



Knowsl@y Council

KNOWing the value of
Consultation

Statement of Consultation

Ensuring a Choice of Travel Supplementary Planning Document

August 2010

1. **Introduction**

1.1 The Town and Country Planning (Local Development)(England) Regulations 2004 (Regulation 17) state that before a Local Planning Authority adopt a Supplementary Planning Document (SPD) they must prepare a statement setting out:

- i) the names of any persons whom the authority consulted in connection with the preparation of the SPD,
- ii) how the persons were consulted,
- iii) a summary of the main issues raised in these consultations,
- iv) how these have been addressed in the SPD.

1.2 The Government's Planning Policy Statement 12 (PPS12) requires that the consultation arrangements for SPDs be set out in the local planning authority's Statement of Community Involvement (SCI) but as a minimum the authority should:

- make the supplementary planning document available for inspection at their principle office and other public places, together with any supporting documents which will help people to understand what they are being asked to comment on;
- place the same documents on their website;
- send a copy to the Government Office if the Government Office has asked to see it;
- send a copy to any other bodies referred to in Regulation 17 (3), and
- advertise in a local newspaper when and where the documents can be inspected, and,
- ensure that adequate publicity is given to the documents.

2. The Consultation Process

- 2.1 The Ensuring a Choice of Travel SPD was developed in close partnership with the other districts on Merseyside and Merseytravel with the aim of ensuring a relatively consistent approach to securing access to new development by a choice of transport modes. In order to ensure that a consistent approach could be secured, an initial draft of the SPD was produced for the whole Merseyside area. This initial drafting was then adapted to suit the district specific needs of Knowsley to form the Knowsley "Ensuring a Choice of Travel" SPD.
- 2.2 As part of the production of the SPD, Mott MacDonald were commissioned to undertake an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) incorporating Habitats Regulations Assessment (HRA). The Sustainability Appraisal process has enabled the social, economic and environmental impacts of this SPD to be evaluated. The Sustainability Appraisal informed persons wishing to make representations on the SPD of the likely impacts the options will have.
- 2.3 The Knowsley Council's policies on involving the public in new planning documents are set down in the Statement of Community Involvement. This was adopted on 30th May 2007. The first stage in developing this Supplementary Planning Document (SPD) was the public consultation stage. This commenced on Thursday the 18th February and finished on Thursday the 1st April.
- 2.4 The relevant documents; that is, the draft SPD and its Sustainability Appraisal and Habitats Regulations Assessment, were placed on the Council's website and were also made available for inspection at the Council's main office at Huyton town centre, the One-Stop-Shops at Kirkby, Prescot and Halewood, and all of the Borough's libraries.
- 2.5 In accordance with guidance relating to public consultation contained in Planning Policy Statement 12, all relevant persons and organisations contained within the LDF database were advised of the draft SPD and the consultation procedure. This included:
 - For persons and organisations who expressed a preference for communication by letter; a letter that included details of the appropriate link to the Knowsley Metropolitan Borough Council Planning website containing the draft SPD and of the period of consultation.
 - For persons and organisations who expressed a preference for communication by email; electronic link to the Limehouse online consultation system and invitation to submit their comments via that system.
- 2.6 Copies of the draft SPD were also submitted to the Government Office for the North West.
- 2.7 Appendix 2 contains the comments received as a result of the public consultation together with the Council's response to the representations. Proposals for amending the draft SPD, resulting from the public consultation, were accepted by the Knowsley MBC Cabinet meeting on 4th August 2010 when it resolved that the SPD be adopted, subject to presentational changes.
- 2.8 Appendix 3 contains comments received after the end of the public consultation. Although they were received after the consultation period ended, the comments related to improvement to clarity of the document and so have been acted upon.

2.9 Appendix 4 contains amendments relating to the Government's intention to abolish the Regional Spatial Strategy and its implications for the SPD. It also contains further improvements to the clarity of the document.

APPENDIX 1

STATEMENT OF SPD MATTERS

The public notice, comprising the Statement of SPD Matters, is reproduced below. This notice was posted on the Council's website and appeared in the Liverpool Daily Post newspaper on Thursday 18 February 2010. It indicates that the consultation on the draft SPD ran for a period of six weeks to Thursday 1st April. This is in accordance with Regulation 18 (3).

DAILY POST Thursday, February 18, 2010

ARTICLES for SALE

Articles For Sale	Pets	Furniture
<p>COMMUNION DRESS beautiful long dress with crystal headed bodice, embroidered skirt, hooped underskirt, £40. Tel: 0151 292 4389.</p> <p>CONSERVATORY CHAIR lovely light green finish; cost over £300, excellent clean condition, buyer collects, £50. Tel: 0151 531 9425.</p> <p>PHILLIPS FACIAL SUN LAMP as good as new, cost £54.99 (Argos), bargain £25. Tel: 0151 531 9425.</p> <p>DOUBLE AIRBED soft flopped airbed, as new never used, ideal for camping or guests, £10. Tel: 0151 292 4389.</p> <p>ONE TOUCH Ultra Easy Blood Glucose Monitoring System, still boxed, never used, bargain £7. Tel: 0151 707 0035.</p> <p>RAYBAN SUNGLASSES gold frame, cost 300 euros, unisex, bargain £50. Tel: 0151 531 9425.</p>	<p>MANY DOGS DESPERATE for loving homes. Luca, lively handsome Akita; Chester, friendly Rottweiler; Princess & Phoenix, exceptional friendly X Greyhounds/Lurchers; Harvey, Smith Jack Russell, needs adult home; Telfer, Felicity & Fleur, young smaller X breeds, little bit of Staff; Citta, Staffordshire Bull Terrier; Kia, Tyson & Tarzan. Animals in need, Spurliners Lane, Metling, 12.30-4.00pm daily. Closed Mondays. 0151 543 0959/543 4024/526 3359 www.animalsaver.co.uk for news/pictures. Donations towards large vet bills URGENTLY needed. Blankets towels & unwanted clothes, any condition.</p> <p>SHAR PEI WRINKLE PUPS Excellent temperament, vet checked/vormed, 2 apricot, 1 black. All male. Both parents can be seen. £325 07980 782086</p> <p>SHIH TZU PUPPIES Beautiful pedigree puppies, boys & girls, DLR Registered, Ready now £325 07733 702 313</p> <p>CHIHUAUA PUPPIES 5 Gen Ped, 4 weeks free ins. Tan & white, and white. Excellent temperament, good with kids, excellent example of breed. 0151 287 0661 07970219437</p> <p>SHAR-PEI PUPPIES KC reg, 5 batches, 3 dogs, chocolate, lilacs, black Isabella. 0151 474 4100 or 07983 562 933</p>	<p>CONSERVATORY CHAIR lovely light green finish, cost over £300, excellent clean condition, buyer collects, £50. Tel: 0151 531 9425.</p> <p>2 SEATER SETTEE + 2 chairs, terracotta, 2 years old, excellent condition, £150. 07849 251 401</p> <p style="text-align: center;">Clothing</p> <p>COMMUNION DRESS beautiful long dress with crystal headed bodice, embroidered skirt, hooped underskirt, £40. Tel: 0151 292 4389.</p> <p>MENS DRESS JACKETS from Marks & Spencer, selection of 5, 44" chest, as new, £5 each. 0151 531 9425</p> <p>MENS TROUSERS selection of 12, 38" waist, 31" leg, from Marks & Spencer, £2 each. 0151 531 9425</p> <p style="text-align: center;">Cycles</p> <p>GENTS' BIKE old 3 gear type, fair cond, old but solid, needs TLC. £25. 0151 2895029</p> <p>LADIES bicycle, as new, £60 0151 933 7100.</p>
<p>BeDs/Bedrooms</p> <p>LUXURY KINGSIZE cream damask divan bed & drawers, cost £499 accept £187. Still wrapped, can deliver. 01244 374666/07946 032 633</p> <p>DOUBLE LUXURY 4 drawer divan, still wrapped, was £299, accept £169 can deliver. 0151 494 0044/07946 032 633</p> <p>CHEST OF 5 DRAWERS 30 wide, 36 high, 16 deep, painted white, £15. Tel: 0151 724 4194.</p> <p>MIRRORED WARDROBE DOORS x 4 with track, 2.200 x 900 each door, good cond, £100. 0151 526 8509</p> <p>SUMMERLAND DOUBLE MATTRESS very good condition, £20. 07767 067 951 Huckon, Liverpool</p>	<p>Domestic Appliance Sales</p> <p>ELECTRIC COOKER Tricity Bendix Tiana, hardly used, excellent condition, £50. Tel: 0151 521 5241.</p> <p>HOTPOINT WASHING MACHINE beautiful condition, possible local deliver, £80. 07943 900 598.</p>	<p>Disabled Equipment</p> <p>DESKTOP VIDEO MAGNIFIER - Aladdin CCTV. Black/White can be used to read or write magnifies to 50X. £550 ono. 07786161652</p> <p>COMMODE CHAIR as new never used, padded seat and back rest, £18. Tel: 0151 2924389.</p> <p>MARINER SCOOTER Recraft</p>

The majority of job seekers turn to their local newspaper when first looking for a job

DAILY POST

Source: Recruitment Choice, The Newspaper Society 2005

PRIVATE ANNOUNCEMENTS

Funeral Services

PETER COYNE Independent Funeral Service. Covering all of Merseyside. 0151 207 0233. 24hr 075 266 7600

APPENDIX 2

SUMMARY OF COMMENTS RECEIVED DURING THE CONSULTATION PERIOD

Whole Document

Number	Full Name	Organisation Details	Comments	Council Response
	Mr Albert McCormick		I cannot find any specific proposals relating to future travel plans, only general background information for potential developers.	The purpose of the SPD is to provide guidance that will ensure a choice of travel modes to all new development.
	Miss Rachael Bust	Deputy Head of Planning and Local Authority Liaison Department Coal Authority	I confirm that we have no specific comments to make on this document at this stage. We look forward to receiving your emerging planning policy related documents; preferably in an electronic format. For your information, we can receive documents via our generic email address planningconsultation@coal.gov.uk , on a CD/DVD, or a simple hyperlink which is emailed to our generic email address and links to the document on your website. Alternatively, please mark all paper consultation documents and correspondence for the attention of the Planning and Local Authority Liaison Department. Should you require any assistance please contact a member of Planning and Local Authority Liaison at The Coal Authority on our departmental direct line (01623 637119).	Noted.

Number	Full Name	Organisation Details	Comments	Council Response
	Mr Stephen Hedley	Natural England	We are generally supportive of the measures proposed within the SPD: Ensuring a Choice of Travel where they reduce the need to travel, and promote walking, cycling, car sharing and public transport and where the measures will decrease reliance on using motor vehicles., thereby reducing greenhouse gases which can contribute to climate change which represents the most serious long-term threat to the natural environment. We note that this document goes some way to fulfill these criteria.	Noted.
	Ms Samantha Turner	Principal Planning Officer North West Regional Assembly	4NW's aim is to focus our resources on our input into Development Plan Documents and Regionally Significant Planning Applications. This means that we are not usually able to provide bespoke responses on SPDs, other non statutory planning guidance and scoping requests. Consequently we have developed a standard response for SPD and similar consultations. This provides background on the Regional Spatial Strategy and emerging Regional Strategy, web links to a number of strategy and guidance documents produced by 4NW, and a series of RSS policy pointers for key SPD topics.	Noted.

Number	Full Name	Organisation Details	Comments	Council Response
	Mr Kieron O'Neill		I can't have any objection's to this planning document. It is detailed, progressive, cumbersome, fair and many other things. Those involved in constructing it can be proud if not drained. To uphold all the statements and actions being promised is certainly going to be attempted but I will find it hard if not impossible to see failures or logistical inaddicacies resulting. Such is the nature a Councils responsibilities that a document of this nature cannot tick every box and satisfy all attempted solutions. The main thing I see is that the document fullfils 100% of what it is meant to be. All future related documents should and will follow in the same way. The future thankfully will lead to Knowsleys fullfilment of a 'choice of travel' but ensuring as high a pecentage of fulfilment is reached is all that can honestly be achieved.	Noted.
	Alex Naughton	Transport Policy Officer Merseytravel	This Supplementary Planning Document (SPD) has been developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on the access and transport requirements for new development across the wider Merseyside area. We fully support this approach and the objectives of the Transport SPD as set	Noted.

Number	Full Name	Organisation Details	Comments	Council Response
			out in the document.	
	Alex Naughton	Transport Policy Officer Merseytravel	We ask that Knowsley Council try to ensure that sufficient resources are provided to enable enforcement of the principles and standards set out in the Transport SPD. This will be vital to the successful implementation of this Transport SPD and the principles and standards contained within it.	Noted.
	Mr Philip Megson	Strategic Planning Manager Lancashire County Council	I note that the SPD is in conformity with the approved North West of England Plan: Regional Spatial Strategy to 2021. I do not have any further comments on the content of the SPD.	Noted.
	Rose Freeman	Planning Assistant The Theatres Trust	Due to the specific nature of the Trust's remit we are concerned with the protection and promotion of theatres and as this consultation is not directly relevant to the Trust's work, we have no comment to make but look forward to being consulted on further LDF documents especially the next stage of the Core Strategy, Development Control Policies, town centre Area Action Plans and Planning Obligations SPD.	Noted.

Chapter 2 – Policy Background

2.2	Ms Victoria Ridehaugh	LDF Manager Highways Agency	We would like to see reference made to Department for Transport Guidance for Transport Assessments and also Circular 02/2007.	Paragraph 6.10 amended to "More detailed guidance on Transport Assessments can be found in Guidance of Transport Assessment, Circular 02/2007 and Appendix D. Anyone who is required to provide a Transport Assessment or Transport Statement should read this detailed guidance."
-----	-----------------------	--------------------------------	---	--

Chapter 4 - Parking

Paragraph 4.1	Ms Victoria Ridehaugh	LDF Manager Highways Agency	The Agency welcomes Policy T6, with regard to parking standards for new development we would hope that lower levels of parking in areas of higher accessibility will be encouraged by the Council in order to reduce the demand of travel by private car.	This is one of the purposes of the SPD.
---------------	-----------------------	--------------------------------	---	---

Paragraph 4.16	Mr Stephen Hedley	Natural England	We very much support the use of Sustainable Drainage Systems (SuDs) for drainage of parking areas. We note the current wording of the document states that such drainage should be via a SuDs scheme rather than must and would therefore suggest that further wording is incorporated into this point to outline in what circumstances options other than a SuDs scheme would be used to give both guidance and further support to the use of SuDs systems in drainage from parking areas.	The SPD can not create policy. It can only supplement existing policy. When the Flood Water management Act 2010 is operational the right of connection of surface water sewers will be removed. The Council, as 'SuDS Approving Body', will be responsible for deciding the best option for dealing with surface water. The wording will remain as 'Drainage should normally be via a Sustainable Drainage system (SuDS)."
Car Free Housing	Ms Victoria Ridehaugh	LDF Manager Highways Agency	We agree with, and support, the inclusion of car free housing and car clubs in this SPD.	Noted.

Chapter 5 - Accessibility

Chapter 5 - Accessibility	Mr Stephen Hedley	Natural England	We do very much support the use of an Accessibility Assessment checklist for proposed developments and the importance attached to locating development and achieving designs which maximise access by walking, cycling and public transport.	Noted.
Paragraph 5.1	Ms Victoria Ridehaugh	LDF Manager Highways Agency	We agree with the four main areas of accessibility upon which the Council places emphasis in the accessibility assessment.	Noted.

Chapter 6 – Transport Assessment and Transport Statements

Paragraph 6.3	Mr Stephen Hedley	Natural England	We note within this section, taken from Policy T8 of the Knowsley Replacement Unitary Development Plan, that reference is made to environmental indicators such as pollution and noise as specific criteria which may trigger the requirement for a transport assessment or transport statement. We do of course support this, but consider that the list of points should also include impacts on the natural environment, where the aim should be to protect the natural environment including biodiversity, geodiversity and landscape, and where possible enhance it. This would be supported by one of the objectives of the Merseyside Local Transport Plan (paragraph 2.5 of the SPD) which seeks both to protect and enhance the environment.	Policy T8 of the Knowsley Replacement Unitary Development Plan (UDP) is replicated in the SPD. Policies of the UDP can not be amended by Supplementary Planning Documents. The natural environment including biodiversity, geodiversity and landscape are protected by other policies of the Knowsley Replacement Unitary Development Plan. Policy T8 will not be changed.
Table 2	Ms Victoria Ridehaugh	LDF Manager Highways Agency	We note that the size thresholds over which a Transport Assessment or Transport Statement is required are those set out in the Dept. of Transport's GTA and agree with this.	Noted.
Paragraph 6.8	Ms Victoria Ridehaugh	LDF Manager Highways Agency	The SPD includes reference to the need to consult the Highways Agency as soon as possible for development proposals that affect trunk roads' and we are satisfied with this level of guidance to be included within the SPD.	Noted.

Chapter 7 – Travel Plans

Chapter 7 – Travel Plans	Mr Stephen Hedley	Natural England	We are supportive of travel planning, in particular because of the environmental benefits of reducing car dependency and encouraging the use of sustainable modes of transport. Equally, we support the implementation of the measures in travel plans through conditions, section 106 agreements or unilateral undertakings, as envisaged in Planning Policy Guidance Note 13. Natural England is supportive of measures that will reduce atmospheric pollution and in particular those schemes that reduce the need to travel. We recognise the role that CO 2 (and other greenhouse gases) have with regard to Climate Change and therefore travel plans that encourage alternative methods of travel or reduce the need to travel and therefore reduce greenhouse gas emissions are to be supported.	Noted.
Chapter 7 – Travel Plans	Ms Victoria Ridehaugh	LDF Manager Highways Agency	The Agency is encouraged by the emphasis given to travel plans within the SPD as travel planning is an important tool by which the demand for travel can be reduced and the mode share of sustainable transport can be increased for new developments.	Noted.

Chapter 8 – Air Quality Assessments

8	Ms Victoria Ridehaugh	LDF Manager Highways Agency	The Agency is encouraged that the issue of air quality is being raised in the SPD.	Noted.
---	--------------------------	--------------------------------	--	--------

Chapter 9 – Design and Access Statements

Chapter 9 – Design and Access Statements	Ms Victoria Ridehaugh	LDF Manager Highways Agency	The Agency welcomes the consideration of design and access statements in the SPD.	Noted.
Paragraph 9.3	Mr Stephen Hedley	Natural England	Natural England advises that as well as the current list of requirements set out in the document, reference is made to how the local environment will be enhanced through the development, including for example appropriate planting schemes and habitat creation to enhance biodiversity on highway verges. This element could be incorporated into the section on "materials to be used for surfacing and street furniture" to give a category more closely related to high quality design and environmental enhancement, which would support the aims and objectives of the Merseyside Local Transport Plan 2006- 2011 of protecting and enhancing the environment (paragraph 2.5 of the document).	The purpose of the SPD is to provide guidance that will ensure a choice of travel modes to all new development. A SPD covering design quality in new development will be produced. Paragraph 9.3 will not be changed.

Chapter 10 - Implementation, Developer Contributions, and Monitoring

Chapter 10 - Implementation, Developer Contributions,	Ms Victoria Ridehaugh	LDF Manager Highways Agency	This approach is in keeping with the current system and the Agency is satisfied that this is an effective way to ensure enforcement.	Noted.
---	-----------------------	-----------------------------	--	--------

and Monitoring				
----------------	--	--	--	--

Appendix A - Parking Standards

Appendix A - Parking Standards	Ms Kate Tinsley	WM Morrison	<p>Comments on the Proposed Base Maximum Car Parking Standard for Food Shops in Town Centres and elsewhere. The Company's objection to Appendix A relates to the following matters: The proposed base maximum car parking standard of 1 space per 16 sq.m Gross Floor Area (GFA) in Town Centres; and the proposed base maximum car parking standard of 1 space per 15 sq.m GFA in District and Local Centres; Wm. Morrison Supermarkets plc consider that the base maximum standard for car parking associated with new food retail developments should reflect recent Government guidance set out in PPG13. Whilst PPG13 sets out at Annex D the maximum car parking standards (for food retail of 1,000 sq.m gross floorspace and above the standard is one space per 14 sq.m), para. 56 of the PPG notes that a balance has to be struck between encouraging new investment in town centres by providing adequate levels of parking, and potentially increasing traffic</p>	<p>Paragraph 51 of PPG13 states that local planning authorities should ensure that the levels of parking provided in association with development will promote sustainable transport choices. Paragraph 53 of PPG13 states that local planning authorities may adopt more rigorous car parking standards than the levels set out in Annex D. The SPD is consistent with the Regional Spatial Strategy and its partial review. Although it is the intension of the Government to abolish the Regional Spatial Strategy, the Council consider the car parking standards to be robust. The SPD is seeking to ensure that the same development standards are applied across Merseyside. In addition to being consistent with car parking standards in PPG13 and the RSS, this SPD is consistent with the SPDs that have been adopted across Merseyside. The car parking standards will not be amended.</p>
--------------------------------	-----------------	-------------	---	--

			<p>congestion caused by too many cars. It is noted that where retail and leisure developments are located in a town centre, or on an edge-of-centre' site as defined by PPS6 (now replaced by PPS4), Local Planning Authorities should consider allowing parking additional to the relevant maximum standards provided the Local Authority is satisfied that the parking facilities will genuinely serve the town centre as a whole and that agreement to this has been secured before planning permission has been granted. Wm Morrison Supermarkets plc support the broad approach set out within PPS4 of directing new retail development to town centres in the first instance, in order to sustain and enhance their vitality and viability. The Company consider, however, that this approach will work in practice only if those centres can be developed in a manner which allows that development to be truly competitive with existing retail provision. Very often this would involve being competitive with existing foodstores which have larger car parks. Most existing foodstores are constructed with large car parks, so as to be attractive to car-borne shoppers. This means that in circumstances where a new store is</p>	
--	--	--	---	--

			<p>to be proposed or development it must be of sufficient scale, and must also be sufficiently attractive to the bulk-food shopping public in order to be competitive. The way in which people shop determines the provision which a store should make in order to be competitive. A number of fundamental shopping habits underlie this: (a) the weekly bulk food shopping trip has become the norm. Its availability is expected by the shopping public. As the shopping trip is done in bulk, this can only realistically be undertaken by car. The volume of shopping is otherwise incapable of being transported in bulk; (b) the only alternative is to make many more trips by other modes, on each occasion carrying less shopping. To expect people to shop in this different fashion is both unrealistic and probably undeliverable given the work pattern of people in modern society; (c) this situation is very different from that of the journey to work, where a modal shift typically involves the daily journey being made by bus or train instead of the car. A modal shift for shopping is likely to involve a single weekly car trip being replaced by three or four bus trips. In broad terms, therefore, to fulfil the</p>	
--	--	--	---	--

			<p>objectives of PPS4, it is necessary for town centre retailing to be competitive. To achieve this it must provide sufficient car parking to make the store as attractive as other existing stores in the area, and to ensure that foodstore facilities operate efficiently without adverse effects on the highway network. Car parks associated with food retail developments in or on the edge of town centres can also provide short term car parking facilities for shoppers and visitors to the centre which can serve the centre as a whole. The provision of such spaces could enhance the vitality and viability of town centres. We note that the SPD adopts the disabled parking standards provided by the Traffic Advisory Leaflet 5/95, Parking for Disabled People which is referred to in PPG13. Wm Morrison Supermarkets plc suggests, therefore, that the car parking standards for food retail development should be adopted in line all the parking standards of PPG13 and be as follows: One space per 14 sq.m gross floor area for food retail development in all locations.</p>	
--	--	--	---	--

Appendix A - Parking Standards	Ms Kate Tinsley	WM Morrison	<p>Comments on the Proposed Cycle Parking Standard for Food Shops for Customers. The Company's objection to Appendix A relates to the following matter: The proposed minimum cycle parking standard of 1 space per space per 140 sq.m gross floor area Wm. Morrison Supermarkets plc consider that the base minimum standards cycle parking for customers associated with new food shops as currently proposed, are unnecessarily high and will result in the provision of spaces far in excess of the likely demand associated with food superstore development. This is likely to result in the inefficient use of land. It is considered that as food supermarkets generally cater for bulk food shopping purchases, that customers are unlikely to use this mode of travel to transport their goods when undertaking such trips. It is suggested, therefore, that the cycle parking standards should be amended to read as follows: One cycle space per 500 sq.m GFA for customers.</p>	<p>Paragraph 49 of PPG13 states that the amount of good quality cycle parking in developments should be increased to promote more cycle use. The SPD promotes sustainable transport as required in national policy. It is also consistent with the Regional Spatial Strategy and its partial review. Although it is the intension of the Government to abolish the Regional Spatial Strategy, the Council consider the car parking standards to be robust. The SPD is seeking to ensure that the same development standards are applied across Merseyside. A lower level, however, could be appropriate if a Travel Plan commits to additional future provision as demand increases.</p>
--------------------------------	-----------------	-------------	---	--

Appendix A - Parking Standards	Ms Kate Tinsley	WM Morrison	<p>Comments on the Proposed Motorcycle Parking Standard for Food Shops for Customers The Company's objection to Appendix A relates to the following matter: The proposed minimum motor cycle parking standard for customers of 1 space per 350sq.m gross floor area. Wm. Morrison Supermarkets plc consider that the base minimum standards for motorcycle parking associated with new food shops as currently proposed, are unnecessarily high and will result in the provision of spaces far in excess of the likely demand associated with food superstore development. This is likely to result in the inefficient use of land. It should be noted that a typical Morrisons store measures approximately 6,500 sq.m GFA. When calculating the number of motorcycle spaces required for a store of this size, with the proposed standards, a provision of 19 spaces will be required. This is considered to be an unreasonably high provision of spaces for motorcycles. It is suggested, that the motorcycle parking standards should be amended to one space per 500 sq.m GFA . For a typical Morrisons store this would result in the provision of 13 spaces. Whilst we do not consider</p>	<p>Paragraph 51 of PPG13 states that local planning authorities should consider appropriate provision for motorcycle parking. The SPD promotes sustainable transport as required in national policy. It is also consistent with the Regional Spatial Strategy and its partial review. Although it is the intension of the Government to abolish the Regional Spatial Strategy, the Council consider the car parking standards to be robust. The SPD is seeking to ensure that the same development standards are applied across Merseyside. A lower level, however, could be appropriate if a Travel Plan commits to additional future provision as demand increases.</p>
--------------------------------	-----------------	-------------	---	---

			<p>there to be many occasions where all 13 motorcycle spaces would be occupied, motorcycles are able to make use of car parking spaces should it be necessary. It is considered that as food supermarkets generally cater for bulk food shopping purchases, that customers are unlikely to use this mode of travel to transport their goods when undertaking such trips.</p>	
--	--	--	--	--

Appendix C - Accessibility Maps

Appendix C - Accessibility Maps	Alex Naughton	Transport Policy Officer Merseytravel	The Accessibility Maps at the back of the document, it might be worth considering making them available electronically in some way or even online via the Council's website so that people can zoom in and out of the map etc. This may be a more user friendly way of making them available as well as hard copy perhaps.	Each accessibility map will include "Please see Council website for most up to date map".
Appendix C - Accessibility Maps	Ms Victoria Ridehaugh	LDF Manager Highways Agency	We note the accessibility maps referred to at Appendix C and consider these to be a useful resource for determining accessibility	Noted.

			and appropriate for complimenting the accessibility assessment	
--	--	--	---	--

APPENDIX 3

COMMENTS RECEIVED AFTER THE END OF THE CONSULTATION PERIOD

Whole Document

	Dianne Wheatley	Government Office North West (GONW) Local Planning Team	1) Generally this document was easy to understand, but we think that for some of the more technical detail, such as in Apps B and C, some worked examples may be helpful for the reader.	Appendix B will be supplemented with worked examples
	Dianne Wheatley	GONW Local Planning Team	2) Given the history and development of the document, the views of Merseytravel will be important.	Noted.

Chapter 1 - Introduction

Paragraph 1.8	Dianne Wheatley	GONW Local Planning Team	3) You may wish to expand para 1.8 to show how the SPD will link/relate to the Core Strategy, albeit its development is still at an early stage.	Paragraph 1.8 will include the additional sentence "The Core Strategy will include overarching policies to which this SPD will provide further detail."
---------------	-----------------	--------------------------	--	---

Chapter 4 - Parking

Chapter 4 - Parking	Dianne Wheatley	GONW Local Planning Team	4) Section 4) Parking: we are pleased that landscaping/design and Sustainable Urban Drainage issues will be looked at for the development of car parks, as recommended by the Sustainability Appraisal process: this is an area that can be neglected within development and hopefully the SPD will encourage higher quality in design for new car parks.	Noted.
---------------------	-----------------	--------------------------	---	--------

Chapter 10 – Implementation, Developer Contributions, and Monitoring

Paragraph 10.9	Dianne Wheatley	GONW Local Planning Team	5) Para 10:I wasn't sure what was meant by the last target wording- perhaps it can be looked at again?	The last bullet point in paragraph 10.9 will be replaced by "The proportion of developments meeting the requirements of the SPD."
----------------	-----------------	--------------------------	--	---

APPENDIX 4

ADDITIONAL CHANGES PROPOSED TO THE SUPPLEMENTARY PLANNING DOCUMENT

Chapter 1 - Introduction

Paragraph 1.5				Paragraph 1.5 will include the additional sentence "The Government has expressed its intention to abolish the Regional Spatial Strategy (RSS). While the SPD is in accordance with the RSS it is not dependant on it. The abolition of the RSS will not affect the policies contained within the SPD."
---------------	--	--	--	--

Chapter 2 – Policy Background

Paragraph 2.2				New sentences at end of paragraph 2.2 "PPG13 sets maximum parking standards but does allow for local planning authorities to set more restrictive standards. This SPD is in conformity with national policy."
Paragraph 2.4				Wording to be changed to "This Supplementary Planning Document is in conformity with the RSS but is not dependant on it."

Chapter 4 - Parking

Paragraph 4.4				Paragraph 4.4 wording to be changed to "The parking standards contained within Appendix A are based in the most part on the standards in the emerging partial review of the North West of England Plan Regional Spatial Strategy (RSS). The Government has expressed its
---------------	--	--	--	--

				commitment to abolish the RSS; the standards in this SPD are however, in conformity with national policy."
After paragraph 4.9				Additional paragraph "The Highway Authority will determine the suitability or otherwise of the dimensions, layout and location of parking spaces."
Paragraph 4.16				An additional footnote "For details of Sustainable Urban Drainage System design see 'The SuDS Manual' CIRIA document no. C697 available as a free download from www.ciria.org.uk/suds/publications.htm "

Chapter 5 - Accessibility

Paragraph 5.6				Paragraph to be replaced by "For all medium, large and major development proposals the developer will assess the accessibility of sites by completing this assessment scoring system in Appendix B. The assessment scores for a proposed development will be reviewed and compared by the Council to minimum accessibility scores which have been developed with other authorities and partners on Merseyside. If it is considered necessary, the Council will use this comparison as a basis for seeking further modifications to applications or refusing the application.
---------------	--	--	--	--

				It is recommended that developers use the scoring system to improve the design of their proposed development before a planning application is submitted."
--	--	--	--	---

Chapter 6 – Transport assessments and Transport Statements

Paragraph 6.5				2nd and 3rd sentence to be replaced by "In such cases a Transport Assessment or Transport Statement will be required. In deciding whether or not a Transport Assessment or Transport Statement is necessary for medium and large proposals the Council refers to the suggested thresholds set out in 'Guidance on Transport Assessment' and replicated in Table 2."
Heading before paragraph 6.7 to paragraph 6.10				"Transport Assessment" is changed to "Transport Assessment or Transport Statement"

Chapter 8 – Air Quality Assessments

New paragraph after 8.5				New paragraph after 8.5 "Electric vehicle charging infrastructure will be required, at the discretion of the local highway authority, at a level appropriate to the type and scale of the development and in line with any future government guidance."
-------------------------	--	--	--	---

Appendix B – Accessibility Assessment System

Appendix B (Minimum Accessibility Scores)				Heading for final Column to be replaced by "Minimum score for vehicle access / parking"
Appendix B (Accessibility Assessment Form - Access on foot)				Additional Column to be inserted headed "Justification for Scoring" In Location "Housing Development" to be replaced by "Residential Development" "Other Development" to be replaced by "Non-Residential Development"
Appendix B (Accessibility Assessment Form - Access by cycle)				Additional Column to be inserted headed "Justification for Scoring" In Location "Housing Development" to be replaced by "Residential Development" "Other Development" to be replaced by "Non-Residential Development" "1 mile" to be replaced by "1500 m" In Internal Layout Change from "Does 'circulation' and access inside the site reflect direct and safe cycle routes" to "Does 'circulation' and access inside the site reflect appropriate and direct cycle routes" In External Access Delete "(See Accessibility Maps)" In Other Change from "Development includes shower facilities and lockers for cyclists." to "Development includes cycle parking, shower facilities, and lockers for cyclists."

<p>Appendix B (Accessibility Assessment Form - Access by Public Transport)</p>				<p>Additional Column to be inserted headed "Justification for Scoring". In Location and access to public transport change from "Is the site within a 200m walk of a safe and convenient walking distance of a bus or tram stop, and/or within 400m of a rail station? (See Accessibility Maps)" to "Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?" Change from "Are there barriers on direct and safe pedestrian routes to bus or tram 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; bus access kerbs" to "Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and or bus stop infrastructure." The Points Score for High Frequency has been amended from 2 to 1 The Points Score for Medium Frequency has been amended from 1 to 0.5</p>
--	--	--	--	--