

Liverpool Temporary Film Studios

Development Class: Suis Generis

Minimum Accessibility Standard Assessment

Revision: P01		
Assessment Undertaken By:	L Turner	03/08/2020
Assessment Checked By:	I Yates	03/08/2020
Assessment Approved By:	I Yates	03/08/2020

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Liverpool Temporary Film Studios - Minimum Accessibility Standard Assessment



Proposed Development Address: Liverpool Innovation Park, Edge Ln, Fairfield, Liverpool L7 9NJ	
Minimum Accessibility Standard Assessment Completed By: Flinders Chase Ltd, Suite 116/117, Cotton Exchange Building, Bixteth Street, Liverpool, L3 9LQ	
Date: 03/08/2020	
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 diagram 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
Yes, Diagrams and Drawings are included within the Transport Statement and other submitted planning documents.	Yes

Summary of Minimum Accessibility Standard Assessment Findings (detailed Assessment on pages 3 to 6)

Access on Foot - Summary of MASA Findings from Page 3		Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =	N/A
	Actual Score for this development proposal (Box "B") Total =	4
	<u>Comments or Action needed to correct any shortfall:</u>	
	The site is well placed to take advantage of highway improvements schemes completed on Edge Lane in the past 10 years. Good existing pedestrian infrastructure exists in the vicinity of the site, with tactile paving located on side roads and a controlled pedestrian crossing located at the nearest junction on Edge Lane. Pedestrian accesses will be provided adjacent to the existing vehicular access points into both Plot A and B of the site. An additional pedestrian access into Plot B will also be installed, located just west of the existing vehicular access and its adjacent pedestrian access previously mentioned. A dropped crossing/tactile paving will also be installed on Digital Way, providing pedestrians with access between Plot A and Plot B. All footways surrounding the site are wide and in excess of 2m in width.	

Access by Cycle - Summary of MASA Findings from Page 4		Points	Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		N/A
	Actual Score for this development proposal (Box "B") Total =		4
	<u>Comments or Action needed to correct any shortfall:</u>		
	The site is located in the Fairfield area of Liverpool, just off Edge Lane. Safe access is provided to various dedicated cycle routes which provide access to the wider Liverpool area. The development is classed as “suis generis” and no cycle parking will be provided, but any requirements for cycle parking will be managed by the operator of the site. It is not anticipated that showers or lockers will be provided at the site, but these will be provided by the film crews if needed and staff will be provided with spaces to store personal luggage if it is required.		

Access by Public Transport - Summary of MASA Findings from Page 5		Points	Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		N/A
	Actual Score for this development proposal (Box "B") Total =		5
	<u>Comments or Action needed to correct any shortfall:</u>		
	The site is well located to take advantage of public transport infrastructure within an approximate 1km area around the site. Edge Lane bus stops are located only 150m away and Wavertree Road bus stops are approximately 860m away. The high level and easily accessible public transport infrastructure gives good opportunity for staff to choose these modes of transport.		

Vehicle Access and Parking - Summary of MASA Findings from Page 6		Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =	N/A
	Actual Score for this development proposal (Box "B") Total =	0
	<u>Comments or Action needed to correct any shortfall:</u>	
	The development makes use of existing highway infrastructure and accesses built as part of the Innovation Park Regeneration Project in 2008. The use of the sites by private vehicles is therefore safe and follows the principles established at the time of the Regeneration Project. The proposed car park has been sized to maximise the overall available parking space. At 166 spaces it is considered "over-provision" but will ensure no overspill parking occurs on the adjacent highways.	

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 footway on both sides of the road)? If no your application must address safe pedestrian access.		Yes / No
	Yes, the site is located off Edge Lane on the edge of Liverpool Innovation Park. As would be expected given the improvement schemes completed on Edge Lane in the past 10 years and the development of Liverpool Innovation Park, pedestrian routes on all approaches are of a good standard and equipped with dropped kerbs and tactile paving at side roads. The site is bordered by Digital Way, Innovation Boulevard and Edge Lane which all have footways in excess of 2m in width. The nearest junction to the site is Edge Lane/Innovation Boulevard/Laurel Road, which is equipped with a controlled pedestrian crossing facility, to accommodate the movement of pedestrians from all directions. In addition, it is proposed to install a further uncontrolled pedestrian crossing on Digital Way to better accomodate north-south pedestrian movements.		Yes
Location	<u>Housing Development</u> : Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").	Yes	2
	<u>Other Development</u> : Is the density of the existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F of "Ensuring a Choice of Travel SPD").	No	0
	The site is located on the edge of Liverpool innovation Park. To the north of the site on the opposite side of Edge Lane is a residential area with a housing density of more than 50 per hectare. Approximately 700m west of the site, beyond the existing Littlewoods Building, is another residential area. This area is indicated to have housing densities of mainly more than 50 per hectare, with a smaller area having a housing density of 30 to less than 50 per hectare. Approximately 700m south of the site, beyond Wavertree Road, is a large residential location with a housing density of more than 50 per hectare.		2
Internal Layout	Does "circulation" and access inside the site 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
	The site is accessible for all with pedestrian accesses located adjacent to both vehicular access points into Plot A and B. An additional pedestrian access point is also located west of the vehicular access point into Plot B. Once inside the site, pedestrians are able to safely access the car park (Plot A) and the Temporary Film Studios (Plot B) although some sharing of accesses with vehicles is necessary to attend flexibility of site use		1
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Accessibility and Mobility) e.g. No dropped kerbs at crossings or desire lines, steep gradients, a lack of formal crossing where there is heavy traffic, security concerns (e.g. lack of lighting).	There are barriers.	-2
		There are no barriers.	1
	The existing access points into Plots A and Plot B which are to be utilised are already equipped with dropped crossings and tactile paving. The junction of Digital Way/Innovation Boulevard is also equipped with a dropped crossing/tactile paving. Improvement schemes completed on Edge Lane in the past 10 years and the development of Liverpool Innovation Park has ensured that all pedestrian routes on all approaches are of a good standard and equipped with dropped kerbs and tactile paving at side roads. The junction of Edge Lane/innovation Boulevard/Laurel Road is also equipped with controlled pedestrian crossings providing pedestrians with safe access. In addition it is proposed to install a dropped crossing/tactile paving on Digital Way to provide pedestrians with safe access between Plots A and Plot B.		1
Other	The development links to identified recreational walking network (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").		Yes / No
	When referring to the “Assessing Walking & Cycling Accessibility” Map in Appendix F of the SPD, a cycle route runs from Wavertree Road to Wavertree Boulevard and up through Liverpool Innovation Park (although this Park was not constructed during the time the SPD was published). When looking at the Liverpool Cycle Map published by Merseytravel, this route now continues east along Pighue Lane (see Transport Statement for more information).		Yes
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		N/A
	Actual Score for this development proposal (Box "B") Total =		4
	<u>Comments or Action needed to correct any shortfall:</u>		
	The site is well placed to take advantage of highway improvements schemes completed on Edge Lane in the past 10 years. Good existing pedestrian infrastructure exists in the vicinity of the site, with tactile paving located on side roads and a controlled pedestrian crossing located at the nearest junction on Edge Lane. Pedestrian accesses will be provided adjacent to the existing vehicular access points into both Plot A and B of the site. An additional pedestrian access into Plot B will also be installed, located just west of the existing vehicular access and its adjacent pedestrian access previously mentioned. A dropped crossing/tactile paving will also be installed on Digital Way, providing pedestrians with access between Plot A and Plot B. All footways surrounding the site are wide and in excess of 2m in width.		4

Access by Cycle		Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site, or a road junction within 400m of the site (eg dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.		Yes / No
	No. When referring to the “Assessing Walking & Cycling Accessibility” Map in Appendix F of the SPD, a cycle route runs from Wavertree Road to Wavertree Boulevard and up through Liverpool Innovation Park (although this Park was not constructed during the time the SPD was published). When looking at the Liverpool Cycle Map published by Merseytravel, this route now continues east along Pighue Lane (see Transport Statement for more information). Edge Lane is not identified as a cycle route, but there are crossing facilities available which provide cyclists with access to the north.		No
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
	The site is classed as “suis generis” and therefore there is no guidance for the amount of cycle parking that will be required. It is anticipated that any requirements for cycle parking will be managed by the operator of the site. Space will be available in and around the temporary film studios for any cyclists accessing the site.		N/A
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").	Yes	2
	Other Development: Is the density of the existing local housing (i.e. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F of "Ensuring a Choice of Travel SPD").	No	0
	Yes. See previous answer to this question in the "Access on Foot" section.		
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
		No	0
	Cyclists will dismount and access the site via the pedestrian footway located at the access points on Digital Way, or will cycle into the site via the carriageway. Once inside the site the footway will provide access to either the car park on Plot A or the Temporary Studios on Plot B.		
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").		1
	The development is NOT within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").		-1
	The "Liverpool Cycle Map" identifies Wavertree Road as the nearest on-road cycle route, which is located 350m from the site. In an easterly direction, this cycle route leads along Pighue Lane and then Gourley Road into the Broad Green area of Liverpool. From here it links to national cycle route 62 (The Trans Pennine Trail) and consequently to both the north and south of Liverpool. In a westerly direction, this route leads into Liverpool City Centre.		
Other	The development includes shower facilities and lockers for cyclists.	Yes	1
		No	0
	No showers or lockers will be provided at the Temporary Film Studios given its complex nature. Although, any demand for staff to store any personal luggage will be accomodated by the operator of the site and shower/toilet facilities will be brought to site by the operator.		
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		N/A
	Actual Score for this development proposal (Box "B") Total =		4
	Comments or Action needed to correct any shortfall:		
	The site is located in the Fairfield area of Liverpool, just off Edge Lane. Safe access is provided to various dedicated cycle routes which provide access to the wider Liverpool area. The development is classed as “suis generis” and no cycle parking will be provided, but any requirements for cycle parking will be managed by the operator of the site. It is not anticipated that showers or lockers will be provided at the site, but these will be provided by the film crews if needed and staff will be provided with spaces to store personal luggage if it is required.		

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within 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 of "Ensuring a Choice of Travel SPD").?	Yes	2	2
		No	0	
	Yes. The nearest bus stops on Edge Lane are located only 150m away. These are serviced by two routes. Bus stops on Wavertree Road are located 860m away and service 4 routes. The nearest rail station is Wavertree Technology Park which is located 900m south east of the site.			
	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
		There are no barriers.	1	
No, all junctions and routes between the site and bus stops on both Edge Lane and Wavertree Road are well maintained and provide good quality pedestrian crossing infrastructure. Pedestrian infrastructure between the site and the two nearest train stations (Wavertree Technology Park and Edge Hill) is also well maintained and off good quality, with no barriers identified.				
Frequency	High - four or more bus services or trains per hour		2	2
	Medium - two or three bus services or trains per hour.		1	
	Low - less than two bus services or trains per hour.		0	
	High - 2 services run from the Edge Lane bus stops, and 4 services from the Wavertree Road bus stops.			
Other	The proposal contributes to bus priority measures serving the site.		1	0
	No.			
	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	0
	No.			
	The proposal contributes to an existing or new bus service		1	0
	No.			
There is a reasonable level of public transport infrastructure in the vicinity of the site giving ample opportunity to staff to choose this mode of transport.				
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =			N/A
	Actual Score for this development proposal (Box "B") Total =			5
	Comments or Action needed to correct any shortfall:			
	The site is well located to take advantage of public transport infrastructure within an approximate 1km area around the site. Edge Lane bus stops are located only 150m away and Wavertree Road bus stops are approximately 860m away. The high level and easily accessible public transport infrastructure gives good opportunity for staff to choose these modes of transport.			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 / No
	Yes. Private Vehicles will park in the private 166 bay car park on Plot A, accessed from Digital Way. Larger vehicles accessing Plot B will also gain access via Digital Way. The Temporary Film Studio building on Plot B can also be accessed via a pedestrian route - see "Access on Foot" section.			Yes
	Can the site be adequately serviced? If no, you must address service issues.			Yes / No
	Full servicing access is available from Plot B as identified by the swept path analyses in the Transport Statement.			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.			Yes / No
	No. Private vehicles will park in the dedicated car park on Plot A.			No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.			Yes / No
	Yes, access to either Plot A or B will be provided from Digital Way.			Yes
	For developments which generate significant freight movements, is the site easily accessed from the road or rail freight route networks, (i.e. minimising the impact on local roads and neighbourhoods). See Accessibility Map 3 in Appendix F of "Ensuring a Choice of Travel SPD"? If no, please provide an explanation.			Yes / No
	The development will generate small amounts of freight movements when production companies move in and out of the site, but Edge Lane is on the designated freight route.			N/A
Parking	Is the off street parking provided more than advised in Section 4 of "Ensuring a Choice of Travel SPD" for that development type? If yes, parking provision must be reassessed.			Yes / No
	The site is classed as “suis generis” and so there are no restrictions on off-street parking. The 166 space car park (including 13 blue badge bays) is intended to provide more parking than is required by the development to ensure no overspill parking occurs on the highway. Therefore there is no expected issues with the car park size and no further investigation is needed.			N/A
	Is the off street parking as advised in Section 4 of "Ensuring a Choice of Travel SPD" for that development type?	Yes/No	1	0
	See response above.			
	Is the off street parking less than 75% of the amount advised in Section 4 of "Ensuring a Choice of Travel SPD" for that development type? Or does it share parking provision with another development.	Yes/No	1	0
	Not applicable given the development is classed as "suis generis"			
	Is the development in a Controlled Parking Zone?			Yes / No
	No			Yes
	Is it a car free development?	Yes/No	1	0
	N/A			
	Is it support 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).	Yes/No	1	0
	N/A			
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =			N/A
	Actual Score for this development proposal (Box "B") Total =			0
	Comments or Action needed to correct any shortfall:			
	The development makes use of existing highway infrastructure and accesses built as part of the Innovation Park Regeneration Project in 2008. The use of the sites by private vehicles is therefore safe and follows the principles established at the time of the Regeneration Project. The proposed car park has been sized to maximise the overall available parking space. At 166 spaces it is considered "over-provision" but will ensure no overspill parking occurs on the adjacent highways.			0