



Transportation Planning : Infrastructure Design

HIGHWAY STATEMENT

**PROPOSED RESIDENTIAL DEVELOPMENT
VINE STREET
LIVERPOOL**

CARPENTER INVESTMENTS LTD

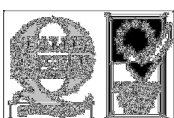
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VINE STREET
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CONTENTS

1.0 INTRODUCTION2

2.0 PROPOSED DEVELOPMENT5

3.0 CONCLUSIONS.....6

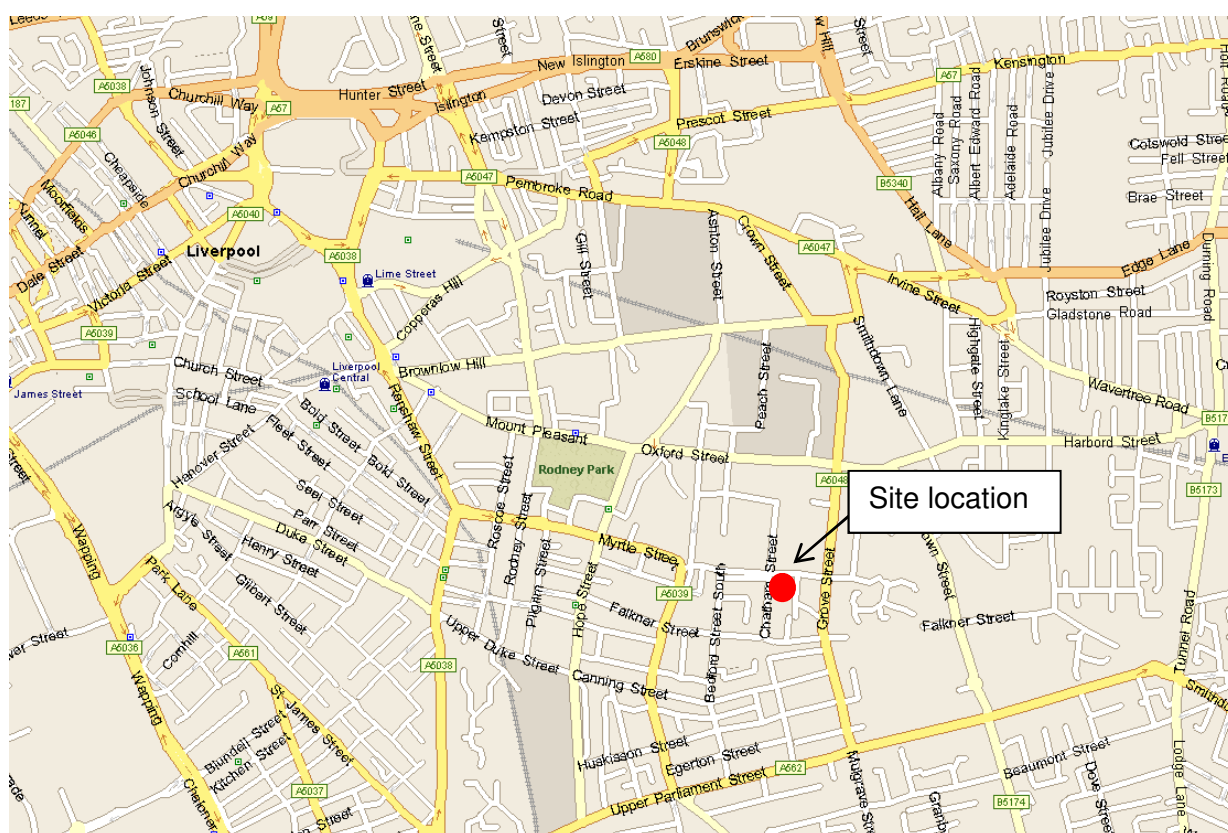
APPENDICES

1 Proposed site layout

1.0 INTRODUCTION

- 1.1 This Highway Statement has been prepared by SCP on behalf of the client, Carpenter Investments Ltd to address traffic and highways issues in relation to the proposed development of 114 apartments on a car park located off Vine Street.
- 1.2 The site is bordered to the north by Myrtle Street, to the east by Vine Street, to the south by landscaping associated with residential development to the south and Chatham Street to the east. A site location plan is shown below in SCP1 and in more detail at SCP2.

SCP1- Site location plan (district)



- 1.3 The site is surrounded by Liverpool University Campus to the north, residential development to the south and east, Liverpool Women's Hospital to the south-east and a mixture of retail, leisure and residential to the west. The site is located approximately 2km from the very centre of Liverpool where there are major retail, leisure, commercial facilities and public transport interchanges.

SCP2- Site location plan (local)



- 1.4 The site is currently operating as a car park for The University of Liverpool. There are 46 parking spaces accessible by a card-entry system. The car park is well used throughout the day, with a high proportion of the spaces occupied throughout the day and some changeover later in the day by part-time staff.
- 1.5 There are currently two access points into the site; both taken from Vine Street. The car park access is located 30m south of the junction of Vine Street with Myrtle Street. The southern part of the site is currently used by the university for its recycling storage. There is a separate access a further 50m south of the car park access which is used for refuse vehicles to collect the recycling products.
- 1.6 There are single yellow line markings along Vine Street and a short section of short-stay pay and display parking bays. On the opposite side of the site, Chatham Street also has parking restrictions in the form of residents parking and short-stay pay and display bays.
- 1.7 Pedestrian access to the site is good, with well-lit overlooked footways surrounding the site and regular dropped kerbs across side roads. There are pedestrian crossing facilities at the junctions with Grove Street and Catharine Street.

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- 1.8 Locally, there are a range of facilities within an easy walk distance of the site. These include a convenience store on Myrtle Street, a pharmacy further west on Myrtle Street and numerous bars, restaurants and cafes in and around the University.
- 1.9 Myrtle Street also has a shared off-road cycle route on the southern side. This is part of the University Cycle Route with a cycle route through to Crown Street. The site is within 650m of the Trans Pennine Trail – National Route 56. Liverpool offers an extensive cycle network throughout the city centre, providing many good quality on-road and traffic-free routes. In addition, ample cycle parking spaces can be found within the city centre to accommodate those who take advantage of the many cycle routes.
- 1.10 The nearest bus stops to the site are located on Catharine Street, Grove Street and Myrtle Street. These are all within 400m of the site.
- 1.11 Bus services run from near to the site to destinations such as Halewood, Edgehill, Liverpool hospitals, Liverpool South Parkway, Prescot and St Helens amongst others. Services run up to every three minutes throughout the day. In addition there are circular services running around Liverpool City Centre. The site is very well served by buses and will be convenient for residents to reach leisure and employment destinations as well as public transport interchanges.
- 1.12 This sustainable location will ensure that there will be no need for reliance on the private car to travel to/from the site

2.0 PROPOSED DEVELOPMENT

- 2.1 The proposed development is for a total of 114 apartments across two blocks. The proposed site layout can be found in **Appendix 1**.
- 2.2 The larger of the two blocks will contain 84 apartments and will have a pedestrian access direct from Myrtle Street. The second block will be located in the south-eastern corner of the site and will contain 30 apartments. Pedestrian access for this block will be taken from Vine Street.
- 2.3 A new access for vehicles will be constructed onto Vine Street. This will be constructed to 5.5m wide. The vehicle access will be gated and these will be set back from the highway by around 6m to allow a car to wait without blocking Vine Street.
- 2.4 The two existing vehicular access points on Vine Street will be closed off and the footways will be made good.
- 2.5 The car park will contain 57 parking spaces. This equates to a parking ratio of 50%. Given the sustainable location of the site, this level of parking provision is adequate. Robust parking restrictions on the surrounding highway network will ensure that there is no overspill parking as a result of the development.
- 2.6 Refuse collection will be taken from Vine Street. The management company will ensure that the doors to the refuse store are opened prior to refuse collection. Refuse collection vehicles will be able to turn around and collect the bins without having to access the secure car park.
- 2.7 The proposed car park for the apartments will contain a similar number of spaces to the current use as a car park for the university. Some of the existing car parking spaces have been observed to have a turnover of more than one car per day. The proposed development has a total of 57 parking spaces. As a worst case scenario, even if every car left the site in the morning peak hour it would only generate 57 trips. Similarly, if all of the spaces in the existing car park were occupied in the busiest hour it would equate to 46 vehicle movements. Clearly, these two uses would generate similar levels of traffic and the redevelopment of the site would not create a material impact on the local highway network.
- 2.8 The removal of the recycling storage facility will also remove regular movements along Vine Street for large recycling vehicles.

3.0 CONCLUSIONS

- 3.1 This Highway Statement has investigated the impact of redeveloping an existing car park for a residential development comprising 114 apartments. The existing car park is used by staff at the University of Liverpool. The 46 spaces are well used and there is a regular turnover of spaces throughout the day. The proposals include 57 parking spaces for the apartments, which could generate approximately 11 more vehicular trips than the existing car park, as a worst case scenario. The minor increase of vehicular traffic would not create a material impact on the local highway network, still generating similar levels of traffic as the existing car park, and is therefore considered to be acceptable.
- 3.2 The site is extremely well located near to both Liverpool and John Moores University campuses as well as the Women's Hospital. Within the City Centre there are a wide range of retail and entertainment facilities as well as major transport interchanges. Locally, there are bus services up to every 3 minutes within 400m walk of the site.
- 3.3 This report has sufficiently demonstrated that there can be no traffic, transport or highways related reasons for withholding consent for this application.

S|C|P

APPENDIX 1

PARADE

CHATHAM STREET

161

162

GARDEN AREA

57 No-parking spaces

ENTRANCE

LEVEL ACCESS FROM CAR PARK

LEVEL ACCESS FROM CAR PARK

PLANT

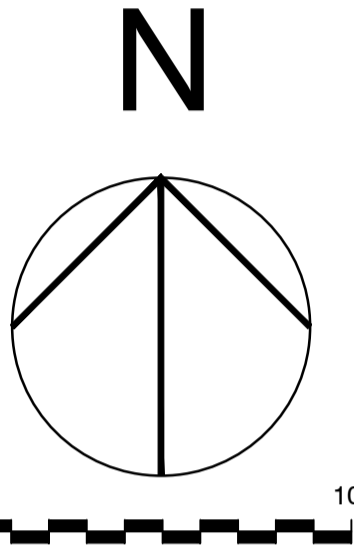
POST

PLANT ROOM

El Sub Station

VINE STREET

GROVE



NOTES
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Client	CARPENTER INVESTMENTS LTD	Scale	1:2000(A1)	Drawn	BS	Checked	BS	Date	30.09.13
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