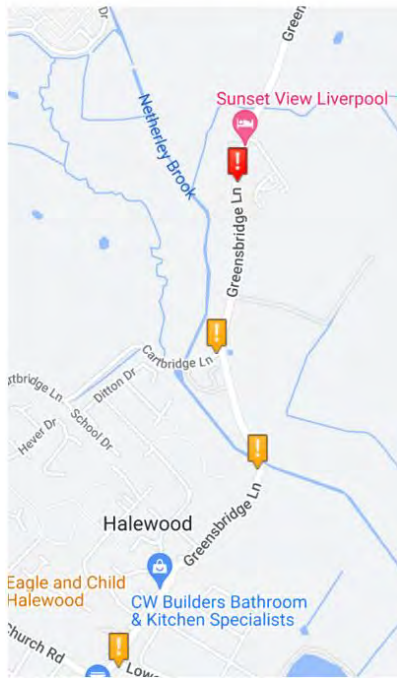


Figure 2 - Road Safety Record near the Development Site (www.crashmap.co.uk)

Table 1 - Road Safety Record Summary

Date of Incident	Location of Incident	Severity of Incident	Vehicles Involved	Casualties Involved
07/11/2021	Greensbridge Lane	Serious	2	1
16/03/2017	Close to the junction of Cartbridge Lane and Greensbridge Lane	Slight	2	1
21/02/2018	Greensbridge Lane	Slight	2	1
26/04/2020	Close to the junction of Lower Road and Greensbridge Lane	Slight	2	1

- 3.7 There have been no injury accidents at the existing site access onto Greensbridge Lane during the five-year period of the accident analysis. The road safety record for Greensbridge Lane and the site access over a recent five-year period can be considered to be good.
- 3.8 There are injury accidents recorded at junctions away from the site access and elsewhere on Greensbridge Lane. Whilst it is always regrettable when there are any injury accidents in the road network, the road safety record for the location should not represent a material concern in the context of the proposed residential development scheme.
- 3.9 **Public Transport**
- 3.10 The proposed development site is served by public transport. There are bus stops located approximately 850m and 900m metres south west of the site access on Baileys Lane and bus stops located approximately 900m and 1100m south west of the site access on Church Road.
- 3.11 As indicated by Tables 2 and 3, during the AM peak period on weekdays (Mondays to Fridays), there are 13 bus services provided per hour, while the interpeak period sees

a reduced frequency of 10 bus services per hour. In the PM peak period, the frequency increases to 11 bus services per hour. On weekends (Saturdays and Sundays), the frequency reduces to approximately 4 bus services per hour at Baileys Lane.

- 3.12 As indicated by Tables 4 and 5, during the AM, PM, and interpeak periods on weekdays (Mondays to Saturdays), there are two bus services provided per hour along Church Road.

Table 2 - Bus Flows along Baileys Lane (north west bound)

Baileys Lane (north west bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
79	Halewood Shopping Centre - Liverpool ONE	7	4	4	3	3
166	Belle Vale & Halewood Circular	1	1	1	1	1
Total		8	5	5	4	4

Table 3 - Bus Flows along Baileys Lane (south bound)

Baileys Lane (south bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
79	Liverpool ONE – Halewood Shopping Centre	4	4	5	3	3
188	Belle Vale & Halewood Circular	1	1	1	1	1
Total		5	5	6	4	4

Table 4 - Bus Flows along Church Road (south east bound)

Church Road (south east bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
3A	Huyton - John Lennon Airport	1	1	1	1	0
Total		1	1	1	1	0

Table 5 - Bus Flows along Church Road (north west bound)

Church Road (north west bound)						
Bus Service	Route	Services per hour Monday-Friday			Saturday	Sunday
		AM Peak	Inter Peak	PM Peak		
3A	John Lennon Airport - Huyton	1	1	1	1	0
Total		1	1	1	1	0

- 3.13 The bus stops on Baileys Lane and Church Road are located between approximately 850m and 1100m away from the site access which is comfortably within the 2000-metre 'preferred maximum' walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

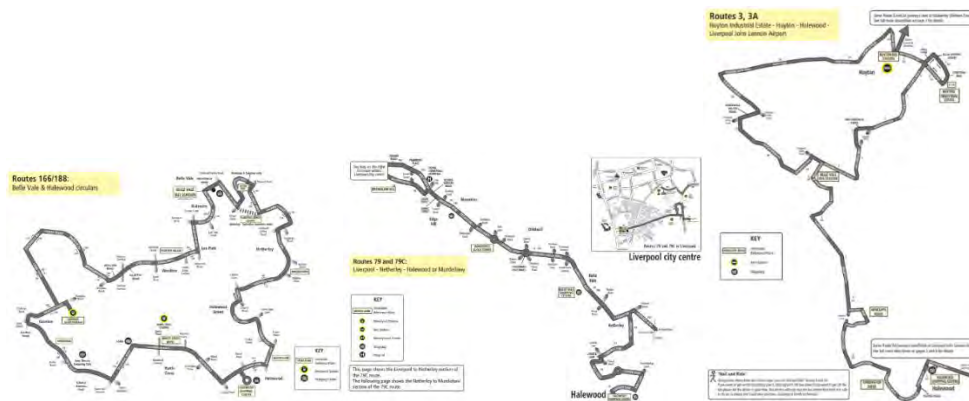


Figure 3 - Bus Map

3.14 Cycle Access

3.15 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated below in Figure 4.



Figure 4 - Cycle Map to the Development Site (www.appraveltimeplatform.com)

3.16 A map of the local routes is shown in the Figure 5 below. The map below indicates cycle routes in the wider vicinity of the proposed residential development.



Figure 5 - Cycle Map of Routes (www.knowsley.gov.uk)

3.17 Walking Access

3.18 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered

Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

- 3.19 An assessment has been made of the locations that can be accessed within a 2km walk from the development site. This analysis is depicted in Figure 6 below.

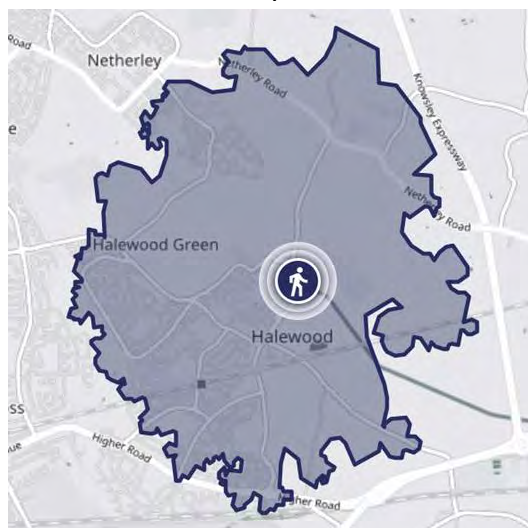


Figure 6 - Walking Access to the Development Site (www.app.traveltimeplatform.com)

- 3.20 The table below shows the approximate walking and cycling distances and the approximate time taken to access amenities from the development site.
- 3.21 The DfT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.
- 3.22 The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot', provides information on desirable, acceptable and preferred maximum walking distances. The 'preferred maximum' distances are shown below in Table 3.

Table 6 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

- 3.23 Manual for Streets in 4.4.1 discusses walkable neighbourhoods :
 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'

3.24 The Table below summarises this guidance.

Table 7 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

3.25 A Report by WYG ' Accessibility – How Far Do People Walk and Cycle' indicated the following 85th percentile walking distances in the Table below.

Table 8 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

3.26 In the list of services and facilities shown below and their respective distance from the development, then it is evident that all of those services and facilities are within the preferred maximum 1950m or 2000m which has been demonstrated to be a reasonable length of a walking journey.

3.27 [Access to Services and Facilities](#)

3.28 Approximate walking distance to services and facilities from the site: -

Table 9 - Proximity of Local Services and Facilities

Amenity	Distance in metres	Time to walk in minutes	Time to cycle in minutes
Halewood rail station	1600	21	5
Abi Mini Mart Convenience Store	850	11	3
Cohens Chemist	1300	17	4
Eagle and Child Public House	1100	14	3
Halewood C of E Primary School	1000	13	4
Yew Tree coffee Barn Cafe	1400	17	4
Hairdressers	1100	14	4
Halewood Bowling Club	1200	15	4
Hollies Road Children's Playground	1300	17	5
Halewood Town Council Community Centre	1300	16	4
Hollies Medical Centre	1300	17	4
Newsagents	1100	14	4
Off Licence	1100	14	4
Tuers Garage Petrol and Repair Garage	750	9	2
ALDI supermarket and Tesco Express	1900	25	7
Tarbock Village Hall	1500	18	5
Halewood Academy Secondary School	2900	33	10
Origins Dental Centre Dentist	1400	28	7
Halewood health and Fitness Club	1100	23	6
Halewood Shopping Centre including Take Aways ATM and Post Office	1400	28	7
Library	1400	28	7
Optician	1400	28	7

3.29 There are footways along at least one side of the carriageway along the entire length of Greensbridge Lane and sections of streetlighting on various sections of the road. Along the vicinity of the site on Greensbridge Lane the footpath is on the east side of the carriageway and the street lighting from this section of Greensbridge Lane continues into Halewood Village with the speed limit reducing from 40mph to 30mph.

3.30 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on Baileys Lane and Church Road to the south west of the development and all within 1100 metres from the development site and well within the recommended distance of 2000 metre for walking shown earlier in this Transport Statement. These are considered to be an acceptable walking distance to access bus services.

3.31 [Minimum Accessibility Standard Assessment](#)

3.32 The Council has a Minimum Accessibility Standard Assessment (MASA) to consider the access to development sites through a range of travel modes. Through the site allocation process the accessibility for the Sustainable Urban Extension for East of Halewood has considered the site at Greensbridge Lane appropriate for residential development.

4.0 [Transport Policy Context](#)

4.1 [National Policy](#)

4.2 [National Planning Policy Framework \(NPPF\) \(2019\)](#)

The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

- 4.3 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.
- 4.4 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 4.5 Paragraph 103 indicates that the planning system should actively manage patterns of growth in support of the above objectives.
- 4.6 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 4.7 Paragraph 106 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 4.8 [Considering development proposals](#)
- 4.9 Paragraph 108 indicates that appropriate opportunities should be given to promote sustainable transport, safe access can be provided for all modes of transport and any significant impacts from the developments are mitigated to an acceptable degree.
- 4.10 Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 4.11 Paragraph 111 is concerned with travel plans and transport statements / assessments being required for developments that will generate significant levels of movement.
- 4.12 [Local Policy](#)
- 4.13 [Knowsley Core Strategy](#)
- 4.14 Policy CS7 : Transport Networks
- 4.15 Location, Design and Management of New Development indicates that :
- 4.16 New development will be required to be:
- a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
 - b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
 - c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
 - d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;
 - e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
 - f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.
- 4.17 [Ensuring a Choice of Travel SPD](#)
- 4.18 The SPD has been developed to advise developers on the siting of development in appropriate locations to ensure it is accessible by a range of travel modes. The SPD provides a Minimum Accessibility Standard Assessment which developments must be assessed against. The SPD also provides the Council's parking standards for development.
- 4.19 [Manual for Streets](#)
- 4.20 Manual for Streets 1 and Manual for Streets 2 provides guidance on a range of highway and transport topics and it focuses on lightly trafficked residential streets including the geometry and layout of those streets. The principles within it can be applied to other situations such as high streets and lightly trafficked lanes in rural areas.
- 4.21 [Design Manual for Roads and Bridges](#)
- 4.22 This provides a suite of guidance for application generally on high speed roads managed by Highways England. The principles and approaches though are applied by some local highway authorities on some of its road network.
- 5.0 Development Proposals**
- 5.1 [Proposed Residential Development](#)

- 5.2 The development proposes to create 39 dwellings on the site west of Greensbridge Lane. The scheme proposes to create the following :-
- 6 No 1 Bed Apartments
 - 11 No 2 Bed Terrace
 - 18 No 3 Bed Semi Detached Dwellings
 - 4 No 5 Bed Detached Dwellings

- 5.3 The proposed site plan is contained in **Appendix B**.

- 5.4 The access to the site is proposed to be onto Greensbridge Lane via the existing access that served the former development. This access will serve inbound and outbound traffic movements onto Greensbridge Lane. The site layout will provide further internal access roads to serve the residential dwellings and provide turning facilities.

- 5.5 The existing access onto Greensbridge Lane is considered to provide a safe and suitable means of access for the proposed development.

5.6 Footway Widths

- 5.7 The site layout will provide 2.0m wide footways within the site.

6.0 Traffic Generation and Highway Impact

6.1 Car Parking

- 6.2 The development will provide 3 car parking spaces for each of the 2 Bed and 3 Bed dwellings. One space is proposed for each of the 1 Bed apartments and 3 spaces for each of the 5 Bed dwellings. The car parking provision is considered to meet the Council's parking policy.

6.3 Cycle Parking

- 6.4 The Applicant has indicated that the scheme will provide appropriate levels of cycle parking consistent with the Council's cycle parking policy.

6.5 Traffic Generation

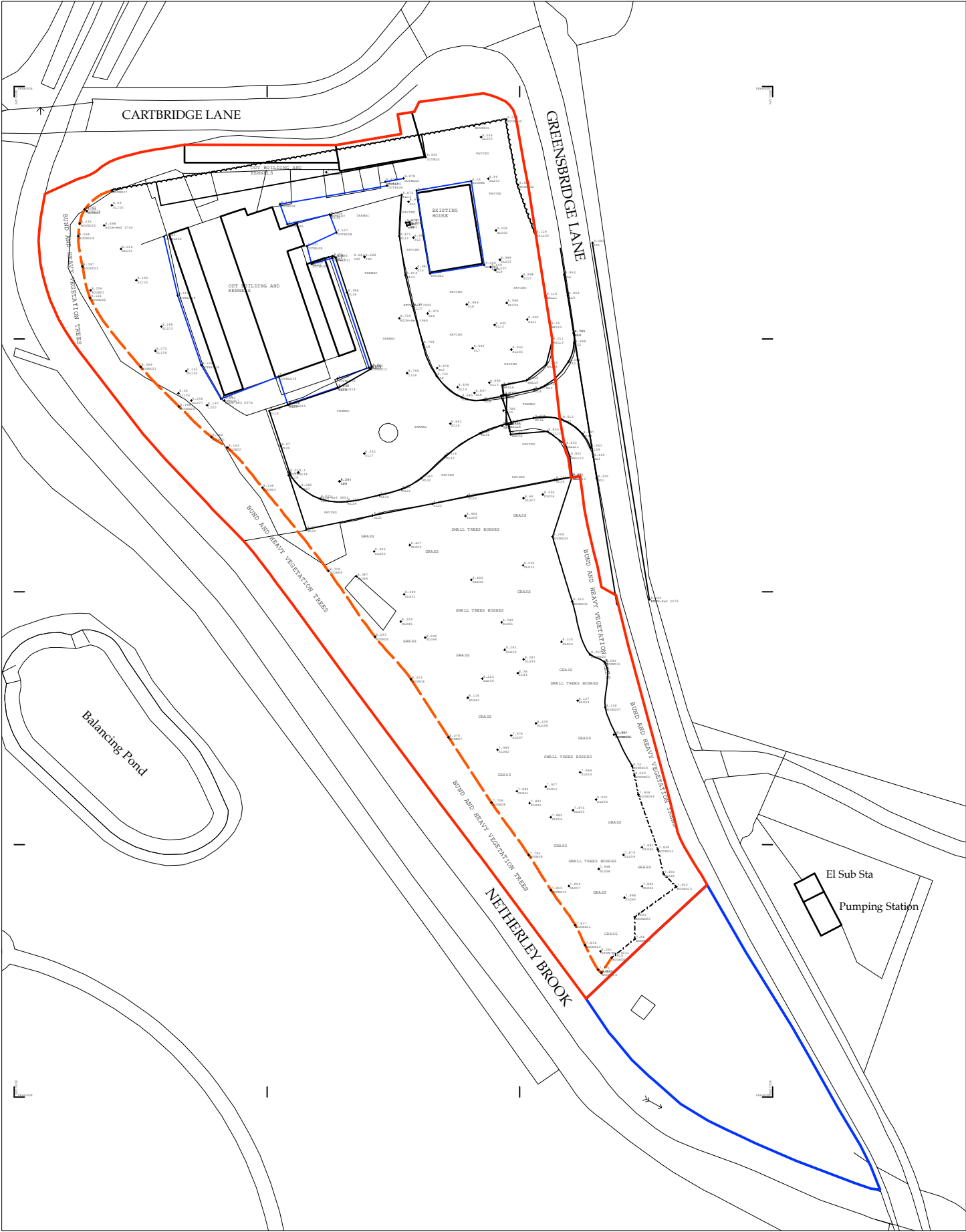
- 6.6 The TRICS database has been used to generate a forecast of the potential traffic generation of the proposed residential development. The traffic generation analysis used privately owned houses and this is considered to provide a robust forecast of the traffic generation for the proposed development. The potential traffic generation for the proposed residential development is shown in Table 10 below.

Table 10 - Traffic Generation of the Proposed Residential Development

Trip Rates							Traffic Generation					
							AM Peak (8.00-9.00)			PM Peak (17.00-18.00)		
Units	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
39	0.175	0.360	0.535	0.290	0.172	0.462	7	14	21	11	7	18
Total Traffic Generation							7	14	21	11	7	18

- 6.7 TRICS data from the interrogation of the database is contained in **Appendix C**.
- 6.8 **Visibility Splays**
- 6.9 Visibility splays for the existing access onto Greensbridge Lane, which will serve as access for the proposed residential development, have been plotted on a drawing. The site access is considered to provide acceptable visibility splays in each direction. The visibility splay drawing is located in **Appendix D**.
- 6.10 **Swept Path Analysis**
- 6.11 Swept path analysis has been undertaken to demonstrate how a large refuse vehicle would negotiate the proposed site layout. The refuse vehicle is able to negotiate safely around the proposed site layout. The swept path movements for a large refuse vehicle are contained in **Appendix E**.
- 6.12 **Traffic and Highway Safety Impact**
- 6.13 The proposed residential development is forecast to generate 21 traffic movements in the morning peak period and 18 traffic movements in the evening peak period. The proposed residential development is anticipated to have a negligible impact on highway capacity.
- 6.14 The proposed residential development is not anticipated to have the potential to create a worsening in the road safety record.
- 7.0 **Summary and Conclusions**
- 7.1 This report has been produced to accompany a planning application to create 39 dwellings on the site to the west of Greensbridge Lane, Halewood.
- 7.2 The anticipated traffic generation for the morning peak, afternoon peak and during the day is forecast to be relatively low. The scheme provides parking levels that is appropriate for the proposed development.
- 7.3 The visibility splays have been checked on-site for the site exit and the site exit can provide the required level of visibility in each direction.
- 7.4 The road safety record for Greensbridge Lane has been demonstrated to be good and the traffic from the proposed development is predicted to be negligible therefore the potential for a worsening in the road safety record is not anticipated for the proposed residential development.
- 7.5 This Transport Statement has demonstrated the traffic impact of the proposed development will have negligible effect on the operation or capacity of the local highway network and, combined with the good road safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed residential development scheme should be approved.

Appendix A



Greensbridge Lane 531

ARCHITECTURAL EMPORIUM Ltd
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WEB: www.architectural-emporium.co.uk
ADDRESS: 13 Hope St, Liverpool, L1 9BQ
PHONE: +44 (0)151 363 0000



- North Point



Key:

Site Boundary	
Land Currently Unobtained	
Bank Edge	
Existing Buildings	

DRAFT
25.01.23

Rev*: First Issue

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JOB: GREENSBRIDGE LANE 531	

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EXISTING SITE PLAN

Appendix B



Greensbridge Lane 531
ARCHITECTURAL EMPORIUM Ltd
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- North Point



Key:

	Site Boundary
	Pavement
	Primary Carriageway
	Driveways / paving to Private demise
	Public open green areas
	Private gardens
	Indicative position of high level power line cables as per Scottish Power Electricity Infrastructure records
	Sub Station. Proposed location nearby existing roads as per M&E advice
	Type 3 foul pumping station
	Underground Attenuation Storage Tank

Foul pumping station located towards the south-east of the site as the ground slightly slopes down towards this end. The wet well should 15m away from habitable dwellings and the compound must be accessed from an adoptable access road.

ATTENUATION STORAGE
- c. 153 sqm tank beneath apartment block shared open car park

ATTENUATION STORAGE
- c. 229 and c. 90 sqm attenuation ponds to the south-east of the site. Ponds offset 2 meters from assumed underground powerline as per Scottish Power Electricity Infrastructure records

Indicative position of existing power post as per Scottish Power Electricity Infrastructure records

MASTERPLAN

RESIDENTIAL UNITS:					
Type	Description	Bedrooms	GIFA		NO.
T01	Terrace	2	c.70sqm	c.753sq ft	11
T02 A	Semi Detached	3	c.89sqm	c.958sq ft	10
T02 B	Semi Detached	3	c.89sqm	c.958sq ft	8
T04	Detached	5	c.154sqm	c.1657sq ft	4
APT	Apartment	1	c.53.5sqm	c.576sq ft	6
TOTAL					39

Note: All areas stated do not include garages. Integral or otherwise

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MASTERPLAN LAYOUT	

Appendix C

Calculation Reference: AUDIT-756701-230716-0717

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
	SM SOMERSET	3 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 23 to 57 (units:)
Range Selected by User: 20 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	2 days
Friday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	17
Village	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:

Use Class:

C3	21 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
125,001 to 250,000	8 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	11 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	21 days
----	---------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	21 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		50
	Survey date: TUESDAY		28/03/17
			Survey Type: MANUAL
2	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:		57
	Survey date: FRIDAY		19/10/18
			Survey Type: MANUAL
3	GM-03-A-11	TERRACED & SEMI-DETACHED	GREATER MANCHESTER
	RUSHFORD STREET MANCHESTER LEVENSHULME		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:		37
	Survey date: MONDAY		26/09/16
			Survey Type: MANUAL
4	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE PRESTON COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:		32
	Survey date: FRIDAY		17/11/17
			Survey Type: MANUAL
5	LS-03-A-01	MIXED HOUSING	LEEDS
	SPRING VALLEY CRESCENT LEEDS BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:		46
	Survey date: WEDNESDAY		21/09/16
			Survey Type: MANUAL
6	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:		55
	Survey date: TUESDAY		21/09/21
			Survey Type: MANUAL
7	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD NORWICH LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		34
	Survey date: TUESDAY		13/09/22
			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES	NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21		Survey Type: MANUAL
9	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: WEDNESDAY 18/05/22		Survey Type: MANUAL
10	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16		Survey Type: MANUAL
11	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL
12	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
13	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 Survey date: THURSDAY 24/09/15		Survey Type: MANUAL
14	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
15	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18		Survey Type: MANUAL
16	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL		
18	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 Survey date: FRIDAY 13/11/15 Survey Type: MANUAL		
19	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
20	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19 Survey Type: MANUAL		
21	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 Survey date: MONDAY 21/11/16 Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-03-A-02	covid
NM-03-A-02	covid
NN-03-A-01	covid
SE-03-A-01	covid
SF-03-A-08	covid
WO-03-A-07	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.063	21	38	0.224	21	38	0.287
08:00 - 09:00	21	38	0.175	21	38	0.360	21	38	0.535
09:00 - 10:00	21	38	0.144	21	38	0.209	21	38	0.353
10:00 - 11:00	21	38	0.165	21	38	0.177	21	38	0.342
11:00 - 12:00	21	38	0.166	21	38	0.165	21	38	0.331
12:00 - 13:00	21	38	0.168	21	38	0.179	21	38	0.347
13:00 - 14:00	21	38	0.173	21	38	0.171	21	38	0.344
14:00 - 15:00	21	38	0.194	21	38	0.218	21	38	0.412
15:00 - 16:00	21	38	0.285	21	38	0.226	21	38	0.511
16:00 - 17:00	21	38	0.296	21	38	0.176	21	38	0.472
17:00 - 18:00	21	38	0.290	21	38	0.172	21	38	0.462
18:00 - 19:00	21	38	0.219	21	38	0.140	21	38	0.359
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.338			2.417			4.755

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	23 - 57 (units:)
Survey date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.005	21	38	0.004	21	38	0.009
08:00 - 09:00	21	38	0.009	21	38	0.010	21	38	0.019
09:00 - 10:00	21	38	0.007	21	38	0.006	21	38	0.013
10:00 - 11:00	21	38	0.006	21	38	0.009	21	38	0.015
11:00 - 12:00	21	38	0.000	21	38	0.000	21	38	0.000
12:00 - 13:00	21	38	0.004	21	38	0.002	21	38	0.006
13:00 - 14:00	21	38	0.007	21	38	0.006	21	38	0.013
14:00 - 15:00	21	38	0.005	21	38	0.005	21	38	0.010
15:00 - 16:00	21	38	0.002	21	38	0.005	21	38	0.007
16:00 - 17:00	21	38	0.002	21	38	0.001	21	38	0.003
17:00 - 18:00	21	38	0.005	21	38	0.005	21	38	0.010
18:00 - 19:00	21	38	0.002	21	38	0.004	21	38	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.057			0.111

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.002	21	38	0.001	21	38	0.003
08:00 - 09:00	21	38	0.006	21	38	0.005	21	38	0.011
09:00 - 10:00	21	38	0.001	21	38	0.002	21	38	0.003
10:00 - 11:00	21	38	0.006	21	38	0.006	21	38	0.012
11:00 - 12:00	21	38	0.002	21	38	0.000	21	38	0.002
12:00 - 13:00	21	38	0.001	21	38	0.004	21	38	0.005
13:00 - 14:00	21	38	0.002	21	38	0.001	21	38	0.003
14:00 - 15:00	21	38	0.000	21	38	0.000	21	38	0.000
15:00 - 16:00	21	38	0.002	21	38	0.004	21	38	0.006
16:00 - 17:00	21	38	0.001	21	38	0.001	21	38	0.002
17:00 - 18:00	21	38	0.000	21	38	0.001	21	38	0.001
18:00 - 19:00	21	38	0.001	21	38	0.001	21	38	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.026			0.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.001	21	38	0.001	21	38	0.002
08:00 - 09:00	21	38	0.002	21	38	0.002	21	38	0.004
09:00 - 10:00	21	38	0.000	21	38	0.000	21	38	0.000
10:00 - 11:00	21	38	0.000	21	38	0.000	21	38	0.000
11:00 - 12:00	21	38	0.000	21	38	0.000	21	38	0.000
12:00 - 13:00	21	38	0.000	21	38	0.000	21	38	0.000
13:00 - 14:00	21	38	0.000	21	38	0.000	21	38	0.000
14:00 - 15:00	21	38	0.000	21	38	0.000	21	38	0.000
15:00 - 16:00	21	38	0.004	21	38	0.004	21	38	0.008
16:00 - 17:00	21	38	0.000	21	38	0.000	21	38	0.000
17:00 - 18:00	21	38	0.001	21	38	0.001	21	38	0.002
18:00 - 19:00	21	38	0.001	21	38	0.001	21	38	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.012	21	38	0.017	21	38	0.029
08:00 - 09:00	21	38	0.014	21	38	0.021	21	38	0.035
09:00 - 10:00	21	38	0.011	21	38	0.010	21	38	0.021
10:00 - 11:00	21	38	0.006	21	38	0.002	21	38	0.008
11:00 - 12:00	21	38	0.001	21	38	0.005	21	38	0.006
12:00 - 13:00	21	38	0.011	21	38	0.009	21	38	0.020
13:00 - 14:00	21	38	0.005	21	38	0.005	21	38	0.010
14:00 - 15:00	21	38	0.007	21	38	0.005	21	38	0.012
15:00 - 16:00	21	38	0.014	21	38	0.014	21	38	0.028
16:00 - 17:00	21	38	0.015	21	38	0.006	21	38	0.021
17:00 - 18:00	21	38	0.019	21	38	0.030	21	38	0.049
18:00 - 19:00	21	38	0.026	21	38	0.007	21	38	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.131			0.272

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.046	21	38	0.203	21	38	0.249
08:00 - 09:00	21	38	0.126	21	38	0.317	21	38	0.443
09:00 - 10:00	21	38	0.108	21	38	0.177	21	38	0.285
10:00 - 11:00	21	38	0.125	21	38	0.135	21	38	0.260
11:00 - 12:00	21	38	0.140	21	38	0.140	21	38	0.280
12:00 - 13:00	21	38	0.134	21	38	0.132	21	38	0.266
13:00 - 14:00	21	38	0.135	21	38	0.140	21	38	0.275
14:00 - 15:00	21	38	0.162	21	38	0.182	21	38	0.344
15:00 - 16:00	21	38	0.255	21	38	0.193	21	38	0.448
16:00 - 17:00	21	38	0.267	21	38	0.146	21	38	0.413
17:00 - 18:00	21	38	0.257	21	38	0.144	21	38	0.401
18:00 - 19:00	21	38	0.209	21	38	0.129	21	38	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.964			2.038			4.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.011	21	38	0.017	21	38	0.028
08:00 - 09:00	21	38	0.030	21	38	0.025	21	38	0.055
09:00 - 10:00	21	38	0.026	21	38	0.024	21	38	0.050
10:00 - 11:00	21	38	0.025	21	38	0.022	21	38	0.047
11:00 - 12:00	21	38	0.022	21	38	0.024	21	38	0.046
12:00 - 13:00	21	38	0.030	21	38	0.038	21	38	0.068
13:00 - 14:00	21	38	0.028	21	38	0.025	21	38	0.053
14:00 - 15:00	21	38	0.024	21	38	0.028	21	38	0.052
15:00 - 16:00	21	38	0.020	21	38	0.021	21	38	0.041
16:00 - 17:00	21	38	0.020	21	38	0.027	21	38	0.047
17:00 - 18:00	21	38	0.030	21	38	0.020	21	38	0.050
18:00 - 19:00	21	38	0.011	21	38	0.006	21	38	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.277			0.277			0.554

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

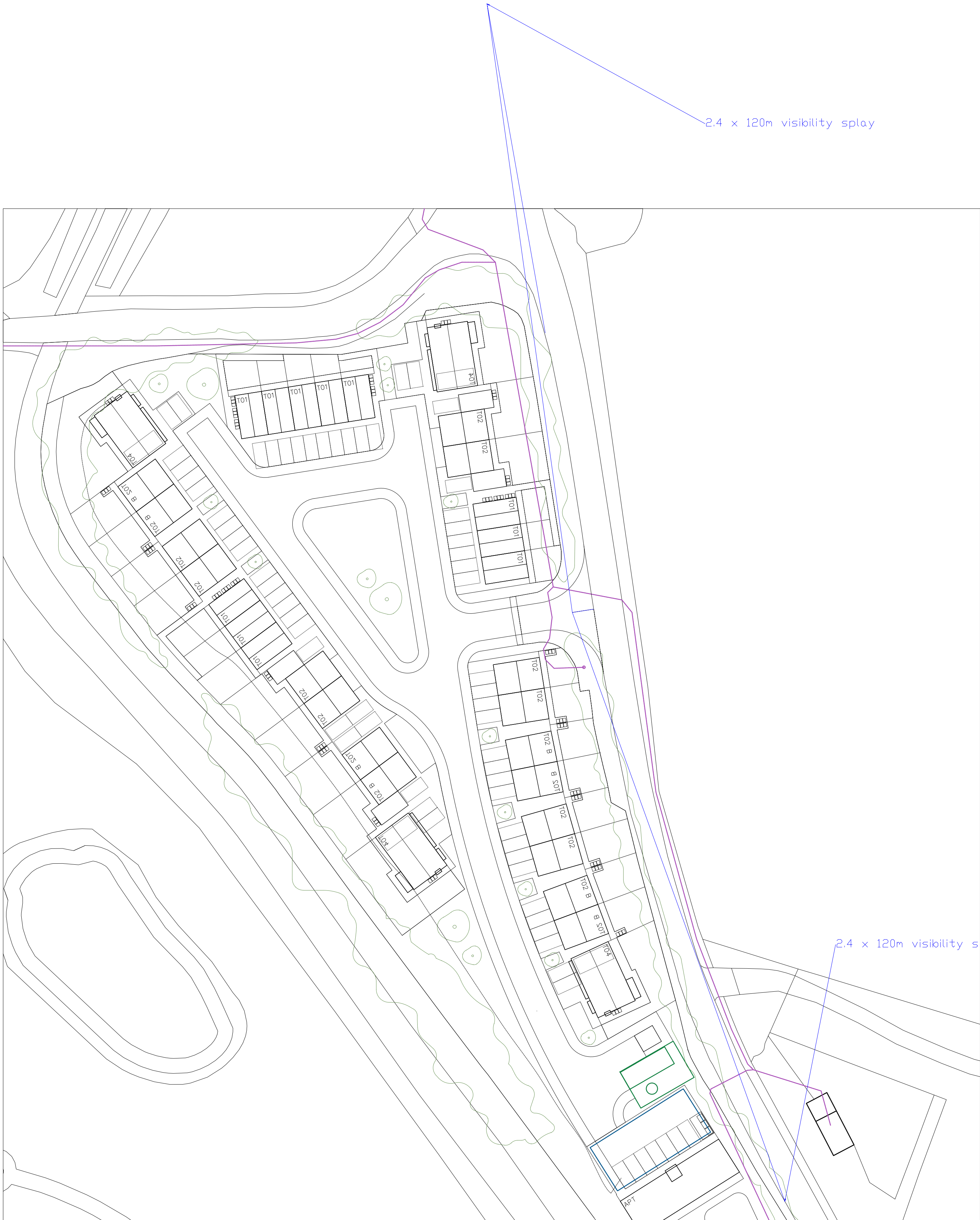
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	38	0.000	21	38	0.000	21	38	0.000
08:00 - 09:00	21	38	0.001	21	38	0.001	21	38	0.002
09:00 - 10:00	21	38	0.001	21	38	0.000	21	38	0.001
10:00 - 11:00	21	38	0.002	21	38	0.005	21	38	0.007
11:00 - 12:00	21	38	0.001	21	38	0.001	21	38	0.002
12:00 - 13:00	21	38	0.000	21	38	0.002	21	38	0.002
13:00 - 14:00	21	38	0.001	21	38	0.000	21	38	0.001
14:00 - 15:00	21	38	0.001	21	38	0.002	21	38	0.003
15:00 - 16:00	21	38	0.001	21	38	0.001	21	38	0.002
16:00 - 17:00	21	38	0.004	21	38	0.001	21	38	0.005
17:00 - 18:00	21	38	0.002	21	38	0.001	21	38	0.003
18:00 - 19:00	21	38	0.000	21	38	0.000	21	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix D



Notes
1. base drawing dated 13.7.2023

Revisions

Client
Mr N.Nasr



Scheme
Land of Greensbridge Lane,
Halewood

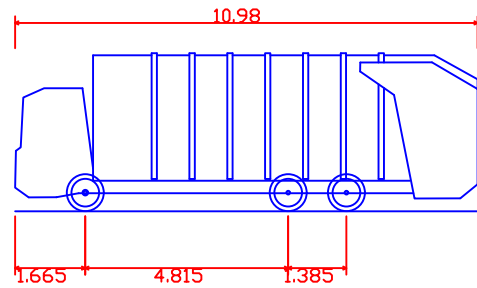
Title
Visibility Splays

Drawn N.Peet	Checked M.Peet	Date 13.7.2023
Project 359-22	Drawing No 359-22-3	Scale 1:500 @ A1

Appendix E



Vehicle Used in the Swept Path Analysis



Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall Length 10.980m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.000m

- Notes
1. base drawing dated 13.7.2023

Revisions

Client
Mr N.Nasr



Scheme
Land of Greensbridge Lane,
Halewood

Title
Swept Paths Refuse Vehicle

Drawn N.Peet	Checked M.Peet	Date 13.7.2023
Project 359-22	Drawing No 359-22-2	Scale 1:500 @ A1



APPENDIX C

HYDRAULIC MODELLING REPORT (Uploaded Separately Due to File Size)

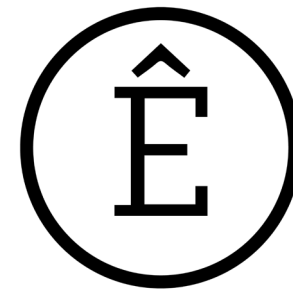


APPENDIX D

FLOOD RISK ASSESSMENT (Uploaded Separately Due to File Size)

APPENDIX E

DRAINAGE STRATEGY (Uploaded Separately Due to File Size)



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