

New Mersey Shopping Park, Speke

Non Material Amendment To Permission 15F/0808 Transport Statement

March 2016

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**Prepared for:
Speke Unit Trust**

REVISION SCHEDULE

Rev	Date	Details	Prepared by	Reviewed by	Approved by
1	March 2016	1 st Issue	Peter Firth <i>Associate Director</i>	Jonathan Scott <i>Senior Transport Planner</i>	Peter Firth <i>Associate Director</i>

AECOM
2 City Walk
Leeds
LS11 9AR
United Kingdom
Tel: +44 (0)113 391 6800
Fax: +44 (0)113 391 6899
www.AECOM.com

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1. INTRODUCTION

AECOM has been commissioned by Speke Unit Trust to prepare this Transport Statement (TS).

The context for the TS is planning application ref: 15F/0808 to erect a new cinema and restaurants, new and reconfigured retail units and a reconfigured car park at New Mersey Shopping Park, Speke Road, Liverpool.

The planning permission was granted on 28 July 2015.

1.1 Non Material Amendment Application (NMA)

An application under Section 96A of the Town and Country Planning Act, 1990 is now being made to make amendments to the cinema design and the public realm in front of the cinema.

In summary, the key changes are:

Public Realm: Increase in the extent of the public realm to provide a greater degree of separation between the restaurants external seating area and the car park / access road and the introduction of tree planting and soft landscaping to provide a natural buffer between the restaurants and the car park;

Cinema design: New canopy design and revised cladding materials.

Specific to transport, these changes will result in a reduction of 33 parking spaces from the proposed car park layout approved under permission 15F/0808 (approved drawing P14-003 Proposed Site Plan Rev B).

The proposed change to the car park layout is shown on submitted drawing P14-003 Proposed Site Plan Rev C.

1.2 Transport Statement

This TS has been prepared as a supporting document to the NMA application and provides the following information:

- Confirmation of the consented position on parking under permission 15F/0808 to provide the context for the proposed NMA;
- An analysis of the effect of the proposed reduction of 33 spaces from the car park layout approved under 15F/0808; and
- Summary and conclusions.

1.3 The proposed NMA was discussed with Fred Billingham at LCC Highways prior to submission.

2. CONSENTED POSITION ON PARKING

2.1 Existing and Consented Parking

The existing parking provision and that consented by planning permission 15F/0808 is set out in the table below:

TABLE 2.1 – SCHEDULE OF EXISTING AND CONSENTED CAR PARKING			
	Existing Spaces	Spaces Consented by 15F/0808	Net Difference
Standard Car Parking Spaces	1,764	1,656	-108
Disabled Car Parking Spaces	63	83	+21
Parent & Child Car Parking Spaces	12	15	+2
Staff Parking Spaces	0	282	+282
TOTAL	1,839	2,036	+197

The consented scheme results in changes to the total car park stock including the addition of 282 staff parking spaces located within the service yard. This will free up the number of parking spaces in the customer car park where staff currently park.

The current demand for staff parking, based on the 2014 staff travel survey is calculated at 252 spaces. With the increase in staff numbers associated with the consented scheme, this demand increases to 350 with the consented scheme.

With the transfer of 282 staff cars to the back of house, the number of spaces for customer use increases from 1,587 existing spaces to 1,754 spaces in the consented scheme.

2.2 Existing and Consented Car Park Occupancy Levels

From an analysis of a continuous 12 months data it has been accepted in the approval of application 15F/0808 that the typical Saturday in November represents the 85th percentile period and has therefore been selected as the basis for analysis. Car park occupancy analysis presented below for all scenarios has been carried out based on a typical Saturday in November consistent with the analysis in the Transport Statement (March 2015) submitted in support of application 15F/0808.

As set out in the March 2015 Transport Statement the calculated maximum occupancy for the existing layout of 1,839 spaces is 97% at hour ending 15:00.

The calculated maximum occupancy level for the consented layout of 2,036 spaces is 94% at hour ending 15:00.

3. ANALYSIS OF NMA CAR PARKING PROPOSALS

3.1 Proposed Parking

The minor changes proposed in this NMA application would result in a reduction of 33 car parking spaces at the front of the approved cinema and restaurant uses. This would result in the following change to site parking provision when compared to the consented scheme:

TABLE 3.1 – SCHEDULE OF CONSENTED AND PROPOSED CAR PARKING			
	Spaces Consented by 15F/0808	Spaces Proposed by this NMA	Net Difference
Standard Car Parking Spaces	1,656	1,623	-33
Disabled Car Parking Spaces	83	83	0
Parent & Child Car Parking Spaces	15	15	0
Staff Parking Spaces	282	282	0
TOTAL	2,036	2,003	-33

With the provision of 282 staff cars to the rear of the units consistent with the approved layout, the number of spaces for customer use as a result of the proposed NMA would be 1,721.

3.2 Proposed Car Park Occupancy Levels

An analysis of car park occupancy has been undertaken based on the proposed reduction of 33 spaces both for the site as a whole and for the customer car park only.

For the site as a whole, the maximum occupancy for the NMA layout of 2,003 spaces is 95% at hour ending 15:00 calculated as follows:

TABLE 3.2 – NMA SITE-WIDE CAR PARK OCCUPANCY				
Hour Ending	SATURDAY			
	Inbound Flow	Outbound Flow	Car Park Occupancy	% Occupancy
01:00	24	54	88	4%
02:00	22	17	92	5%
03:00	13	14	91	5%
04:00	8	3	96	5%
05:00	7	10	93	5%
06:00	39	23	109	5%
07:00	86	27	167	8%
08:00	136	78	226	11%
09:00	393	167	451	23%
10:00	798	505	745	37%
11:00	1068	783	1031	51%

TABLE 3.2 – NMA SITE-WIDE CAR PARK OCCUPANCY

Hour Ending	SATURDAY			
	Inbound Flow	Outbound Flow	Car Park Occupancy	% Occupancy
12:00	1351	1060	1321	66%
13:00	1633	1321	1634	82%
14:00	1657	1500	1791	89%
15:00	1643	1522	1912	95%
16:00	1499	1644	1768	88%
17:00	1162	1632	1298	65%
18:00	777	1368	707	35%
19:00	549	925	331	17%
20:00	397	478	251	13%
21:00	270	285	235	12%
22:00	162	201	196	10%
23:00	83	197	83	4%
00:00	43	126	-1	0%

For the customer parking area only, the maximum occupancy for 1,721 customer spaces is 95% calculated as follows:

TABLE 3.3 – NMA CUSTOMER CAR PARK OCCUPANCY

Hour Ending	SATURDAY			
	Inbound Flow	Outbound Flow	Car Park Occupancy	% Occupancy
01:00	24	54	74	4%
02:00	22	17	79	5%
03:00	13	14	78	5%
04:00	8	3	83	5%
05:00	7	10	80	5%
06:00	39	23	95	6%
07:00	15	27	83	5%
08:00	99	78	105	6%
09:00	376	167	314	18%
10:00	753	505	562	33%
11:00	1051	783	831	48%
12:00	1255	1060	1025	60%
13:00	1633	1321	1338	78%
14:00	1657	1500	1495	87%
15:00	1643	1505	1633	95%

TABLE 3.3 – NMA CUSTOMER CAR PARK OCCUPANCY

Hour Ending	SATURDAY			
	Inbound Flow	Outbound Flow	Car Park Occupancy	% Occupancy
16:00	1499	1607	1525	89%
17:00	1162	1587	1101	64%
18:00	777	1323	555	32%
19:00	549	896	208	12%
20:00	397	441	164	10%
21:00	270	240	193	11%
22:00	162	173	182	11%
23:00	83	197	69	4%
00:00	43	126	-14	-1%

4. SUMMARY AND CONCLUSIONS

4.1 Summary

AECOM have produced this Transport Statement (TS) to support a NMA application for minor amendments to planning consent reference 15F/0808.

The proposed minor amendments would result in a reduction of 33 parking spaces from the car park layout approved under application 15F/0808. This represents just 1.6% of the total approved site wide parking provision (2,036 approved spaces as shown in Table 3.1 above) and 1.9% of the customer parking provision in front of the units (1,754 approved spaces as shown in Table 3.1 above).

The key measure to assess the effects of the proposed change in approved parking provision is the maximum car park occupancy. The following table summarises the maximum occupancy for the existing layout, the current consented layout and the NMA. Table 4.1 shows that with the proposed NMA the car park will operate at 95% capacity under maximum occupancy compared with 93% under the current consented layout. This is not a significant change and would not result in any materially higher highway impacts than those that were set out in the March 2015 Transport Statement and were found to be acceptable in the approval of application 15F/0808.

TABLE 4.1 – MAXIMUM CAR PARK OCCUPANCY BY SCENARIO					
	Total Parking	Staff Parking	Customer Parking	Site-Wide Car Park Utilisation	Customer Car Park Utilisation
Current Situation	1,839	n/a	n/a	97%	97%
Consented Scheme	2,036	282	1,754	94%	93%
NMA Proposal	2,003	282	1,721	95%	95%

4.2 Conclusion

The proposed reduction of 33 car parking spaces which would result from the proposed amendments to the approved car park layout at New Mersey Shopping Park permitted under application 15F/0808 would not have a materially different effect or greater impact on highway matters than the current approved layout and therefore the conclusions set out in the Transport Statement submitted with application 15F/0808 remain unchanged.

Consultation has been held with Liverpool City Council Highways during the preparation of this TS and, after examining the analysis presented above, they have advised that the proposed reduction of 33 spaces are regarded as not material.