

## **Local Planning Authority's Position Statement in relation to the Provision of Alternative Modes of Transport**

The LPA's position is that the proposed parking provisions (as amended) are sufficient and no objections are raised to the development on highways and transportation grounds.

The level of parking and means of access by alternative modes of transport have been carefully considered carefully in the assessment of the application with Highways & Parking considered one of the main issues (section 4.0 p64).

LCC's Highways & Transportation Team have reviewed the Transport Assessment submitted with the application and confirmed they have no objection to the application subject to conditions relating to necessary highway improvement works, delivery of cycle stores, appointment of a Travel Plan Co-ordinator, Construction Method Statement; Implementation of proposed measures for improving cycling & pedestrian connectivity from the Liverpool Waters Central Docks Neighbourhood to the City Centre; and relevant informatives.

It is noted that Liverpool City Region Combined Authority (Merseytravel) advise they have no objections to the car parking provisions given the site's close proximity to the city centre and the benefits for air quality in reduced car reliance. They also expressed support the Highways Authority's initial request for a £100,000 contribution to be secured to fund improvements to walking cycling provision along Waterloo Road and similar earlier Highways Authority request that 100% cycle parking be provided.

They further advised that the City Council should require the developer to make an appropriate contribution to the funding of a bus service, to operate through the Central Docks Area, for a period of no less than five years to ensure that this specific development site could be adequately served by an appropriate Liverpool Waters bus provision, along with funds for two new bus stops at appropriate locations upon Jesse Hartley Way. And they recommended that aspects of the travel plan could be made more specific and consideration given to securing financial support for the existing Citybike cycle hire scheme, so that future residents are able to benefit from membership of the scheme, together with consideration of subsidised membership of the City Car Club and the city's VOI e-scooter

trial as these elements further support the case for reducing car parking provision at the site by maximising movement by sustainable forms of travel.

These matters were considered by the LPA and LCC Highways during the assessment of the application and discussed with the Appellant as part of the application negotiations.

In regard to parking it is appreciated that the proposed level of parking is below the Transport SPD recommendations of 330 spaces as only 129 spaces are to be provided. This is the equivalent of 39% provision and represents a shortfall of 211 spaces. However, it is also recognised that the proposed number of resident's parking spaces has been raised from the earlier application proposals and the number of apartments also reduced so that the ratio of parking per unit is now above that of the adjacent plots within the Central Docks (known as C04 & C06), which offer an overall parking provision of only 22%. Taking into account the relative higher proportion of on-site parking and the development's proximity to the city centre, the Highways Authority have advised they consider the levels of proposed in-curtilage parking is acceptable for this scheme given the City's aim to promote sustainable travel and minimise car use/parking demand.

It is acknowledged that provision of parking emphasises the developments reliance on alternative modes of travel such as walking, cycling and public transport. The proposed development provides 225 resident spaces cycle parking which is also below the Transport SPD recommended standard of one space per dwelling and represents a 68% provision. The level of public transport accessibility is also considered a barrier to movement as the only convenient all-day bus service the 101, which ran at half-hourly intervals, has now been withdrawn. The site is therefore considered to be currently remote from frequent and regular bus services with only 3 hourly morning and 2 hourly evening services running along Waterloo Road during peak times.

Furthermore, these services currently only stop at Sandhills Merseyrail Station which is also some distance from the development. The two nearest bus stops on Waterloo Road do not have a service associated with them since the 101 service

was withdrawn. Also accessibility to these bus stops has been measured within the Transport Assessment from the new Link Road junction rather than from the development itself, which when calculated returns a distance in excess of the 400m accessibility standard.

It is also relevant to consider, however, that the site is located in an area earmarked for future development as part of the Liverpool Waters project. Enhancements are required under the outline consent to improve highway and transportation connectivity which includes funding for future bus services to route through and pass close to the development. To link with these future services new bus stop facilities have been provided within Jesse Hartley Way, (the New 'Link Road').

As the site is considered remote from the City Centre a commuted sum to assist with pedestrian and cycle connectivity was initially considered an appropriate means to encourage and assist with the development of these modes of travel (as agreed on other recent standalone developments approved within the Liverpool Waters site).

In this case the scheme includes a public boardwalk within the development which links from Hartley 'Link Road' and alongside the dockside and through to the IOM Ferry terminal currently being constructed adjacent to the development. Such a facility would allow the development to tie-in with the IOM Ferry proposals to open up the existing bridge link through to Princess Dock. This proposal will introduce a generally traffic free route through to the City Centre for pedestrians and cyclists which is accepted as a suitable mitigation for the remoteness of the development and how it can address walking and cycling options to and from the main City Centre transportation hubs and services.

On this basis the Highways Authority advised that a commuted sum to assist with these modes of travel, (as applied to similar developments within the Liverpool Waters vicinity), need not be a requirement of this development as these modes have been suitably addressed within the application including the pedestrian/cycleway and boardwalk proposals.

It is understood that improvements are required to improve the number of public

transport services serving the area and discussions with Merseytravel to ascertain how best this can be delivered remain ongoing. The Local Plan does not contain policies which require developments to contribute to bus services but the Liverpool Waters outline permission s106 includes such obligations linked to the phased delivery of the scheme which will be triggered once a specified quantum is implemented sufficient to justify the operation of such services which will be in place in time for the completion of the IOM Ferry Terminal scheme in 2024. A Bus stop has also now been added to the recently completed link road proposals to provide a boarding/alighting opportunity for future Bus services to the location.

On this basis subject to conditions securing pedestrian and vehicular access; surface water drainage; pedestrian crossings; obstruction free service access; controlled use of parking areas; provision of the proposed cycle parking; implementation of an approved Construction Management Plan; implementation of Travel Plan; implementation of approved servicing and waste management strategy; and a review of the Traffic Regulation Orders (TRO's) on the approaches to and within the vicinity of the site access, the development is considered capable of meeting all transport requirements and there are no objections to the development on Highways grounds.