


TECHNICAL NOTE			
from:	ALAN DAVIES	date:	24/3/2018
subject:	18F/0417 PROPOSED RESIDENTIAL DEVELOPMENT WHITTLE STREET LIVERPOOL	file ref:	J914-TN1

Introduction

The application has been submitted with supporting documentation for the accessibility and highway impacts associated with the scheme.

A reply has been received from highways raising a number of areas for clarification. This Technical Note sets out the response to the feedback.

Concern and responses

The feedback set out the following concerns in italics, responses shown in bold:

As discussed, I have had a look at the application for the residential development on the land bound by Whittle Street, Smith Street and Kirkdale Road and I have a few concerns that I think need to be addressed. Firstly, the proposed parking ratio is around 68% car parking in two basement car parks.

This site is in a location some distance from the city centre, and other recent planning applications nearby to the north of Lambeth Road and off of St Domingo Road have provided parking at a rate of 1 space per unit or above. This site's location directly abuts Kirkdale Road that is classified as an A road. As such, any overspill parking on the surrounding highway would be likely to have a detrimental impact on the operation of the Primary Route Network. I think it would be appropriate for a parking provision of 1 space per unit to be provided, in line with LCC parking standards for residential units of this type in this location. As the footprint of the building is quite constrained, it may be that the option of reducing the number of units would need to be explored?

The parking review set out in the report highlighted the highly accessible nature of the location. The policy pre dates the NPPF and Ministerial Guidance on how parking should be dealt with, it is however the only reference Liverpool has.

It states city centre can be car free or 0.7 spaces per unit and outside the city centre 1 space needed irrespective of its location, accessibility and relationship to district centres.

In essence a site next to a district centre is considered the same as a block of flats in the suburban area.

LCC have acknowledged that sites in the city limits can have reduce parking offer and the policy states that:

4.16 We may encourage lower levels of parking, along with adequate support for walking, cycling, public transport and travel plans, where:

The development is in an accessible location (such as within the City Centre, District or Local Centre), or where there is good public transport access

Clearly the site accords with the above intent it has good public transport access and a District centre.

To support the view the census data has been used as evidence for lower parking need and supporting the review that the site is well located to use non car modes.

The area has low car ownership and low car use for commuting at 30%. The centre and other employment areas are within the 2km walk hence 20% walk mode share, the whole city area is in the 5km cycle distance but little use reflecting on the walk and bus mode share of 40%.

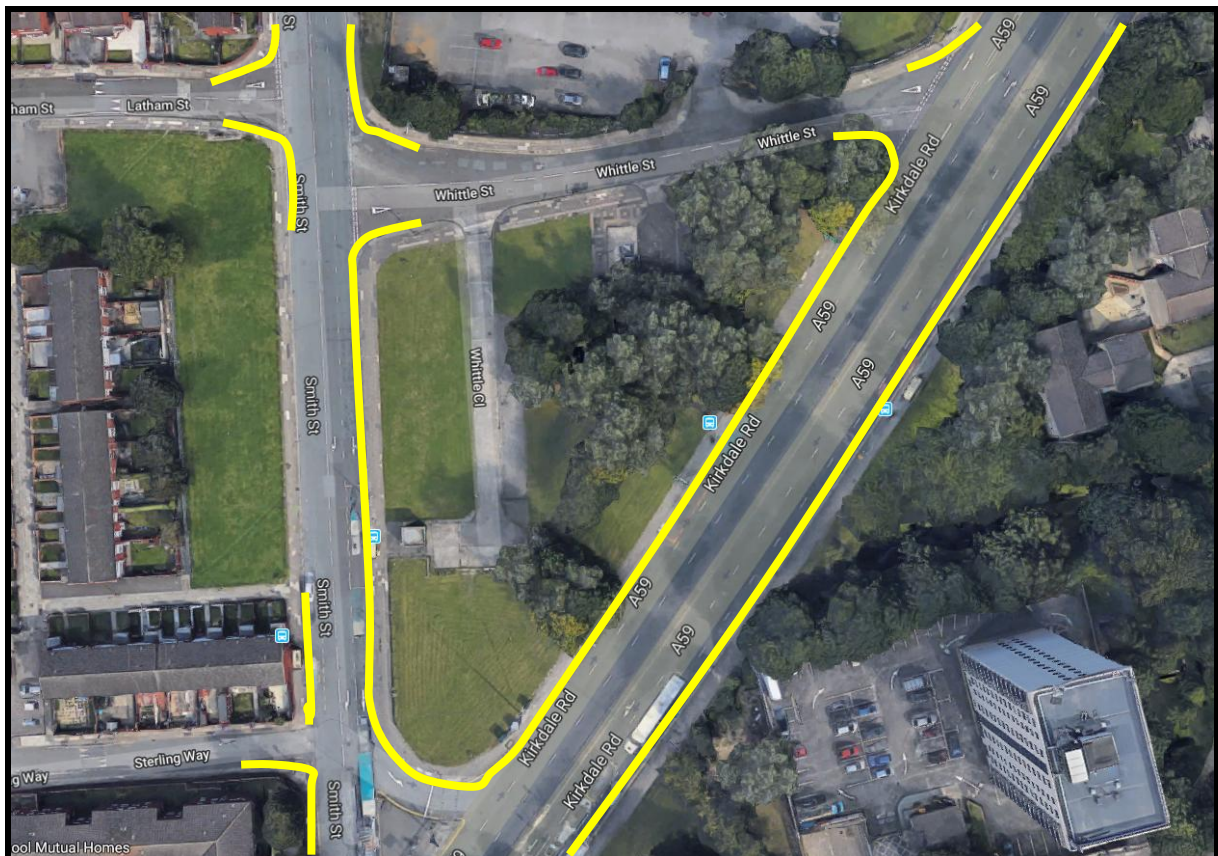
The offer of 0.68 is slightly less than the 0.7 figure set out.

The question arises what if some overspill or visitor parking takes place on street and would it be to the detriment of road safety and amenity.

To assist the diagram shows the existing parking restrictions, there is a total ban on Kirkdale Road so no over spill can take place on the Primary route network thus the concerns falls away.

Smith street junction and bus stops are also protected by no waiting orders. On street parking occurs on the west side with no observed issues arising. The street has around 1000vph in the AM and 1400vph in the PM two way around a third to a half of the Kirkdale flows.

Whittle Street has corner protection measures but no restrictions along its length, the flows a predominately one way in nature towards Kirkdale with around 250 eastbound and 10 westbound. On street parking occurs but does not have any observed operational impacts.



Parking can take place as it does now with no concerns raised otherwise it would be reasonable to expect it to be controlled.

This on Smith Street is adjacent to the open space away from the residential houses and in reality to the rear of the properties. The amenity issue would not arise. From a safety point of view would a parked car cause operational issues to arise, clearly it does not do so now so why would it in the future?

Whittle street has very low car flows, largely eastbound and thus parking on the south side would have little material effect on the operation of the street or give rise to safety concerns.

In conclusion the site complies with policy in terms of the parking offer and if a worst case overspill occurs it would not give rise to safety or amenity issues.

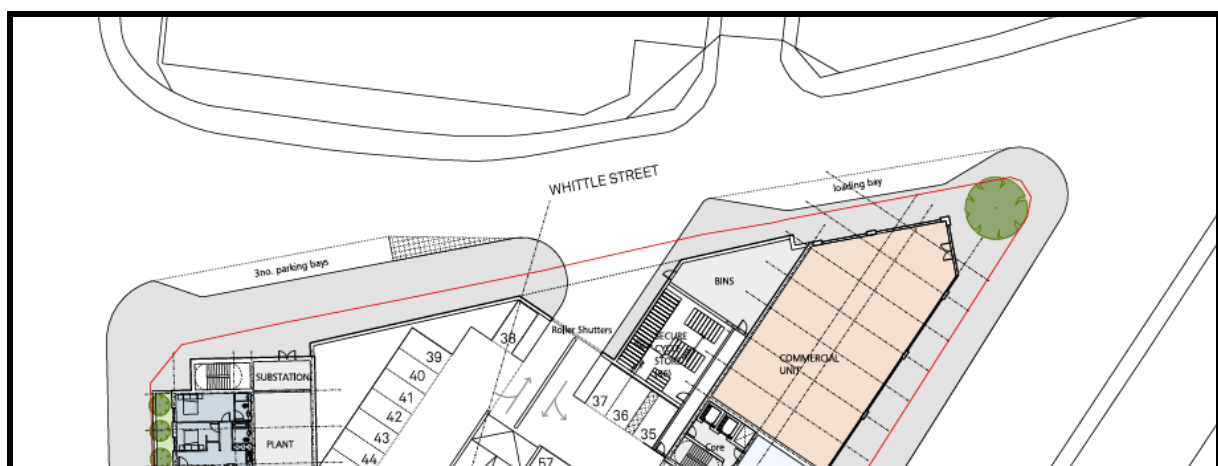
There are several areas of adopted highway within the private boundary of the site, that would need to be stopped up under the appropriate legislation and any statutory services beneath them redirected at the developers expense. There is also a substation within the site boundary that it appears is to be removed. The substation should be retained with direct access from the highway, and it might be worth the applicant consulting with UK Power Networks prior to making any amendments to the plans to ensure the location of the substation meets their requirements.

The roads are no longer required following the demolition of the buildings and will be stopped up as part of the TCPA process to enable the scheme to be delivered.

The plan shows a number of amendments to the adopted highway, in the form of on-street car parking laybys and delivery/loading bays. The location of these bays do not seem to take into account the location of existing bus stops adjacent to the site, and would conflict with their continued operation. The loading bay on Whittle Street does not seem to be able to be accommodated within the current highway layout without reducing the adjacent pedestrian footway to an unacceptable width. Again this should be reconsidered. The submitted plan also shows trees being planted within the highway.

Layout has been refined to accommodate the existing stops with no changes needed. A 2m path is shown to the rear of the lay bys to allow walkers to pass by. The land will be dedicated as part of the formal s278 works/agreements.

The trees have been removed from the highway.



The bin storage for the residential portion of the development is situated at the far end of the ground floor from the garage entrance, with no direct access onto the highway. This should be

looked at again, to make the bins more amenable for collection as the bin store in the current location could result in the bins being left out on the highway rather than being returned to the bin store.

The internal layout has been updated to take the bins out to the Smith Street side with bin waiting area to the rear of the highway and a pick up off street as occurs in other areas as an accepted method of bin collection.



SUMMARY

The concerns raised by highway have been reviewed and the site drawing updated to assist in alleviating the concerns raised.

The site does not give rise to a residual issue that would be deemed severe the key policy test for refusal on highway grounds.

Alan Davies
DTPC

2018