



DTPC

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June 2015

**PROPOSED MIXED USE B1/D2 AND RESIDENTIAL ACCOMMODATION
TOBACCO WAREHOUSE, STANLEY DOCK, LIVERPOOL**

TRANSPORT STATEMENT



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CONTROLLED DOCUMENT

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A	11/2/2016	Updated in response to highway feedback

**PROPOSED MIXED USE B1/D2 AND RESIDENTIAL ACCOMMODATION
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TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by Sutcliffe's on behalf of Stanley Dock Properties Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed change of use to residential and a mix of B1 offices and D2 exhibition space with associated parking offer, Stanley Dock, Liverpool.

The application relates to a site located in the urban area currently unused 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.

Following submission feedback was received from highways and discussions held the report has been updated in red for ease of reference to answer the queries raised.

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 site benefits from previous planning approvals for mixed uses and agreed mitigation measures, these will be discussed in the report.

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.

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 CO₂ 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

Abstracts are provided for reference, the ***bold italics*** are added to emphasise 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

17 Within 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 meet 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 major 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. Where 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 other 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 an 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 improved pedestrian crossing facilities.

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 the City Centre is within an easy 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:

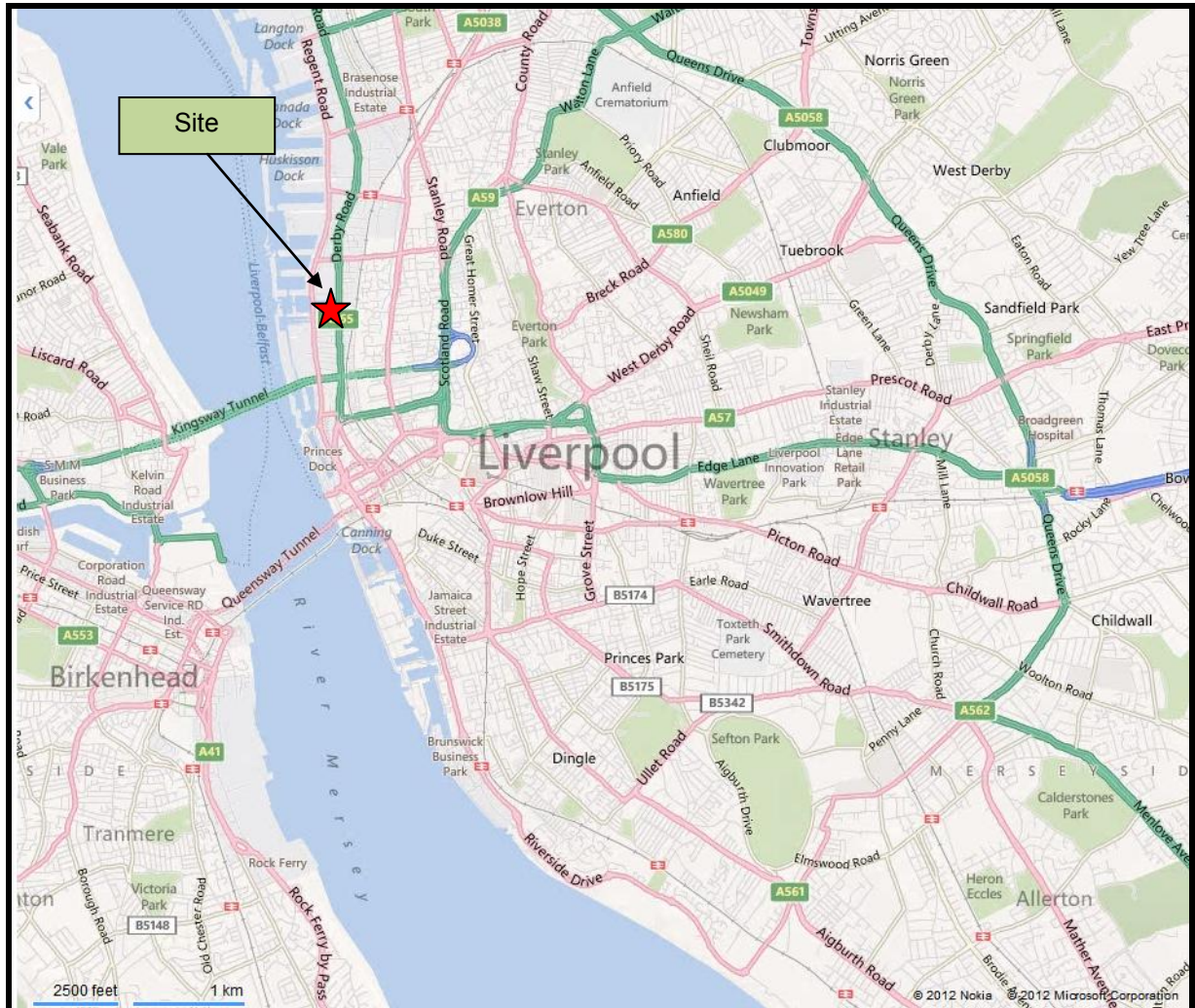
Pedestrian and cycle linkages to a number of locations and facilities are available, frequent public transport services to other major centres and interchanges, and adequate parking provision all ensure that this development is as sustainable, as required in local and national policy.

3. SITE DESCRIPTION

Site location context

The site is situated on the northerly edge of Liverpool City Centre in a mixed use employment and residential area to the west of the A 565 Great Howard St corridor.

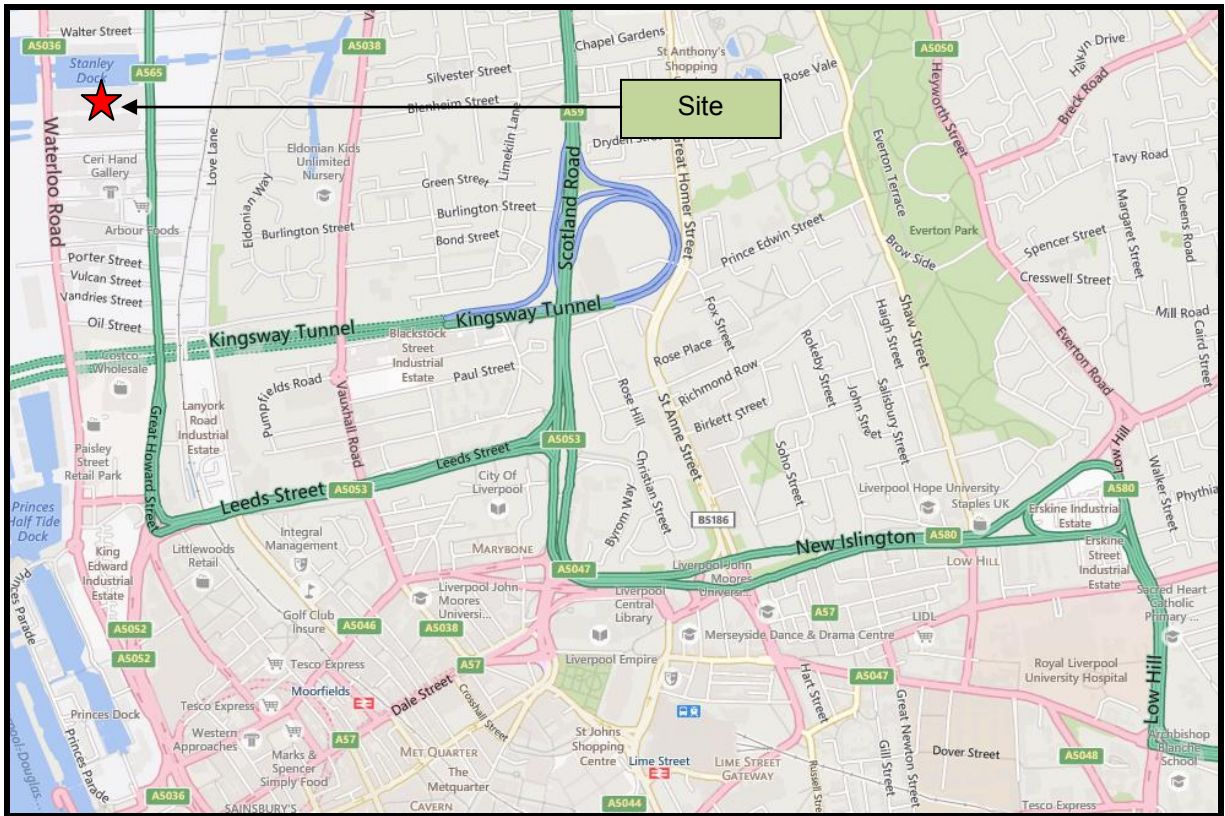
Situated approximately 1 km of the A580 leading to Edge Lane M62 corridor, the site is highly accessible by a variety of modes and is also within a reasonable walking distance of a wide variety of city centre facilities and attractions.



Site location plan in relation to neighbouring settlements and locally overleaf

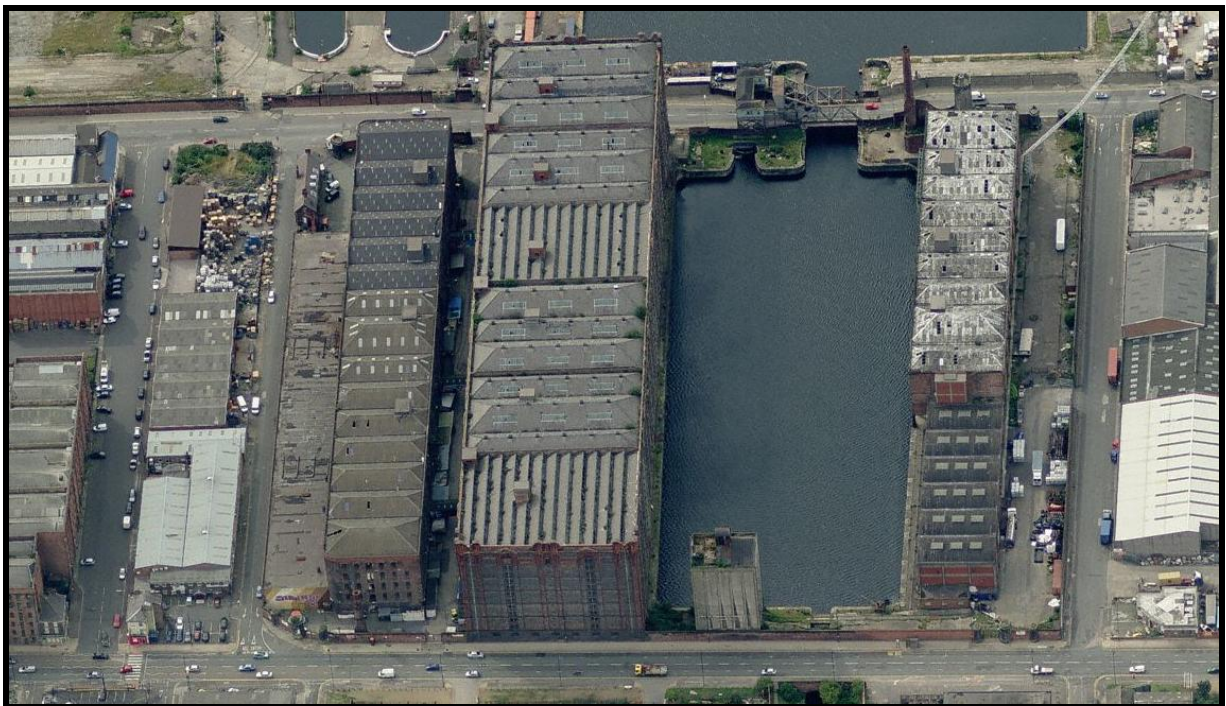
From the site, the A565 leads to the A5036 Leeds St and then the A580 corridor gives the most convenient access to the primary radial route corridors in Liverpool.

The A5047 Edge Lane for the M62 and areas to the east; the King Edward St corridor for destinations to the south; and the Great Howard St for access to Bootle and then the A59 to Southport, the M58 and areas to the north.

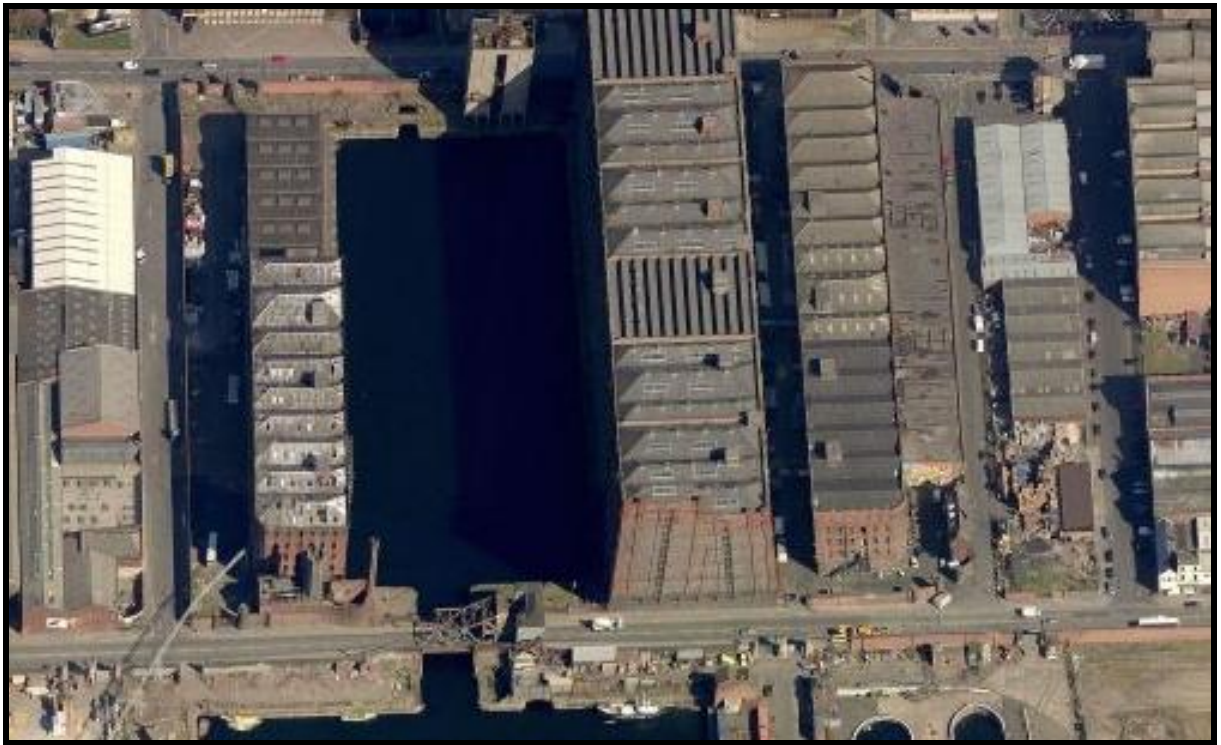


Local area setting and the site.

The site is to the north west of the University offer to the North of the city. .



The building runs from Great Howard St to Regent Road.



Local Highway Provision

All the roads in the area are of a reasonable carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban centre catchment containing local services/retail units and employment. From site observation the area has a typical traffic flow characteristic 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



View of access points into site from Regent Road.



View left and right along Regent Street from Saltney Street



View left and right along Regent Street from site access



Approaches to site access points



View west and east along Saltney Street south edge of the site, Regent Street above and Great Howard St below



Saltney Street is two way with a no entry at the easterly end from Great Howard Street.



View left and right along Great Howard Street from Saltney Street



Crossing point south of site



Great Howard St frontage

Accident review

The national CrashMap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

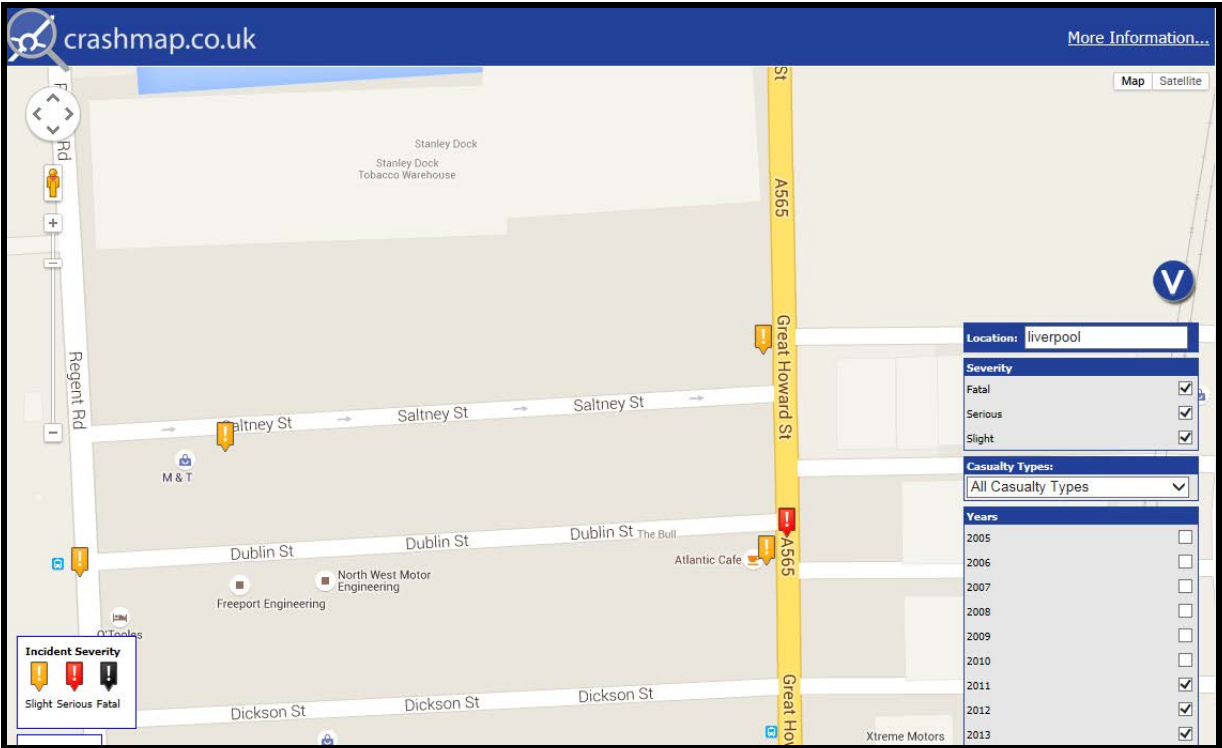
This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference.

There have been 5 accidents recorded in the local area as shown overleaf. The area is well used and such levels would not seem excessive in nature, for a major junction.

Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS .



Summary

The local urban area has a good level of infrastructure in terms of road widths, path provision, st lighting and crossing points. The safety records indicate that the area has some recorded events but not at a level where safety issues would arise requiring intervention.

4. FALLBACK AND SITE HISTORY

Introduction

The site has a history of approvals across the wider Stanley Dock and the Tobacco warehouse.

Planning, listed building and conservation area consents were granted in June and December 2008 for the redevelopment of the Stanley Dock group of buildings comprising the North and South Warehouses and the Tobacco Warehouse.

Stanley Dock

In March 1998 planning permission was given on a temporary basis for a Sunday Market to operate until 2001. This was renewed in 2001, 2003, 2005 and again in 2007. The most recent consent allowed the market to continue until December 2008.

Planning, Listed Building and Conservation Consent were granted in October 2004 for the conversion of the upper parts of the North Warehouse to residential with a mix of A1 and A3 units at ground floor.

These consents also allowed for the demolition of the more modern warehouse buildings attached to the listed North Warehouse and the demolition of a Silo together with car parking and open space. Also included in the proposals granted consent were pontoons positioned in the Dock for A3 uses.

In April 2007, applications were submitted to extend the concept developed in the consents granted in 2004 over the remainder of the site with predominantly residential uses on the upper floors of the listed warehouses.

A mix of office and restaurant and leisure uses at ground floor and basement and also to include an exhibition space and gym. The unattractive warehouse additions at the North Warehouse and the South Warehouse annex were to be demolished along with the Silo building. Parking was to be provided around the site and also within the interior of the Tobacco Warehouse, which was to be cored out to provide a multi storey car park.

Planning and Listed Building Consents were granted in December 2008 and Conservation Area Consent was granted in June 2008. Further details are provided in the Planning Statement that supports this planning application. The consents included the following main elements.

- North Warehouse: 1,772sqm of cafes, restaurants and drinking establishments within Class A3/A4 and 135 residential apartments.
- Tobacco Warehouse: 3,387sqm of business use (Class B1), 634 apartments and public exhibition space.
- South Warehouse: 7,345sqm of business use, 149 apartments and 730sqm of retail use.

Tobacco Warehouse

The 2011 approved proposal revised the 2008 consents for the Tobacco Warehouse by increasing the amount of office floor space from 3,387sqm to 4,102sqm and decreasing the number of residential units from 634 units to 335 live/work units.

Further retail (A1) and leisure (A3/A4) uses at ground floor level, 1,015sqm of retail and 805sqm of restaurants/bar use together with a larger area of Public Exhibition space increasing from 2,792sqm to 3,375sqm.

The concept of providing a multi-storey car park was retained although the number of levels of car parking has been reduced from 7 to 4 and the number of spaces reduced from 1088 to 576 spaces.

Summary of Development Schedule at Tobacco Warehouse	
B1 - Office	4.102sam
C3 - Residential	335 Live/Work Units
D1 - Public Exhibition	3.375sam
A1 - Retail	1.015sam
A3/A4 - Cafes/Restaurants/bars	805sam
Summary of Parking Provisions for Tobacco Warehouse	
Car Parking	576 (including 50 disabled parking spaces)
Motorcycle	31
Bicycle	620

The vehicular access points for the redeveloped Tobacco Warehouse are similar to the 2008 consents with access via the A5036 Waterloo Road and egress via Saltney Street as shown below.

Agreed off-Site Highway Works and Public Transport Improvements

The following off-site highway improvements are agreed with the LCC Highways for the 2008 consents, are agreed for the 2011 planning application:

- Signalisation of the junction of Saltney Street with Great Howard Street incorporating cycle and pedestrian facilities as appropriate.
- Upgrading of all footways contiguous with the Stanley Dock site with dropped kerbs and tactile paving on all vehicular access points including new kerb radii at the junctions of Saltney Street with Great Howard Street and Regent Road.
- All redundant vehicle crossing points in the footways that are contiguous with the Stanley Dock site to be reinstated to footway.
- The resurfacing of Walter Street and Saltney Street to adoption standards.
- Dropped kerbs and tactile paving to be implemented at the junctions of Saltney Street and Great Howard Street and Regent Road and also Walter Street at Great Howard Street and Regent Road.
- Amend existing Traffic Regulation Order to facilitate two-way working on Walter Street.
- Upgrading of street lighting on the highways contiguous with the Stanley Dock site in line with Liverpool City Council (LCC) current adoption standards.
- Alterations to the road markings on Regent Road to provide a right-turn ghost island for development car park access.
- Relocation and upgrading of the nearest bus stops to Merseytravel and LCC Highways requirements.

Agreed traffic flows

The estimated traffic generation for the the Tobacco Warehouse were derived using vehicle trip rates for comparable residential, office and public exhibition sites in the TRICS database.

The vehicle trip rates used for the 2008 consent for A1, A3, and A4 uses had been applied to this revised application

Tobacco Warehouse: Vehicle Trip Rates (per 100sqm GFA or per Unit)						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
B1 - Offices	1.258	0.086	1.344	0.078	0.777	0.855
C3 - Residential	0.066	0.181	0.247	0.130	0.078	0.208
D1 - Public Exhibition	0.122	0.008	0.130	0.038	0.126	0.164
A1 - Retail	0.440	1.00	1.440	2.900	1.620	4.520
A3/A4 - Restaurants/bars	0.440	1.00	1.440	2.900	1.620	4.520
Tobacco Warehouse: Estimated Traffic Generation						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
B1 - Offices	52	4	56	4	32	36
C3 - Residential	22	61	83	44	26	70
D1 - Public Exhibition	4	0	4	1	4	5
A1 - Retail	4	10	14	29	16	45
A3/A4 - Restaurants/bars	4	8	12	23	13	36
TOTAL	86	83	169	101	91	192

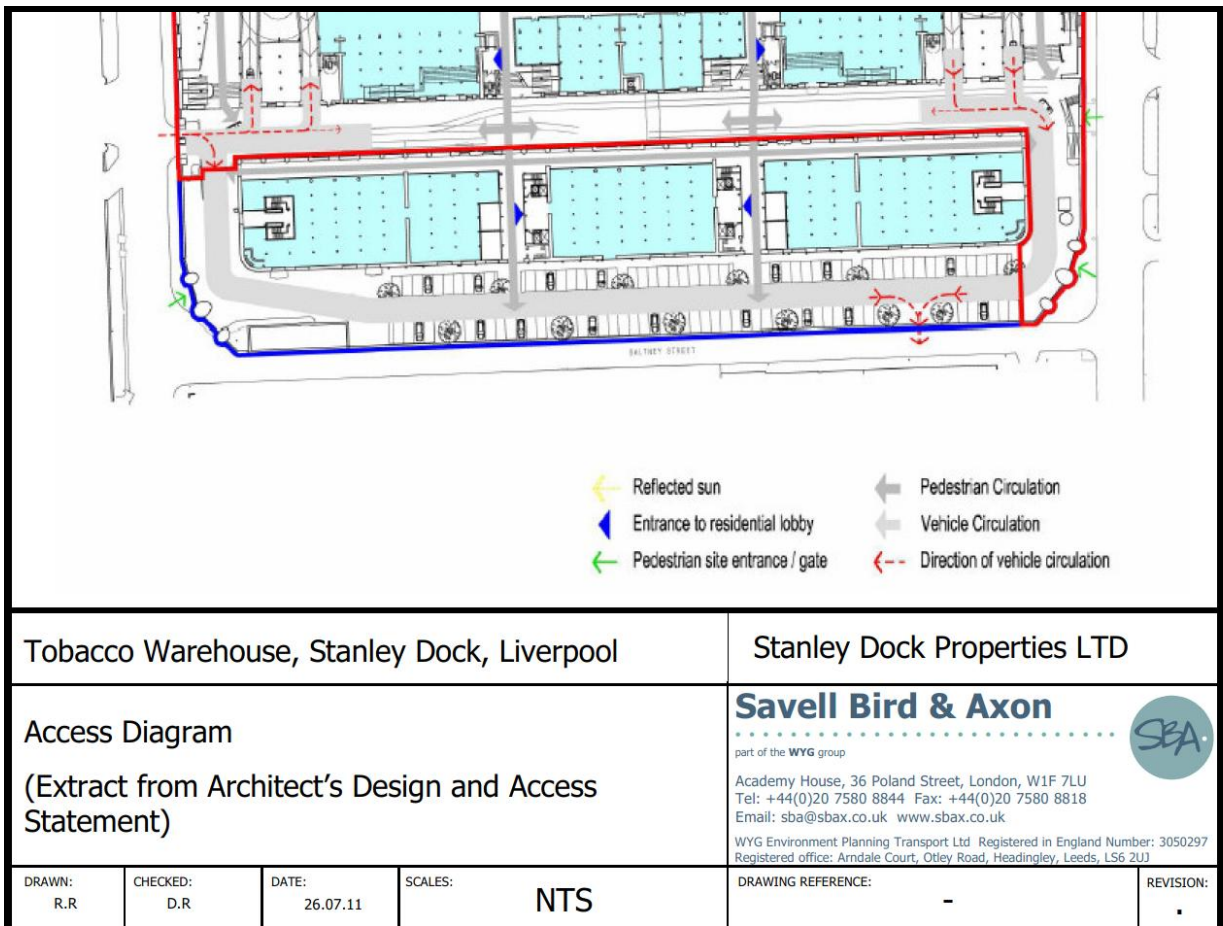
Trip comparisons 2008 to 2011

Table 5.3: Tobacco Warehouse: Traffic Generation Comparison Assessment						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
2008 Consent	110	209	319	217	136	353
Proposed	86	83	169	101	91	192
Difference	-24	-126	-150	-116	-45	-161

The figures above indicated that the 2011 development would generate significantly fewer traffic movements to and from the Tobacco Warehouse. As such the results of the detailed assessment work carried out for the previous application that the local highway network would operate satisfactorily.

Agreed access

The plan overleaf shows the approved vehicle access as in from Regent Road and out onto Stanley Street.



6. 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 proximity of the site in relation to the central core of Liverpool City Centre, pedestrian facilities are numerous and generally of good quality – particularly in areas which have experienced urban realm improvements as part of the City Centre Movement Strategy (CCMS) which seeks to discourage through traffic within the City Centre; has significant improvements to public transport facilities; and wide ranging urban realm / pedestrian enhancements.

The local area has excellent facilities to promote movement of pedestrians, zebra/puffin crossings, wide footways, and directional signage to aid visitors to the area.

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

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents/students to access a range of shopping, employment, leisure, and service facilities on foot.

For the key urban areas a 200m desirable distance to bus stops based on urban studies corresponds to a walk time of 2.5 minutes, based upon typical normal walking speed, the edge of site lies well within this distance for the stops shown on Great Howard Street.

The CIHT report provides guidance 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 this extends to cover a considerable part of the urban area.

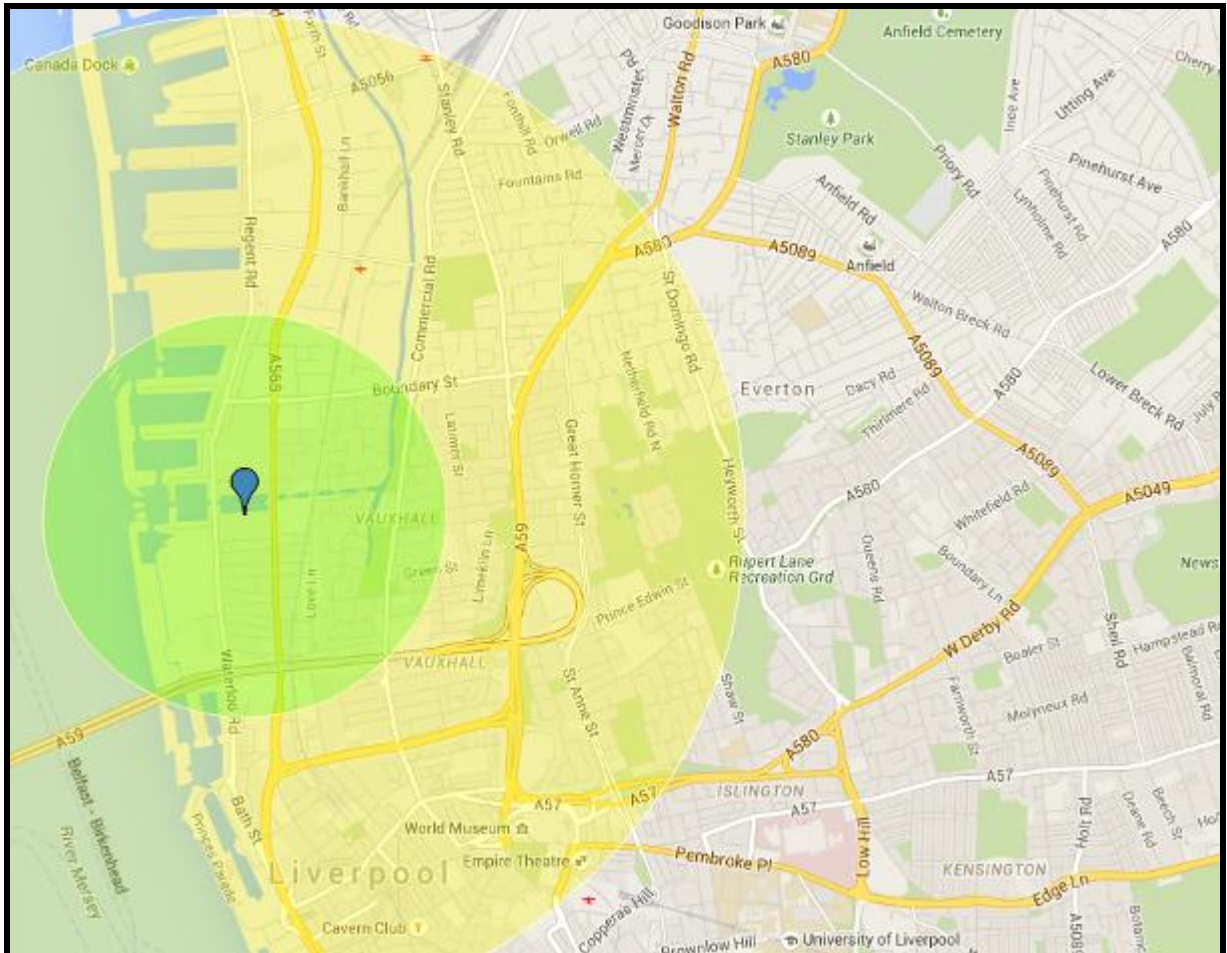
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



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.

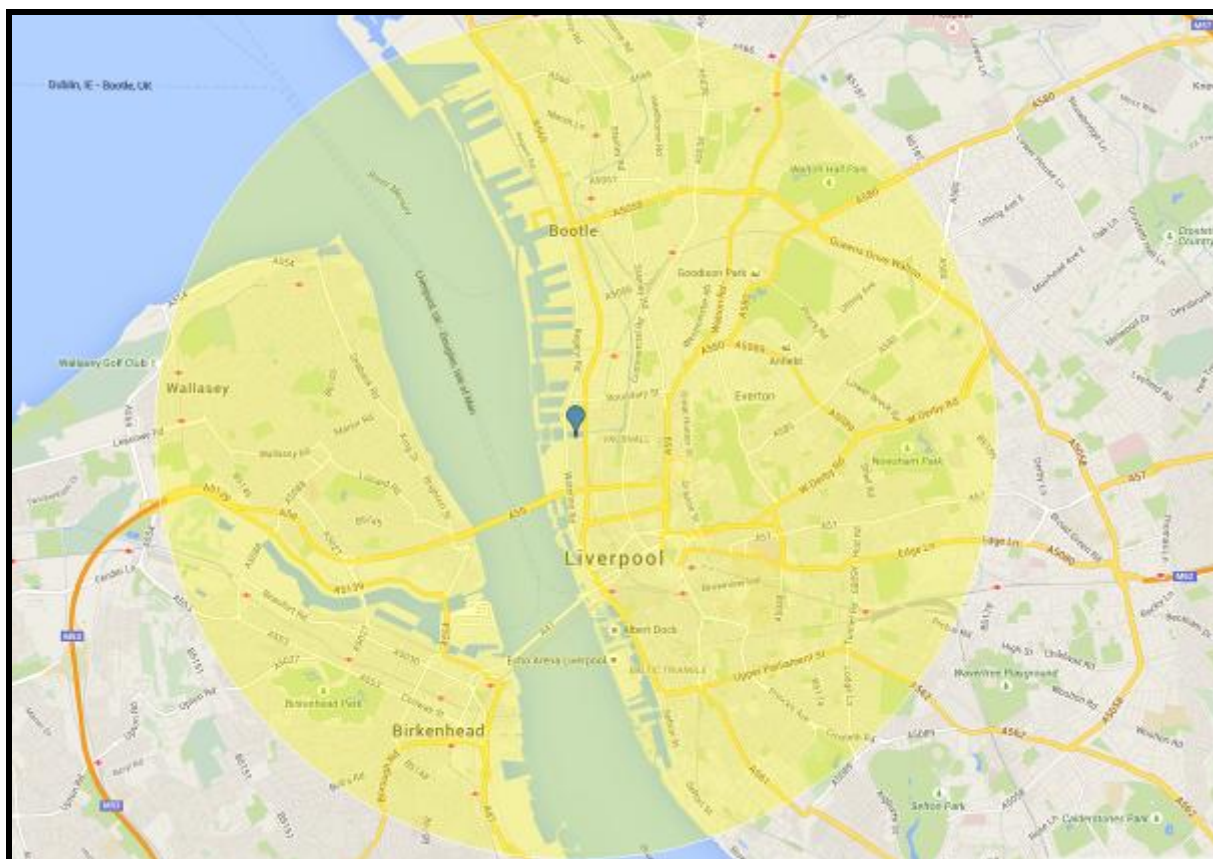
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

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.

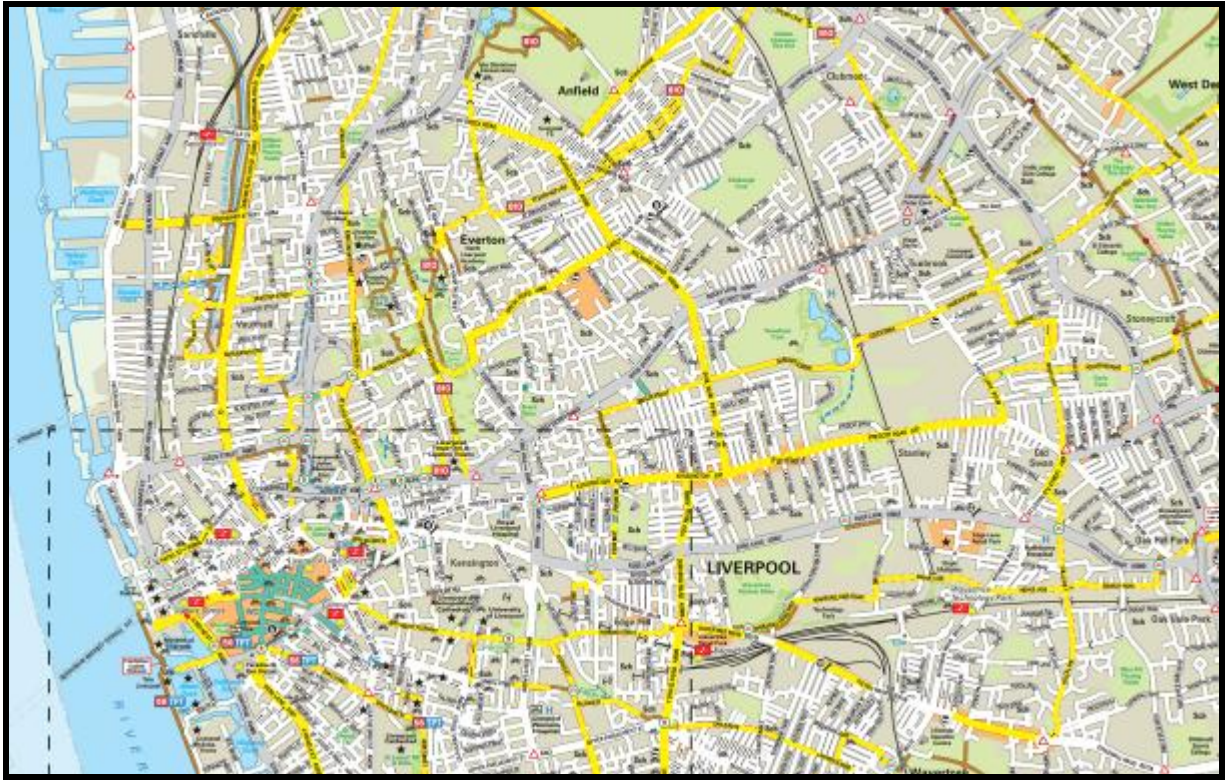
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

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 yellow area 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 and local network below



	Off-road cycle track
	On-road signed cycle route
	On-road cycle lane / Bus lane*

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.

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).

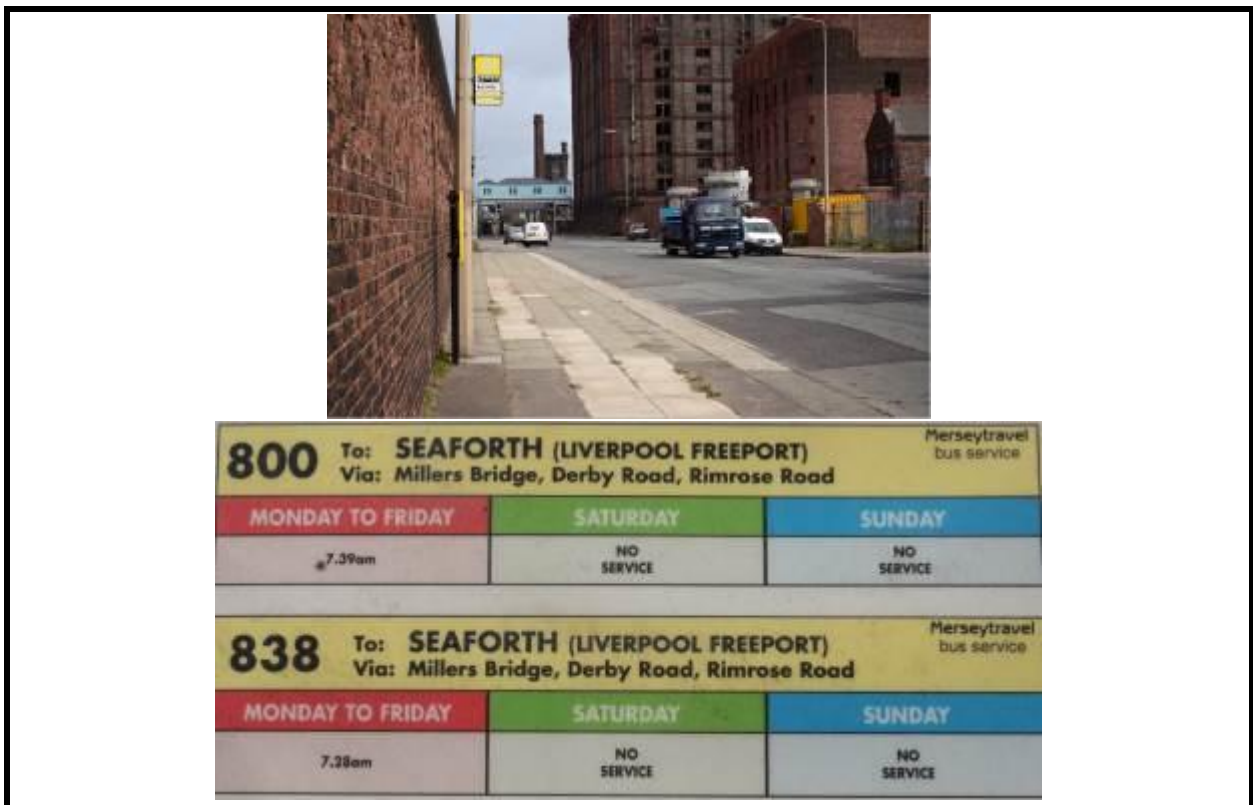
As shown in the walking section the development site is located well within 400 metres from the nearest bus stops. The bus stops closest to the site are along Great Howard Street, as shown by the photo below.



Bus stops and services for the stops north above and south below of the site



101 To: PRINCES PARADE Via: Paisley Street <small>Merseytravel bus service</small> From 10/04/2015		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.31am THEN EVERY 30 MINUTES at 01 31 MINUTES PAST EACH HOUR UNTIL 6.01pm 6.51pm	7.31am THEN EVERY 30 MINUTES at 01 31 MINUTES PAST EACH HOUR UNTIL 6.01pm 6.51pm	NO SERVICE
103 To: AIGBURTH VALE Via: Old Hall Street, Albert Dock (am only), Queens Dock (am only), Park Lane (pm only), Mill Street, Balew Street, Aigburth Road <small>Merseytravel bus service</small> From 30/04/2015		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
6.46am 7.16am 7.46am 8.16am 8.46am 9.36am THEN NO SERVICE UNTIL 6.38am 6.40pm 5.52pm 6.36pm	NO SERVICE	NO SERVICE
101 To: ROYAL LIVERPOOL HOSPITAL Via: Vauxhall Road, Latimer Street, Midghall Street, Queen Square Bus Station, London Road, Salisbury Street, Everton Brow, Great Homer Street, Netherfield Road North, Heyworth Street, Breck Road, West Derby Road, Everton Road, Low Hill, Prescott Street <small>Merseytravel bus service</small> From 10/04/2015		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.47am THEN EVERY 30 MINUTES at 17 47 MINUTES PAST EACH HOUR UNTIL 5.17pm 5.47pm	7.47am THEN EVERY 30 MINUTES at 17 47 MINUTES PAST EACH HOUR UNTIL 5.17pm 5.47pm	NO SERVICE
103 To: WATERLOO Via: Derby Road, Rimrose Road, Crosby Road South, Church Road, Crescent Road, Cambridge Road, Crosby Road North, South Road <small>Merseytravel bus service</small> From 30/04/2015		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
6.34am 7.04am 7.34am 8.04am 8.34am 9.14am THEN NO SERVICE UNTIL 6.04pm 6.24pm 5.16pm 6.46pm	NO SERVICE	NO SERVICE
800 To: SEAFORTH (LIVERPOOL FREEPORT) Via: Millers Bridge, Derby Road, Rimrose Road <small>Merseytravel bus service</small> From 10/04/2015		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.46am	NO SERVICE	NO SERVICE
838 To: SEAFORTH (LIVERPOOL FREEPORT) Via: Millers Bridge, Derby Road, Rimrose Road <small>Merseytravel bus service</small> From 10/04/2015		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.28am	NO SERVICE	NO SERVICE



Regent Road stop west of site



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.

7. ACCESSIBILITY ASSESSMENT

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

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 / No Y
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 Y
Location	<u>Housing Development:</u> Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) <u>Other development:</u> 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 No: 0	2
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	1
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 There are no barriers: 1	1
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes / No Y
			Total (B)	4
Summary	Box A: Minimum Standard (from Table 3.1)	4	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 / No Y
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 / No Y
Location	<u>Housing Development</u> : Is the development within 1 mile of a district or local centre (see Accessibility Map 1)	Yes	2	2
	<u>Other Development</u> : Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	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	<input type="text"/>
		No	0	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)	4
Summary	Box A: Minimum Standard (From Table 3.1)	5	Comments or action needed to correct any shortfall	
	Box B: Actual Score	4	The main road is high flow but Regent road could be used for the 1 mile edge of centre distance	

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. <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	0
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	1
	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	Box A: Minimum Standard (from Table 3.1)	5 accommodation	Comments or action needed to correct any shortfall The main road is high flow and crossing is restricted, peak hours 4 buses per hour but varies during the day	
	Box B: Total Score	3		

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 <input type="checkbox"/>
	Can the site be adequately serviced? If no, you must address service issues.		Yes <input type="checkbox"/>
	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 <input type="checkbox"/>
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes <input type="checkbox"/>
	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.		<input type="checkbox"/>
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		<input type="checkbox"/> / No
	The off-street parking provided is as advised in Section 4 for that development type	1	<input type="text" value="0"/> 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 <input type="text" value="2"/>
	For development in controlled parking zones:		<input type="text"/>
	• Is it a car free development?	1	<input type="checkbox"/> 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	<input type="checkbox"/> No
		Total (B):	
Summary	Box A: Minimum Standard (From Table 3.1)	3 accommodation <input type="text" value="2"/>	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. <div>Parking will be revised and increased but still focus on non car uses</div>

The approved application had parking at policy level and thus did not require further investment in none car modes, this is counter policy to reduce car use but was accepted.

The proposed site has lower parking than policy and thus would benefit from investment thus an increased bus service level giving the distance from the city centre in response to the highway feedback.

The cycle use is on the edge of the 1 mile distance but this cannot be changed, the proposed investment locally will change this by offering local attractions as such investment in buses will be the key focus of funding.

8. CENSUS REVIEW

Introduction

Reference has been made to the census data for the local area and sites with a similar distance to the city centre with low parking levels to ascertain the level of car use to provide an indicator of the need to provide car spaces to policy.

Site area

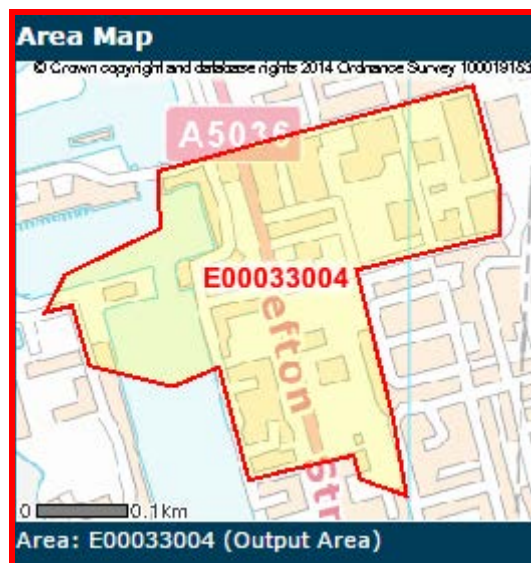
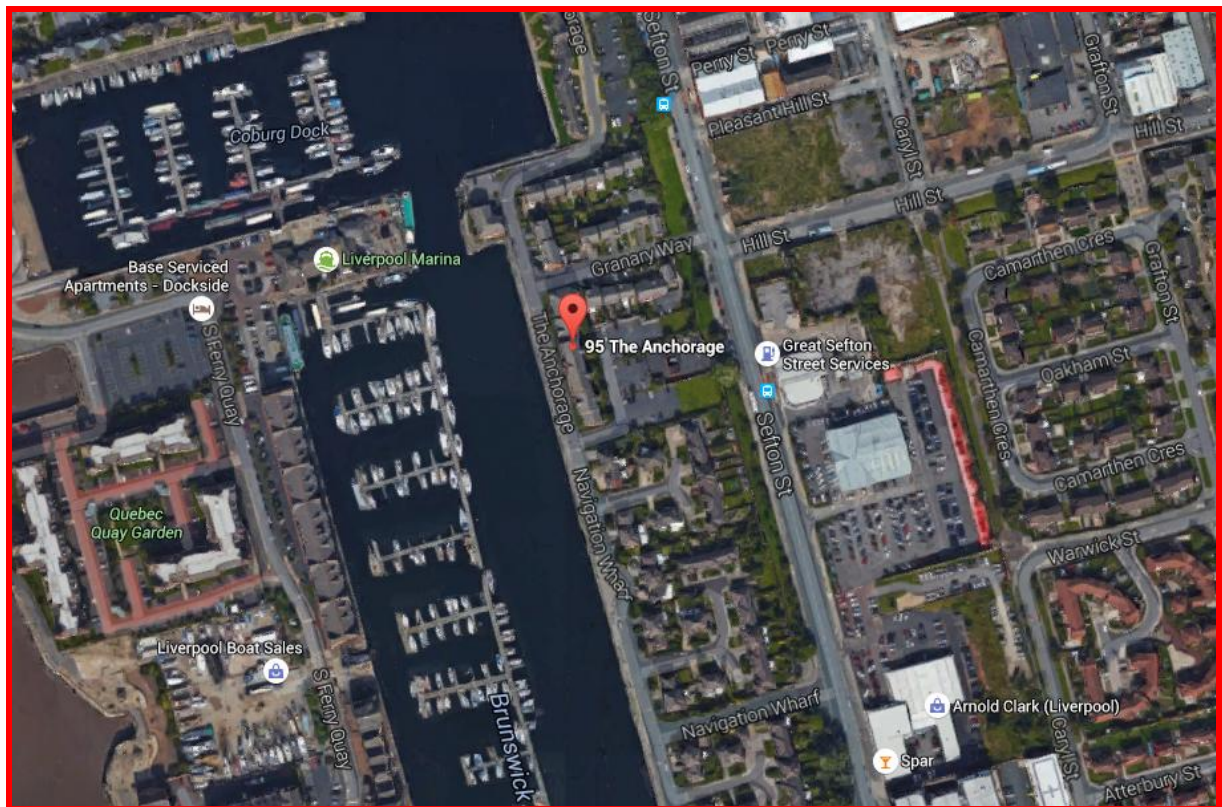


Car or Van Availability (QS416EW)	E00034361		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Households	101	%	206515	%	3009549	%
No Cars or Vans in Household	67	66	95281	46	841667	28
1 Car or Van in Household	31	31	78775	38	1279984	43
2 Cars or Vans in Household	3	3	27031	13	707398	24
3 Cars or Vans in Household	0	0	4358	16	138371	20
4 or More Cars or Vans in Household	0	0	1070	1	42129	1
All Cars or Vans in Area	37	37	150781	73	3296604	110

Method of Travel to Work (QS701EW)	E00034361		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	65	%	196630	%	3228744	%
Work Mainly at or From Home	0	0.0	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	1	1.5	1102	0.6	20719	0.6
Train	3	4.6	9962	5.1	89429	2.8
Bus, Minibus or Coach	12	18.5	38601	19.6	267140	8.3
Taxi	0	0.0	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	19	29.2	95678	48.7	2021199	62.6
Passenger in a Car or Van	3	4.6	11805	6.0	197661	6.1
Bicycle	2	3.1	4062	2.1	70557	2.2
On Foot	24	36.9	25208	12.8	351807	10.9
Other Method of Travel to Work	1	1.5	1383	0.7	19863	0.6

The area has 66% with no car use, 29.3% use of cars in the peaks travel to work thus supporting significant lower car levels and parking needs locally.

The Anchorage

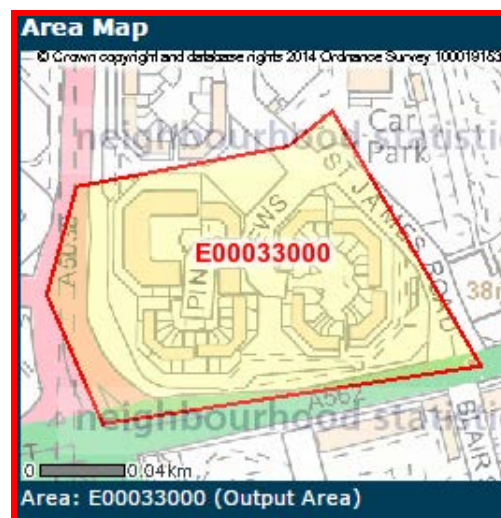
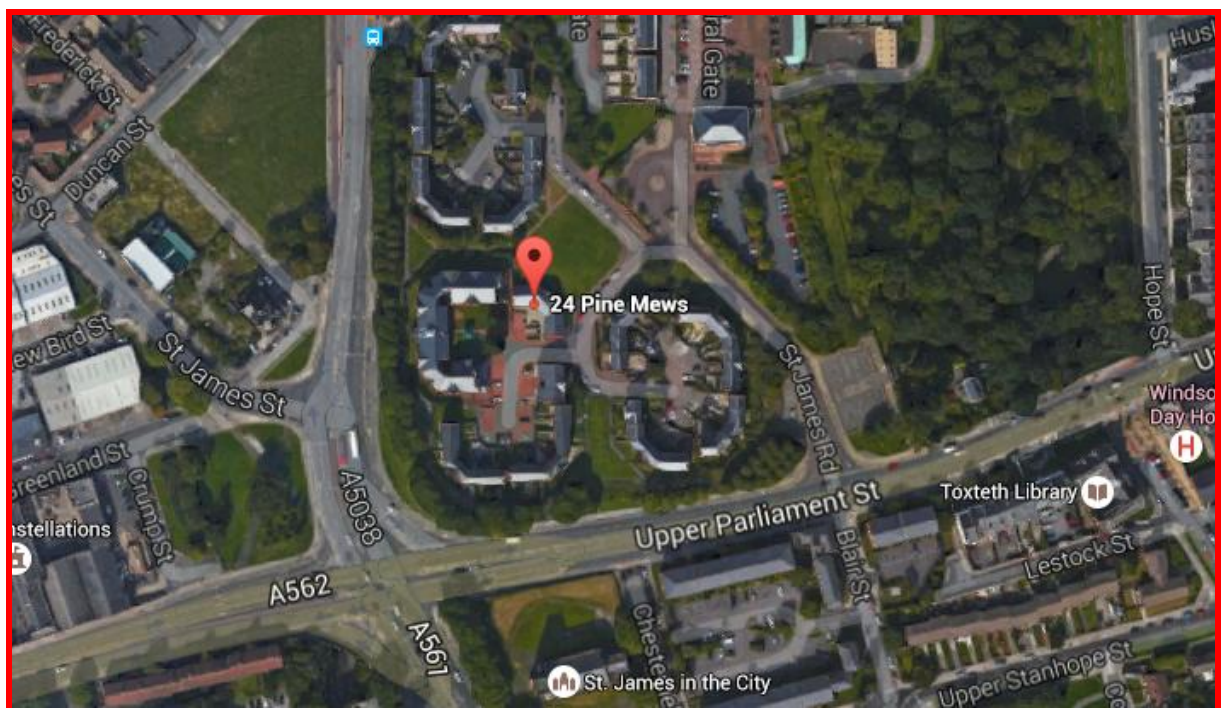


Car or Van Availability (QS416EW)	E00033004		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Households	167	%	206515	%	3009549	%
No Cars or Vans in Household	37	22	95281	46	841667	28
1 Car or Van in Household	104	62	78775	38	1279984	43
2 Cars or Vans in Household	25	15	27031	13	707398	24
3 Cars or Vans in Household	1	4	4358	16	138371	20
4 or More Cars or Vans in Household	0	0	1070	1	42129	1
All Cars or Vans in Area	157	94	150781	73	3296604	110

Method of Travel to Work (QS701EW)	E00033004		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	190	%	196630	%	3228744	%
Work Mainly at or From Home	9	4.7	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	1102	0.6	20719	0.6
Train	10	5.3	9962	5.1	89429	2.8
Bus, Minibus or Coach	16	8.4	38601	19.6	267140	8.3
Taxi	1	0.5	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	107	56.3	95678	48.7	2021199	62.6
Passenger in a Car or Van	4	2.1	11805	6.0	197661	6.1
Bicycle	5	2.6	4062	2.1	70557	2.2
On Foot	31	16.3	25208	12.8	351807	10.9
Other Method of Travel to Work	2	1.1	1383	0.7	19863	0.6

The area has 22% with no car use, 56.3% use of cars in the peaks travel to work thus supporting lower car levels and parking needs locally of around the 0.7 figure per unit..

Pine Mews



Car or Van Availability (QS416EW)	E00033000		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Households	87	%	206515	%	3009549	%
No Cars or Vans in Household	62	71	95281	46	841667	28
1 Car or Van in Household	23	26	78775	38	1279984	43
2 Cars or Vans in Household	2	2	27031	13	707398	24
3 Cars or Vans in Household	0	0	4358	16	138371	20
4 or More Cars or Vans in Household	0	0	1070	1	42129	1
All Cars or Vans in Area	27	31	150781	73	3296604	110

Method of Travel to Work (QS701EW)	E00033000		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	39	%	196630	%	3228744	%
Work Mainly at or From Home	1	2.6	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	1102	0.6	20719	0.6
Train	2	5.1	9962	5.1	89429	2.8
Bus, Minibus or Coach	5	12.8	38601	19.6	267140	8.3
Taxi	0	0.0	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	11	28.2	95678	48.7	2021199	62.6
Passenger in a Car or Van	1	2.6	11805	6.0	197661	6.1
Bicycle	1	2.6	4062	2.1	70557	2.2
On Foot	17	43.6	25208	12.8	351807	10.9
Other Method of Travel to Work	1	2.6	1383	0.7	19863	0.6

The area has 71% with no car use, 28.3% use of cars in the peaks travel to work thus supporting significant lower car levels and parking needs locally similar to the proposed site location.

Summary

The review indicates lower parking levels could be appropriate and a phased provision would be a sound way forward to focus funding in the right areas in the early years of the site.

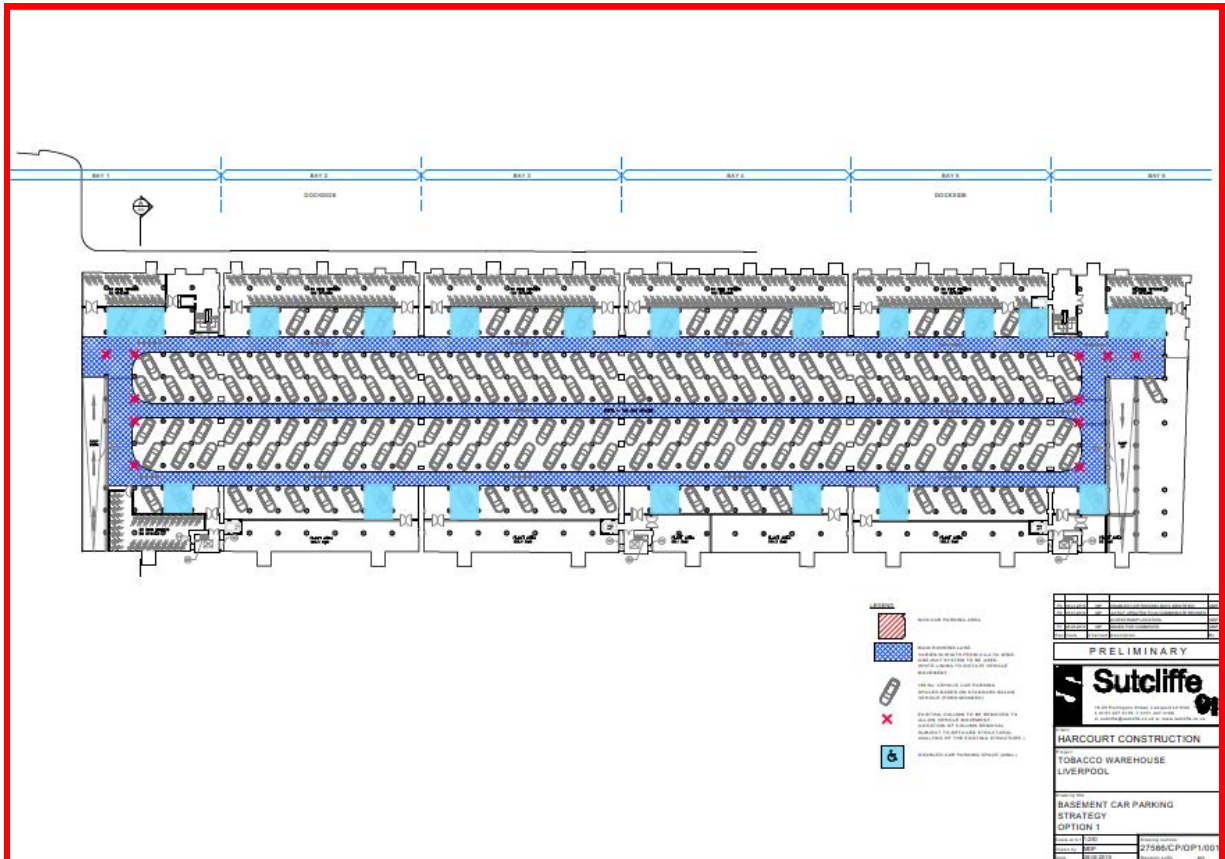
9. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

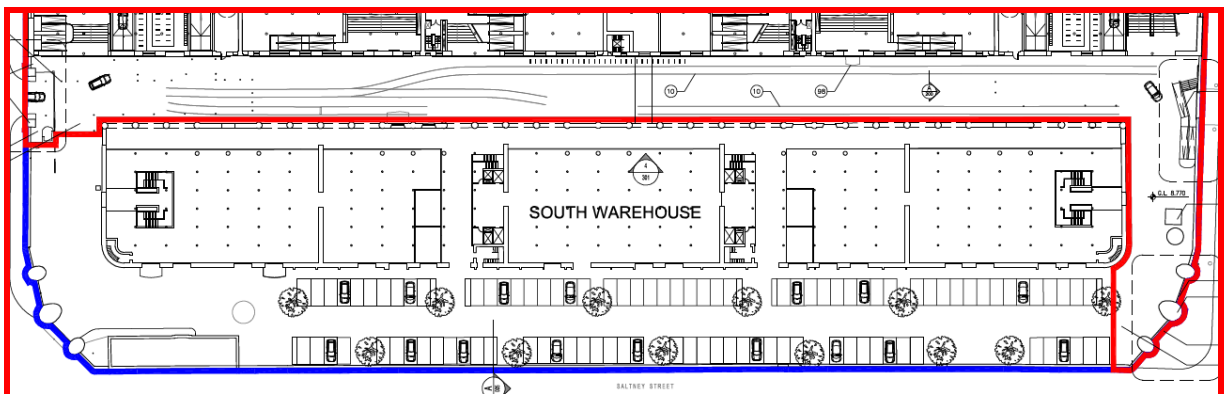
The scheme promotes 538 apartments, 5925 sqm of B1/D2 with a maximum of 30% office (1750 sqm) used for the comparison trip assessment with ancillary small scale communal facilities, including cycle store; bin store; reception / staff room / management; plant room and communal meeting area. 186 parking spaces are provided in the basement, 98 around the south warehouse and 450 off site along Walter Street on a phased basis. At total of 734.

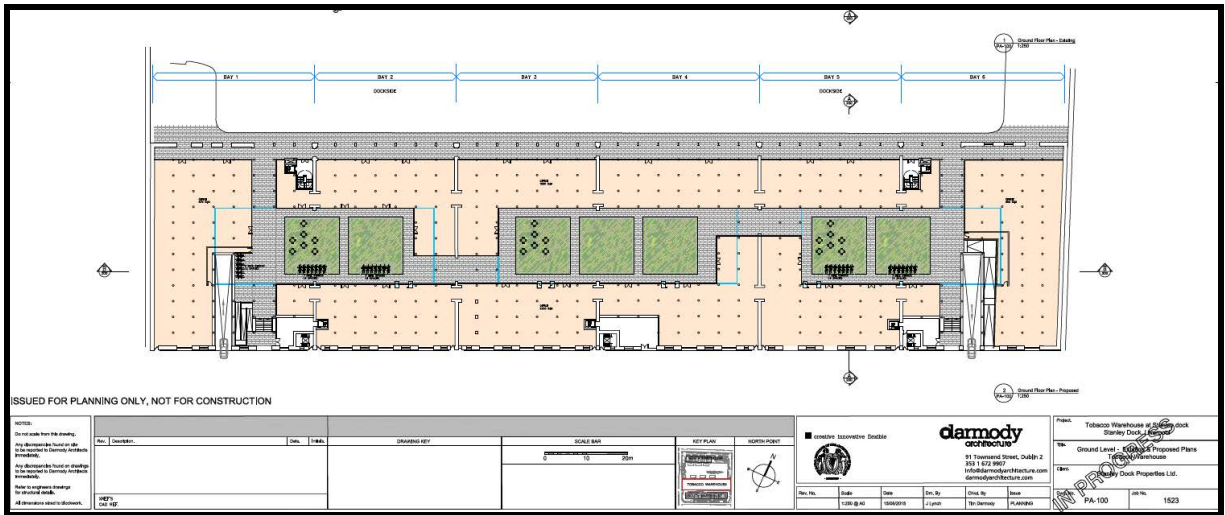
The proposal also involves the provision of 34 stands with a capacity of 68 cycles on the ground floor. Internally some 617 cycle stands are provided.

Full details in architects drawings



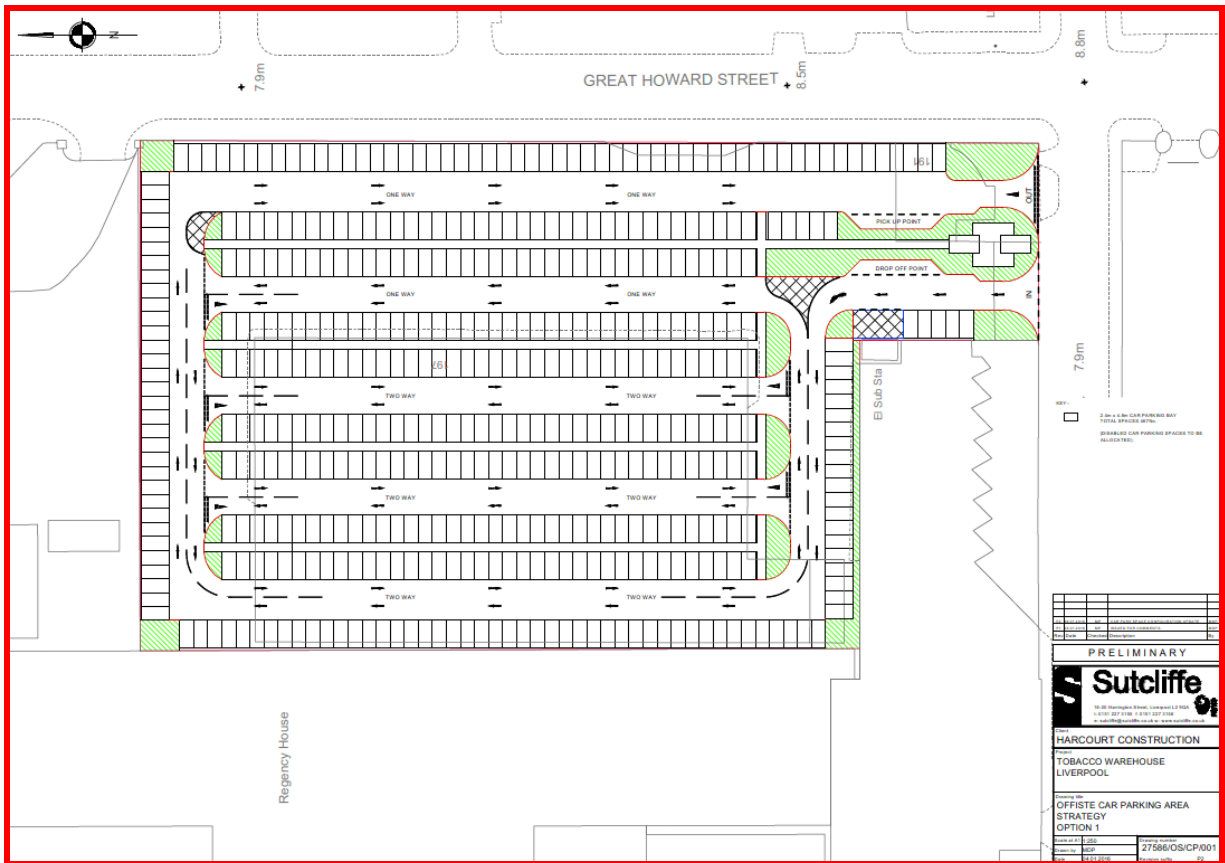
Site basement Layout above and south warehouse below



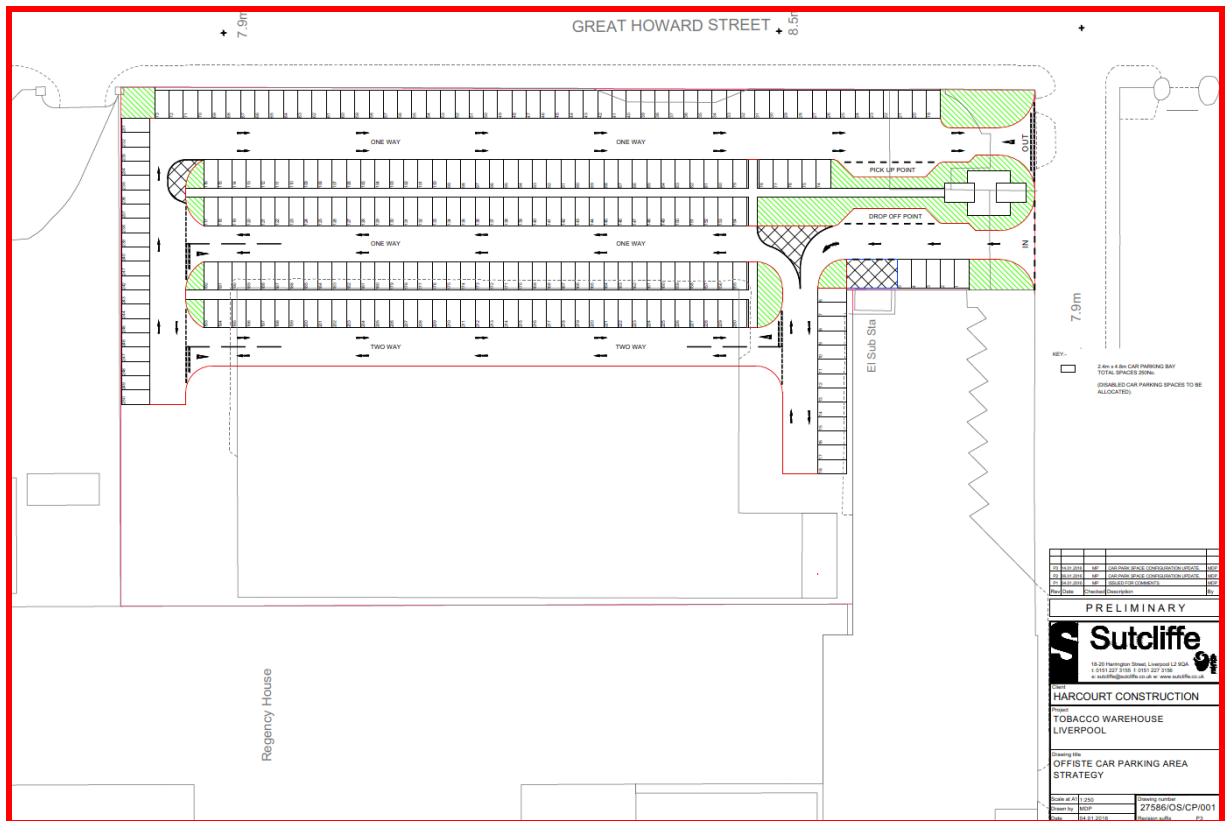


Ground floor plan

Offsite parking shows a max of 450 spaces can be provided and on phased basis 250 at a trigger for the apartments.



Full parking layout above and 250 phased layouts overleaf.



Servicing strategy

The larger deliveries are accommodated using the space between the Tobacco warehouse and the South Warehouse as previously agreed.

Car and cycle parking Policy

Based on the policy set out the following calculations have been undertaken to set out the maximum parking that could be provided.

use	Car	Cycle	motorcycle	taxi	disabled
Exhibition space	4175 sqm at 1:25 sqm = 167 spaces	4175 sqm at 1:300 sqm = 14 spaces	4175 sqm at 1:750 sqm = 6 spaces		8 spaces
office	1750 sqm at 1:36 sqm = 49 spaces	1750 sqm at Staff 1:400 sqm = 4 spaces customer 1:300 – 6 spaces	1:875 sqm = 2 spaces	none	3 spaces
residential	1:1 = 538	1:1 secure = 538 plus 1:10 for visitors = 54	None but would use a car space if allocated to units	none	54 spaces or 10%
Total	754 spaces	549 secure and 30 hoops	8 spaces		65 spaces

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 will 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 would 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 secure areas for residents and staff.

The proposed spaces are in the external space for the Sheffield type hoops for visitors accommodating some 68 cycles or 34 stands for the residential areas and for staff.

The 549 residential uses would by policy require 1:1 and these are delivered.

A total of 617 cycles spaces.

As the secured stands are shared the provision can cater for increases in users as the demand will be spread across the day form the different type of users in a similar manner to shared car parking spaces for residential uses. The stands will be managed by the onsite staff in the accommodation services.

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

Car spaces

The site is a highly sustainable location and thus consideration has been undertaken to provide a reduced car parking offer, it should be noted the area does not fit the zero parking requirements of the city centre but can support a more limited number of spaces.

186 parking spaces are provided in the basement, 98 around the south warehouse and 450 off site along Walter Street on a phased basis. At total of 734 is some 97% of the policy requirement. Residential spaces will be on a first come basis as part of the lease arrangements, the external space cannot be used for parking as set out in the planning requirements.

The parking would be phased to provide 250 spaces in addition to the onsite giving a total 534 or 70% which is considered acceptable as a maximum given the investment in the bud service in the short/medium term as the wider investment is brought forward.

Given the distance to the new off site car park a valet service will be provide as part of the site management provision via a service charge.

It is considered that the 450 off site spaces will be designed and submitted for approval once 50% of the basement and south warehouses spaces are leased.

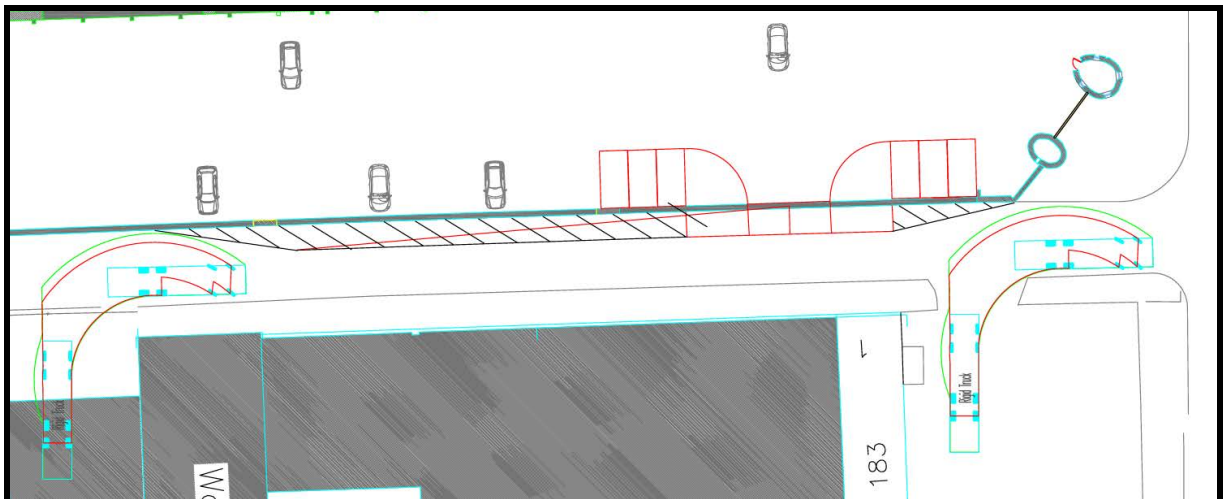
The first 250 spaces would subsequently be constructed and made available once 75% of the onsite parking is leased.

The next 100 spaces to be made available when 200 of the 250 spaces are occupied.

The remaining 100 spaces when 350 of the new spaces are occupied/leased.

Site access

The previously approved schemes had aces onto Saltney Street via a new priority gated access in a new gap in the wall. Sight lines were not set out as such the drawing below indicates how they detail would be taken forward. A [2.4@43m](#) sight line has been set out.



Trip comparisons

The approach is the same as previously used and agreed to allow direct comparisons to be made; it has not been reduced for the investment buses or the reduced parking offer with subsequent trip reduction.

Tobacco Warehouse: Vehicle Trip Rates (per 100sqm GFA or per Unit)						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
B1 - Offices	1.258	0.086	1.344	0.078	0.777	0.855
C3 - Residential	0.066	0.181	0.247	0.130	0.078	0.208
D1 - Public Exhibition	0.122	0.008	0.130	0.038	0.126	0.164
Tobacco Warehouse: Estimated Traffic Generation						

	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
B1 – Offices 1750 sqm	22	2	24	2	14	16
C3 – Residential 538 number	35	97	132	70	42	112
D1 - Public Exhibition 4175 sqm	5	1	6	2	5	7
TOTAL	62	100	162	74	61	135

These trips assume no trip or parking constraint, the site has limited parking offer as such these are very robust trip levels.

Trip comparisons 2008 to 2011

The following compares the 2015 to the 2008, it also allows easy comparison against the changes of the 2011 scheme.

Tobacco Warehouse: Traffic Generation Comparison Assessment						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
2008 Consent	110	209	319	217	136	353
2011 consents	86	83	169	101	91	192
Difference	-24	-126	-150	-116	-45	-161
TOTAL of 2015 scheme	62	100	162	74	61	135
Trips compared to 2008	-48	-109	-157	-143	-75	-218

The scheme on a robust basis reduces the overall agreed trip levels, as such the focus is on none car modes for mitigation.

Mitigation review

The following off-site highway improvements were agreed with the LCC Highways for the 2008 consents, are agreed for the 2011 planning application: **In bold are changes considered supportable for this application given the local changes over time.**

- Signalisation of the junction of Saltney Street with Great Howard Street incorporating cycle and pedestrian facilities as appropriate. **Given the proposed changes in the highway network this is considered unnecessary**
- Upgrading of all footways contiguous with the Stanley Dock site with dropped kerbs and tactile paving on all vehicular access points including new kerb radii at the junctions of Saltney Street with Great Howard Street and Regent Road. **Agreed**
- All redundant vehicle crossing points in the footways that are contiguous with the Stanley Dock site to be reinstated to footway. **Agreed**
- The resurfacing of Walter Street and Saltney Street to adoption standards. **Along the length affected by the new access only on Saltney Street and the changes at the Walter Street access area.**

- Dropped kerbs and tactile paving to be implemented at the junctions of Saltney Street and Great Howard Street and Regent Road and also Walter Street at Great Howard Street and Regent Road. **Agreed**
- Amend existing Traffic Regulation Order to facilitate two-way working on Walter Street. **agreed.**
- Upgrading of street lighting on the highways contiguous with the Stanley Dock site in line with Liverpool City Council (LCC) current adoption standards. **agreed**
- Alterations to the road markings on Regent Road to provide a right-turn ghost island for development car park access. **Agreed**
- Relocation and upgrading of the nearest bus stops to Merseytravel and LCC Highways requirements. **Agreed**

Additional mitigation

It is acknowledged that the site has lower parking ratios than previously used, in support of this additional mitigation is set out:

- Pool cycle offer for residents to use at 10% of the cycle parking offer i.e. 55 and the onsite team manage access to them.
- Support to Go bike parking spaces external to site, 12 stands are offered, location to be agreed final location to be agreed as part of the s278 works.
- Support for the city car by providing 2 car spaces on the road outside the development on Regent Street or the site exit on Saltney Street final location to be agreed as part of the s278 works.
- Promotion of TRO in local area for limited parking/permit holders to control overspill parking if felt necessary final locations to be agreed as part of the s278 works.
- It is considered that the 450 off site spaces will be designed and submitted for approval once 50% of the basement and south warehouses spaces are leased. The first 250 spaces would subsequently be constructed and made available once 75% of the onsite parking is leased. The next 100 spaces to be made available when 200 of the 250 spaces are occupied. The remaining 100 spaces when 350 of the new spaces are occupied/leased.

In addition to the above a bus service will be provided as part of the travel plan, final route to be agreed but basic route shown overleaf.

The route would likely to be clockwise and available for site users and others as required.

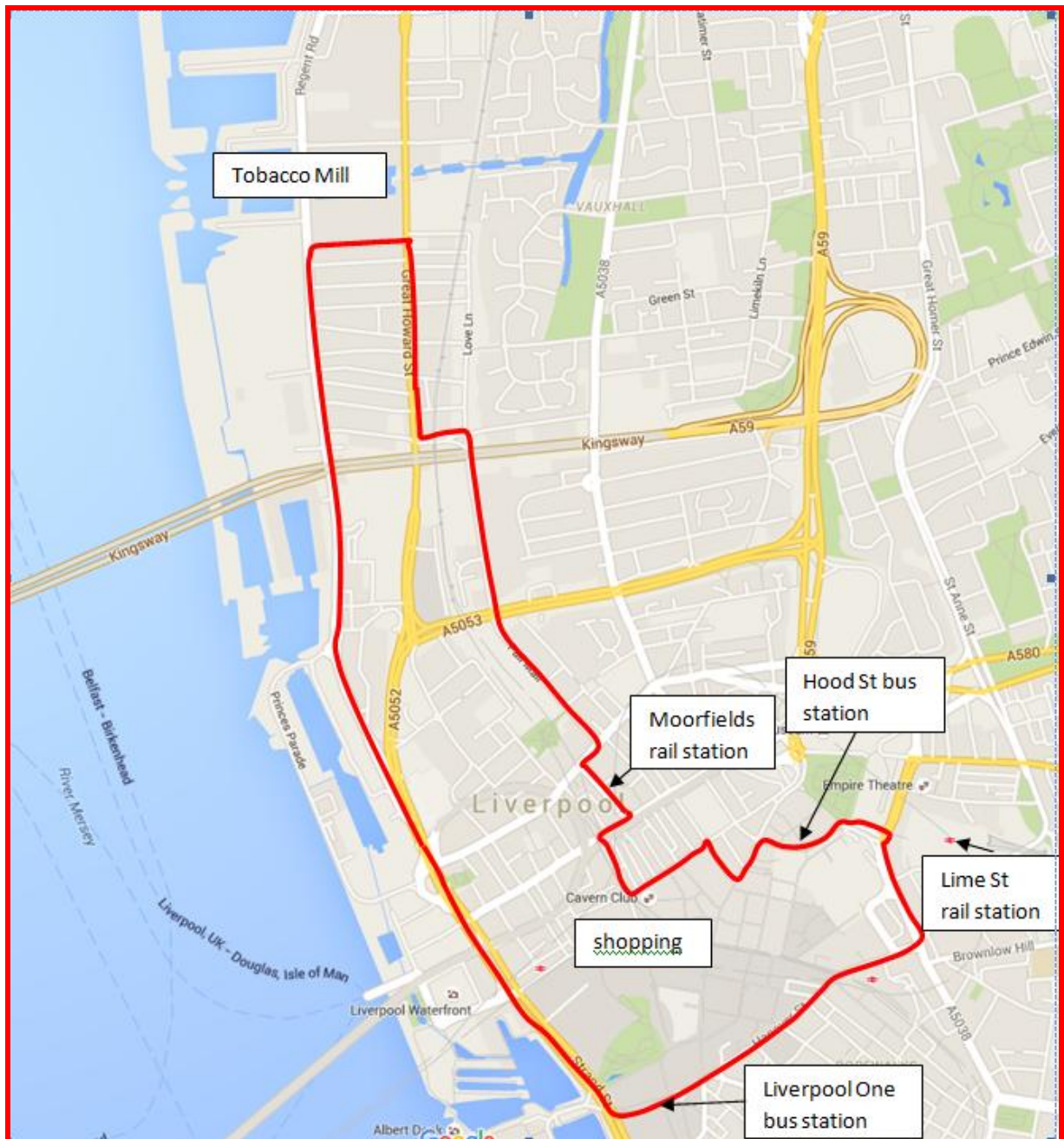
It is normal that the site provide the annual running costs for the route over a 5 year period capped at £120k per year. However this does not take account of the revenue income that would be generated as the route would not be free.

The route would be tendered and the costs reduced as such the site would provide the shortfall in funding if any.

It is therefore considered that the site would provide the first years funding of 120k on occupation of the 200 unit, the route would operate for a year after tendering and the income/balance of the reduced running costs from the tender agreed as open book accounting and the shortfall for the 120k cap provided for the second year. This would repeat for the next 4 years, 5 year funding in total.

Ad an example the possible revenue to cover the full 120k would be £2310 per week income based on 365 day provision. Assuming a similar cost as the weekly pass of £18 this requires 128 users with a return journey. The 20% local bus use based on the census data would suggest actual use at a level

of around 50 users from the site in the initial years rising to 110 once fully occupied based on apartments only. The office, other uses and the nearby hotel/other local employment could add as a conservative view point 25% more users thus around 65 rising to 140. The site could be self financing around the 4 year mark.



10. SUMMARY

The scheme accords with local and national policy to site development adjacent to 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 over the current accepted mitigation.

The mitigation is set out in support of the scheme and is considered reasonable and proportional to the site needs.

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