

DESIGN AND ACCESS STATEMENT

Project : 87-95 DALE STREET & 2-6 CHEAPSIDE STREET LIVERPOOL

Client: JAM WORKS **LIMITED**

Architect: Garry Usherwood Associates Limited

Date: January 2016



This Design and Access Statement deals with the proposed development at 87-95 Dale Street and 2-6 Cheapside and is based on the document Design and Access Statements: How to write, read and use them, published by the Commission for Architecture and the Built Environment.

Introduction

The site fronts onto Dale Street at its junction with Cheapside and originally comprised of a three storey retained Grade II listed Georgian terrace. This has now been dismantled with all materials stored off site. The site sits within the Castle Street Conservation Area, a designated area of Liverpool's Maritime City World Heritage Site..



The application premises are bounded by Dale Street to the south with the Council's Municipal Offices situated on the opposite side. Cheapside borders the site to the west, comprising Prince's Buildings, the Rose & Crown Public House and a number of independent commercial retailers. The building immediately to the east is known as 'Kilner Polson House' which is largely vacant other than ground floor newsagent and sandwich shop, and beyond this is the City's Magistrates Court (Grade II listed). The service yard of the Court bounds the application site to the north and beyond this is the City's Grade II* listed former Bridewell building. Eden Square residential redevelopment is beyond this.



Planning Policy

The following relevant planning policies apply and are addressed as follows:

GEN3 The Plan aims to protect and enhance the built environment of the City by:

- i. preserving and enhancing historically and architecturally important buildings and areas and, where appropriate, improving them through the leveraging of available funds;
- ii. encouraging a high standard of design and landscaping in developments;
- iii. improving accessibility for people with mobility and sensory impairments; and
- iv. creating an attractive environment which is safe and secure both day and night.

The proposals comply with the above statement as will be described elsewhere.

E2 1. Within the Main Office Area in the City Centre, and on the sites identified in Schedule 6.2 and on the Proposals Map, planning permission will be granted for Use Classes A2, B1 and complementary service uses (such as Classes A1 and A3).

2. In parts of the City outside the Main Office Area, planning permission will be granted for appropriate Use Classes A2 and B1, subject to consideration of residential amenity, traffic generation and other Plan policies.

The site is within the main office area of the city and proposals are for residential to the upper floors and B1 use to the ground floor complying with E2

HD1 The City Council will take positive action to secure the retention, repair, maintenance and continued use of listed buildings and will:

- i. seek support and funding from all available sources to set up grant and repair schemes;
- ii. use its available powers to take action in the case of derelict buildings;
- iii. relax planning and other City Council policies in order to secure the retention of a building of special architectural or historic interest, subject to reasonable standards of health and safety being ensured; and
- iv. provide guidance and advice to owners and developers.

The site is a grade 2 listed building which has remained vacant for a considerable time and consequently in a poor condition. In fact the building has been dismantled for redevelopment. In order to secure a long term future for the building the scheme proposed has to be viable commercially. In some cases it may not be possible to satisfy all the criteria set out in the planning policies of the Council.

HD4 Consent will not be granted for:

- i. extensions, external or internal alterations to, or the change of use of, or any other works to a listed building that would adversely affect its architectural or historic character;
- ii. applications for extensions, alterations to, or the change of use of, a listed building that are not accompanied by the full information necessary to assess the impact of the proposals on the building; and
- iii. any works which are not of a high standard of design in terms of form, scale, detailing and materials.

2. Where the adaptive reuse of a listed building will be used by visiting members of the public, the needs of disabled people should be provided for in a manner which preserves the special architectural or historic interest of the building.

The proposals have been carefully considered in conjunction with the planning and conservation departments. The preservation of the conservation area has been respected with the proposed extensions to the rear not being visible from the main vistas or roads. The listed building being restored along its main facade and critical elements internally being respected in the design. Full details are included in the Heritage Statement.

HD5 Planning permission will only be granted for development affecting the setting of a listed building, which preserves the setting and important views of the building. This will include, where appropriate:

- i. control over the design and siting of new development;
- ii. control over the use of adjacent land; and
- iii. the preservation of trees and landscape features.

Refer to Heritage Statement.

HD11 1. Planning permission will not be granted for:

- i. development in a conservation area which fails to preserve or enhance its character; and
- ii. applications which are not accompanied by the full information necessary to assess the impact of the proposals on the area, including all details of design, materials and landscaping.

2. Proposals for new development will be permitted having regard to the following criteria:

- i. the development is of a high standard of design and materials, appropriate to their setting and context, which respect the character and appearance of the conservation area;
- ii. the development pays special attention to conserving the essential elements which combine to give the area its special character and does not introduce changes which would detract from the character or appearance of the area;
- iii. the proposal protects important views and vistas within, into and out of the conservation area;
- iv. the proposal does not lead to the loss of open space or landscape features (trees and hedges) important to the character or appearance of the area;
- v. the development does not generate levels of traffic, parking, noise or environmental problems which would be detrimental to the character or appearance of the area; and
- vi. the proposal has a satisfactory means of access and provides for car parking in a way which is sympathetic to the appearance of the conservation area.

Refer to Heritage Statement.

HD13 1. In assessing proposals for the repair, restoration or renewal of existing shopfronts or the introduction of new shopfronts on listed buildings or in conservation areas the City Council will apply the following principles:

- i. all original and traditional shopfronts which are of historic or architectural value, or contribute to the character of the area must be retained and restored;
- ii. shopfronts that have suffered from insensitive alterations to the detriment of the character of the area must be restored;
- iii. new shopfronts must be well designed, particularly through the sympathetic use of scale, proportion and materials;
- iv. security shutters must be integrated into the design of shopfronts and be of materials appropriate to the listed building and the conservation area;
- v. proposals for advertisements and signs on listed buildings will be permitted if they do not detract from its design, character or appearance, or compromise its setting. They should take account of the character of the shopfront and the building as a whole, particularly in terms of their size, proportions, positioning, materials, colour and style of lettering.
- vi. within conservation areas advertisements will be assessed having regard to the character or appearance of the building/street in which they are situated.

There is very little if anything of the original shop front available for restoration or meaningful retention. The new proposed shop fronts have been based on the original designs with curved corners and detailed pillars

HD19 1. In accordance with its equal opportunities policy, and in order to achieve a fully accessible environment for everyone, the City Council will ensure that:

- i. all new non-residential development proposals provide suitable provision for disabled people, both as employees and customers; .

- *ii. access to and egress from existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and changes of use; and*
- *iii. consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space.*

2. Where the City Council considers there to be evidence of local need, it will negotiate with developers for an element of housing to be accessible to disabled people to facilitate independent living where this is reasonable and realistic.

The non residential development is confined to the ground floor and the proposals include for level access into the units and will provide for a wheelchair accessible toilet in accordance with the building regulations.

The upper floors being residential are considered in detail in the following access statement.

Policy HD19, ‘Access for All’ sets out the Council’s commitment to achieve a fully accessible environment for everyone through ensuring: All new non-residential development proposals provide suitable provision for disabled people, both as employees and customers;

Access to and egress from existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and change of use; and

Consideration is given to the need to ensure ease of access and movement for disabled people between and within public areas by the careful provision, siting and design of parking areas, paths, dropped kerbs, pedestrian crossings, street furniture and open space.

The following has been incorporated into the design to provide an accessible scheme within the confines of the commercial and viability of the scheme and present a long term future of the development.

The main front door is designed for an accessible entrances being level and set within the shop front and easily distinguishable in the façade by the use of colour contrast. Being the main entrance into the apartments the door is not automatic but a manual operated door capable of opening and closing by people with limited strength or dexterity. The entry phone system will have call buttons be fitted no higher than 1200mm, and card swipes between 950mm and 1000mm. Door entry keypads, and other controls that require precise hand movement, should be between 750mm and 1000mm above ground level. Call bells should have a light to indicate that the bell is working and entry phones an LED display at 1200mm above ground to indicate to people with a hearing impairment when the door lock has been released.

Internal doors are designed to be capable of being opened and closed by people with limited strength or dexterity. The clear opening is generally using an 826mm door leaf. The use of self-closing devices are used only where required to comply with the building regulation for dealing with means of escape and fire. Opening force at the leading edge of the door should not exceed 20N.

Internal stairs are designed as an accessible staircase to allow users with impaired mobility to access the upper floors. Due to the limited number of apartments, a lift provision will not be provided being uneconomic on an already difficult scheme to stack up commercially. A flight between floors should have no more than 12 risers. Rise of each step should be no more than 170mm and the going (tread) a minimum of 250mm. Handrails are located to each side of the stairs at 900mm above the stairline.

Corridors are generally at least 1200mm wide.

Socket outlets will be located 400mm to 1000mm from the floor and Switches 1200mm from the although controls requiring precise hand movements should be sited 750mm to 1200mm above the floor.

Consideration in respect of NPPF.

15. Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

126. Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment,²⁹ including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- *the desirability of new development making a positive contribution to local character and distinctiveness; and*
- *opportunities to draw on the contribution made by the historic environment to the character of a place.*

131. In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

132. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

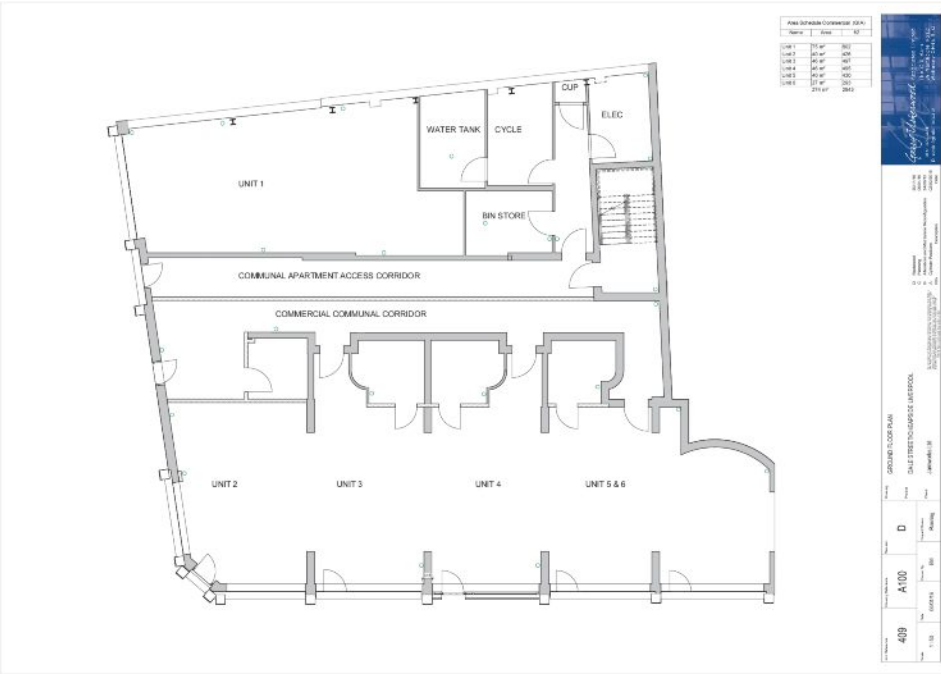
133. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Due to the practicalities of retaining the building, it was necessary to dismantle the facade. The materials have been stored for re-use. The proposal is to rebuild the listed building and restore it back to its original appearance using the existing materials as far as is practical to do so and supplement with re-claimed as required. In addition the proposal is to add a modern mansard type roof to provide additional accommodation for ensure the future viability of the scheme. This will ensure the total loss of the heritage asset is avoided and securing the optimum viability of the scheme and intimately providing a greater public benefit than would otherwise be the case.

Read in conjunction with the heritage statement we believe a balance has been achieved between sustainable development and the potential harm to the heritage asset.



Proposed scheme

Amount

The proposed scheme consists of a range of commercial units which have the potential to provide local facilities for residents and have the flexibility to be integrated into larger units as the market dictates.

Unit	m2	ft2
1	78	838
2	47	507
3	47	507
4	47	507
5 & 6	75	810

The non-office use is confined to the upper floor levels and consists of a range of apartment types to assist with City Centre living



Apartment	Type	m2	ft2
1	Studio	32	340
2	2 bed	76	817
3	1 bed	47	508
4	1 bed	44	469
5	2 bed	59	634
6	2 bed	69	738
7	Studio	32	340
8	2 bed	75	810
9	1 bed	47	505
10	1 bed	43	467
11	2 bed	59	630
12	2 bed	69	740
13	Studio	32	343
14	2 bed	76	816
15	1 bed	47	508
16	1 bed	44	471
17	2 bed	60	642
18	2 bed	70	748

Layout and scale

The proposed scheme seeks to sustain and enhance the local character by bringing a derelict building back into full use that responds to both its context and the particular site constraints. The scale and massing of the development is respectful of the original listed Georgian building being 3 to 4 storey in height . In order to distinguish the infill to the rear of the scheme, the roof has been carefully modelled to delineate and articulate the new from the old.

The existing facade which although was still intact, was in a poor state of repair and with parts already dismantled for health and safety reasons, has been structurally damaged in parts and subsequently dismantled The proposal is to rebuild the existing facade. This ensures the layout and scale of the proposed development responds to the character of the Georgian terrace whilst providing for the long term structural stability of the facade. The rear of the plot will appear as a separate building in a modern style in many respects similar in scale to the original. The solid to void ratio has been carefully planned in order to ensure the correct proportions of window to wall is maintained The grouping of the proposed elevations establishes a rhythm that is harmonious with the surrounding context.

A simple palette of good quality materials of facing brickwork and modern effect panelling would reflect the simplicity of the original building and add quality to the design.

The viability of the scheme is enhanced by the addition of the modern mansard roof providing much needed accommodation.

Landscaping

It is not proposed to undertake any highway improvements works, or works which would require Traffic Regulation Orders, in conjunction with the proposed development scheme.

The footprint of the proposed building will exactly follow the original where it abuts the public footpath and being inner city development there is no opportunity to provide a meaningful amenity space with this development.

COMMUNITY SAFETY AND SECURITY

The scheme takes great care to ensure that community safety is fully considered at all times. The design of the building includes inherent security measures such as restricted opening windows, secure locked perimeter doors at all access points and a great deal of natural surveillance that ensures no part of the perimeter of the building is out of sight. Access into the apartments will be controlled by a video entry system maintaining control over who enters and uses the communal entrance.

The design of the public and private external spaces is carefully defined.

Refuse Collection

It is proposed that refuse collection from the site be undertaken directly from Cheapside with use of the proposed lay by which is being provided as part of the servicing arrangements for the Bridewell development..

Apartments have sole use of their own dedicated refuse collection storage area which is independent of the commercial units.

Transport Assessment

Access

Notwithstanding the design parameters and the need to respect the historic nature of the development and the grade II listing of the building, the proposed scheme carefully considers all aspects of access into the site and within the buildings.

Where practicable and appropriate, the scheme complies with Approved Document M, the Equality Act and the provisions of the Design for Access for all SPD published by Liverpool City Council. The design of the building has taken into account guidance and requirements set out in BS 8300:2009 and the Code of Practice on Access and Mobility.

.Car Parking

The proposal is to provide for a car free scheme and therefore there is no provision for parking within the site. The limited width of the site does not particularly lend itself well to providing parking spaces and would materially affect the historic context of the Georgian terrace. A car free scheme will ensure a good quality facade is retained and be wholly compatible with the listed status of the development.

Parking standards for Liverpool are provided with the Section 4 of the Supplementary Planning Document 'Ensuring a Choice of Travel'. This document states that for Class C3 developments within Liverpool City Centre the maximum parking allowance is 0.7 spaces per dwelling and 1 space per dwelling outside Liverpool City Centre. Significantly, the document also states that there is no minimum car parking standards for developments within the City Centre and no parking in 'car free' schemes.

This restricted provision is an appropriate reflection of the site's highly accessible City Centre location, as demonstrated by the MASA results (see appendix), with excellent pedestrian links with the amenities located within the City Centre. The restricted provision

will thus act to promote sustainable travel patterns in accordance with national and local planning policy guidelines.

Cycle Parking

In recognition of the importance to promote cycling as a viable form of transportation for residents of the proposed development it is intended to provide a total of 1 cycle space per flat plus 1 space every 10 for visitors. The total flat provision will therefore be a minimum of 13 spaces,. There are to be provided in a dedicated store fitted with Acton Cycle racks or similar.

The commercial units which has a total floor area of less than 400m2 will have access to their own cycle store fitted with a 5 cycle acton rack.

Accessibility by foot

In terms of access by foot, although the footpaths are not as wide as ideal on both sides of the road, after the scaffolding has been dismantled around the site the footpath width will be adequate on our side of the road. Equally there is little that can be improved around the site given the historic setting of the listed building.

It is therefore concluded based upon the Minimum Accessibility Standard Assessment criteria that no enhancements to the sites accessibility should be required in conjunction with the development proposals.

Travel plan framework

In accordance with the Department for Transport's 'Guidance on Transport Assessment' document the applicant wishes to offer a Resident's Travel Plan in conjunction with the development scheme.

A Framework Travel Plan is enclosed within the appendix of this report. The objective of the Travel Plan is to deliver the elements of National Planning Policy by encouraging travel by non- car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

The effectiveness of Travel Plans in assisting the use of non car modes of travel is intrinsically linked to the accessibility of a given site by means other than the private car.

The MASA analysis has demonstrated that the site is very well located to attract trips by non car modes of travel, and this, together with the absence of car parking, suggests that a Travel Plan would be particularly effective.

Conclusions

A number of conclusions can be drawn from this Report, namely, that:

It secures the retention of a derelict listed building.

Makes a positive contribution to the Dale Street Conservation Area.

The car parking provision accords with Liverpool City Council maximum car parking standards which is a reflection of the site's highly sustainable location.

In recognition of the importance to encourage travel by sustainable means, and the site's location close to a cycle route, secure, safe and covered parking will be provided within the development.

An assessment undertaken in accordance with Liverpool City Council's Minimum Accessibility Standard Assessment criteria established that no enhancements to the sites accessibility should be required in conjunction with the development proposals.

A Framework Travel Plan has been proposed which is designed to increase awareness of sustainable transport alternatives.

Refuse collection of the site will be undertaken from Cheapside.

The site represents an accessible and sustainable location fully in accordance with PPG13 and as such there are no highways or transportation related reasons why the proposal should not receive planning permission.

Appendix

Draft Travel Plan

Completed MASA

Travel Plan Framework

Introduction

This Travel Plan Framework has been prepared to accompany the planning application for the proposed development of 85/97 Dale Street and 2-6 Cheapside.

This document sets out the principle strategies of the Travel Plan that will be put in place once residents are in occupation. The principle measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures.

It should be noted that this is a working document and is the first stage in the Travel Plan process. The formal Travel Plan document will be submitted to and agreed with the local planning authority within 6 months of the occupation of the development.

Development Site and its Location

The development site is located on the eastern side of Liverpool City Centre. The site is bordered by Dale Street and Cheapside.

Development Proposals

The planning application proposes the development of a 18 apartments and up to 6 commercial units on the ground floor.

Car Parking and Cycle Provision

The scheme proposals comprise provision of a total of 13 cycle spaces for residential use and 5 cycle spaces for commercial use which are to be located as shown on the plans in a secure location. The scheme is designed as a car free scheme and therefore car parking will not be available.

It has been demonstrated in the accompanying Transport Statement that this provision represents a provision below with Liverpool City Council maximum car parking standards in reflection of the site's highly accessible location.

The Travel Plan

The Travel Plan is a long term strategy for reducing the dependence on travel by private car, and effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents.

The aims of the strategy are:

To encourage residents and visitors to use alternatives to the private car;

To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and

To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

The management of residents travel represents an important element in pursuing the overall aims of the latest national guidance included within the DfT's Best Practice Guide; guidance is also contained within PPG13.

The sustainable transport objectives are summarised in paragraph 88 of PPG 13, which include:

Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;

Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and

More environmentally friendly delivery and freight movements, including home delivery services.

The Travel Plan will form part of the terms of the lease the development and as such any future operator will be aware in advance of what is required of them within the Travel Plan Framework.

Plan Administration

The administration of the Travel Plan will be the responsibility of Jam works Limited (the applicant) until the development is built, and thereafter transferred to a management company. This company will be required to designate a Travel Co-ordinator for the development, who will provide a liaison in implementing the Plan with the residents and the local authority.

The Travel Plan Co-ordinator will be the first point of contact for residents and other outside organisations in all matters regarding travel.

Details of the nominated Travel Co-ordinator will be submitted to the Planning and Highway Authority and the appropriate local bus companies. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the development.

The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

In addition, the Travel Plan will form part of the terms of the lease or occupancy of the dwellings and any future occupier will be aware in advance of what is required of them within the Travel Plan Framework. This will ensure the long term continuation of the Travel Plan and ongoing commitment, even when new students move in to a dwelling at the development.

Residential Travel Pack

It is an important and emerging principle in residential developments that the implementation of Travel Plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly the site's benefit from excellent links to both bus and rail services, making both modes viable alternatives for a variety of trip purposes.

In order to build on these communication links, a Travel Pack in the form of a leaflet or folder of information is to be provided for residents on the site.

The Travel Pack will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contacts for the Travel Plan Co-ordinator. The Pack will also provide a summary of the key elements of the Travel Plan, including information up to date bus and rail time-table information as well as information on nearby amenities.

By providing summary of the Travel Plan information in Travel Pack form it will be possible to provide information for every resident at the beginning of their tenancy.

Non car accessibility of the site

Introduction

In order to accord with the aspirations of Planning Policy Guidance (PPG) Note 13, entitled 'Transport', any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

The proposed development site is extremely well located to encourage residents to travel by sustainable transport modes.

The Travel Plan will therefore include information on the following modes of transport:

Accessibility by Train.

Accessibility by Bus.

Accessibility by Cycle.

Accessibility on Foot.

Accessibility by Rail

The Travel Plan will also include information designed to encourage rail travel as a viable form of transport for residents.

This will include up-to-date timetabling information for all services operating from the most accessible railway stations to the site, and information on the safest walking routes to these stations.

Accessibility by Bus

The Travel Plan will also include information designed to encourage bus travel as a viable form of transport for residents.

This will include up-to-date timetabling information for all services stopping within 400 metres of the proposed development site, and information of the safest walking routes to these stops.

Accessibility by Cycle

The Travel Plan will also include information designed to encourage cycling as a viable form of transport for residents.

This will include information on the cycle parking provided within the development itself, as well as suggested safe cycle routes around Liverpool City Centre, as identified by SUS-TRANS, and the location of cycle parking facilities within the City Centre itself.

It is envisaged that such information would help encourage cycling as an alternative form of transport to access the site.

Accessibility on Foot

The Travel Plan will include information on safe walking routes for pedestrians, as well as information on local amenities.

MANAGEMENT MEASURES

The following measures will be delivered through the plan by the Plan Co-ordinator:

Travel Plan Co-ordinator.

Travel awareness.

Travel Information.

Car Parking

Car sharing scheme.

Cycle Parking.

Cycle User Group.

Travel Plan Co-ordinator

A Travel Plan Co-ordinator will be appointed prior to occupation of the site, until all of the units are occupied this role is likely to be undertaken by a person employed by a housing management company as this will show a commitment to the Travel Plan from an early stage.

The post of Travel Plan Co-ordinator will continue for the life of the development.

The Travel Plan Co-ordinator will be responsible for ensuring that Travel Packs are distributed to all new residents on the development and that the information provided in these Packs is up to date.

Travel Awareness

Residents will be made aware of the existence of the Travel Plan as part of the promotional information for the development, as well as in promotional Travel Pack information. A copy of the Travel Plan will be made available to residents on request.

Marketing material for the development will provide sufficient information to ensure that prospective residents are fully aware of their sustainable travel alternatives when considering tenancy at the development. In particular marketing information will highlight the absence of car parking on site for residents.

Travel Information

Travel Information for residents is to be made available in numerous ways, such as websites, cycle and walking maps for the surrounding areas. As part of the Travel Packs

residents will also be provided with information on how to access online personalised journey planners.

Some helpful websites to aid residents in planning their travel are:

www.merseytravel.gov.uk;

www.sustrans.org.uk;

www.travelline.org.uk; and

www.nationalrail.co.uk

Up to date bus service and timetable information will be included in the Travel Packs for all new residents.

Car Parking

Residents will be made aware, both in the marketing information for the development, and in the Travel Pack, of the absence of car parking at the development. The potential to provide information in the Travel Plan on alternative car parking facilities will be explored.

Car Sharing Scheme

Although there will be no car parking for residents on the site, in recognition that some residents will have access to private cars the Travel Co-ordinator will promote the use of car sharing scheme and residents will be made aware of the Merseyside Car Share Scheme. This will include the promotion and use of the www.merseycarshare.org website which will not require the Travel Plan Co-ordinator to maintain a database of residents.

Cycle Parking

In recognition of the importance to promote cycling as a viable form of transportation for residents of the proposed development it is intended to provide cycle parking spaces.

Information on the location of on-site cycle parking facilities will be provided in the Travel Packs.

Cycle User Group

The Travel Plan Co-ordinator will establish contacts with the cycling officers of the Local Authority to ensure input to the further development of Merseyside cycling strategy, a member of the Merseyside Cycling team will also be encouraged to join the Travel Plan Action Team to provide guidance.

TRAVEL PLAN MONITORING

To enable the success of the Travel Plan to be established, the Travel Co-ordinator will be responsible for ongoing monitoring and regular travel surveys to an agreed timetable. The timescale for Travel Plan reviews will be included within the Final Travel Plan.

Department for Transport best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan;

Annually or at least every two years thereafter to provide ongoing information on the impact of the plan.

Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

Future strategies for further promoting sustainable travel behaviour can be considered in partnership between occupiers and the Local Planning and Highway Authorities and Liverpool City Council.

Address: 87/95 DALE STREET, 2-6 CHEAPSIDE				
Completed By: GARRY USHERWOOD				
Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes / No
Access on Foot		Points		Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes / No YES
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	
		No	0	
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. <ul style="list-style-type: none">No dropped kerbs at crossings or on desire lines;Steep gradients;A lack of a formal crossing where there is heavy traffic;Security concerns, e.g. lack of lighting.	There are barriers	-2	1
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes / No
		Total (B)		3
Summary	Box A: Minimum Standard (from Table 3.1)	2	Comments or action needed to correct any shortfall	
	Box B: Actual Score	3		

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3 Minimum Accessibility Standard Assessment

	Box B: Actual Score	4		
Access by Public Transport				
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	2
			0	
		No		
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. <ul style="list-style-type: none">• A lack of dropped kerbs;• Pavements less than 2m wide;• A lack of formal crossings where there is heavy traffic; or• Bus access kerbs.	There are barriers	0	1
			1	
		There are no barriers		
Frequency	High (four or more bus services or trains an hour)		2	2
			1	
			0	
Other	The proposal contributes to bus priority measures serving the site		1	
			1	
	The proposal contributes to an existing or new bus service		1	
Total (B):				

3 Minimum Accessibility Standard Assessment

3 Minimum Accessibility Standard Assessment

Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action needed to correct any shortfall
	Box B: Total Score	5	
Vehicle Access and Parking			
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		Yes / No
	Can the site be adequately serviced? If no, you must address service issues.		Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes / No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.		Yes / No N/A
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		Yes / No

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	The off-street parking provided is as advised in Section 4 for that development type	1	Yes / No
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes / No
	For development in controlled parking zones:		Yes / No
	• Is it a car free development?	1	Yes / No
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes / No
		Total (B):	
Summary	Box A: Minimum Standard (From Table 3.1)	3	Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.