

## Transport

- The applicant will pay a set tariff of £1,000 per residential unit or per 100 sq m of commercial floorspace. This standard figure will be requested at each Reserved Matters stage, dependent on the residential and commercial figures within the application. The relevant commuted sum will then be written into each individual Section 106 Agreement for the Reserved Matters applications. This tariff will be index linked, and there will be a mechanism which allowed the review of the tariff every 10 years.
- This would have a focus on qualitative improvements to sustainable transport in the area and strategic public transport accessibility to and from the area from other major economic areas.
- There are a number of sustainable transport requirements which the applicant will provide funding towards through this tariff. This includes the following:
  - A contribution towards the upgrading of Birkenhead North train station in order to bring it up to compliance with DDA;
  - A contribution towards the completion of Phase 2 of the Park & Ride facilities at Birkenhead North train station;
  - A contribution towards the construction of bus interchange facilities at Birkenhead Park and Conway Park train stations;
  - A contribution towards bringing Birkenhead Park train station up to full DDA compliance;
  - A contribution towards the strengthening of rail units in the period up to 2019, prior to the introduction of new Merseyrail rolling stock;
  - An appropriate financial contribution towards the capital cost of purchase for new Merseyrail stock in 2019;
  - A financial contribution to the strengthening of services after 2019, if this is required;
  - The applicant will ensure that there is a good through two-way bus route for full sized buses across the East float development equipped with all the appropriate bus infrastructure required to serve all destinations within the East float area appropriately;
  - Full protection of the green transport boulevard with its potential provision in the first instance for bus operation, should this be deemed appropriate and protection for its subsequent use as a light rapid transit route;
  - Financial support for suitable improvements to be developed at Birkenhead Bus Station - initially a contribution towards the introduction of new ticket office facilities as part of the Birkenhead Bus Station hub;
  - The creation of a bus lane in/out of the Kingsway Tunnel, together with dedicated Bus Only toll booth in either direction;
  - Full funding for a period of up to 8 years for a circular service bus route offering direct links between East Float, Birkenhead Park, Conway Park,

- central Birkenhead and Hamilton Square, operating for at least 12 hours per day, 7 days per week;
  - Full funding for a period of up to 8 years for a bus route service between East Float and Seacombe Ferry via the Dock Road element of the Wirral Waters development, operating for at least 12 hours per day, 7 days per week;
  - Improve cycle links to the National Cycle Network;
  - Travel Plan support;
  - The renewal of the two bridges along the A554 Tower Road (under discussion).
- There will also be a requirement to improve pedestrian and cycle links. The main focus for these improvements are along five radial routes connecting East Float with rail and ferry services, Birkenhead Town Centre and recreational facilities. These are:
  - Improved link to Seacombe Ferry Terminal: It is proposed to provide pedestrian and cycle routes along the A554 Birkenhead Road including toucan crossing facilities;
  - Improved link to Woodside Ferry Terminal: A cycle route is proposed for the A554 Canning Street/Tower Road and a shared pedestrian/cycle route is proposed along Hamilton Street and Woodside Ferry Approach;
  - Improved link to Birkenhead Town Centre and Conway Park Railway Station: Shared pedestrian/cycle routes are proposed for Price Street, Park Street and A5029 Freeman Street in addition to landscaping treatment and informal pedestrian crossing points;
  - Improved link to Birkenhead Park: Shared pedestrian/cycle facilities are proposed along Vittoria Street between Corporation Road and Conway Street in addition to some traffic calming;
  - Improved link to Birkenhead Park Railway Station: On-road cycle routes are proposed on both sides of Duke Street between Corporation Road and Beckwith Street linking in with existing cycle facilities
- In order to ensure that future transport provision will be able to support development at this key site, a Transport Steering Group (TSG) has been set up, comprising of representation from Wirral Council, Highways Agency, Merseytravel and Peel Holdings. The purpose of the TSG is to facilitate the development of a transport strategy that will produce optimum solutions and outcomes in respect to sustainable transport objectives. The applicant will commit to a continued role within this group.
- The Transport Steering Group will have primary responsibility in determining where the financial contributions received via the proposed tariff is spent, in terms of priority.

- A Travel Plan Co-ordinator shall be appointed, prior to the commencement of development, to oversee the implementation and be responsible for Travel Plans for the entire East Float site. The coordinator will be responsible for:
  - Co-ordination of monitoring for workplace travel plans & residential travel plans;
  - Production of monitoring reports for the Local Planning Authority;
  - Co-ordinate the promotion of travel plans to residents and nominated workplace co-ordinators;
  - Co-ordination of action plans for the travel plans;
  - Organise and chair an area wide Travel Plan steering group for Residential and Workplace Travel Plans;
  - Submission of action plans for the approval of the LPA;
  - Co-ordinate the assembly and distribution of residential travel plan packs;
  - Act as a point of contact with public transport providers; and
  - Promotion of the residential Travel Plan to first time buyers.

### Green Infrastructure & Public Realm

- As specified in Section 6.10 – 6.18 of the Development Specification, a standard figure of £1,000 per residential unit, or per 100 sq m of commercial floorspace will be paid by the applicant for the provision of improving green infrastructure and public realm within the surrounding areas, including the links to and from the application site. This standard figure will be requested at each Reserved Matters stage, dependant on the residential and commercial figures within the application. The relevant commuted sum will then be written into each individual Section 106 Agreement for the Reserved Matters applications. This tariff will be index linked and there will be a mechanism included within the legal agreement which allows for a review of the level of this tariff at set points.
- There are clear linkages which need to be improved in order to enhance the accessibility to the site. These links should benefit from improved public realm and green routes, by the introduction of tree planting, footpath improvements, lighting and similar enhancements (though not limited to this). These main routes are identified as:
  - Duke Street (from Birkenhead Park train station to the site);
  - Birkenhead Road (from Seacombe Ferry Terminal to the site);
  - Canning Street (from Woodside Ferry Terminal to the site);
  - Tower Road Parkway;
  - Vittoria Street;
  - City Boulevard East;
  - City Boulevard West;
  - Link from Northbank, via the Northside Partnership Neighbourhood.
- The Vision Statement and the Guiding Principles: Landscape, Waterfront & Public Realm document, as submitted with the application, are proposed as the primary frameworks for guiding how this tariff is spent – they include the

provisions that are related to the development, thus satisfying the tests for planning obligations. The ecology assessments also flag the need to apply some of this funding to management of coastal recreational assets.

### Community Economic Benefits

- In order to ensure that the development will provide new employment and training opportunities for people living within the local area, the applicant will agree to a number of provisions.
- A protocol has been set up with Wirral Construction Employment Integrator which will see the applicant agreeing to provide certain levels of training, depending on certain triggers within each Reserved Matters application – such as number of residential units, or commercial floorspace.
- There is no specific tariff or contribution required for this. Rather, it will be a series of committed partnership actions and ways of working, most specifically related to the manner in which the local community becomes involved in construction activity and the resultant jobs created.
- The applicant will agree to continue the Wirral Waters Economic Steering Group, and to sign up to:
  - Raising aspirations of Wirral residents through training and employment opportunities;
  - Tackling worklessness (Wirral Waters presents the opportunity to assist in the training and employment opportunities that could be accessed by those outside the labour market through partnerships with various established groups and mainstream providers.);
  - Addressing basic and vocational skills;
  - Addressing barriers to work;
  - Work experience;
  - Apprenticeships and mentoring;
  - Construction and employment agreements.
- A Local Employment and Skills Action Plan (incorporating a Skills Development Method Statement), following the principles set out within the approved document 'Guiding Principles 10, Skills and Employability, June 2010' shall be submitted to and approved in writing by the Local Planning Authority. The approved Action Plan shall be implemented over the lifetime of the development, from when the development hereby approved commences.
- An associated supporting funding statement must be submitted, detailing the financial contributions to be provided for local construction and training opportunities, which links to existing local education and training centres to be agreed with the Local Planning Authority before any part of the development commences.

## Social and Community Infrastructure

- Prior to the submission of any Reserved Matters applications for any phase or sub-phase, a Housing & Communities Working Group shall be set up comprising of Wirral Council, the applicant, Wirral PCT and other relevant local stakeholders.
- This working group will have responsibility for assessing the requirements for social and community infrastructure – specifically, the primary and secondary school provision, the existing medical centre facilities and the provision of community facilities, such as community halls, recreational facilities and libraries. This will impact on the provision requirements stipulated at each Reserved Matters stage.

## Regeneration Vehicle

- The Vision Statement for Wirral Waters sets out how within the Strategic Regeneration Framework, there are catalyst neighbourhoods within the control and remit of the applicant, and a number of partnership neighbourhoods, where a joint public-private partnership approach will be required. To aid this, a 'Regeneration Vehicle' will be established. This vehicle will be responsible for ensuring that the resources of the local community, Wirral Council, regional/local agencies and organisations and the private sector, including the applicant, are co-ordinated in an appropriate manner to achieve the sustainable regeneration of inner Wirral.
- The applicant will have a role as part of the vehicle's group of partners. One of its core aims will involve promoting inner Wirral to investment markets and acting as a conduit and co-ordinator to regeneration activity.
- Prior to the commencement of each stage of development (as defined by a Reserved Matters application), a detailed marketing and end user monitoring plan shall be submitted to and approved in writing by the Local Planning Authority in order to ensure that Council and the developer work in partnership to actively promote the East Float development.

## Housing & Affordable Housing

- The Section 106 legal framework proposed would ensure that affordability issues are dealt with at milestones; would establish principles for future partnership working, and; would require the applicant to undertake detailed assessments of the need, viability and deliverability of affordable housing as phases are built.

- Broadly, the mechanism comprised in the legal agreement would consist:
  - Partnership Working: A commitment to working with the Council, HCA and local RSLs to explore and review the need and potential for affordable housing, in the context of evolving policy, evolving needs, changing market conditions and the evolving economic viability and dynamics of the project itself. This will include the need for a Wirral Waters Housing and Communities Working Group (HCWG) to be established, comprised individuals from Wirral Council and Peel Holdings, responsible for the operation of an affordable housing mechanism and associated viability testing. The legal framework will require the Housing and Communities Working Group to meet prior to the submission of each Reserved Matters application for housing, and agree the requirements in terms of the 'Detailed Assessment' needed for that particular submission (see below). The Housing and Communities Working Group would be the primary vehicle for the establishment of housing requirements within the development, in response to new information that is published; for example a revised SHMA or other housing market evidence, or in response to changing economic circumstances.
  - Establishment of a headline target over the lifetime of the development. This would be the overall target for East Float, which the developer would not be required to exceed. At this stage it is not possible to define this target. It is considered, however, that the target would need to be higher than 40%, the current target for affordable housing provision provided by the SHMA.
  - A rolling '2nd tier' target that changes in response to market conditions and viability, established by Wirral Borough Council. This may be reviewed by the Council at intervals (e.g. annually) and would provide the requirement for individual phases of East Float. The housing elements of East Float should seek to provide affordable housing in line with that target. Initially, given current economic conditions, it is anticipated that this target will start at a lower level and increase over time as viability improves.
  - The requirement for a 'Detailed Assessment' of the need for and deliverability of affordable housing to be prepared for each Reserved Matters application that includes housing. The 'detailed assessment' should as a minimum include the following:
    - A) An updated assessment of housing need in the local area, taking account of prevailing national/regional/local policy on affordable housing and in particular the '2nd tier target' for affordable housing;
    - B) an economic viability assessment of that particular phase of development's ability to provide for affordable housing;

- C) In the event that the phase of development is to make a contribution to affordable housing, the scale and nature of that contribution will be considered by the HCWG having regard to the above points, and in addition exploration of the optimum route for potentially delivering affordable housing (on-site / off-site, rented/shared-ownership etc);
  - D) Analysis of actual and planned/opportunities for the delivery of affordable housing in the area at the time, to inform identifying the most effective means of contribution;
  - E) Analysis of the effectiveness of the East Float project in tackling affordability issues through economic investment, training/skills initiatives and improving the ability of local people to afford a suitable home.
- The affordable housing provision within each Reserved Matters application will be subject to all relevant requirements. However, if the applicant claims that the phase should be required to contribute less due to financial viability problems, then they will submit a financial assessment to show this. This assessment will not be available to the public, and will be independently verified, with the cost borne by the applicant.
  - A mechanism to secure the delivery of affordable housing through the reserved matters stages of the East Float development, incorporating the following elements:
    - A commitment to partnership working, through the establishment of roles and responsibilities for the Housing and Communities Working Group as the primary vehicle for the consideration of housing requirements within the development.
    - Establishment of a headline target for the delivery of affordable housing over the lifetime of the development.
    - A mechanism to establish a rolling '2nd tier' target that changes in response to market conditions and viability, established by Wirral Borough Council.
    - The requirement for a 'Detailed Assessment' of the need for, deliverability and viability of affordable housing to be prepared for each Reserved Matters application that includes housing, in accordance with the submitted Development Specification, paragraph's 8.38 – 8.50.
  - In the event of on-site affordable housing provision on site, affordable housing units shall be constructed to meet the most recent HCA standard at the time of entering into the agreement with a Registered Social Landlord.
  - In the event of on-site affordable housing provision on site, development shall not be commenced in any given Reserved Matters phase of development until the developer has reached a written agreement with an RSL with regards

ownership and management of Affordable Housing Units to be provided. Such agreement shall include terms as to transfer of the Affordable Housing Units to the RSL at the cost of the applicant and obligations as to access and right of entry. Copies of the said agreement shall be provided to the Council for approval.

- In the event of on-site affordable housing provision on site and in the event that the RSL referred to in the above clause is not a member of Wirralhomes, then the Affordable Housing Scheme and the agreement with the RSL shall enable the Council to have nomination rights with regards to the occupancy of the Affordable Housing Units
- In the event of on-site affordable housing provision on site, occupation of more than 50% of the Open Market Housing Units within any given Reserved Matters phase of development shall not be permitted until 50% of the Affordable Housing Units have been provided and are ready for occupation, and thereafter occupation of more than 80% of the Open Market Housing Units within any given Reserved Matters phase of development shall not be permitted until the remainder of the Affordable Housing Units are ready for occupation
- In the event of a contribution to off-site provision, no development within any given Reserved Matters phase of development shall commence until a financial contribution in accordance with the mechanism to secure the delivery of affordable housing has been received by the Local Authority.

### Design

- The first Reserved Matters application for any phase or sub phase shall not be submitted prior to the establishment of an Independent Design Review Panel. This group, and any subsequent 'Group' which assumes the role, has responsibility for delivering, monitoring and reviewing this Strategy. In particular, it will have the following responsibilities:
  - Direct the delivery of the Landscape, Waterfront and Public Realm Strategy through the spatial masterplanning process by briefing and reviewing the design proposals brought forward by neighbourhood/quarter design teams;
  - Keeping this Strategy under review and amending/ refreshing it as appropriate and reporting updates to the Strategic Working Group and Wirral Council officers and councillors.
- The applicant will commit to an international design competition for the Point Tower to secure exceptional design quality and a design review panel will be set up through the S106.
- Prior to the submission of each Reserved Matters, the developer will –



- proactively consult with the Design Panel as soon as the design team is appointed to progress the reserved matters
- consult with the Design Panel over the content of all Reserved Matters applications no less than 4 weeks prior to the formal submission to the Local Planning Authority, allowing the Design Panel 21 days to respond with written comments
- take reasonable account of any comments the Design Panel make following the consultation referred to above in any formal submission to the Local Planning Authority.

### Hamilton Square

- The applicant will assist the Hamilton Square Business Forum in marketing Hamilton Square as a destination for potential new businesses, as well as aiding existing businesses.
- The applicant will commit to undertaking assessments, at 5 year intervals or as a requirement of major phase Reserved Matters submissions. Such assessments will be scoped in consultation with the Local Planning Authority and English Heritage and will assess how Hamilton Square is performing in response to the Wirral Waters development.

### Sustainability, Energy & Waste

- Prior to the submission of any Reserved Matters application for any phase or sub phase, a Sustainability, Energy and Waste Working Group will be set up, consisting of the applicant, Wirral Council and relevant local stakeholders.
- The working group will provide a forum within which options will be explored and solutions tested in depth to arrive at a consensus to ensure that opportunities are maximized. These opportunities will relate to recycling, disposal of waste, waste-to-energy proposals, sustainable energy, carbon emissions, and other issues relating to sustainability, energy or waste.

### Lock Gates

- The applicant will offer assurances that the dock walls and lock gates will be maintained to a high standard for the lifetime of the development. Only clean and uncontaminated surface water may be discharged to controlled waters without a discharge consent.