



Taskers Warehouse, Aintree

Proposed Expansion and Change of Use of
Existing Warehouse : Transport Statement

May 2016

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1 Introduction

1.1 Background

This Transport Statement (TS) has been prepared to accompany the planning application for a proposed development that will see an existing storage warehouse be expanded with the inclusion of additional storage space and new offices on a mezzanine floor.

The development, known as Taskers Storage Hub, is located at the Liver Industrial Estate off Long Lane, Aintree, where the existing 2,856 m² gross internal area provides predominantly storage floor space in addition to a small number of offices, and a Click and Collect centre. The development would also include 16 standard car parking spaces plus 4 disabled parking spaces for staff, and a further 20 standard car parking spaces plus 5 disabled spaces for Click and Collect customers.

The expansion will cater for the closure of an existing Tasker warehouse and office space, also located at Liver Industrial Estate, enabling the staff in that building to relocate to the proposed Storage Hub.

The purpose of this Transport Statement is;

- To assess travel demand for the development;
- To demonstrate safe and effective multi-modal accessibility to the proposed development site; and
- To identify, evaluate and propose mitigation measures for any net transport-related impacts likely to arise from the proposed development.

This Transport Statement has been undertaken in accordance with DfT guidance¹.

1.2 Report Structure

This report presents the findings of the TS and is structured as follows:

- Section 2 outlines relevant national and local planning policy and guidance;
- Section 3 describes the existing site;
- Section 4 outlines the development proposals;
- Section 5 assesses the transportation impact of the development on the local highway network; and
- Section 6 provides a summary.

¹ 'Guidance on Transport Assessment', Department for Transport, 2007.

2 Policy Context

2.1 Introduction

The purpose of this section is to outline relevant planning policy, in order to clarify the context within which the Transport Statement for this proposed development has been produced and against which the transport implications of the development will be appraised.

2.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Governments' planning policies for England and how these are expected to be applied. It sets out the Governments' requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their Councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

With regard to transport, the NPPF sets out the following guidelines.

Paragraph 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 limits 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'*

Paragraph 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.'*

Paragraph 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.'*

2.3 Merseyside Local Transport Plan 3 (LTP3)

The Merseyside Local Transport Plan 3 (LTP3) became active on 1st April 2011 and has a vision to provide *“a city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”*

To achieve the vision, six goals have been set which include *“ensure the transport system promotes and enables improved health and wellbeing and road safety”* and *“ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.”*

2.4 “A Plan for Liverpool” Liverpool’s Unitary Development Plan

The UDP was adopted in November 2002 and is a statutory document which provides the planning framework for the city. The Liverpool Local Plan, which is currently in preparation and scheduled to be adopted late 2015/early 2016, will replace this.

The aims of the plan, with respect to transportation issues, are covered under General Policy 6 (GEN6). These are to provide a balanced transport infrastructure which is accessible to everyone, specifically one that *“meets the needs of those economically or socially disadvantaged protects and enhances the environment through reducing the reliance on the private car..... promotes investment in the public transport network.... improves facilities for cyclists and pedestrians and reduces the availability of car parking facilities which would attract car borne commuters”*.

At Chapter 11 of the plan it is recognised that the promotion of transport modes other than the private car is paramount given the relatively low level of car ownership in the city. This would provide environmental benefits through reducing congestion and vehicle exhaust emissions.

2.5 Ensuring a Choice of Travel Supplementary Planning Document (SPD)

This SPD was developed by a collaboration of the Merseyside local authorities and Merseytravel and was adopted in December 2008. It provides guidance on the access and transport requirements for new developments across Merseyside.

The SPD Objectives are

- *Ensure a reasonable choice of access by all modes of transport to new development;*
- *Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;*
- *Improving road safety;*

- *Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;*
- *Reduce the level of traffic growth and congestion on the strategic and local road network; and*
- *Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.*

It recognises that good design can contribute to sustainable modes of travel and enhance the environmental quality of a scheme, something which is reinforced through this Transport Statement

2.6 Conclusion

This document is to be submitted with the planning application for the proposed development which considers access to the development by a range of modes including sustainable travel. In addition, this TS also assesses the location and type of development in addition to the impact of the development on the local highway network.

The information contained within this report will allow planning officers to assess the attributes of the development against those standards set out in the detailed policy documentation.

3 Site Location & Baseline Conditions

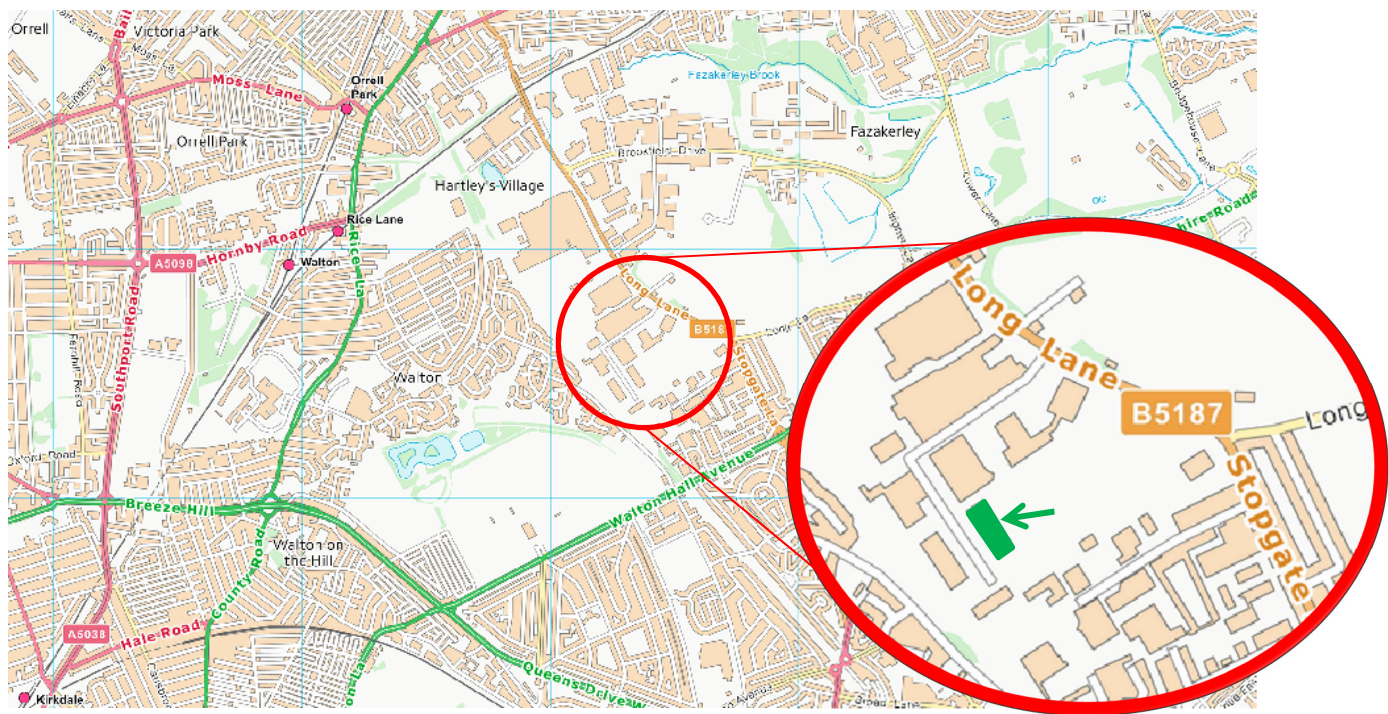
3.1 Introduction

This section of the report details the geographic location, existing land use and current transport characteristics of the proposed site and its surrounding area.

3.2 Site Location

The proposal site is located on the south side of the Liver Industrial Estate, which is located off Long Lane in the Aintree area of Liverpool. Figure 3-1 shows the location of the site in the context of the local area.

Figure 3-1: Site Location



At the head office / warehouse building that is to close, 25 admin and 4 warehouse staff are employed.

Of the 32 staff across both sites:

- 16 drive to work;
- 12 use public transport; and
- 4 cycle to work.

Figure 3-2: Existing Site



3.5 Accessibility

3.5.1 Public Transport

There are a number of public transport options, by bus and rail, as detailed below.

3.5.1.1 Bus

Bus stops are located on Long Lane at a distance of 40 metres (southbound) and 170 metres northbound from the Liver Industrial Estate access, and on Blackthorne Road, 110 metres to the south of Liver Industrial Estate's cycle access.

Table 3-1 and Table 3-2 shows the bus services using these stops.

Table 3-1: Bus Services Calling at Long Lane Bus Stop

Service	Route	Frequency	Hours of Operation
61	Bootle Bus Station – Orrell Park – Aintree (Long Lane) – Norris Green – West Derby – Knotty Ash – Broadgreen – Allerton – Mossley Hill – Aigburth Vale	Mon – Fri: Every 12 minutes Sat: Every 15 minutes Sun: Every 30 minutes	Mon – Sat: 05:41 – 23:50 Sun: 07:20 – 23:50

Table 3-2: Bus Services Calling at Blackthorne Lane Bus Stop

Service	Route	Frequency	Hours of Operation
121	Walton Park – Black Bull – Croxteth – Walton Park	Mon – Sat: Every hour Sun: Every 30 minutes	Mon – Sat: 09:04– 20:30 Sun: 13:00 – 18:30
215	Walton Park – Black Bull – Croxteth – Walton Park	Mon – Sat: Every 30min–1hr	Mon – Sat: 07:34 – 17:34

Source: Merseytravel

The northbound bus stop on Long Lane consists of a shelter with seating and a bus timetable. All other local bus stops consist of a flag pole and timetable only.

Figure 3-3: Bus Stop - Long Lane (Northbound)



Figure 3-4: Long Lane Bus Stop (Southbound)



Figure 3-5: Bus Stop Locations



All services identified are approximately 10 minutes away from Orrell Park Station, providing accessibility from and to a number of locations connected by the rail network.

3.5.1.2 Rail

The proposal site is a 10 minute bus ride from Orrell Park Station and a 15 minute walk to Rice Lane Station.

The Orrell Park and Rice Lane stations sit on different spurs of Merseyrail's Northern Line, connecting Hunts Cross to the south with Ormskirk (via Orrell Park) or Kirkby (via Rice Lane). Services operate on both spurs at a frequency of 4 services per hour in both directions.

The Northern Line connects to the Wirral Line at Moorfields and Liverpool Central, where passengers can travel onwards to the Wirral or Chester, or to Liverpool Lime Street where they can connect to longer distance national rail services.

Consequently, it is considered that the proposal site is accessible by public transport to both the wider Liverpool City Region and other urban areas across the UK.

3.5.2 Sustainable Travel

3.5.2.1 Walking

Footpaths on Long Lane connecting the Liver Industrial Estate are wide, well-lit and in a good state of repair. Footpaths within the Liver Industrial Estate are narrow in places but otherwise well-lit and in good condition.

A Toucan crossing facility is available to assist pedestrians and cyclists to safely cross at Long Lane's junction with the Liver Industrial Estate. A further pelican crossing is located on Long Lane 130 metres to the south of the Liver Industrial Park access.

The south side of Liver Industrial Estate offers connectivity to National Cycle Route 62, offering a further option for good quality pedestrian access throughout the local area.

Figure 3-6: Long Lane Footpaths



Figure 3-7: Liver Industrial Estate Footpath



3.5.2.2 Cycling

National Cycle Route 62 (Liverpool Loop Line) has a direct connection to Liver Industrial Estate with other local areas including Rice Lane, Walton Vale, Aintree, West Derby and Gateacre. Locally, the route is flat and in good condition.

On Long Lane, advance stop lines are available at the signalised junction with Liver Industrial Estate. This junction also has a Toucan crossing facility.

Figure 3-8: National Cycle Network 62 Access



3.5.3 Private Car

3.5.3.1 Highway Network

The proposal site is located adjacent to the Liver Industrial Estate access road. The access road connects to Long Lane to the north east via a signalised junction. Vehicles exiting the Liver Industrial Estate can:

- Head northbound toward North Liverpool, Sefton and Lancashire; or
- Head southbound towards the A580 which connects central Liverpool with St Helens and Manchester.

During a site visit on 21/4/2016, traffic at Liver Industrial Estate and its junction with Long Street was observed to be operating well with minimal queuing.

3.5.3.2 Off-Street Car Parking

Whilst the proposed site has a number of parking spaces on the west side of the current development, these are currently closed off to access. Instead, there is parking at the Head Office building, which on 21/04/16 was observed to be fully utilised by 18 vehicles.

Figure 3-9: Existing Car Park Arrangements



3.5.3.3 On-Street Car Parking

At the Liver Industrial Estate, there is ample on-street parking available, although this is utilised by only a small number of vehicles, as the majority of local premises all have their own parking provision which is not fully utilised.

4 Proposed Development

4.1 Introduction

This section of the report provides a more detailed breakdown of the particulars of the proposed development.

4.2 Proposed Development

The potential development would see the expansion of the existing storage hub to deliver the following additional development:

- 2,020 m² storage;
- 179 m² is ground floor office space; and
- 179 m² is mezzanine level office space.

In effect this is an increase of some 43% on the existing unit. The Taskers group of stores has with the inclusion of Hunts Cross increased their retail area by some 8500m² [Including mezzanine]; this is an approximate increase of their retail area by approximately 35%. This much needed increase will allow for a more efficient approach to the movement and holding of stock and the modernisation of the stock process.

The proposal will see 29 staff move from Head Office to the expanded Storage Hub.

The storage unit would also offer a Click and Collect facility for customers to pick up items ordered online.

The proposed layout and associated street landscaping is shown in Appendix A.

4.2.1 Storage

By moving all storage operations into a single larger building, it is expected to modernise and create a more efficient storage process. It is not intended to increase the volume of goods stored or moved, and therefore HGV numbers are not anticipated to change.

4.2.2 Office Space

Extended and refurbished office space will serve as the future Taskers head office after the current Tasker's head office is closed. All office staff located at Liver Industrial Estate will transfer to the proposal site. There is no intention to increase the number of office staff.

4.2.3 Click and Collect Centre

The Click and Collect centre is purported to improve efficiencies of the existing service. Customers would receive their items at the Storage Hub as opposed to the Taskers store located elsewhere in the Liver Industrial Estate.

4.3 Access

4.3.1 Pedestrian Access

Existing pavement on Liver Industrial Estate will be retained. Vehicular accesses will retain pavements to enable pedestrians to walk into the site.

4.3.2 Vehicular Access

Separate vehicular accesses as shown in the proposed layout will be retained for car parking and for HGV vehicles. Staff car parking will be accessible via an automated gate.

4.4 Parking

4.4.1 Car Parking

Car parking will be divided into dedicated sections for staff parking and Click and Collect customer parking.

Staff car parking located to the west of the proposed site will have 16 regular car parking spaces and 4 disabled spaces.

Click and Collect customer parking will consist of 20 regular car parking spaces and 5 disabled spaces.

Disabled space allocation is in excess of the minimum of 2 spaces that are required within Supplementary Planning Document 'Ensuring a Choice of Travel' that has been adopted by all Merseyside planning authorities. Table 4-1 shows the maximum number of regular spaces that are permitted for this development is 105 spaces, which is notably in excess of the permitted level of parking provision for this site.

Table 4-1: Liverpool Parking Standards

Land Use	Internal Floor Area	Parking Standards	Required Provision
B1 Office	826 m ²	Maximum 1 space per 32 m ²	Maximum 25 spaces
B8 Storage	4,842 m ²	Maximum 1 space per 60 m ²	Maximum 80 spaces

Source: Ensuring a Choice of Travel SPD

4.4.2 Cycle Parking

12 covered and secure cycle parking spaces will be provided in line with minimum cycle parking standards.

5 Transport Impacts

5.1 Introduction

This section of the report aims to detail the impact the proposed development is likely to have upon the transport network in the area surrounding the proposal site.

5.2 Trip Generation

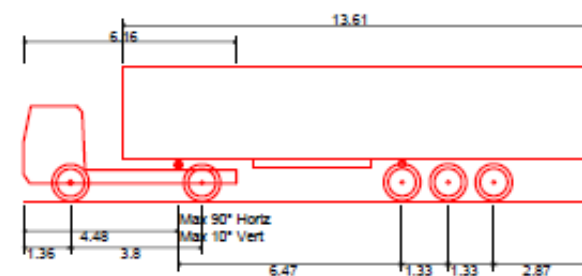
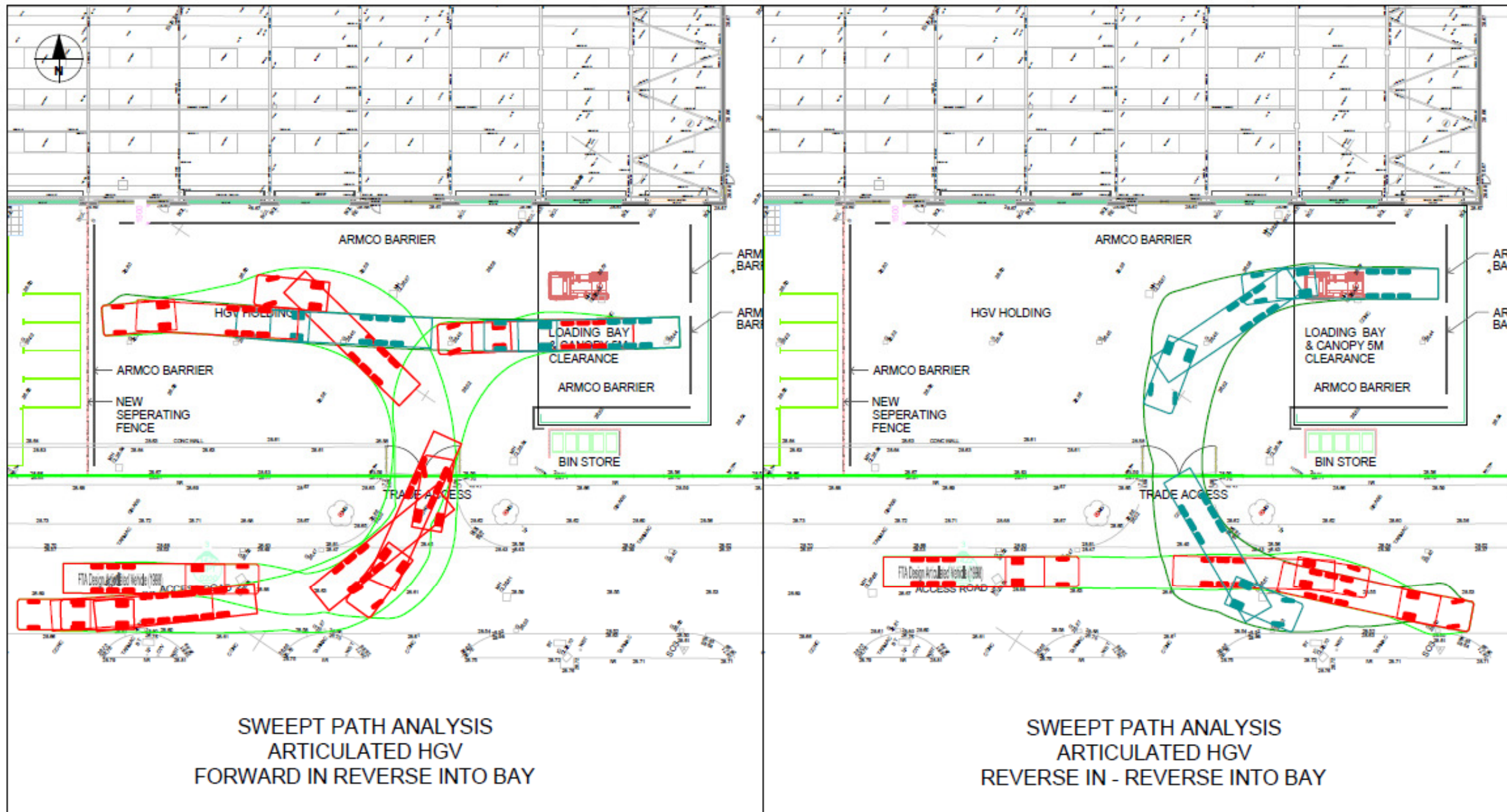
When reviewing the impact of the site in terms of trip generation, it was concluded that a Transport Statement is considered sufficient to support the application as the development would relocate existing activity within the Liver Industrial Estate as:

- Existing employees within Liver Industrial Estate would be relocated to the new building without the need to employ additional staff;
- HGV movements will remain the same; and
- The Click and Collect facility will be relocated from the existing service offered at the Tasker store within the Liver Industrial Estate.

Therefore it is anticipated that the development will result in small changes to vehicular movements within the Liver Industrial Estate, without any impact on Long Lane or any other section of the local highway network.

5.3 Swept Path Analysis

A swept path analysis has been conducted to ensure that the proposed development can be feasibly accessed by its regular HGV vehicles and that the associated landscaping works do not obstruct turning movements on the surrounding highway network. Figure 5.1 overleaf demonstrates this analysis with the largest vehicle type likely to need to access this area.



FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

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5.4 Minimum Accessibility Standard Assessment (MASA)

The Supplementary Planning Document 'Ensuring a Choice of Travel' has been adopted by all Merseyside planning authorities. Within this SPD, the MASA provides a tool for measuring the accessibility of a proposed development and is usually required to be completed and submitted as part of a planning application.

A MASA has been completed for this development assessed against the minimum standard score for:

- Development Type: B8 – Storage
- Location: Other Urban
- Development Size: Medium

This is reflective of the majority of the building being used for storage purposes. Overall results are presented in Table 5-1.

Table 5-1: MASA Assessment Score

Assessment Criteria	Minimum Score	Score Achieved
Access on Foot	2	4
Access by Cycle	2	3
Access by Public Transport	4	5
Vehicular Access & Parking	1	1
Total	9	13

The MASA assessment demonstrates that the site has an acceptable level of accessibility by all modes of travel.

6 Summary

This Transport Statement has been prepared to accompany a planning application for a proposed expansion to an existing storage hub at Taskers, Liver Industrial Estate, Long Lane, Aintree. The expansion will see additional storage space, new offices and a Click and Collect centre.

The proposal site is currently used as storage space within the Liver Industrial Estate. The expansion will increase capacity at the unit by 43%. At the same time, the Taskers head office / warehouse will close and the staff will transfer to the new unit.

The site is accessible via all modes of transport, with a number of local bus routes, proximity to Rice Lane and Orrell Park rail stations, and connections to National Cycle Route 62. This is reflected by the site's acceptable MASA score.

Car parking provision is at a level currently observed at the head office car park, and is significantly lower than Liverpool's parking standards enshrined by the 'Ensuring a Choice of Travel' SPD. Disabled and cycle parking levels will also be in line with these standards.

All proposed additional operations within the site will replace existing operations within Liver Industrial Estate and therefore the proposed expansion will not result in any additional trips outside on the local highway network.

Service and HGV access can be accommodated both within the proposed layout and existing junction geometries.

To conclude, there are no transport issues that would pose a barrier to this proposed development.

Appendix A - MASA