DTPC

Report No. J340/TS
March 2015

PROPOSED DEVELOPMENT PHASE 2 AND 3 NORFOLK STREET, LIVERPOOL

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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NORFOLK STREET, LIVERPOOL

TRANSPORT STATEMENT

C O N T E N T S

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1. INTRODUCTION

DTPC has been appointed by Roman Summer Associates on behalf of PHD1 Ltd to provide transport and highway advice for the traffic and transportation implications associated with their proposed phase 2 and 3 residential and commercial/workshop accommodation development at the Norfolk Street, Liverpool.

The application relates to a site located on the heart of the urban area called the Baltic Triangle, currently occupied by buildings with commercial uses which will be redeveloped.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the planning application.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

The previous phase pre application discussions set out a scope for the information to be supplied set out:

The development proposal would require the following to be submitted;

- A Transport Statement – this is not required to include traffic modelling for assessment of impact upon the highway because the proposal includes parking provision for just 43 cars and on street parking restrictions apply on the surrounding streets. If the amount of parking increases substantially this advice may need to be reviewed.
- A Travel Plan
- A Minimum Accessibility Standard Assessment

The site gained approval with the following conditions overleaf applied.

The second phase will follow the same principles.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

17	Prior to commencement of development, a scheme which details the following off-site highway works required to accommodate the development, together with a programme for completion of the works shall be submitted to and approved in writing by the local planning authority. The off-site highway works shall be implemented in accordance with the approved details and completed to the satisfaction of the local planning authority before the development is occupied/brought into use. For the avoidance of doubt the s278 works will include the following items; **a) The provision of a minimum 2m wide footway along Norfolk Street and Brick Street to tie in to those works installed as part of the Jamaica Street highway improvement works in similar and matching colour materials.** b) The opening up of Brick Street through to St James Street, with associated road markings and signage and the updating of the Highway Authority adoption records to maintain a consistent network of adoption. c) The design and installation of a scheme for the relocation of parking bays from Brick Street and Norfolk Street, to near-by locations in the Baltic area, and the necessary amendments to the existing traffic regulation orders. d) The production of the necessary traffic regulation orders for the proposed loading bay on Norfolk Street and the associated consultation and advertising costs. e) The assessment of the existing street lighting and drainage provisions to ensure that lighting is appropriate for the proposed residential elements of the development and that suitable drainage of the new footways and carriageway loading bay is maintained. **f) The required upgrade to the existing Bus stops on St James Street with access kerbs, shelters and timetable information to current Merseytravel standards in consultation and under direction from Merseytravel Engineers.** REASON: In the interests of highway and pedestrian safety and in accordance with Policies GEN6 and T8 of the Liverpool Unitary Development Plan.
18	**Prior to the occupation of any part of the development, a Travel Plan shall be submitted to and approved in writing by the local planning authority.** The applicants, its successors in title, and their respective agents shall use reasonable endeavours to seek the support and agreement of individual operators to achieve the objectives and targets in the plan. The plan shall be reviewed at 2 yearly intervals between the local planning authority and the applicants unless otherwise agreed in writing.
19	Cycle Parking i) Prior to commencement of development, details of (covered), secure cycle parking facilities incorporating the use of Sheffield stands (unless otherwise agreed) shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details and completed to the satisfaction of the local planning authority before the development is occupied/brought into use. ii) The approved cycle parking shall then be maintained in perpetuity for the occupants of the building and shall not be reduced in size or used for any other purposes. REASON: The City Council wishes to support cycling as a sustainable mode of transport in accordance with Policy T6 of the Liverpool Unitary Development Plan and SPD Ensuring Choice of Travel.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO_2 emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport* White Paper) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity***.

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

For 12 months from publication of the NPPF decision makers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with the NPPF. In other cases and following the 12 month period due weight should be given to relevant policies in existing plans according to their "degree of consistency" with the NPPF.

Policies in emerging plans may be given weight according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections, and the degree of consistency of relevant policies in the emerging plan to the policies in the NPPF.

Abstracts are provided for reference, the ***bold italics*** are added to emphasis the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework ***is a presumption in favour of sustainable development***, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and

- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

    - ***any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole***; or

    - specific policies in this Framework indicate development should be restricted

Core planning principles

1 7 W ithin the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- ***actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling***, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to m eet local needs***.***

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for m ajor transport infrastructure***;
- ***safe and suitable access to the site can be achieved for all people***; and

- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. ***Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe***.

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. W here practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems,*** and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area***.

Emerging Core Strategy

The authority is currently reviewing consultation replies to the draft strategy, the following abstracts are provided for those that relate to transport matters.

Strategic Policy 1

Sustainable Development Principles

To ensure the sustainable growth of the City new development should be located and designed so that resources are used prudently, the local and wider environment is protected, the challenges of climate change are addressed and the needs of the whole community are taken into account. New development should:

- As a first priority, be located on previously-developed land and buildings ahead of greenfield sites
- Improve accessibility, reduce the need to travel by motorised transport and where travel is necessary, enable convenient and safe access by sustainable transport modes

The site reuses brownfield land in the urban area.

Strategic Policy 4

Economic Development in the City Centre

1. Development by companies in the financial and professional industries will be directed towards the **Commercial District** (particularly around **Pall Mall**).

2. The **Knowledge Quarter**, centred on the university and hospital facilities clustered on the eastern edge of the City Centre, will be one of the key growth areas during the period of the Core Strategy, creating a range of job opportunities, to the benefit of residents of all parts of the City Region. Other parts of the City Centre (such as the Baltic Triangle) will be the preferred location for further mixed use development, including those associated with digital and creative industries.

3. Expansion of cultural and tourism facilities will be supported on the **Waterfront** and in the cultural quarter around the **William Brown Street / Lime Street** and **Hope Street** areas.

The accommodation will help to support the local services in the area and the A3 uses nearby reducing the overall need to travel.

Strategic Policy 34

Improving Accessibility and Managing Demand for Travel

1. Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.

2. Developments which singly or in combination have a significant impact on the movement of people or goods, should, through the provision of Travel Plans, positively manage travel demand and contribute to the improvement of accessibility in general, particularly by more sustainable modes of transport including walking, cycling and public transport.

The site lies in the heart of the urban area supported by high quality walking, cycling and public transport facilities.

Local Transport Planning Policy

As stated above The City of Liverpool is currently progressing its LDS and Core Strategy, this has saved some of the Unitary Development Plan adopted in 2002 policies for Transport i.e.

Policy T6, Cycling

The City Council will promote and support initiatives designed to maximise the role of cycling as a transport mode by:

• Introducing appropriate traffic calming and speed reduction measures on designated cycle routes and areas of high cycle usage; and

• Ensuring that secure cycling parking facilities are provided at locations regularly visited by the public and requiring new developments to provide secure cycle parking facilities.

The proposed development will incorporate suitable amounts of cycle parking to meet the needs of their uses.

Policy T7, Walking and Pedestrians

The City Council will implement measures to encourage walking as a mode of transport and to make the pedestrian environment safer and more convenient by:

• Improving signing, lighting, surfaces, visibility and crossing places throughout the City and particularly within the City Centre, District Centres and other shopping centres;

• Improving access and mobility for all pedestrians, and particularly disabled people and carers with small children;

• Catering for pedestrians' needs in the design of all new highway improvement schemes, traffic management schemes, the road maintenance programme, and giving consideration to the provision of safe and convenient walking routes through all major development and redevelopment sites; and

• Investigating the possibility of introducing traffic calming measures and speed reduction measures in areas where heavy pedestrian flows are experienced or can be anticipated.

In relation to the above the area has been the subject of improvement measures which have included reduction in carriageway widths, formalisation of on-street car parking, and improved pedestrian crossing facilities. All of which also contribute to an enhanced environment for cyclists.

Policy T12, Car Parking Provision in New Developments

All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non-operational car parking will be permitted up to a maximum standard. This will be determined by:

• The nature and type of use;

• Whether off-site car parking would result in a danger to highway and pedestrian safety;

• Whether the locality in which the proposed development is located is served by public car parking facilities;

• Whether off-site parking would result in demonstrable harm to residential amenity; and

• The relative accessibility of the development site by public transport services.

The proposed development is seen as a natural extension to the local offer and will form the basis of shared trips in the area.

The roads in the immediate area of the development have excellent public bus connections, and Lime Street rail station is within reasonable walking distance.

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

The proposed development is located on brownfield land in the urban environment which makes it a sustainable use of land as well improving local amenity. Also, the development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore there are:

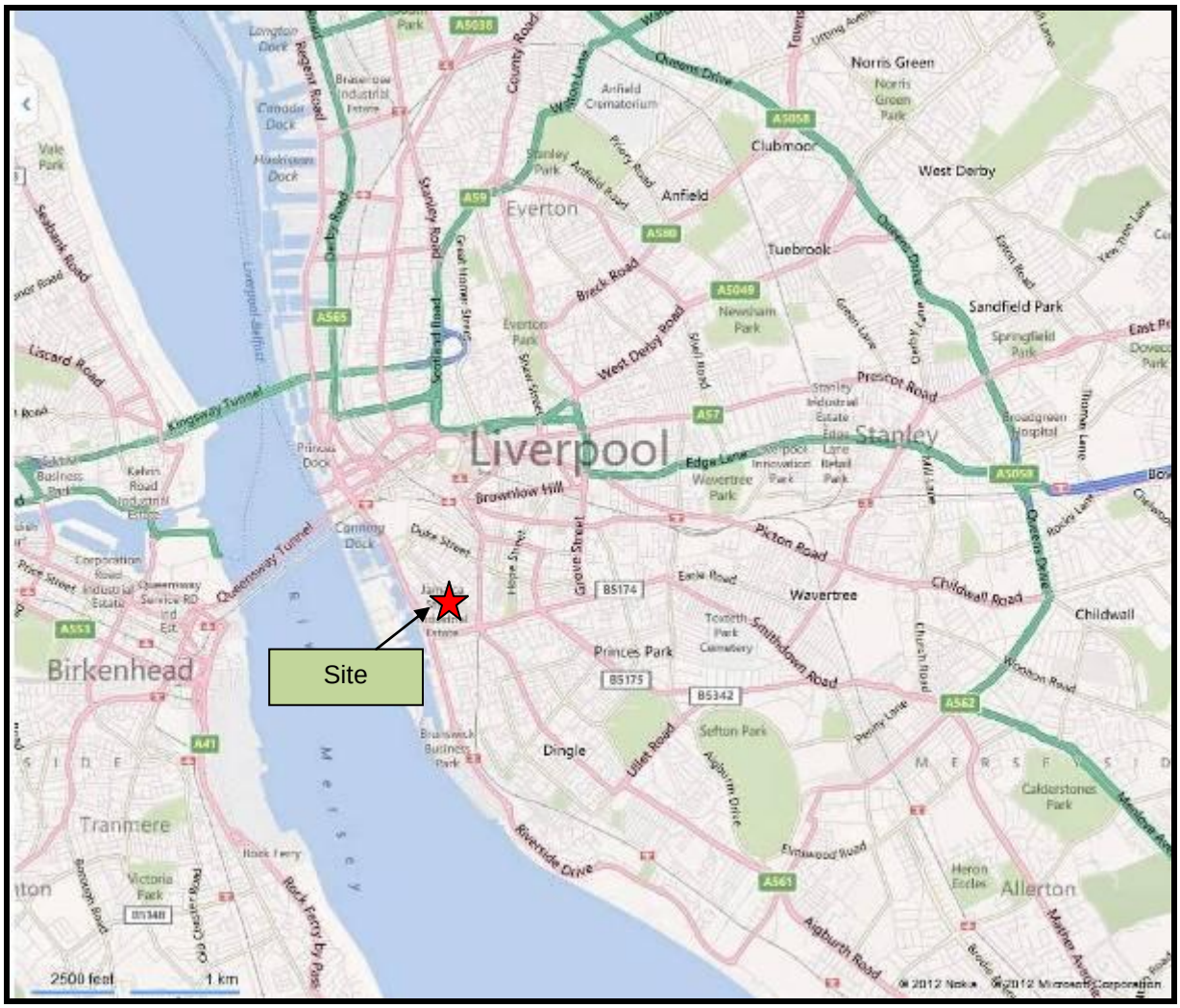
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is situated on the southerly edge of Liverpool City Centre in the Baltic Triangle.

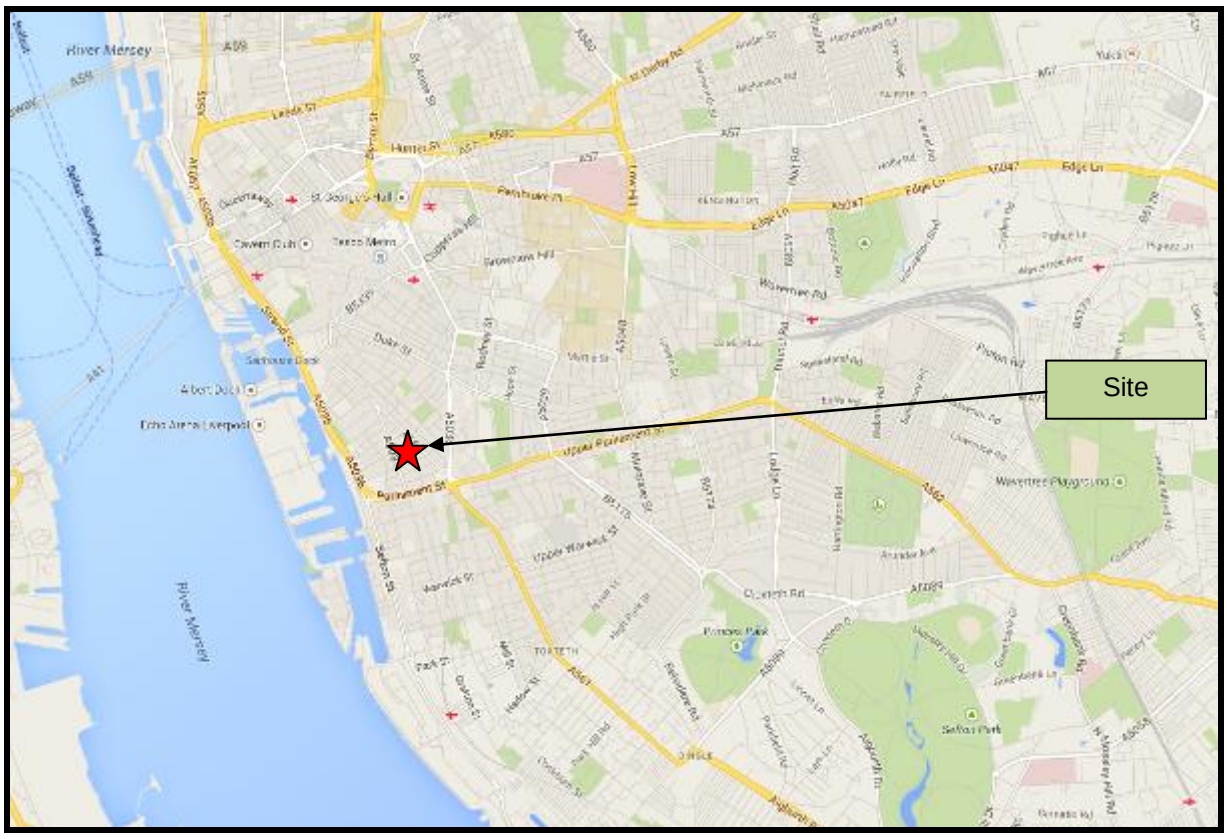
Situated approximately 1000m from Liverpool Central Station and lying within 2.3 km of the Edge Lane M62 corridor, the site is highly accessible by a variety of modes and is also within a short walking distance of a wide variety of the river font retail and city centre facilities and attractions.



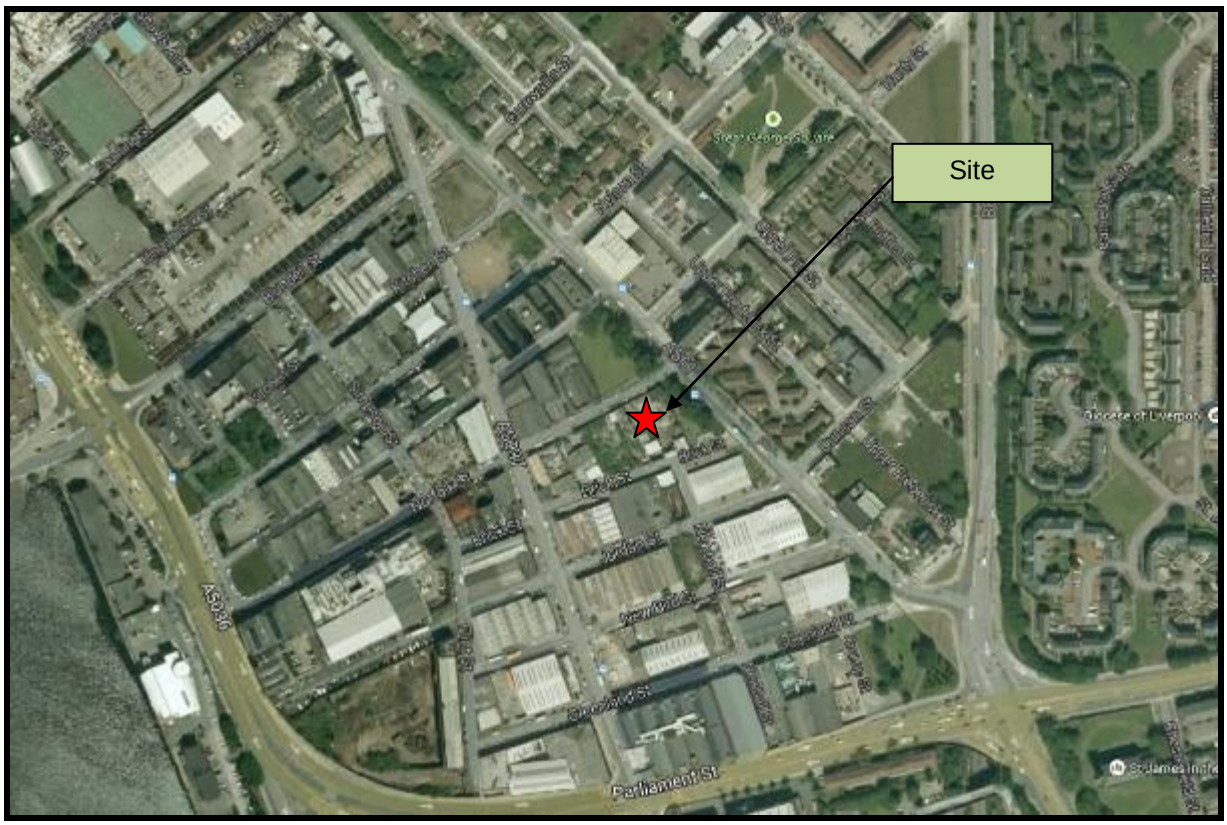
Site location plan in relation to neighbouring settlements and locally overleaf

From the site, the A5037 Jamaica Street and A561 St James Street corridor gives the most convenient access to the primary radial route corridors in Liverpool via the A5036.

The A562 Upper Parliament Street route connects to the A5058 which forms the east of centre bypass. The A5036 also runs north to the A665 which runs to Bootle and beyond.



Local area setting and the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarliy an urban centre catchment containing local services/retail units.

From site observation the area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods. A detailed photographic record of the local access and setting is provided below for future reference

Brick Street towards the Jamaica Street corridor

Brick Street junction with Jamaica Street

View left and right from Norfolk Street junction with Jamaica Street

View into and out of Norfolk Street from west side

View along Norfolk Street east and west

View east and west along Norfolk Street

View left and right from Norfolk Street

Off street car parking

The mapping below shows the off street public and contract parking in the area, the photos shows a mid afternoon snap shot of usage. There is space available in the area.

Green public and amber private off street

Jamacia Street/Kitchen Street Parking and Blundell Street Car park below

Kitchen Street private car park

Norfolk Street private car park

Safe store private parking

Newhall Street private car park

Similar to the above the on street parking was surveys at the same time to show if the suggested parking issues were realised on site. The following images show the on street areas that has some or significant spare capacity.

Jamaica Street near Baltic Developments

Simpson Street between Norfolk and Watkinson Street

Norfolk Street between Simpson Street and A5036

Watkinson Street between Simpson Street and A5036

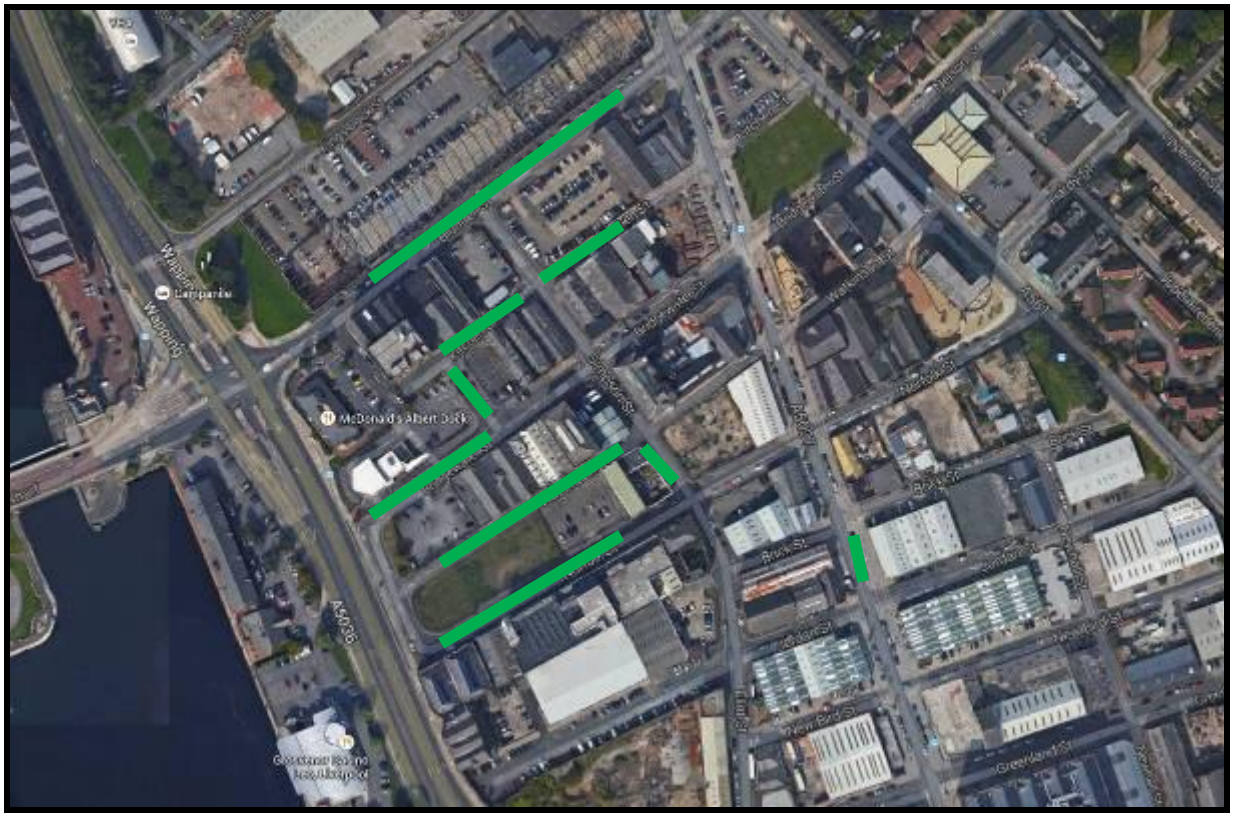
Kitchen Street

Kitchen Street north of Simpson Street

Blundell Street

Link road between Kitchen Street and Bridgewater Street

Bridgewater Street



On street parking capacity

The observations showed that the parking on or off street was not fully utilised and indicates that the area has significant capacity for additional parking demand if it arises.

Pay and Display Residents/Permit Parking Controlled Parking Zone:

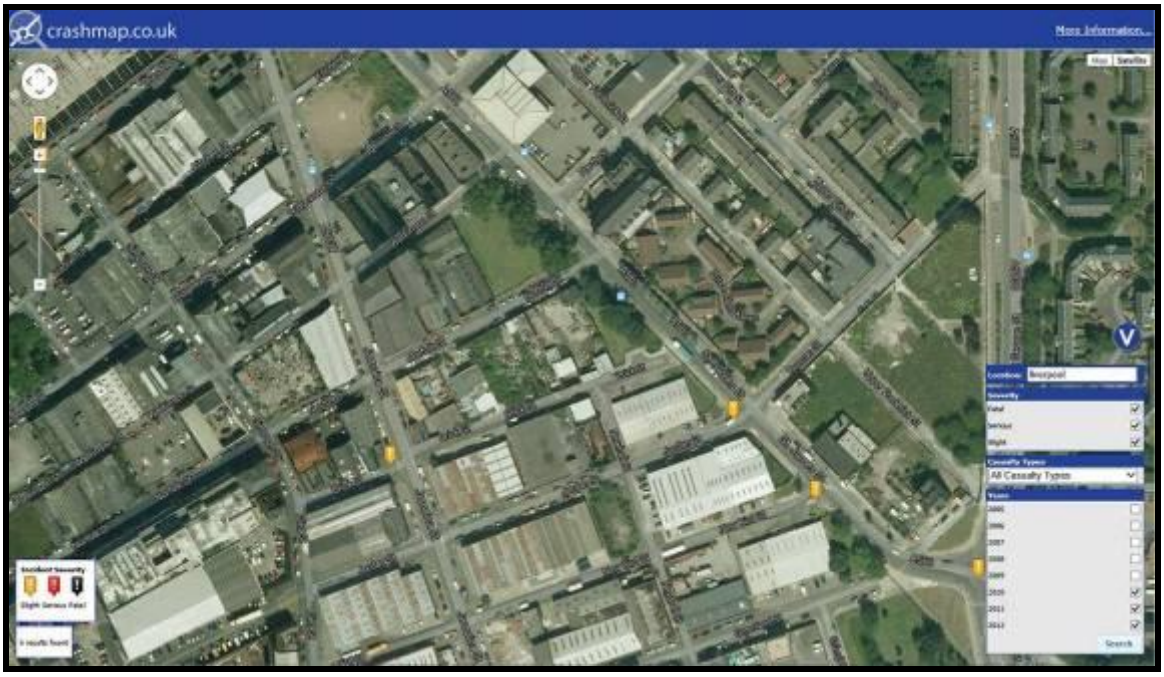
Within this zone, on-street parking is split between where a permit is required and public limited to short-stay during the daytime.

There is no control of where permit holders park in the area and these from observation are often in the lay-bys most attentive for customers to park in as well but with little turnover they park elsewhere in the area.

Accident review

Details supplied by the national database indicate a limited number of accidents along the approaching routes over the most upto date 3 years records.

There have been 4 slight accidents recorded in the local area as shown overleaf but none along the two access routes. The area is well used and such levels would not seem excessive in nature, around 1 slights per year.



Fallback

The current sites provide space which would be designated B2 in nature, combined with open storage areas. These form a commercial fallback for the scheme.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

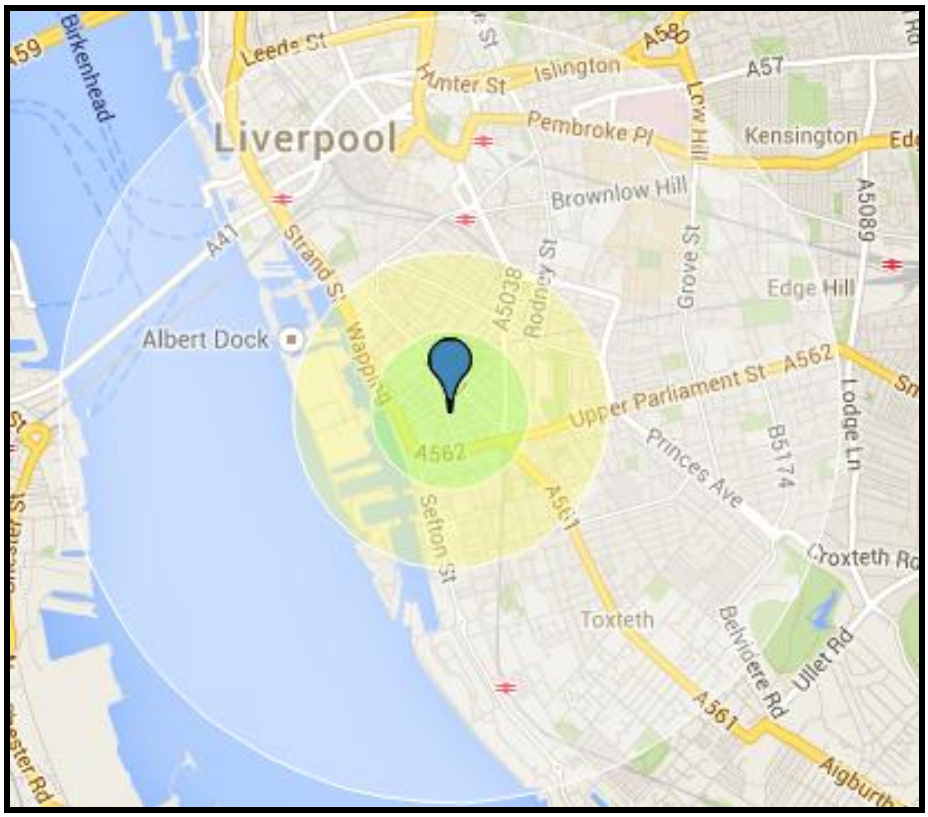
Walking and cycling

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

The CIHT provides about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips, accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

400m, 800m and 2000m walk isochrones reflecting 5, 10 and 25 minutes walk journeys are shown below.

The DfT identify that 78% of walk trips are less than 1km in length,(DfT Transport Statistics GB).
It offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car.



Walk Catchments

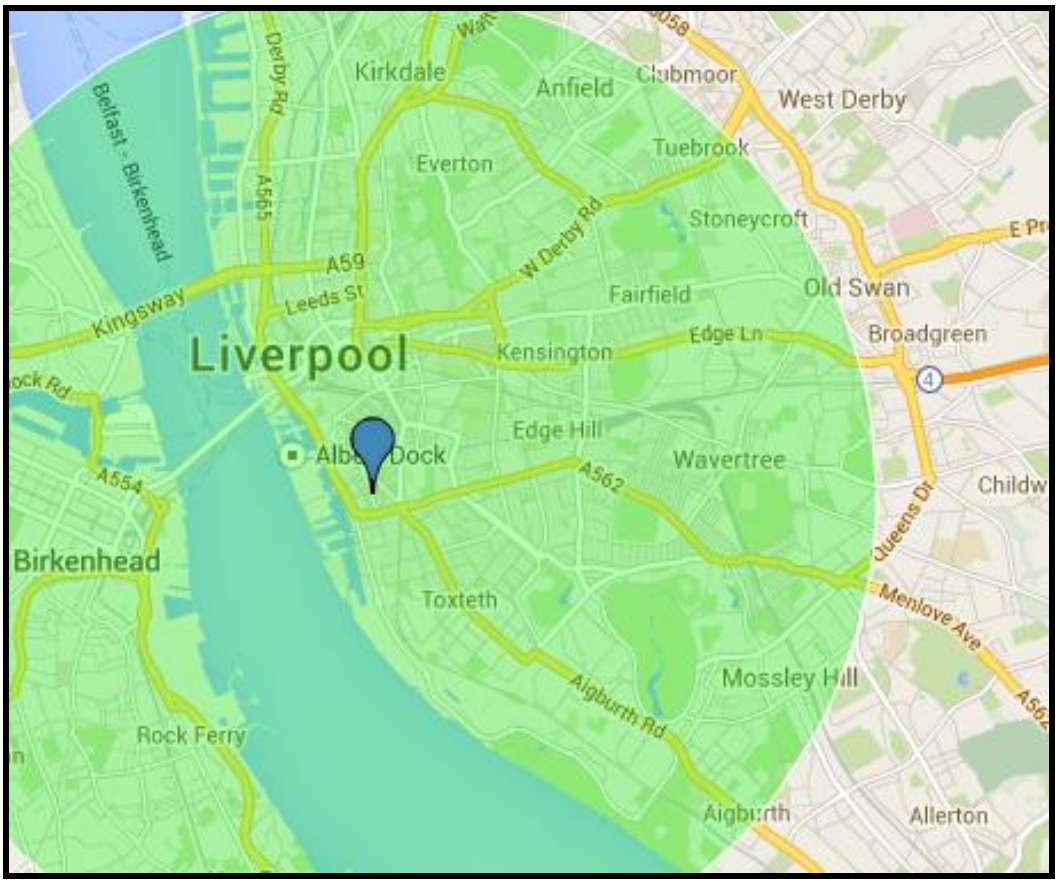
Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

<u>There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.</u>

Historic Guidance and perceived good practice suggests: “Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”
The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

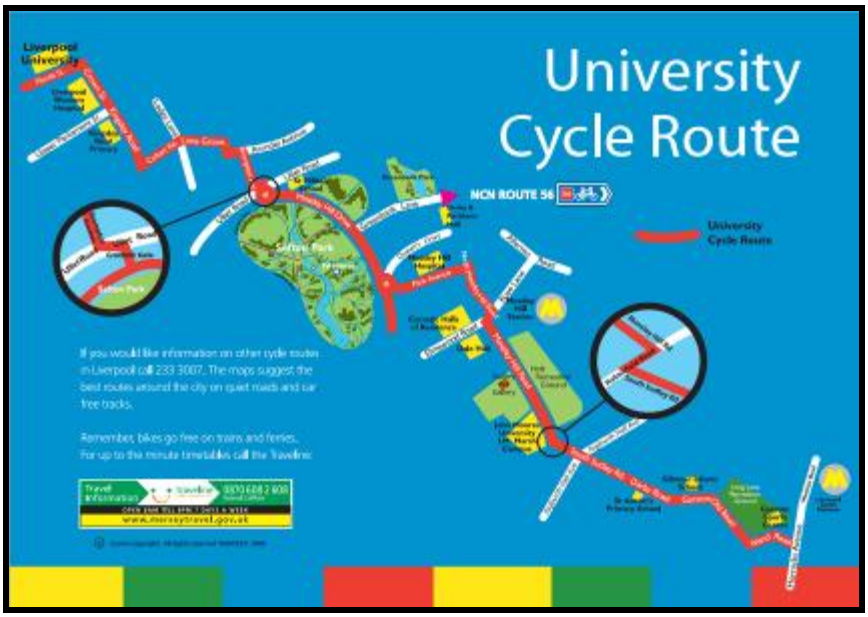
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

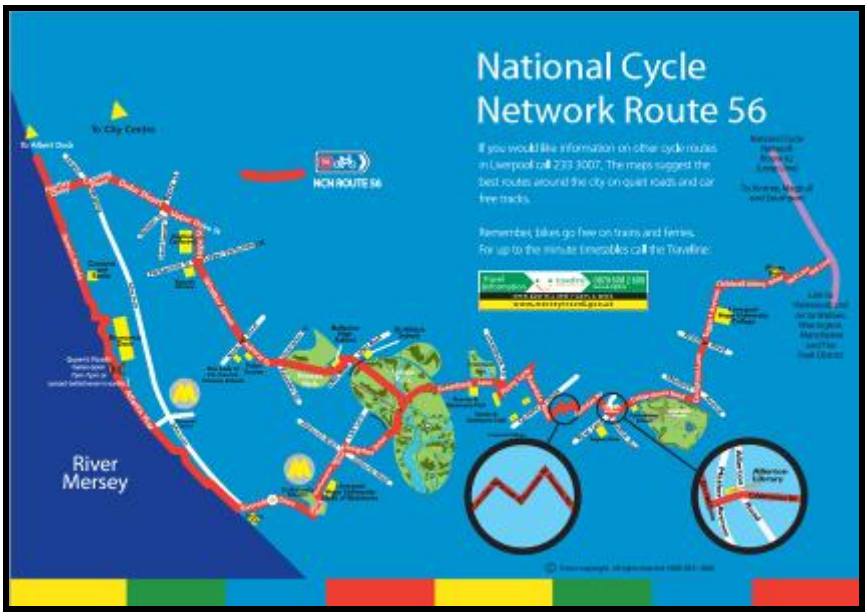
The green circle indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.



Cycle Catchments

There are currently three signed cycle routes: the University Cycle Route, which runs through the heart of the education campus and connects into Sefton Park -a section of this within close proximity to the proposed development site; also connecting to the University Cycle Route is the Woolton Cycle Route, providing a link to the east of the City; and to the south on Upper Duke Street is the Trans-Pennine Trail Link, which is a long distance cycle route and part of the National Cycle Network.





Cycle parking has been provided at nodes of activity – including retail and leisure centres and at various locations around the area. The site adds to this provision.

City bike parking offer.

Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

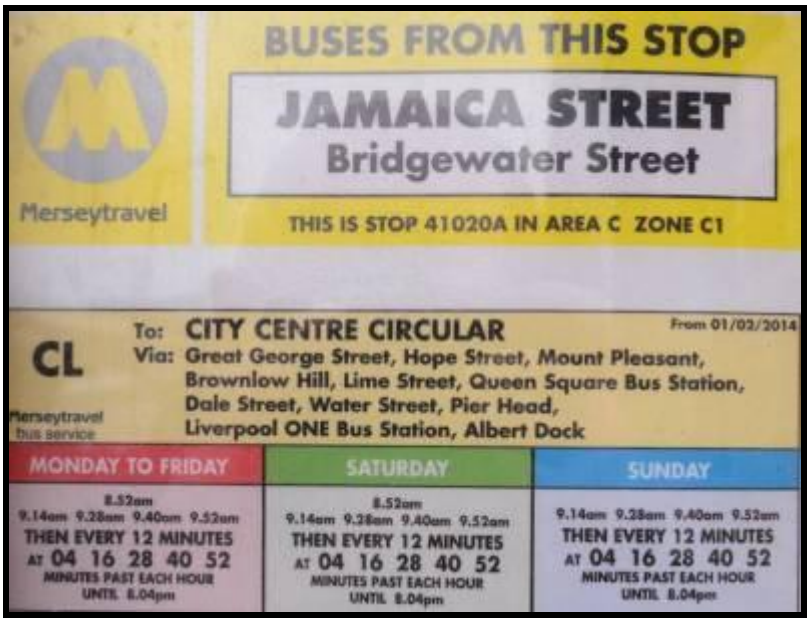
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 200 metres from the nearest bus stops.

The bus stops closest to the site are along St James Street, as shown by the photo below along with the Jamaica Street stop.

Bus stops and services for the St James Street route

Jamaica Street bus stop and services



Local bus routes

Private hire

As with most cities the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

Summary

In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

5. ACCESSIBILITY ASSESSMENT

The following assessment is based on LCC SPD, score needed below and assessment follows.

Table 3.1: Minimum Levels of Accessibility: Minimum Scores for 'Medium' 'Large' and 'Major' Developments

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access
A1 Retail D2 Assembly & Leisure	Urban Centre	Major & Large	2	5	5	3
		Medium	2	3	3	2
	Other Urban	Major & Large	4	5	6	2
		Medium	4	3	4	1
A3 Restaurants & Cafes A4 Drinking Establishments A5 Hot Food Takeaway	Urban Centre	All	1	4	4	3
	Other Urban	All	4	5	4	1
C3 Dwelling Houses (For flats with no 'internal circulation', issues, i.e. no car park, reduce walking and cycling target by 1.)	Urban Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	5	1

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 ☐
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 ☐
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	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. • 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 ☐
			Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4 accommodation	**Comments or action needed to correct any shortfall**	
	Box B: Actual Score	4		

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes /
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes /
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1) Other Development: Is the density of local housing (e.g. within 1 mile) 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 site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	1
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	-1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	1
		No	0	
			Total (B)	

Summary	Box A: **Minimum Standard** (From Table 3.1)	4 accommodation	**Comments or action needed to correct any shortfall**
	Box B: **Actual Score**	3	

Access by Public Transport			Points	Score
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
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. • 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
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	2
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	
	The proposal contributes to an existing or new bus service		1	
			Total (B):	

Summary			Comments or action needed to correct any shortfall
	Box A: **Minimum Standard** (from Table 3.1)	5 accommodation	
	Box B: **Total Score**	5	

Vehicle Access and Parking		Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		Yes
	Can the site be adequately serviced? If no, you must address service issues.		Yes
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		/ No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes
	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.		
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		/ No
	The off-street parking provided is as advised in Section 4 for that development type	1	1 / 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 / 2
	For development in controlled parking zones:		
	• Is it a car free development?	1	Yes / 1
	• 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 / 1
		Total (B):	
Summary	Box A: **Minimum Standard** (From Table 3.1)	3 accommodation 5	**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.**

The site meets the scoring requirement and the local facilities meet the needs of an urban centre.

6. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

Full planning application seeking permission for the erection of two buildings at either side of phase 1.

This application seeks permission for the demolition and clearance of existing structures and the erection of two buildings (referred to as Phases 2 and 3) comprising a mix of apartments, student accommodation, Class B1(a) office uses, gallery space (Class D2), and small scale Class A1, A2, A3, A4 and/or D1 uses, with associated car and cycle parking, plant / storage / reception areas, pavement café / terrace and hard and soft landscaping.

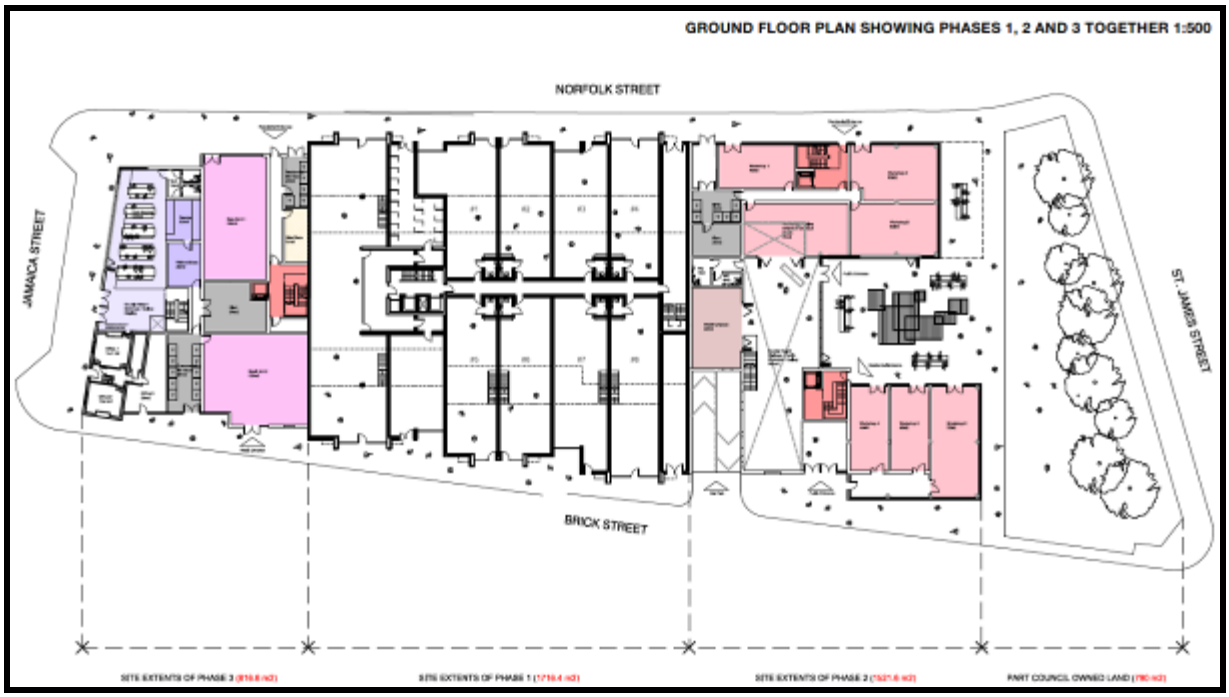
The application also proposes the change of use of the 3 storey brick building (43 Jamaica Street) to form self contained Class B1a and / or A2 offices, reverting from its current use as staff quarters / storage associated with the wider City Sheds business, and minor external alterations to include new doors and windows.

Phase 2 - a 9 storey building on land between Norfolk Street and Brick Street, Liverpool. The scheme comprises 125 apartments with a mix of studios and 1 bed units.

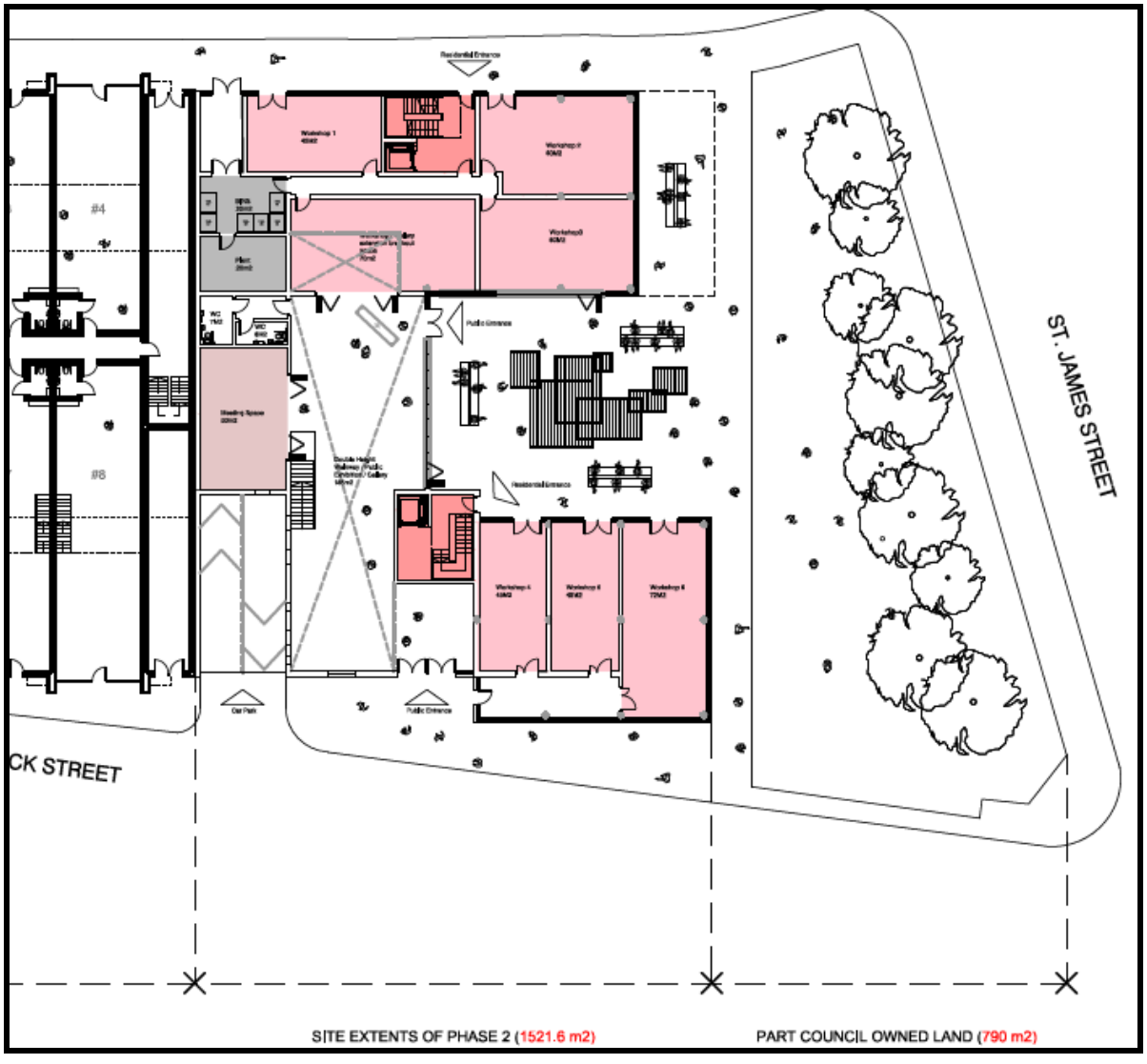
It also includes some 500 sqm of B1a or A2 commercial workshop units, 185 sqm of gallery space D2 and 51 sqm of meeting space.

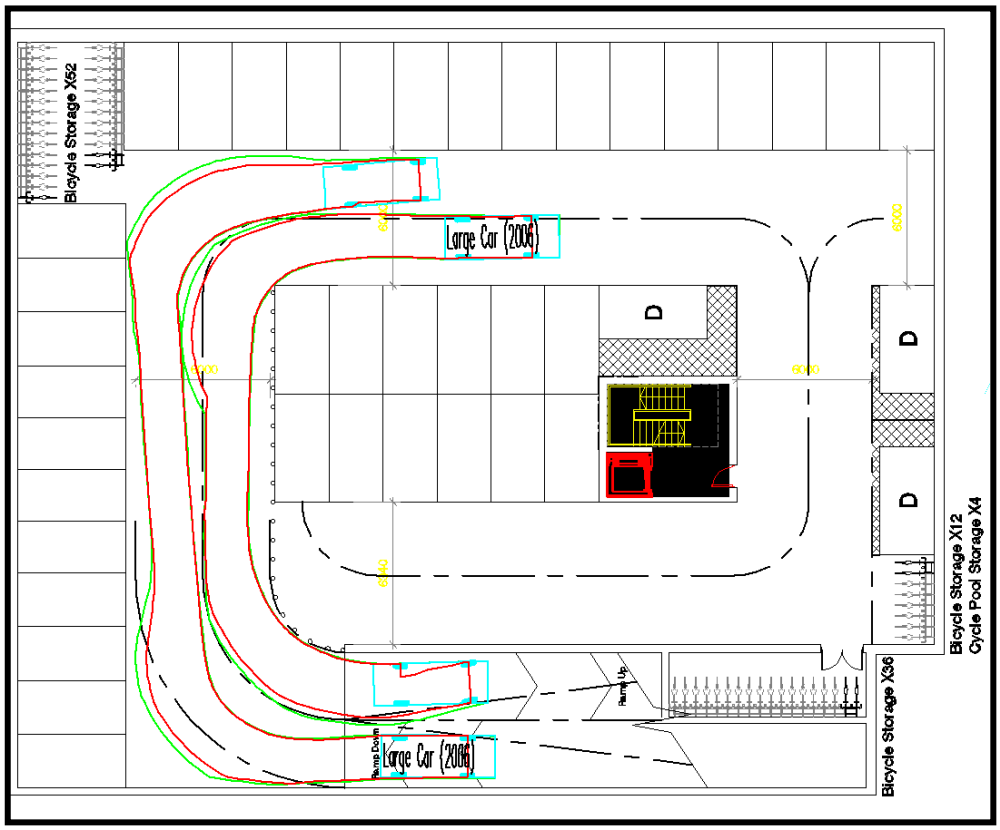
The proposal also includes the incorporation of 16 cycle spaces at ground floor level and 41 parking spaces in the basement.

Additionally some 100 cycle spaces and 4 pool cycle spaces are provided in the basement, less than the 100% asked for as a residential use but takes on board the mode split and the locations ability to provide a walking environment to most facilities.



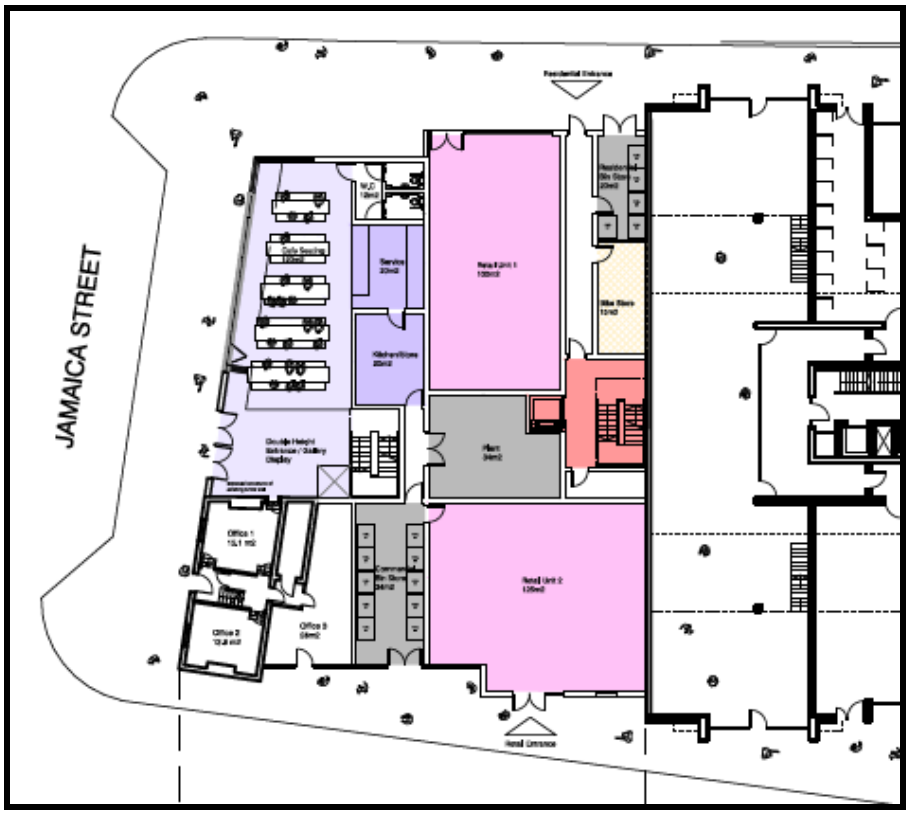
Site Layout and parking provision





Phase 3 – a 9 story building on land between Norfolk Street and Brick Street, Liverpool. The scheme comprises 72 units. It also includes some 481 sqm of office, cafe and retail units and 185 sqm of gallery space.

The proposal also includes the incorporation of 26 secure cycle spaces at ground floor level and 8 visitors spaces



Servicing strategy, traffic orders and new footpaths

As agreed on the phase 1 application the larger deliveries are accommodated using the loading bay designated on Norfolk Street in place of the limited/permit parking area, all other traffic orders remain unchanged. As the bays are no income generators then no commuted cost needed and in addition the parking offer onsite would accommodate any shortfall.

This arrangement is typically used and found acceptable by LCC Highways for the scale of development proposed.

Trip levels and car parking

The following sets out the current requirement for parking in the City Centre Area.

Policy T12 – Car parking provision in new developments All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development.

Additional space for non operational car parking will be permitted up to a maximum standard. This will be determined by:

- the nature and type of use; whether off-site car parking would result in a danger to highway and pedestrian safety;
- whether the locality in which the proposed development is located is served by public car parking facilities;
- whether off-site parking would result in demonstrable harm to residential amenity; and the relative accessibility of the development site by public transport services.

Abstracts from the SPD

4.15 When dealing with residential parking, a request will be made for developers to make provision for a ratio of 0.70;1 parking spaces to dwellings. Where a developer is unable to achieve this , or where this is not desirable, a request for access to be improved by other modes, either through contributions or direct improvements on the ground, will be made.

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 (see accompanying Accessibility Maps, map 2);
- Initiatives to reduce traffic are planned for, or are being introduced, in the area; and
- There is adequate off-street parking within 400m or potential for shared use of spaces (for example, in mixed-use developments).

4.17 In such circumstances where lower levels of car parking are not provided the reasons why should be stated in the completed Accessibility Checklist.

Car parking policy for each use is set out below:

A1 – Shops

Vehicle Type	Standard
Cycles	Staff - 1 secure covered space and locker per 300 sq. m (minimum of 2 spaces) Customer – 1 space per 200 sq. m (minimum of 2 spaces)
Motorcycles	1 Space per 500 sq. m (minimum of 2 spaces)
People with disabilities	Up to 200 bays – 3 spaces or 6% of total maximum standard, whichever is greater Over 200 bays – 4 spaces plus 4% of the total number of spaces
Service Vehicles	Required above 1,000 sq m
	One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.
Taxis	One pick-up/ set down required above 1,000 sq. m, with additional bays if justified by a Transport Assessment.
Other Staff/ operational parking (Maximum)	City / District Centres - 1 space per 16 sq. m (A1 - Food Shops) City / District Centres - 1 space per 22 sq. m (A1 - Other Shops) Elsewhere - 1 space per 14 sq. m (A1 - Food Shops) Elsewhere - 1 space per 20 sq. m (A1 Other Shops)

A3 - Food and drink uses / A4 - Drinking Establishments / A5 - Hot Food Take-aways

Vehicle Type	Standard	
Cycles	Staff - 1 secure covered space and locker per 300 sq. m Customer - 1 space per 300 sq. m	
Motorcycles	1 Space per 350 sq. m (minimum of 2 spaces)	
People with disabilities	Up to 200 bays - 3 spaces or 6% of total maximum standard, whichever is greater Over 200 bays - 4 spaces plus 4% of the total number of spaces	
Service Vehicles	Required above 1,000 sq. m One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan	
Taxis	One pick up /set down required above 1,000 sq. m, with additional bays if justified by a Transport Assessment	
Other Staff/ operational parking (Maximum)	A3 Food and Drink / A4 Drinking Establishments	City / District Centres - 1 space per 8 sq. m public floor area Elsewhere - 1 space per 5 sq. m public floor area
	A5 Hot Food Take - away	City / District Centres - 1 space per 8.5 sq. m gross floor area Elsewhere - 1 space per 7.5 sq. m gross floor area

B1 - Business

Vehicle Type	Standard
Cycles	Staff - 1 secure covered space and locker per 400 sq. m Customer / Visitor - 1 space per 300 sq. m
Motorcycles	1 Space per 875 sq. m (minimum of 2 spaces)
People with disabilities	Up to 200 bays - 1 space per each disabled employee, plus two spaces or 5% of the maximum standard, whichever is greater Over 200 bays - 6 spaces plus 2% of the total number of spaces
Service Vehicles	Required above 2,500 sq. m One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan
Other Staff/ operational parking (Maximum)	City / District Centres - 1 space per 40 sq. m (Single Offices) City / District Centres - 1 space per 45 sq. m (Business Parks) City / District Centres - 1 space per 40 sq. m (Research and Development) City / District Centres - 1 space per 40 sq. m (Call Centres)

C3 - Dwelling Houses

Vehicle Type	Standard
Cycles	Houses – No minimum Flats – 1 secure space for every 1 flat, plus 1 visitor cycle stand per 10 units Sheltered Housing – 1 secure staff cycle space per 10 units, plus cycle parking for visitors
People with disabilities	Wheelchair housing – 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing – where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 5 units, 1 space per 10 units or part therefore, with dimensions suitable for use by people with disabilities.
General Car Parking (Guideline)	Car Free: 0 spaces per dwelling City Centre: Flats – Average of 0.70 space per dwelling

Census mode split

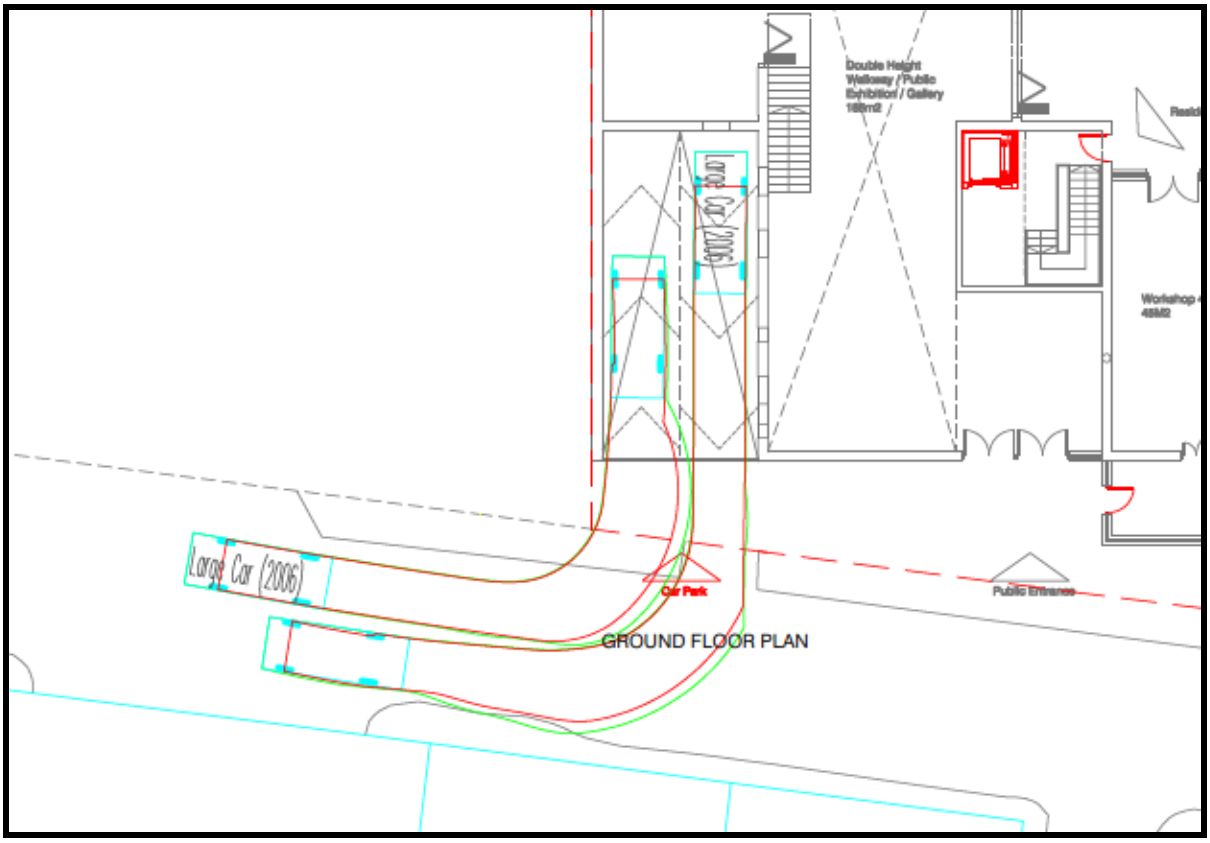
The table below sets out the 2011 census data mode split to compare the actually survey data to and inform the target setting.

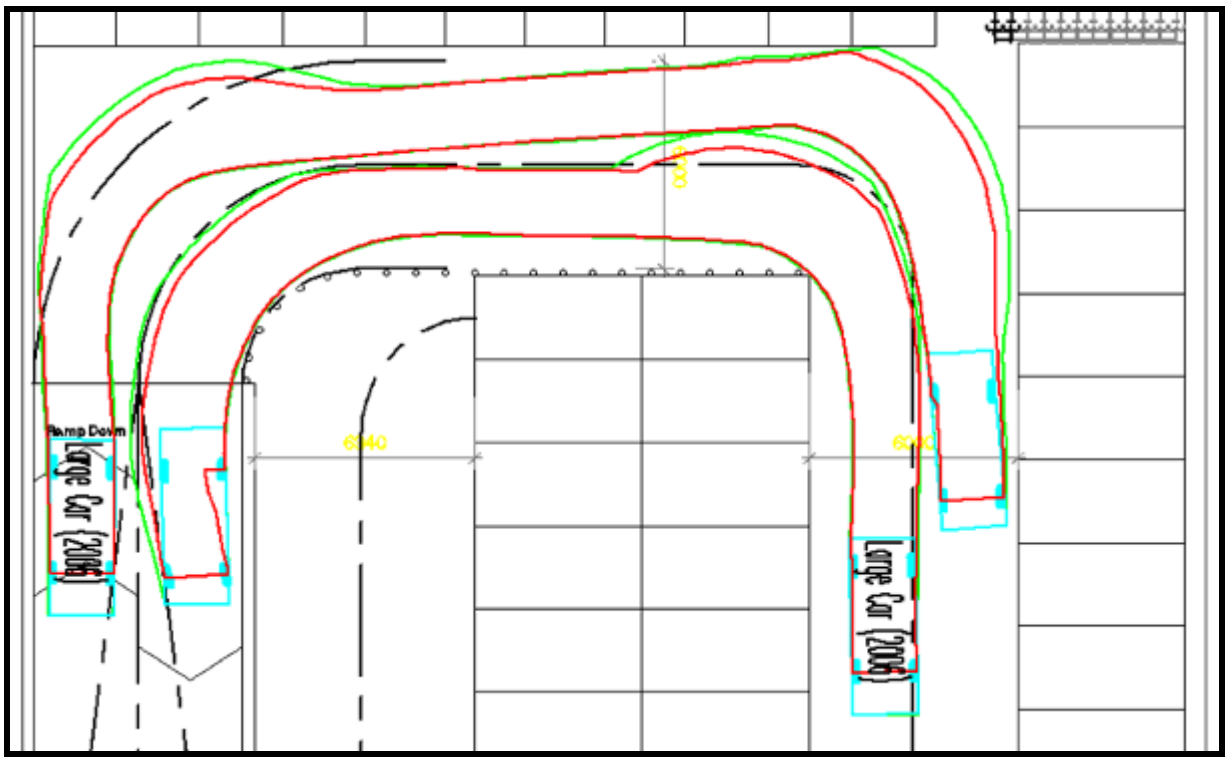
Method of Travel to Work (QS701EW)	E00033024		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	55	%	196630	%	3228744	%
Work Mainly at or From Home	2	3.6	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	1102	0.6	20719	0.6
Train	2	3.6	9962	5.1	89429	2.8
Bus, Minibus or Coach	5	9.1	38601	19.6	267140	8.3
Taxi	0	0.0	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	1	1.8	794	0.4	19988	0.6
Driving a Car or Van	11	20.0	95678	48.7	2021199	62.6
Passenger in a Car or Van	5	9.1	11805	6.0	197661	6.1
Bicycle	1	1.8	4062	2.1	70557	2.2
On Foot	26	47.3	25208	12.8	351807	10.9
Other Method of Travel to Work	2	3.6	1383	0.7	19863	0.6

These indicate for a mode share of 47.3% walk, 1.8% cycle, 12.7% bus/train and 20% car, 9.1% by car share.

This shows that for a site of 125 units the parking demand locally would be 26 spaces, supporting a reduced offer for the area against policy.

The accommodation would be largely none car based with 41 spaces offered in basement parking area. The spaces will be on a first come basis for the residents only and not for the staff or visitors of the commercial/leisure units.





The highly accessible nature of the scheme as with most centre type schemes would require staff to use walk/cycle/car share/public transport as their chosen mode of transport. These are set out in the sustainability chapter.

As stated before car parking for visitors to the accommodation or those using the area as a shared trip/employees car sharing etc can use the local parking offer.

Cycle Spaces

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows
- Provide lockers, access to changing/drying facilities and showers for staff?

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the home
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Liverpool's cycle hire scheme "Citybike". Citybike is the largest public bicycle sharing scheme outside of London – with 160 bike stations in operation across Liverpool with a range of tariff options available, including a student membership discount. More information, including a map of the existing live bike stations, can be found on the Citybike webpage: http://www.citybikeliverpool.co.uk/LandingPage.aspx

The proposed spaces are in the ground floor for visitors and in the basement for residents and staff.

Phase 2 - The proposed spaces are in the ground floor for visitors and in the basement for residents and staff.

The 125 residential uses would by policy require 1 space per unit or if student based 1:6 giving a range of 22 – 125. The use of cycles needs to be encouraged but locally is only 1.8% so 100% would seem over prescriptive especially as there are city go cycles nearby.

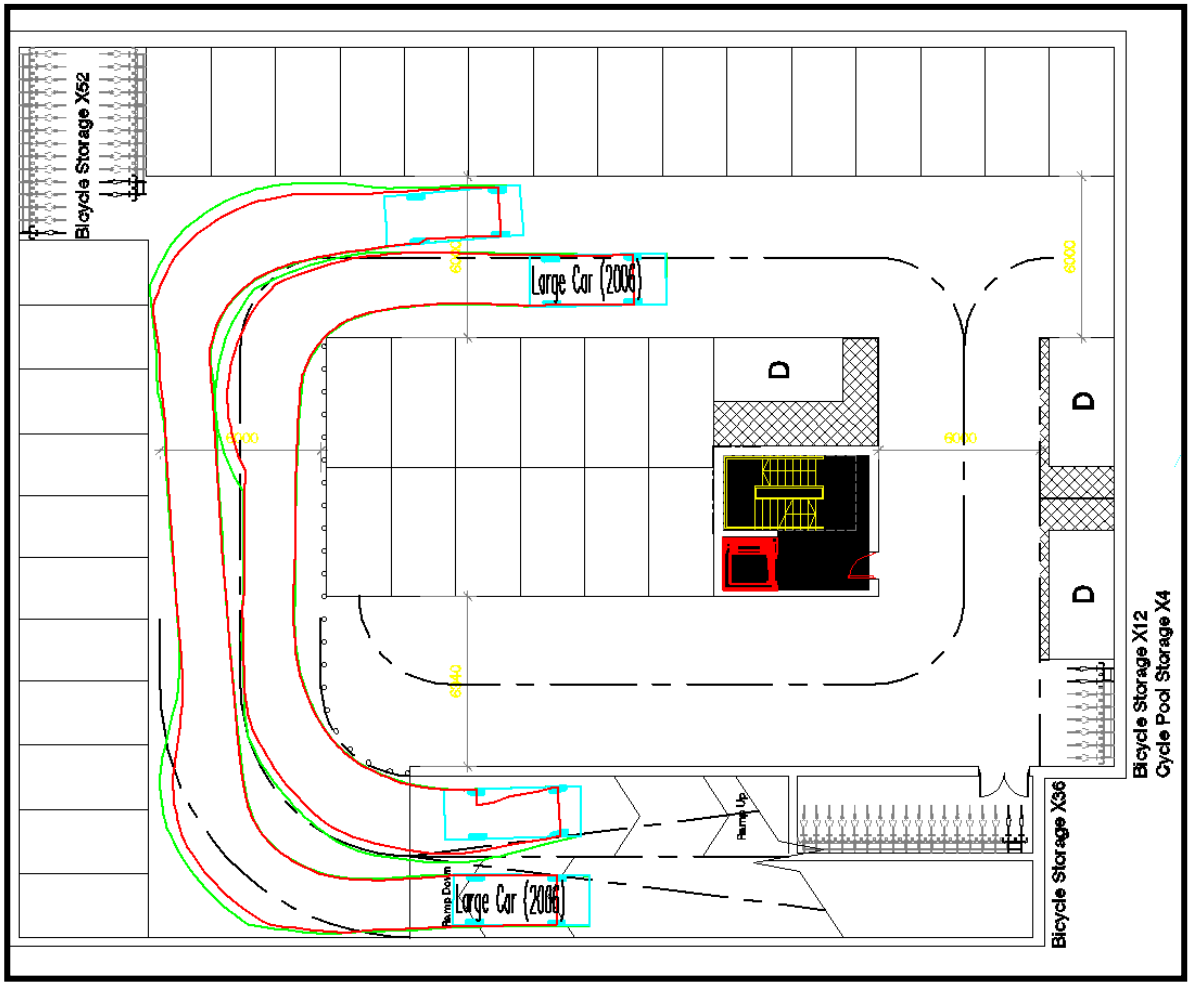
The proposal also includes the incorporation of 16 cycle spaces at ground floor level. Some 100 cycle spaces and 4 pool cycle spaces are provided in the basement, less than the 100% asked for as a residential use but takes on board the mode split and the locations ability to provide a walking environment to most facilities.

Phase 3 - The total policy requirement which for cycles does not take into account the city centre location or set out the needs for student based accommodation.

Other schemes have agreed a 1:6 ratio for cycles, this combined with local city bike offer is considered acceptable for this phase.

The proposal includes the incorporation of 26 secure cycle spaces (more than 12 based on previous agreed 1:6 ratio) at ground floor level and 8 visitors spaces

The stands will be managed by the onsite staff in the accommodation services

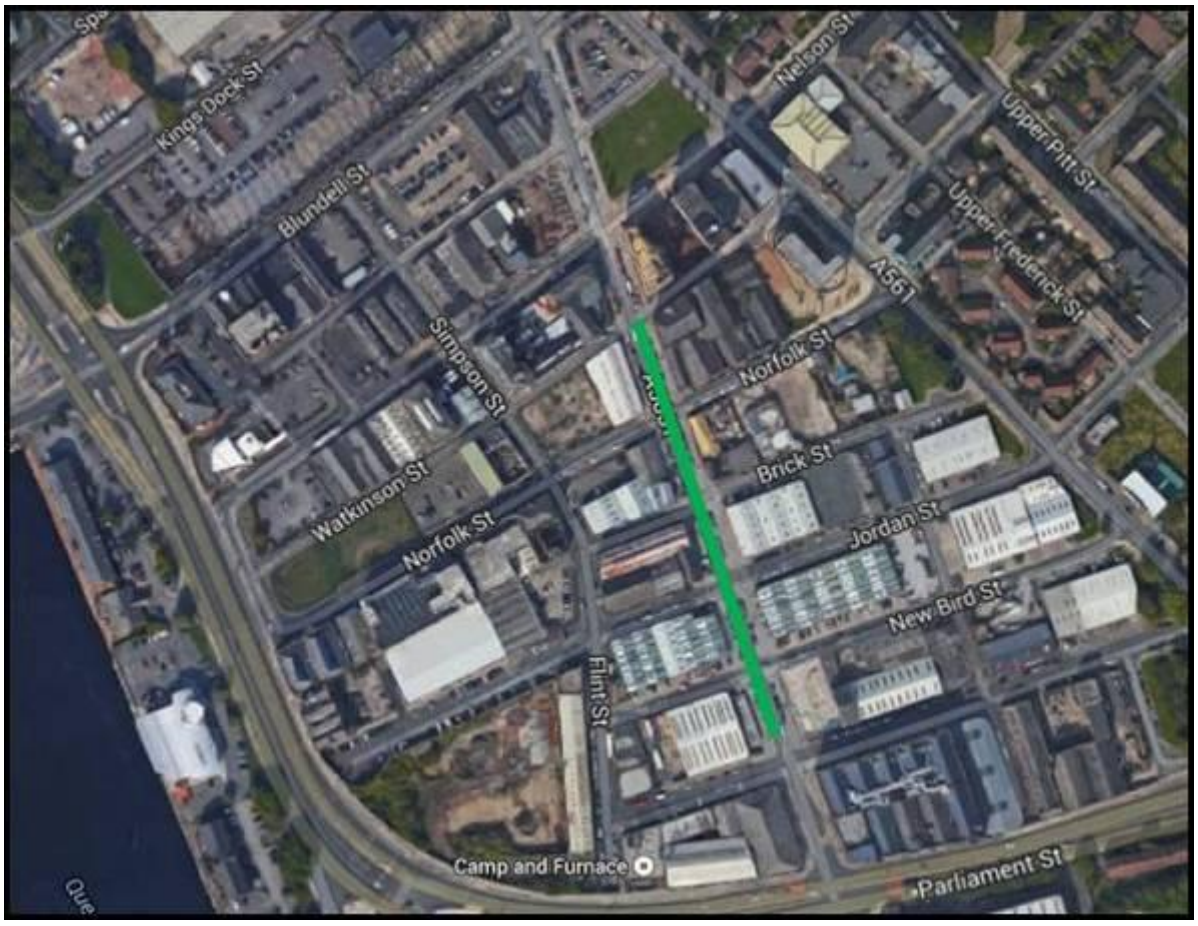


On street parking management controls

As described in the settings chapter the area has on street parking controls in the form of limited long stay passes for business and short stay for customers/visitors using the same spaces.

The central core along Jamaica Street is heavily parked all day from the photos and observations. However these appear to be long stay parking with limited turnover for visitors to use other than the side streets.

The whole area south of Blundell Street is some 400m sq so an easy walk area for staff.



The plan shows the commercial core/shops/cafes section etc along Jamaica Street.

It is considered good practice that short stay parking is given priority over long stay especially where there is clear demand for customer parking adjacent to business/cafes and other leisure offers. The easy walk area would be better to suited than most and 800m walk to work from a car park is considered acceptable, this would well outside the whole area shown above.

As such a lesser distance of say 30m to either side of Jamaica Street may be appropriate in the long term. This would be combined with small sections along the side streets if commercial activity remains or is approved/promoted.

There is a potential for a car parking offer to be made as part of the local framework however no location or timeframe is set. The locality has a number of off street parking areas and it is suggested that these should remain as such until a parking strategy is agreed for the area.

The parking demand in the area would benefit from a detailed review of need, location and parking turnover. It is clearly outside the need or the ability of the development to provide this.

The green area covers lay-bys for approx 30 car parking spaces, if these were made short stay only between 9.00 and 5.00 i.e. remove the permit holder rights it would have a limited effect on parking as the whole area can easily accommodate these vehicles in the wider area with little increase in walk distances.

This would directly benefit the proposed mix use of the site. A TRO change and if approved changes of the signage for each lay-by could be supported by the scheme.

7. SUMMARY

The scheme accords with local and national policy to site development adjacent to good transport linkages and other attractions to minimise trips and share trip movements.

The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.