

Symmetry Park, Knowsley, Merseyside

Response to Knowsley Council Highways Comments

VN212041

Introduction

1. Vectos have been commissioned by Tritax Symmetry Huyton Ltd to provide highways and transportation advice on their proposed development on land to the south of the M62 in Knowsley on the site of the former Cronton Colliery, known as Symmetry Park, Merseyside.
2. Knowsley Council Highways have provided comments on the Reserved Matters application (22/00162/REM) pursuant to permission 20/00494/HYB for the industrial and warehousing development scheme at Symmetry Park in Knowsley. Vectos prepared a Transport Statement to accompany the Reserved Matters application, providing the relevant detail with respect to the internal highways layout elements of the proposals, including the proposed access, parking and servicing arrangements for Units 2 and 3 at the development site.
3. The Knowsley Council Highways Consultation Response is provided at **Appendix A** to this Technical Note for ease of reference and in summary, are primarily related to points of detail in the preliminary technical highways drawings that were submitted as part of the Reserved Matters application. The Knowsley Council Highways response recommends an objection to the application pending additional information being provided. Vectos have reviewed the Highways comments and have revised drawings where appropriate, and this Note sets out the drawing revisions with accompanying commentary. Vectos consider that these revised drawings satisfy the comments of the Local Highway Authority and that the Highways objection by Knowsley Council can therefore be removed.
4. This Technical Note is structured along the lines of the comments by Knowsley Council Highways, addressing each query in sequence. All of the revised drawings referenced are enclosed at the end of this Note.

Unit 3

Knowsley Highways Comment:

An HGV will need to be shown as being able to exit the site and turn left while a second HGV is travelling south on the internal spine road.

5. This manoeuvre is extremely unlikely to occur in practice as there would be no desire for HGV drivers to turn left from Unit 3 given the proximity to the site exit onto Cronton Road to the south at the signal-controlled access junction. All articulated HGVs are therefore expected to turn right out of the Unit 3 site. Notwithstanding, the requested manoeuvre has been shown on **Drawing VN212041-TR105 C**, with a slight amendment proposed to the design of the servicing access junction (northern kerb radius) that is also shown and detailed on **Drawing VN212041-D101 C**.

Unit 2

Knowsley Highways Comment:

The scaling of the plan (VN212041-D100 C) appears wrong and will need to be checked so that accurate measurements can be made.

6. The scale has been amended and the revised drawing is provided as **Drawing VN212041-D100 E.**

Knowsley Highways Comment:

An exit only point is provided to the west of the staff car park. Visibility splays of 2.4m x 70m to the west have been provided. To the east, although stated as 70m, a visibility splay of circa 40m has been provided. This will need to be amended.

7. The visibility splay to the east of the exit only point for the van loading bay area at the southern side of the building has been amended and is shown in **Drawing VN212041-D100 E.**

Knowsley Highways Comment:

A gated access / egress is provided to the west. Although this access shouldn't need to give way to traffic, there is no guarantee that this arrangement will remain. Visibility splays, the same as provided for the other junctions, will need to be provided from this access to ensure its continued safety in the future.

8. The visibility splay for this access has been shown on **Drawing VN212041-D100 E.**

Knowsley Highways Comment:

No swept path has been provided for the site access itself. The vehicle used is also only 4.8m long, whereas a 5.0m length vehicle should be used. The car park will need the swept path assessment completing again with a 5.0m length car, with the access also assessed.

9. The updated swept path assessment is shown in **Drawing VN212041-TR103 E.**

Knowsley Highways Comment:

The cycle shelters themselves do not appear to have any means of securing the bicycles themselves. This will need to be clarified.

10. The cycle shelter for Unit 2 will provide hoops for securing bicycles in line with the occupier's own specification for cycle parking at their sites, and a plan showing the proposed cycle shelter details is included as **Appendix B.**

Road between Units 2 and 3

Knowsley Highways Comment:

The radii of the bend will need to be increased slightly to allow for additional space as the HGVs wheels are potentially touching the kerb of the carriageway – the increase in radii should be no less than 2.0m.

11. The corner radii have been amended as suggested and this is shown in **Drawing VN212041-D100 E** and the swept path analysis is shown in **Drawing VN212041-TR104 E**.

Planning Case Officer Comment:

12. *The main route through the site needs to follow the guidance in the Halsnead Design Guide and include a verge between the carriageway and the footpath.*
13. The east-west internal site road has been designed to generally accord with the streetscape guidance outlined in the Halsnead Garden Village Design and Local Distinctiveness Guide, and comprises of a green verge and 3m wide shared footway / cycleway provision on the southside of the carriageway up to the northwest corner of Unit 3, as shown in **Drawing VN212041-D100 E**.

Unit 1 Access Non Material Amendment

Knowsley Highways Comment:

The Unit 1 access (previously approved) has been amended slightly. A Non-Material Amendment application is expected to be submitted for this shortly. The access will be reviewed then, although it should be noted that the access is not ideal in its current form. The access does not meet perpendicular with the internal carriageway and drivers will likely need to crane their necks to check for vehicles travelling south.

14. The Non-Material Amendment (NMA) application was submitted to the Council on 11/03/2022 (reference: 20/00494/NMA) and that provides the detail relating to the changes to the Unit 1 access. The proposed amendment to the Unit 1 access is shown in **Drawing VN81193-D114 Rev A**. This shows the previously approved Unit 1 access layout and the proposed revised layout. Visibility splays have been shown on the proposed layout and this demonstrates that suitable visibility of 2.4m x 70m in either direction along the north-south internal site access road can be provided at the revised Unit 1 access junction. The amended access also provides improved facilities for cyclists and pedestrians, removing the need to cross the access at the widest point, and the emergency access into the site is proposed to be on the internal access road further north away from the Unit 1 access junction.

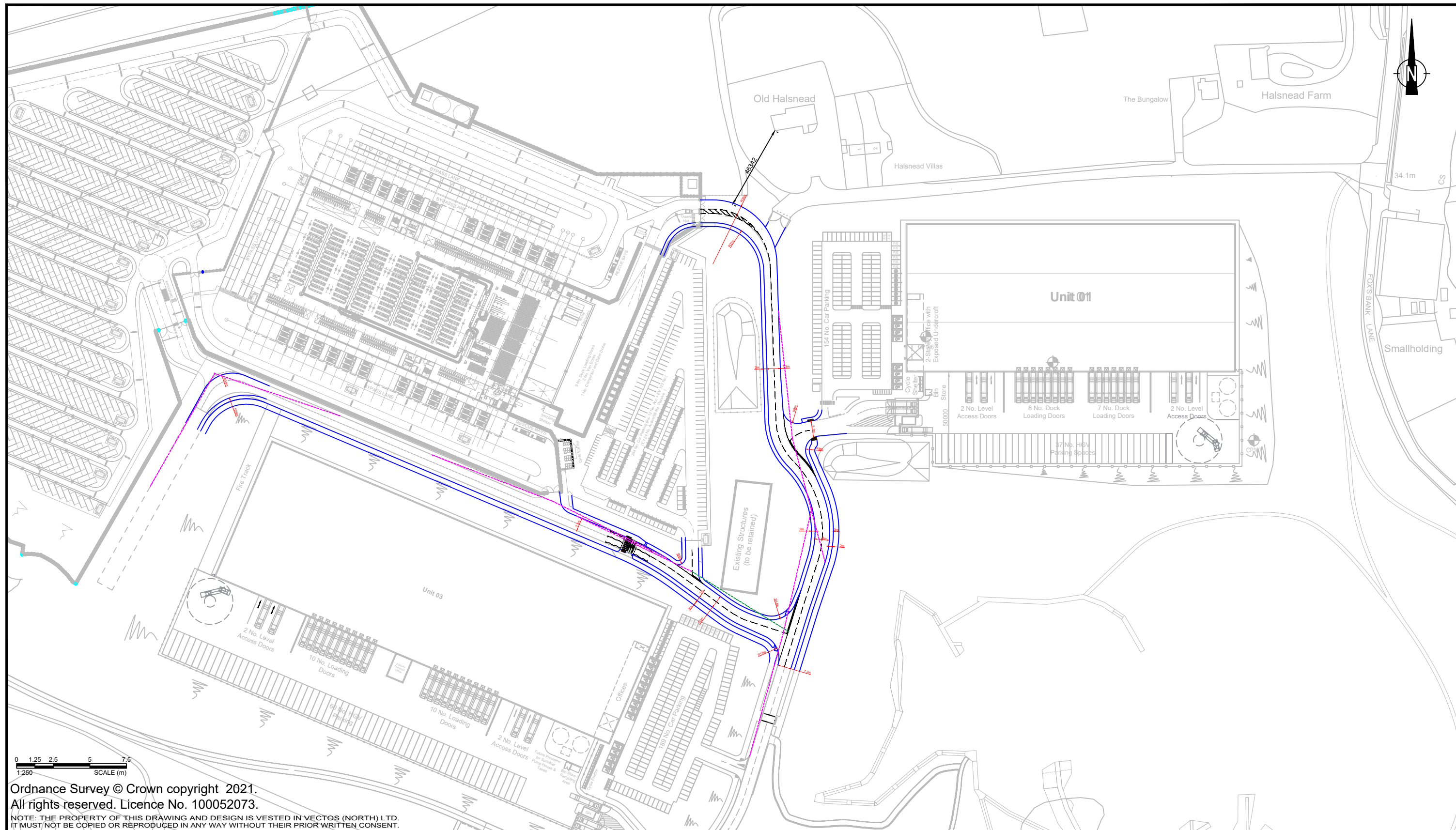
Drawing Updates

15. Other drawing updates include to **Drawings VN212041-TR101 D and VN212041-TR102 D** that show the green verge and 3m wide shared footway / cycleway provision on the southside of the carriageway up to the northwest corner of Unit 3.

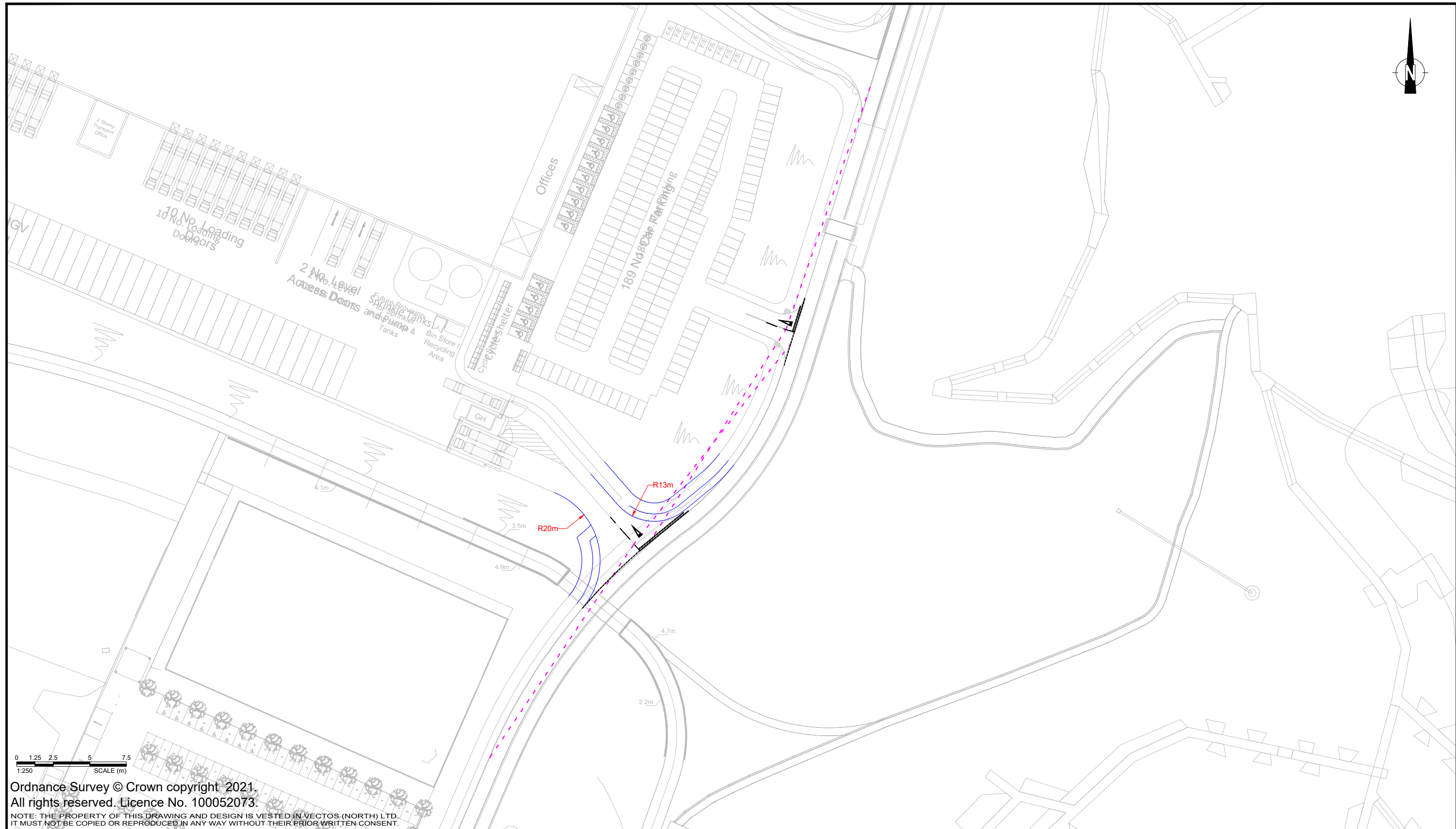
Conclusion

16. Vectos have been commissioned by Tritax Symmetry Huyton Ltd to provide highways and transportation advice on their proposed development on land to the south of the M62 in Knowsley on the site of the former Cronton Colliery, known as Symmetry Park, Merseyside.
17. The Highways comments provided by Knowsley Council in response to Reserved Matters application 22/00162/REM have been addressed by Vectos in this Technical Note and amended drawings have been provided as required with associated commentary. The internal footway / cycleway proposals as part of the Reserved Matters scheme have also been designed in line with the streetscape guidance outlined in the Halsnead Garden Village Design and Local Distinctiveness Guide. These are considered to satisfy all of the comments raised by the Local Highway Authority and should allow the Highways objection by Knowsley Council to be removed.

Drawings



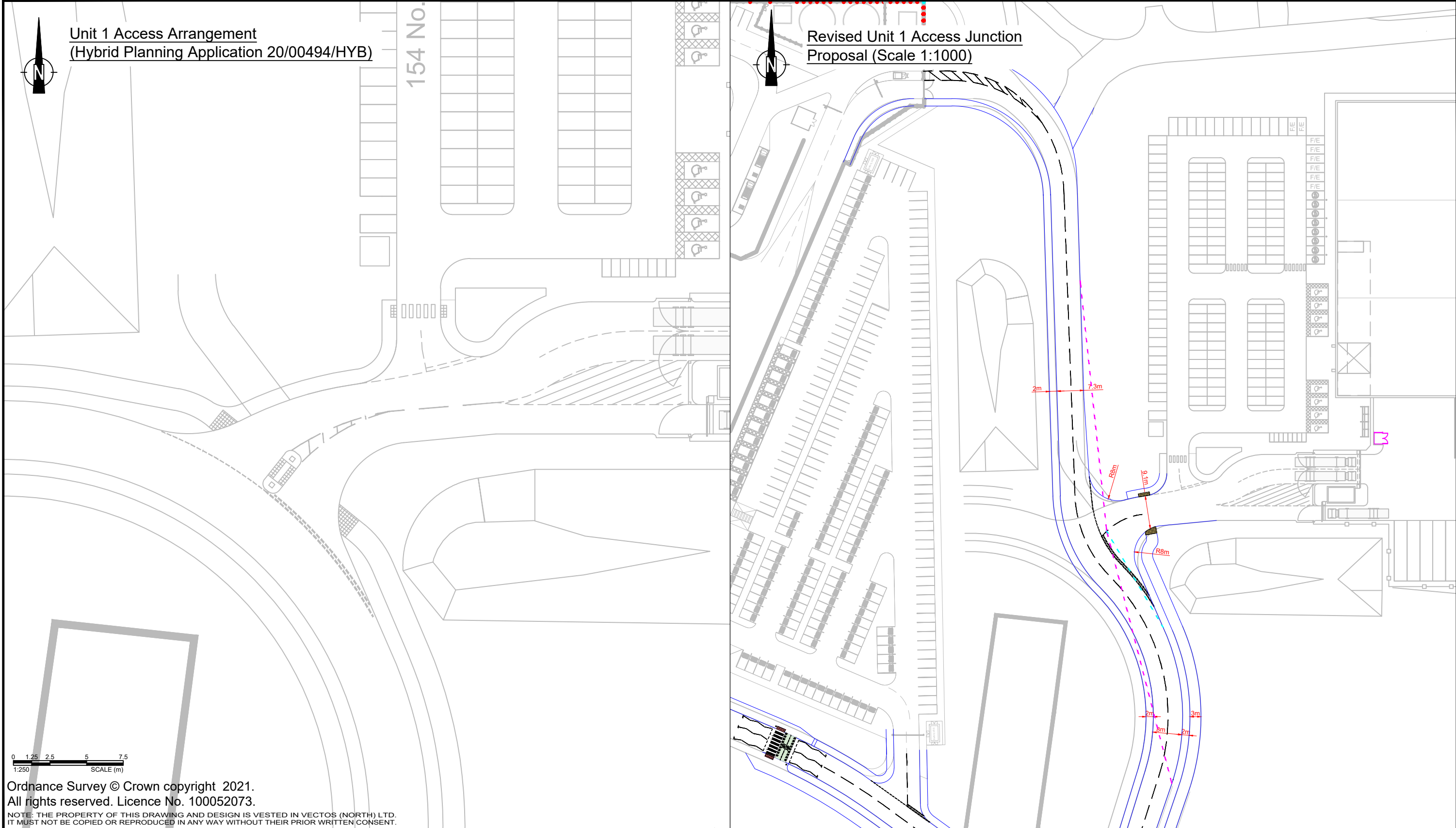
REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:	Cronton Colliery, Knowsley Reserved Matters 1		Tritax Symmetry	
A	Updated Site Layout	DJR	PT	11.11.21	Key: - - - - - Visibility splay at junction - 2.4m x 70m for a 30mph road speed in accordance with DMRB CD109 - - - - - Max visibility splay to the adjacent junction - 2.4m x 62m	Proposed Access Road and Junction Arrangement for Unit 2		vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
B	Updated Site Layout	DJR	PT	01.12.21					
C	Updated Site Layout	DJR	PT	17.12.21					
D	Amendments Made to Drawing	WD	PT	05.05.22					
E	Amendments Made to Drawing	WD	PT	27.05.22					
						DRAWN: DJR	CHECKED: TR	DATE: 15.10.2021	SCALES: 1:2000 at A3
						DRAWING NUMBER: VN212041-D100		REVISION: E	



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REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Updated Site Layout	DJR	PT	11.11.21	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. <u>Key</u> Proposed Kerb Visibility splay at junction - 2.4m x 70m for a 30mph road speed in accordance with DMRB CD109
B	Updated Site Layout	DJR	PT	17.12.21	
C	Updated Alignment	DJR	PT	18.05.22	

Cronton Colliery, Knowsley Reserved Matters 1		Tritax Symmetry	
Proposed Access Road and Junction Arrangement for Unit 03		vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
		DRAWN: WD	CHECKED: TR
DATE: 19.11.2021		SCALES: 1:1000	
DRAWING NUMBER: VN212041-D101		REVISION: C	



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Visibility splays added to layout	WD	TR	12.05.22

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

2.4 x 70m Visibility Splays

2.4 x Visibility Splay to Tangent of Kerb

Cronton Colliery, Knowsley

Proposed Unit 1 Access Junction and Previously Approved Access Junction

DRAWN: DJR

CHECKED: TR

DATE: 22.10.21

SCALES: 1:500 at A3 - Unless Shown

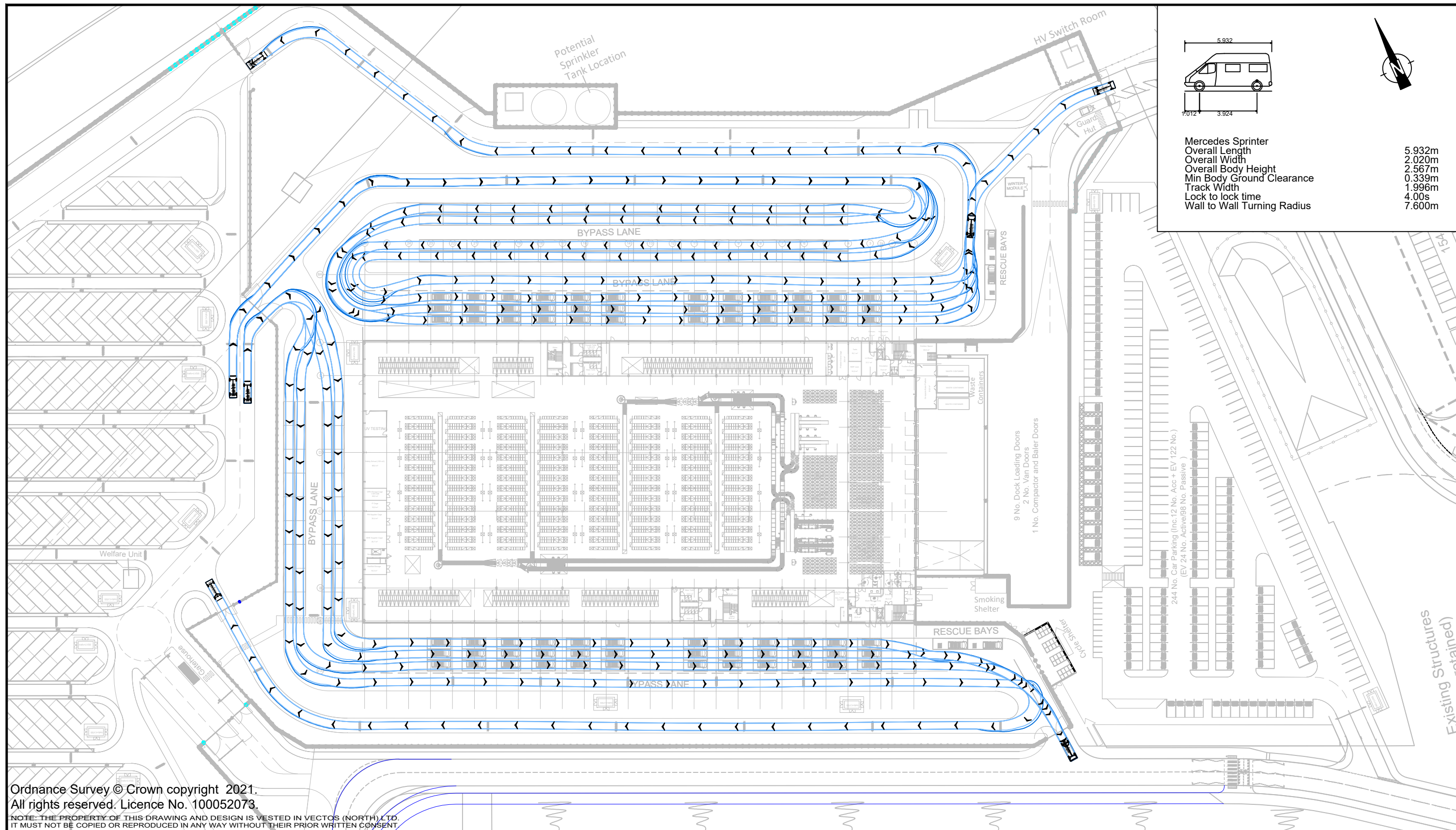
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DRAWING NUMBER: VN81193-D114

REVISION: A

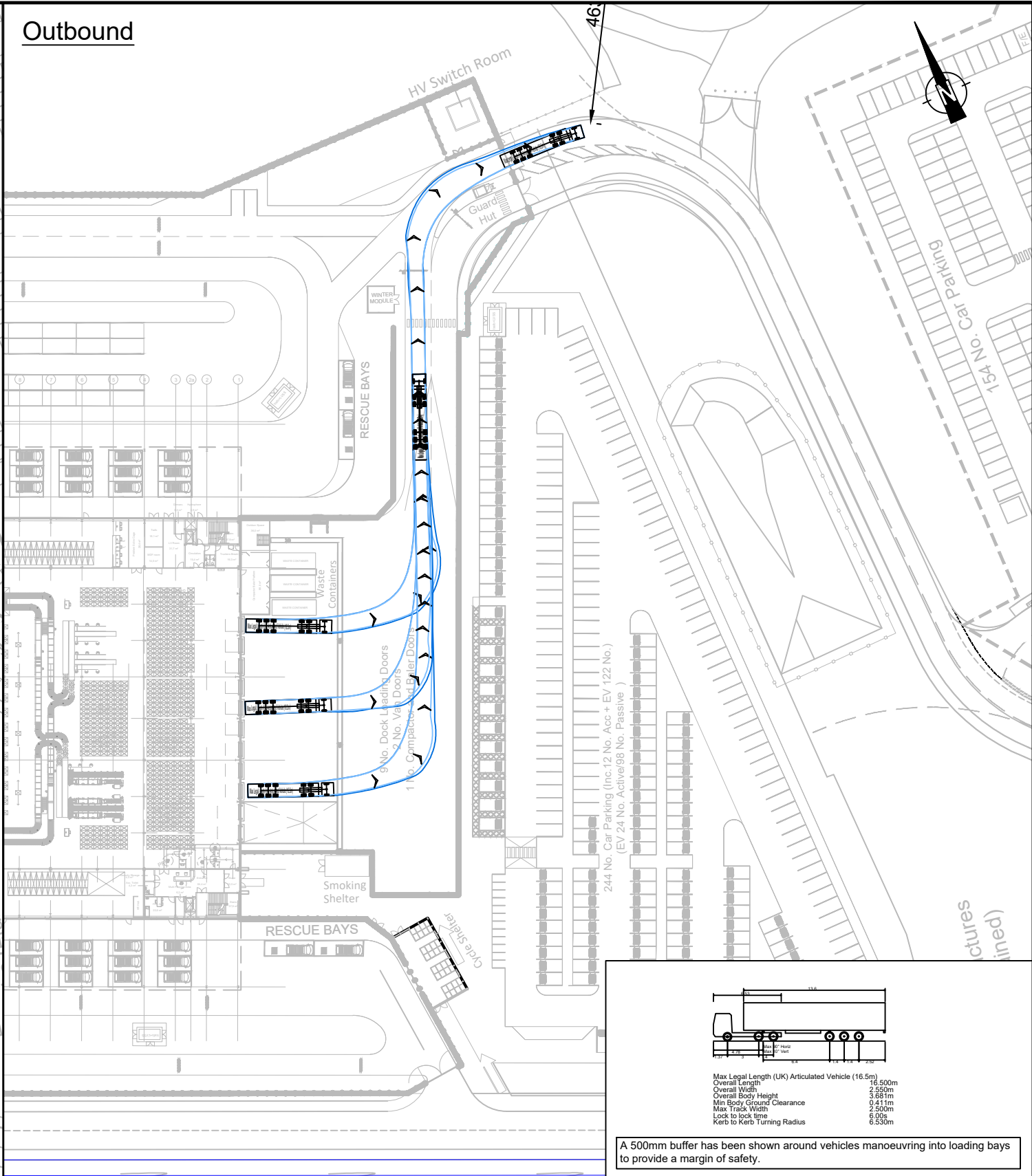
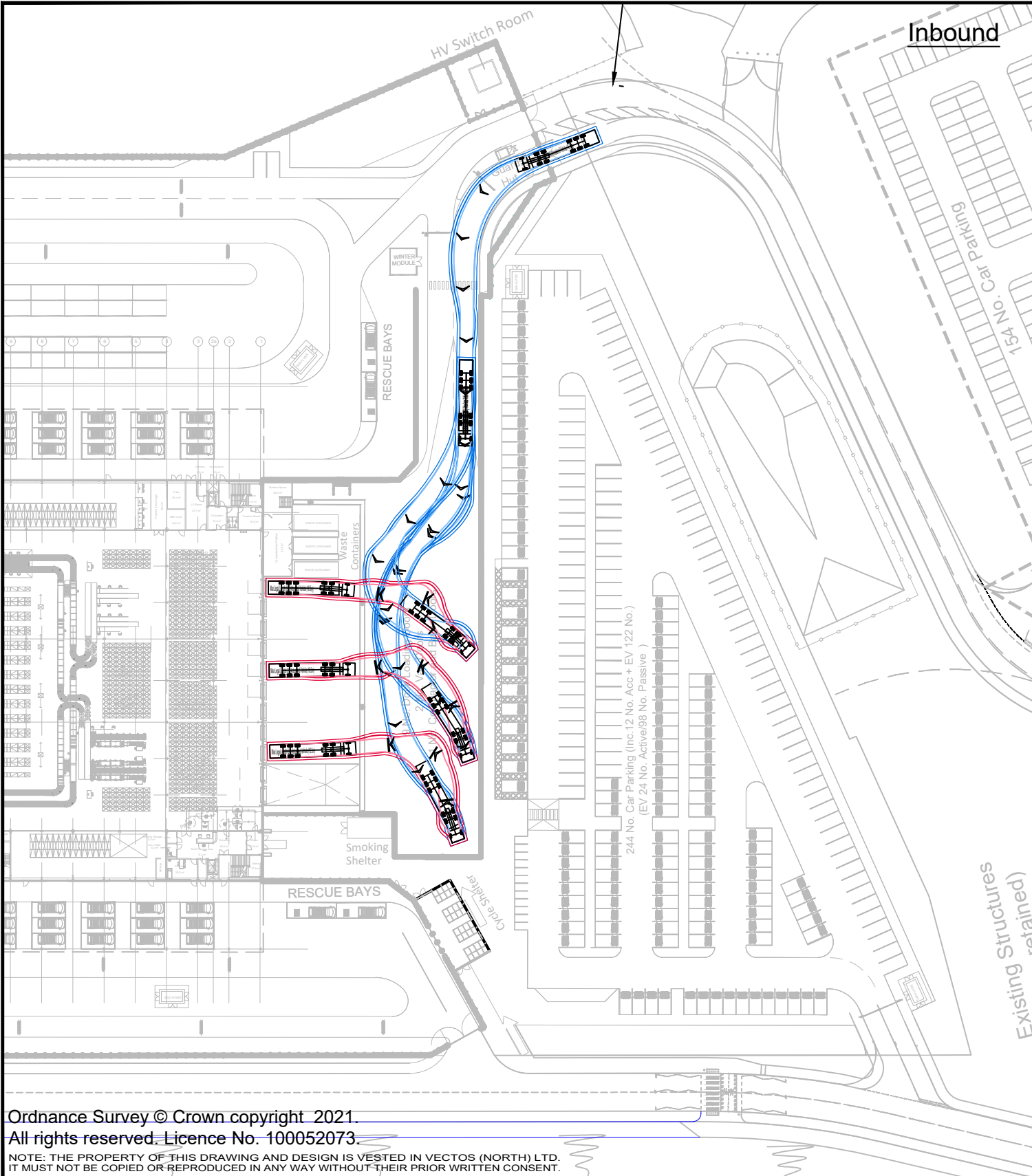


REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	DJR	PT	11.11.21
B	Updated Site Layout	DJR	PT	01.12.21
C	Updated Site Layout	DJR	PT	17.12.21
D	Amendments Made to Drawing	WD	PT	27.05.22

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Cronton Colliery, Knowsley Reserved Matters 1
Proposed Unit 02 - Swept Path Analysis Servicing - Waiting & Loading Mercedes Sprinter
DRAWN: DJR
CHECKED: TR
DATE: 15.10.2021
SCALES: 1:1000 at A3

Tritax Symmetry
vectos.
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk
DRAWING NUMBER: VN212041-TR101
REVISION: D



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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.61m
Min Body Ground Clearance 0.41m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

A 500mm buffer has been shown around vehicles manoeuvring into loading bays to provide a margin of safety.

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	DJR	PT	11.11.21
B	Updated Site Layout	DJR	PT	01.12.21
C	Updated Site Layout	DJR	PT	17.12.21
D	Amendments Made to Drawing	WD	PT	27.05.22

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Cronton Colliery, Knowsley Reserved Matters 1

Proposed Unit 02 - Swept Path Analysis
Service Yard
16.5m Articulated Vehicle

DRAWN: DJR

CHECKED: TR

DATE: 15.10.2021

SCALES: 1:1000 at A3

Tritax Symmetry

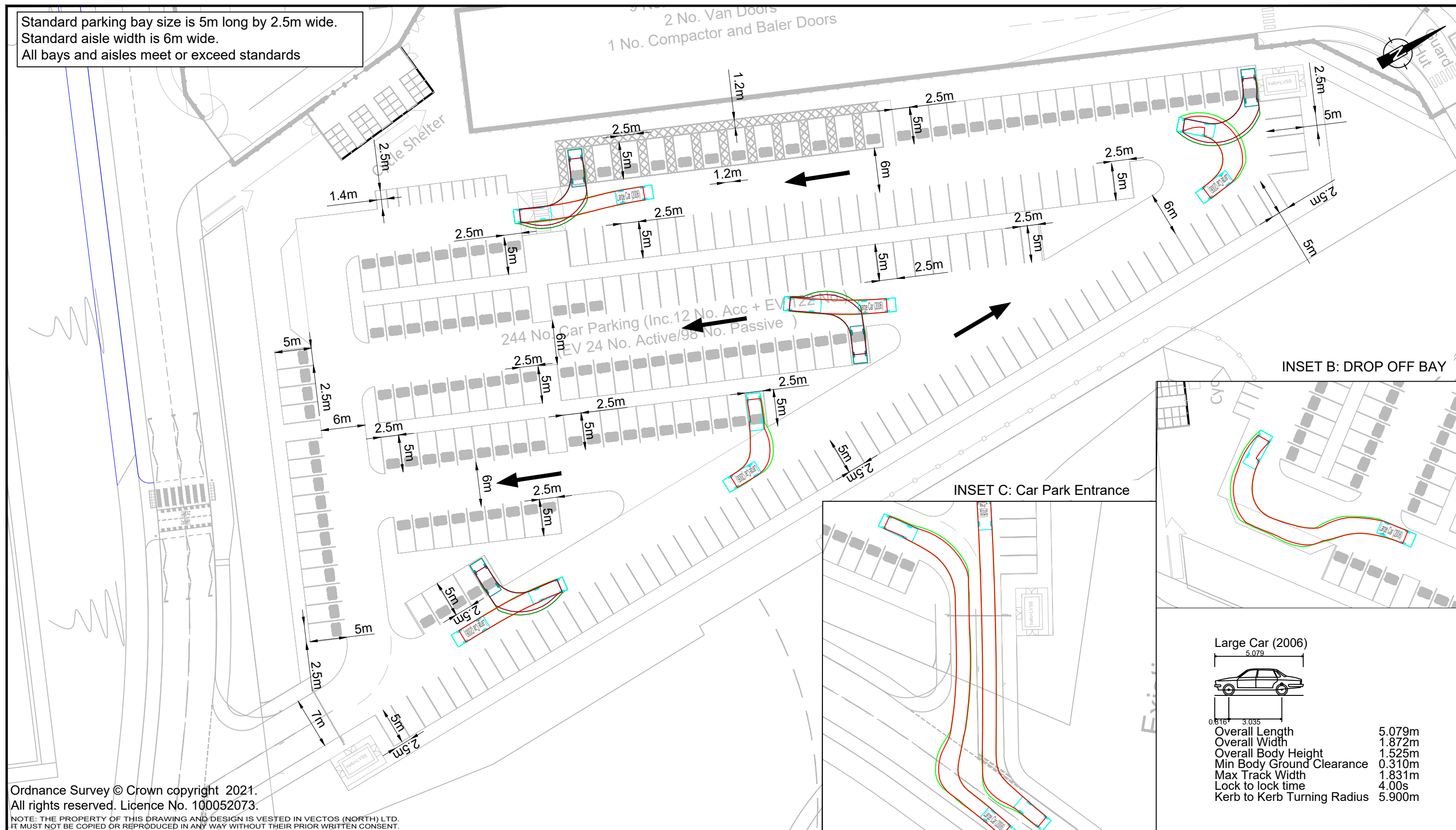
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DRAWING NUMBER: VN212041-TR102

REVISION: D

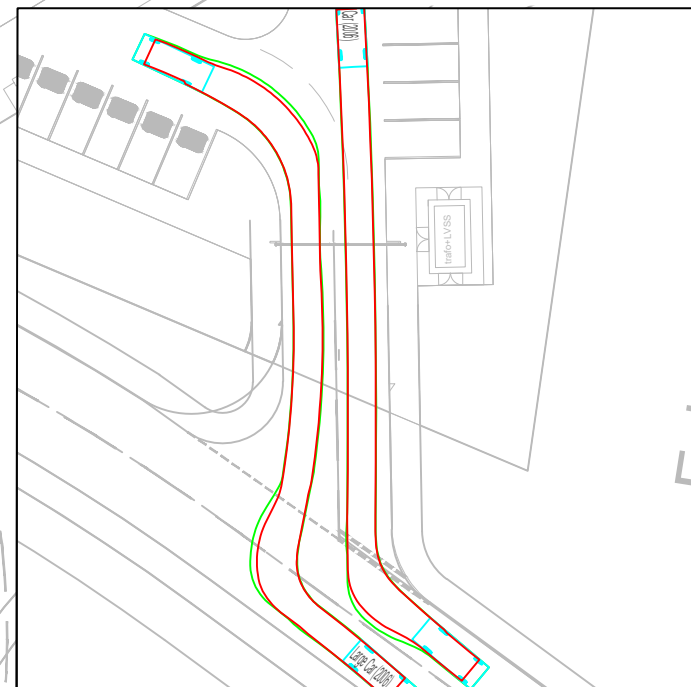
Standard parking bay size is 5m long by 2.5m wide.
Standard aisle width is 6m wide.
All bays and aisles meet or exceed standards



INSET B: DROP OFF BAY



INSET C: Car Park Entrance



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Updated Site Layout	DJR	PT	11.11.21	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. 3. The Standard Design Vehicle (SDV) is a composite of 95% of private vehicles registered to drive on UK Highways and has been devised by the I.C.E (Institute of Civil Engineers)
B	Updated Site Layout	DJR	PT	01.12.21	
C	Updated Site Layout	DJR	PT	17.12.21	
D	Amendments Made to Swept Paths	WD	PT	09.05.22	
E	Amendments Made to Drawing	WD	PT	27.05.22	

Cronton Colliery, Knowsley Reserved Matters 1

Proposed Unit 02 - Car Park Layout Review

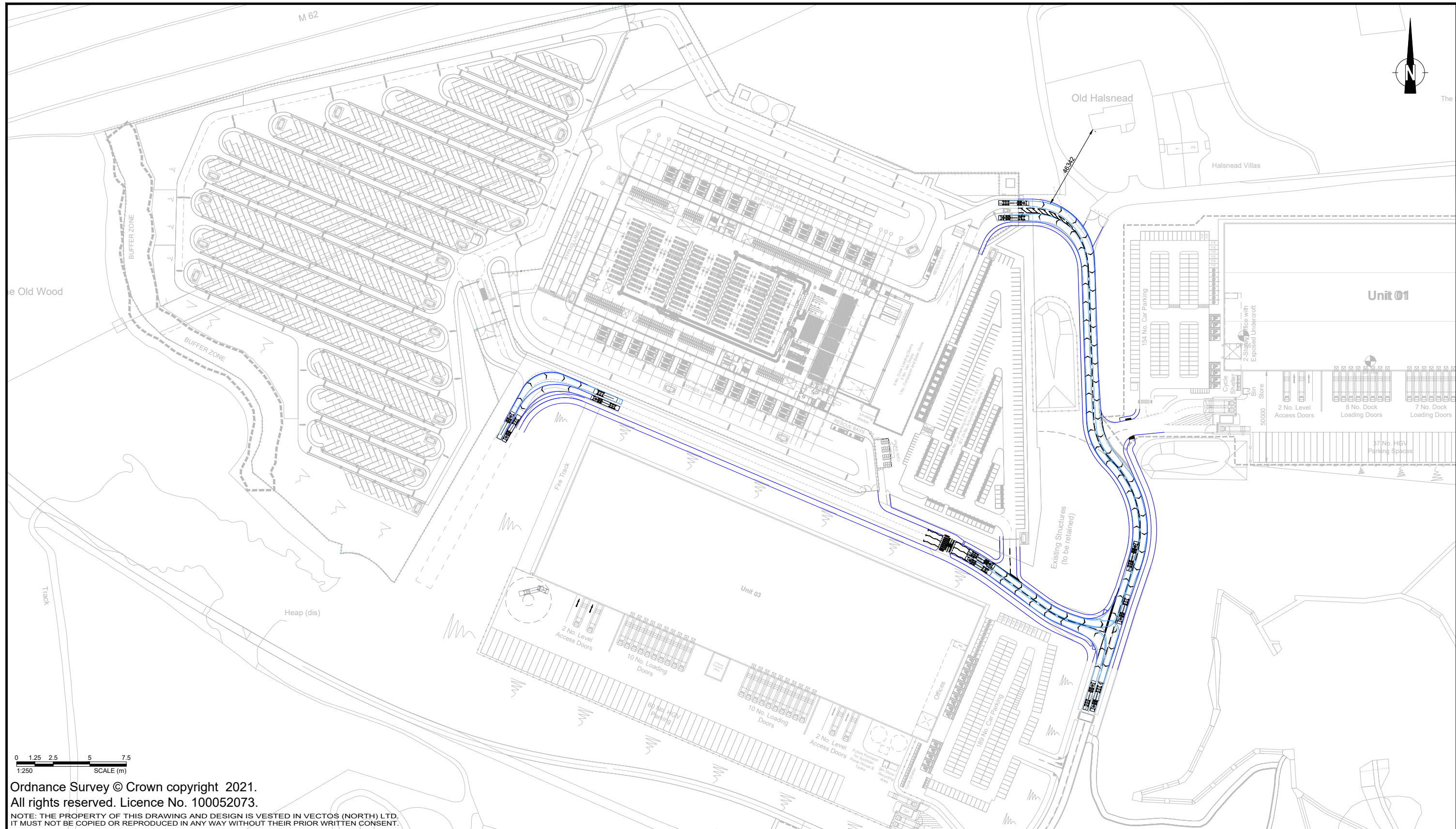
DRAWN:	CHECKED:	DATE:	SCALES:
DJR	TR	15.10.2021	1:500 at A3

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DRAWING NUMBER:	REVISION:
VN212041-TR103	E



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	DJR	PT	11.11.21
B	Updated Site Layout	DJR	PT	01.12.21
C	Updated Site Layout	DJR	PT	17.12.21
D	Amendments Made to Highway Layout	WD	PT	05.05.22
E	Amendments Made to Highway Layout	WD	PT	27.05.22

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 3.81m
Overall Body Height 3.81m
Min Body Ground Clearance 0.41m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Cronton Colliery, Knowsley Reserved Matters 1

Swept Path Analysis of Internal Access Road
16.5m Articulated Vehicle

DRAWN: DJR

CHECKED: TR

DATE: 15.10.2021

SCALES: 1:2000 at A3

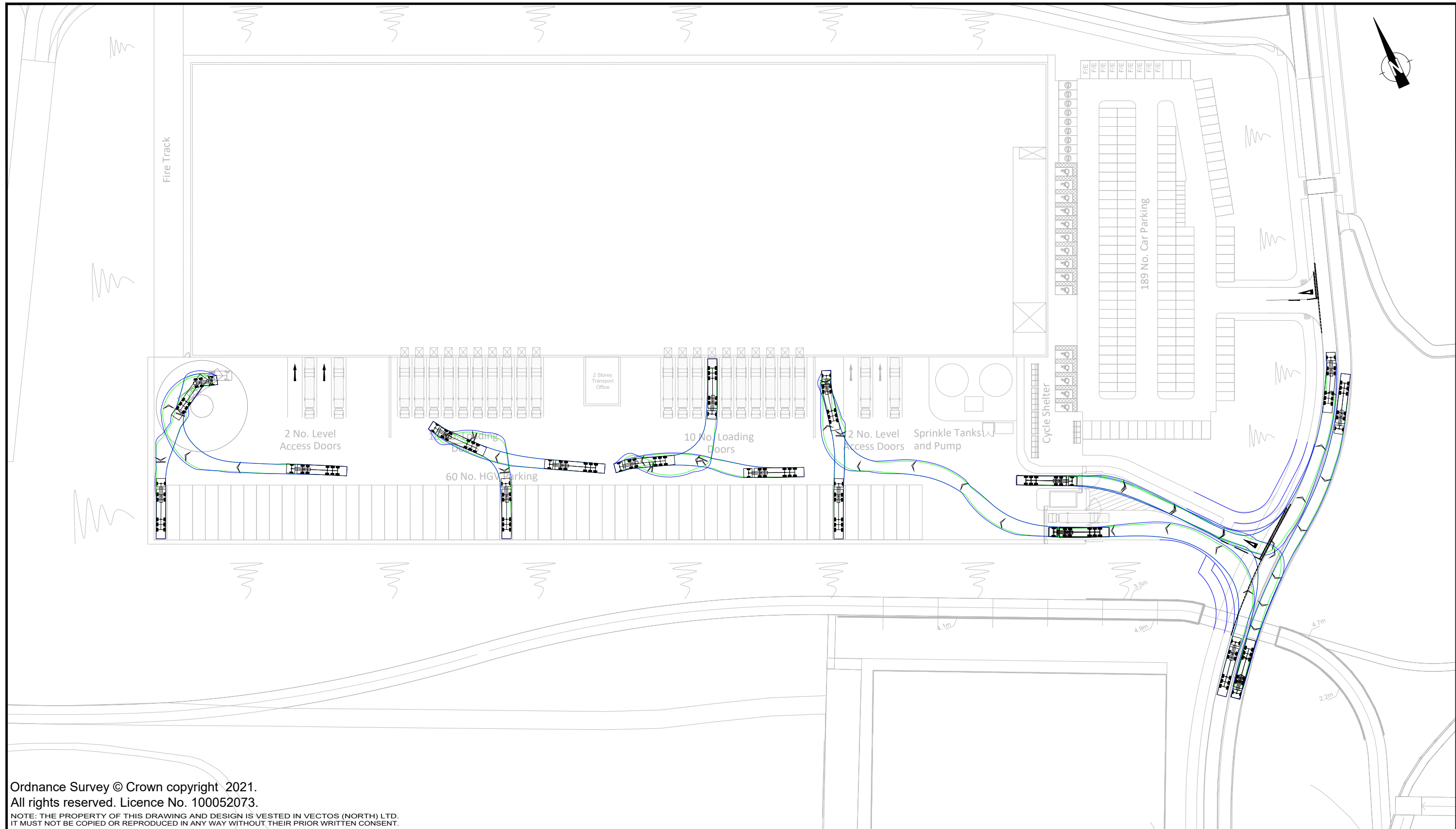
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DRAWING NUMBER: VN212041-TR104

REVISION: E



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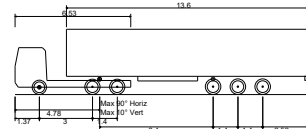
REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	DJR	PT	01.12.21
B	Updated Site Layout	DJR	PT	17.12.21
C	Additional Track Included	DJR	PT	18.05.22

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

Proposed Kerb



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Cronton Colliery, Knowsley Reserved Matters 1

Proposed Unit 03 Swept Path Analysis -
Service Yard
16.5m Articulated Vehicle

DRAWN:	CHECKED:	DATE:	SCALES:
WD	TR	19.11.2021	1:1000 at A3

Tritax Symmetry

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER:	REVISION:
VN212041-TR105	C

Appendix A



Highway Observations Memo

Transportation and Traffic Services

Date:	25/04/2022
To:	Kevin Foster
Planning App. No:	22/00162/REM
Proposal:	APPLICATION FOR APPROVAL OF RESERVED MATTERS PURSUANT TO PERMISSION 20/00494/HYB (HYBRID PLANNING APPLICATION COMPRISING: FULL APPLICATION FOR THE DEVELOPMENT OF 161,900 SQ FT (15,041 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPEACE (USE CLASS B8), INCLUDING ANCILLARY OFFICES (USE CLASS B1), SECURITY GATEHOUSE, SITE ACCESS ROAD, ENGINEERING EARTHWORKS TO FORM A PART COUNTRY PARK, PUBLIC CAR PARK TO SERVE COUNTRY PARK, AND ASSOCIATED WORKS; AND OUTLINE APPLICATION WITH DETAILS OF POINT OF ACCESS (DETAILS OF PART-ACCESS, LANDSCAPING, APPEARANCE, SCALE AND LAYOUT ARE RESERVED) FOR THE DEVELOPMENT OF UP TO 838,100 SQ FT (77,862 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPEACE (USE CLASS B8), WITH ANCILLARY OFFICES AND LIGHT INDUSTRIAL (USE CLASS B1); ENGINEERING EARTHWORKS TO FORM COUNTRY PARK AND DRAINAGE ATTENUATION PONDS; PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE CONNECTING EXISTING M62 FOOTBRIDGE WITH PROPOSED COUNTRY PARK; AND ASSOCIATED WORKS) - APPROVAL SOUGHT FOR (SCALE, ACCESS, APPEARANCE, LAYOUT AND LANDSCAPING)
Location:	Former Site Of Cronton Colliery, Cronton Road, Cronton, Knowsley, L35 1QR

☒ Highway Objection (pending additional satisfactory information being provided)

The following documents have been reviewed:

Unit 3 Car Park Layout Rev B, Unit 3 Cycle Shelter Rev C, Unit 3 Swept Path Rev B (16.5m HGV)

Unit 3 Car Park Layout Rev C, Unit 2 Swept Path Rev C (5.9m Sprinter - 1), Unit 2 Swept Path Rev C (5.9m Sprinter – 2), Unit 2 Swept Path Rev C (16.5m HGV), Unit 3 Cycle Shelter Rev E

Transport Statement Rev 2021, Travel Information Brochure, Masterplan Rev P

This application relates to both Unit 2 (14,141sqm) and Unit 3 (19,819sqm). Unit 1 was approved as part of the original planning application (20/00494/HYB). The original application saw circa 92,000sqm B8 floor space approved, whereas this reserved matters application will see only circa 49,000sqm of floor space come forward for development (including unit 1).

The modelling assessment completed previously remains valid, with only internal design considerations being made as part of this planning permission

Unit 3

Access / Visibility Splay

Unit 3 is proposed to be accessed from two separate points.

The most northern access (staff car park) consists of a 7.0m carriageway and 6.0m corner radii. Shared footway / cycleway of 3.0m width runs across the site's boundary and 2.0m footways run internally to within the car park. A swept path analysis for a 5.0m length large car has been completed. The plans show that a large car is able to safely enter the access without overrun of the central line. Similarly, the large car has been shown to safely egress. A visibility splay of 2.4m x 70m has been shown as achievable. A condition will be applied to ensure it remains as such.

The southern access consists of a 9.0m carriageway width, with the southern corner radii being of 20m and the northern corner radii being of 15.0m. A 16.5m HGV has been shown as being able to access the site and egress the site at the main gated access. The two HGVs have been shown as being able to pass one another while completing conflicting movements. Internally, a 25m turning circle has been provided at the tip of the site. An 18m gap is available between the HGV parking spaces while an HGV is docked at the loading doors. This space has been shown as sufficient for an HGV to manoeuvre into the parking bays available. A visibility splay of 2.4m x 70m has been shown as achievable. A condition will be applied to ensure it remains as such.

However –

- An HGV will need to be shown as being able to exit the site and turn left while a second HGV is travelling south on the internal spine road

Swept Path

6.0m aisle widths are maintained for the staff car park. A large car of 5.0m length has been shown as being able to access and egress the car park without encroaching into the path of other conflicting vehicle movements. The vehicle has also been shown as being able to navigate some of the internal spaces.

As mentioned above, the service yard has also been shown as being able to be accessible to 16.5m HGVs.

The swept paths provided are acceptable – however the previous point made for an additional swept path movement remains.

Parking

189 staff car parking spaces are proposed for Unit 3. Based on KMBC standards for a B8 unit (1 space per 100sqm) then 198 spaces should be provided. The proposed parking provision then accounts for 95% of the council standard. The parking spaces are provided at a 2.5m width and 5.0m length. All the above is acceptable.

15 disabled spaces are proposed, which accounts for 8% of the total provision (this exceeds the council minimum – 6 bays + 2% of total provision). 10 motorcycle spaces are proposed (this provision meets the council standard (1 space per 2000sqm). All the above is acceptable.

KMBC Cycle standards are 1 cycle space per 850sqm and a minimum of 23 spaces should be provided as a result. The site itself is proposing to provide 50 spaces. The quantum proposed is acceptable and the dimensions proposed (1.0m spacing) is also acceptable.

Unit 2

Access / Visibility Splay

Unit 2 is proposed to be accessed from a northern gate (which acts as an HGV access) and a southern access which will accommodate vans / staff vehicles.

The northern access follows the bend of the road and has no priority. No visibility splays are required as a result

Vehicles accessing the staff / van car parks will first navigate a priority junction which takes access from the main internal carriageway. This access is highlighted as providing 2.4m x 70m visibility splays. These splays are achievable, and a condition will be applied to ensure this. However, the scaling of the plan appears wrong and will need to be checked so that accurate measurements can be made. The northern corner radii are provided at 14m, and the southern corner radii is provided at 13m. The carriageway itself is 7.3m. A swept path plan has shown that 16.5m HGVs can access / egress this junction appropriately.

The staff car park has shown 2.4m x 70m visibility splay to the west and a 2.4m x 62m to the east. The eastern visibility splay is the maximum achievable. The 62m is suitable for egressing vehicles from the car park to have good visibility of pedestrians crossing at the main junction mouth. Both proposed visibility splays are acceptable. However, as stated previously, the scaling of the plan will need to be checked.

An exit only point is provided to the west of the staff car park. Visibility splays of 2.4m x 70m to the west have been provided. To the east, although stated as 70m, a visibility splay of circa 40m has been provided. This will need to be amended.

A gated access / egress is provided to the west. Although this access shouldn't need to give way to traffic, there is no guarantee that this arrangement will remain. Visibility splays, the same as provided for the other junctions, will need to be provided from this access to ensure its continued safety in the future.

Swept Path

6.0m aisle widths are maintained for the staff car park. However, no swept path has been provided for the site access itself. The vehicle used is also only 4.8m long, whereas a 5.0m length vehicle should be used. The car park will need the swept path assessment completing again with a 5.0m length car, with the access also assessed.

The HGV yard has utilised a 16.5m HGV for swept path assessment. This swept path is acceptable.

The van storage yard has been assessed using a 5.9m sprinter van. This swept path is accessible.

Parking

The staff car parking area is proposed to consist of 244 spaces. Based off KMBC B8 standards, 141 parking spaces should be provided. The 244 spaces exceed this standard, although it has been stated that this number of spaces is required for operational purposes. 12 disabled spaces are proposed which exceeds the minimum KMBC standard required (5% rather than 6 + 2%). There are also 12 motorcycle spaces proposed which also exceed the minimum KMBC requirement (1 per 2000sqm – 7 required).

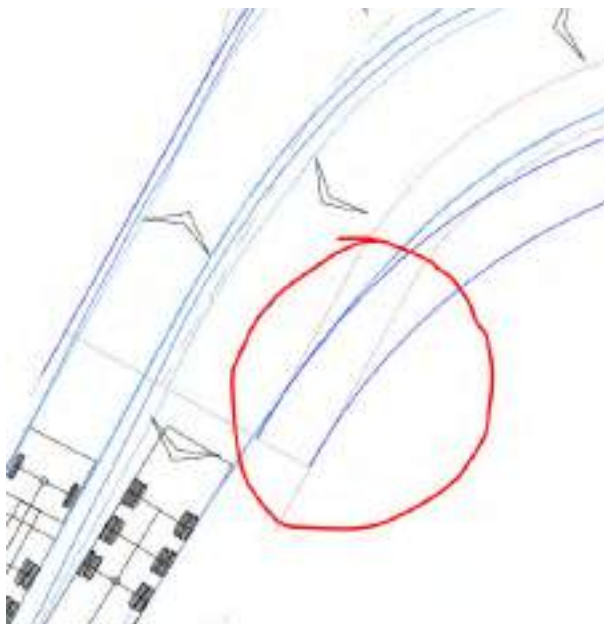
The proposed staff parking levels are acceptable.

In addition to the staff car parking spaces, 621 van storage spaces are proposed. The applicant has outlined that the number of storage spaces is required so that vehicles can be stored overnight. The Transport Statement makes the point, that if less van spaces were proposed, then additional vehicle trips would need to be made. The storage spaces will also double as additional parking for staff travelling to the site by private car if need be. The proposed van storage spaces are therefore acceptable.

Based on KMBC Cycle standards 17 spaces are required. Unit 2 will exceed this amount and is proposing to provide 40 cycle spaces. The cycle shelters themselves do not appear to have any means of securing the bicycles themselves. This will need to be clarified.

Additional Swept Path Comment

The bend at the end of the intersecting lane between Units 2 and Units 3 has been widened slightly to allow for two HGVs to pass and to future proof the route. As seen from the below print screen, although the bend has been widened, it is still very tight. The radii of the bend will need to be increased slightly to allow for additional space as the HGVs wheels are potentially touching the kerb of the carriageway – the increase in radii should be no less than 2.0m



Transport Statement

Trip Generation

The reserved matter application for units 2 and 3, along with the approved unit 1, totals circa 49,000sqm of floor space. The outline permission saw a total of 93,000sqm of floor space approved.

Based on this application and in consideration of the previously approved KMBC trip rates, the site could now expect circa 68 fewer trips in the morning peak and 79 fewer trips in the PM peak.

The reduction in floor area and consequential reduction in trip generation is acceptable.

Unit 1

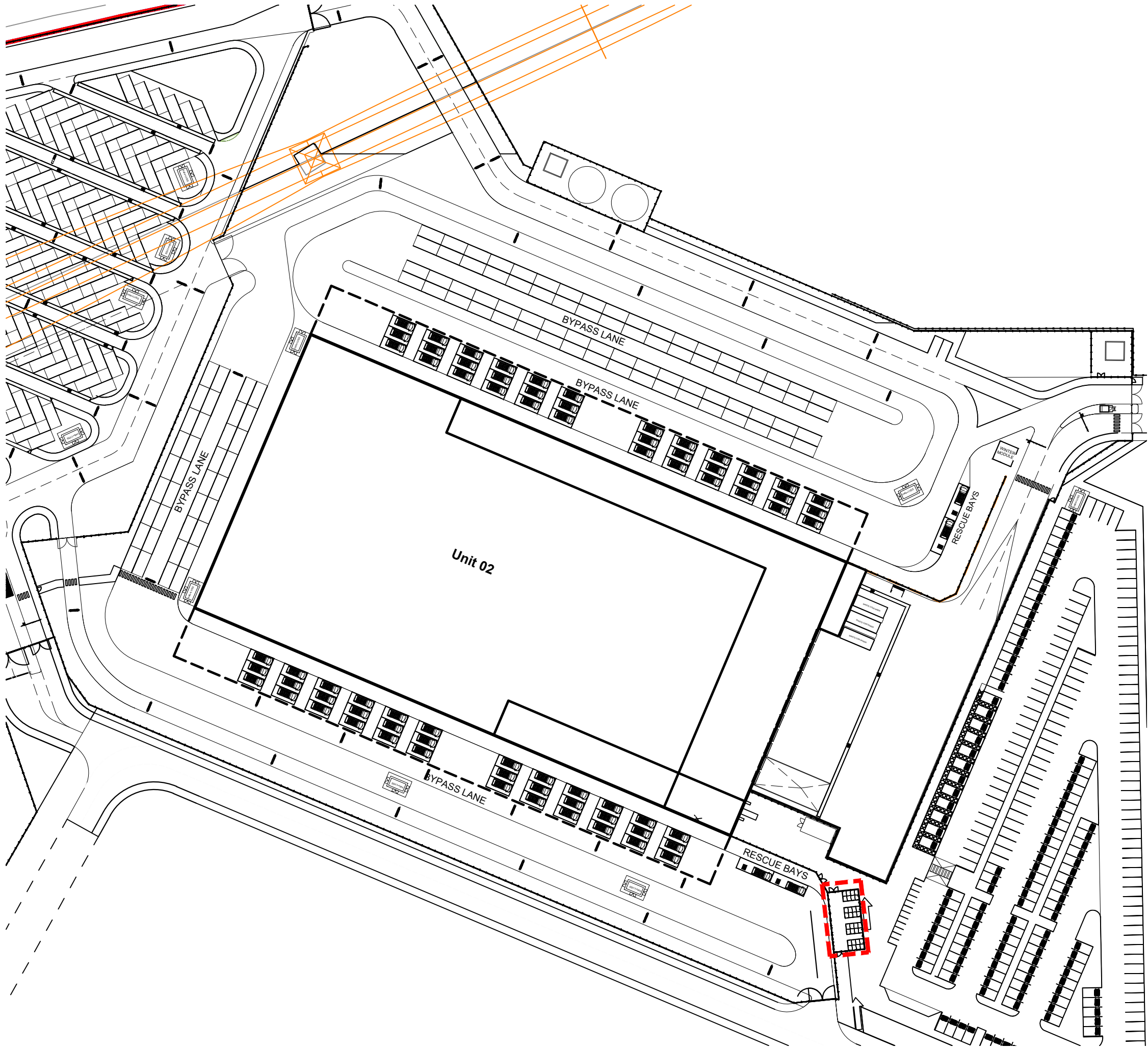
The Unit 1 access (previously approved) has been amended slightly. A Non-Material Amendment application is expected to be submitted for this shortly. The access will be reviewed then, although it should be noted that the access is not ideal in its current form. The access does not meet perpendicular with the internal carriageway and drivers will likely need to crane their necks to check for vehicles travelling south.

Travel Information Brochure

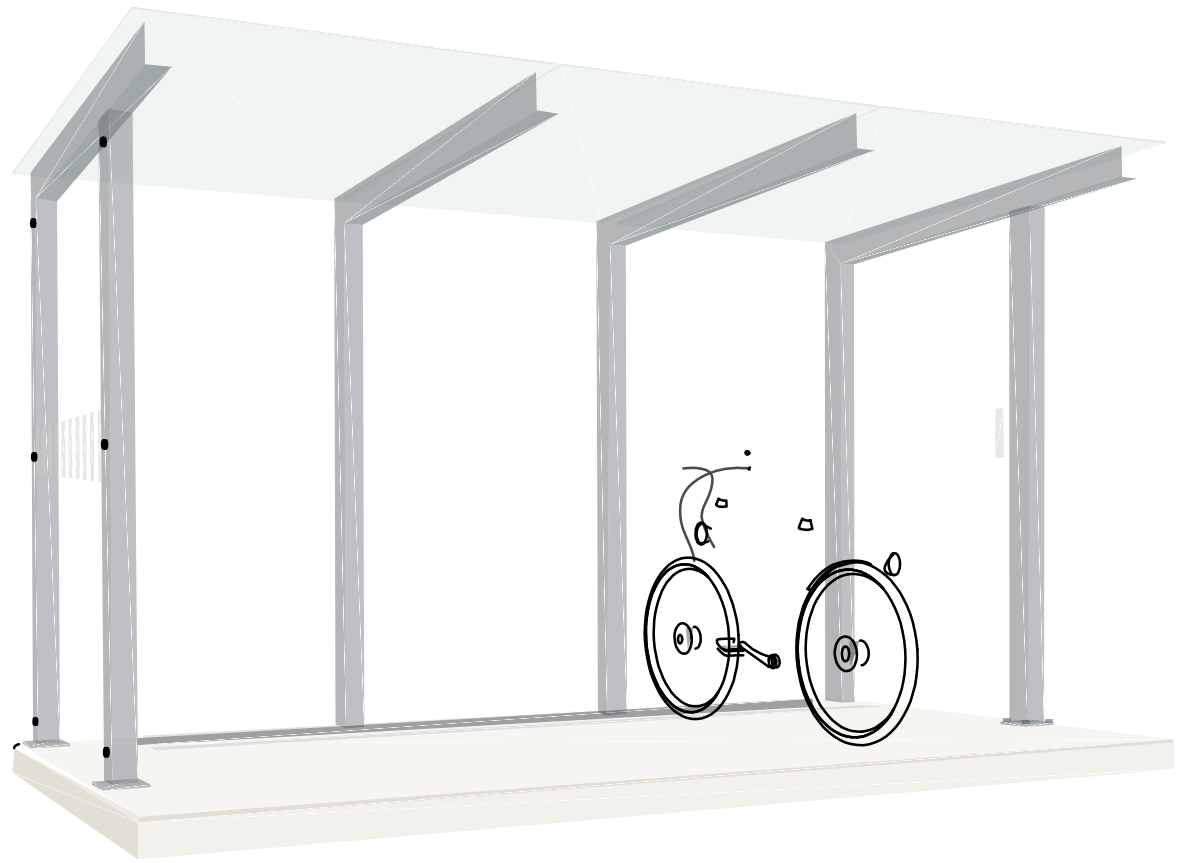
The document is acceptable

Conditions and informatives will be included with a future final highway response

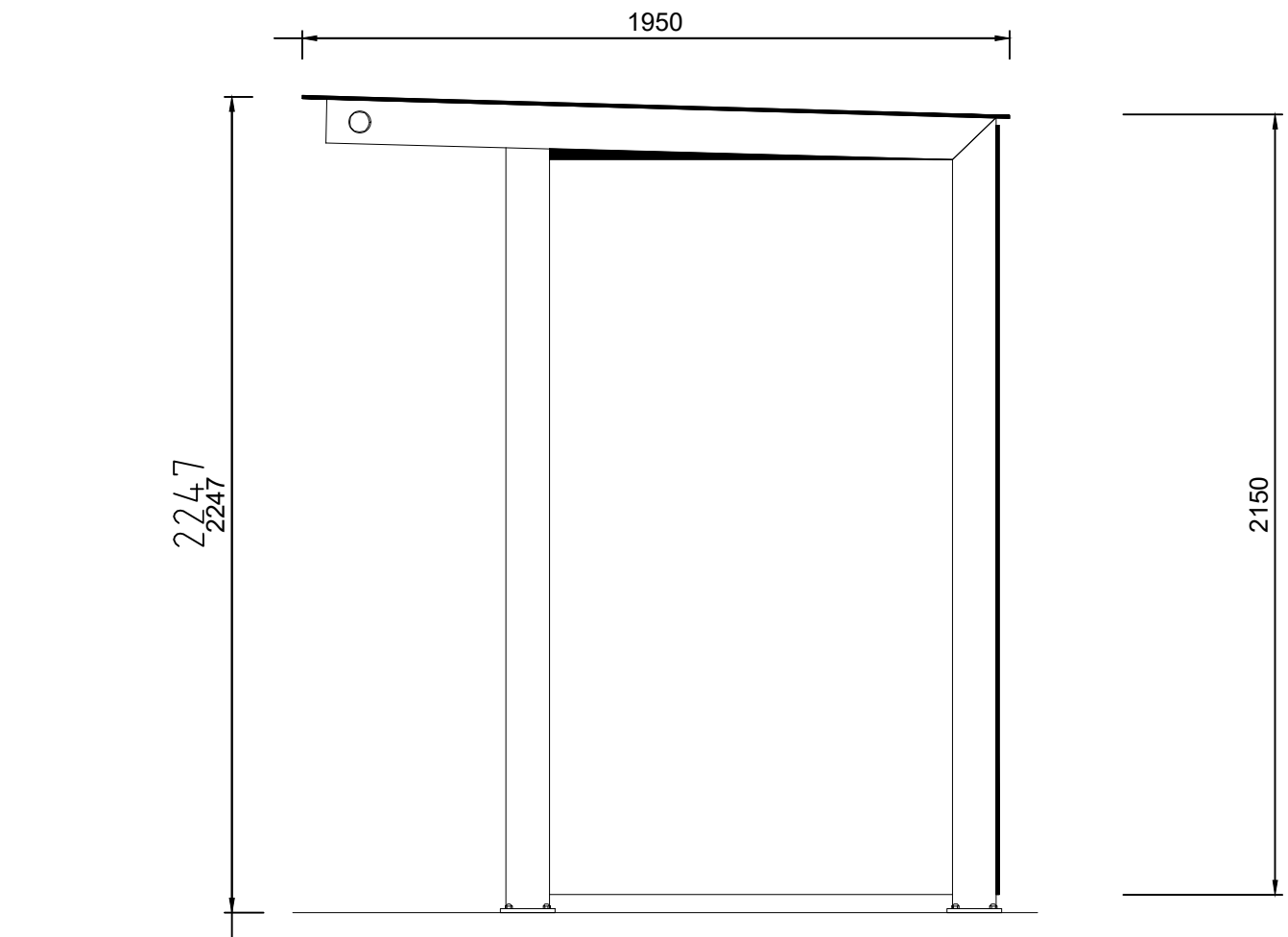
Appendix B



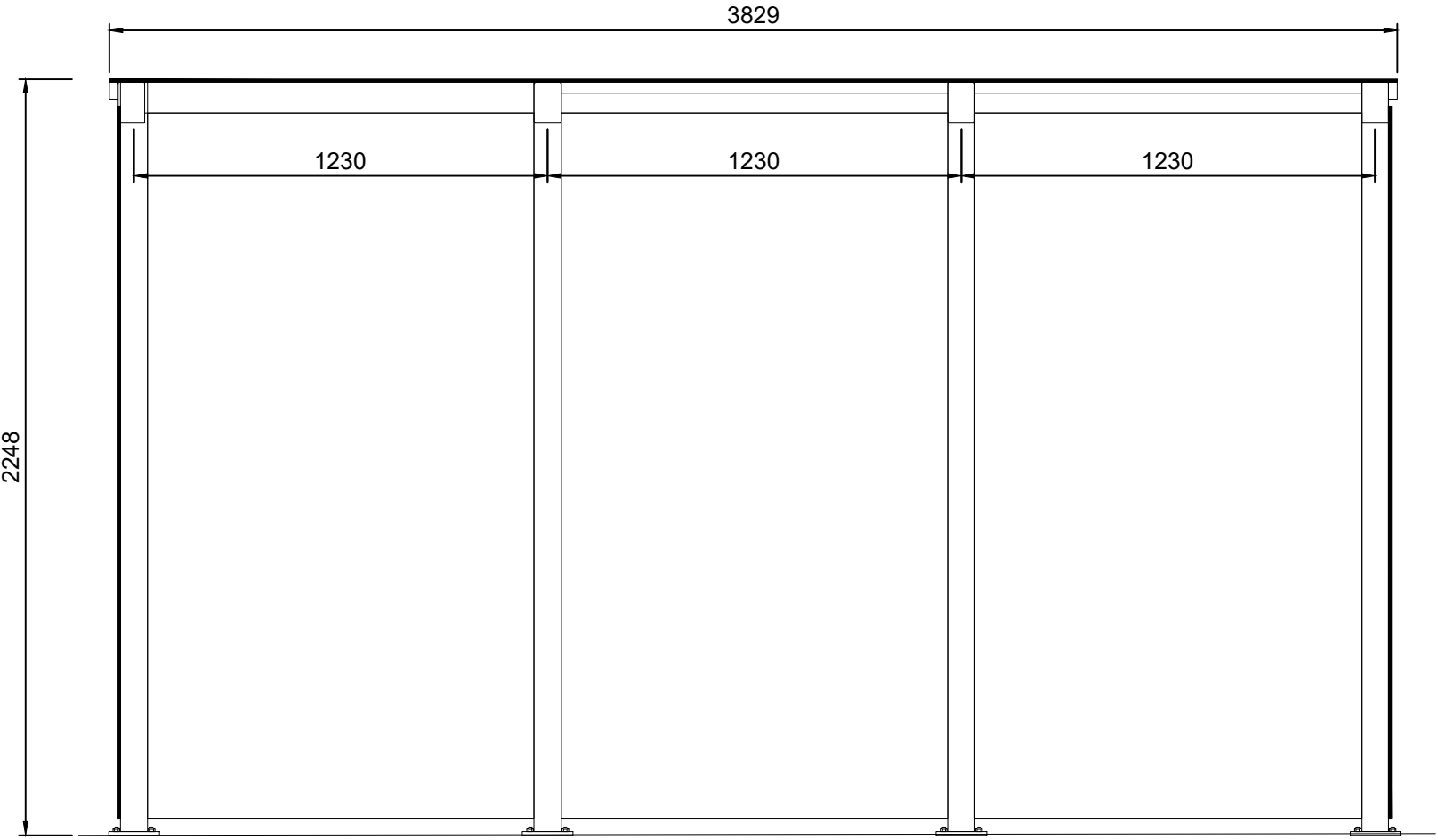
Site Plan @ 1:1000



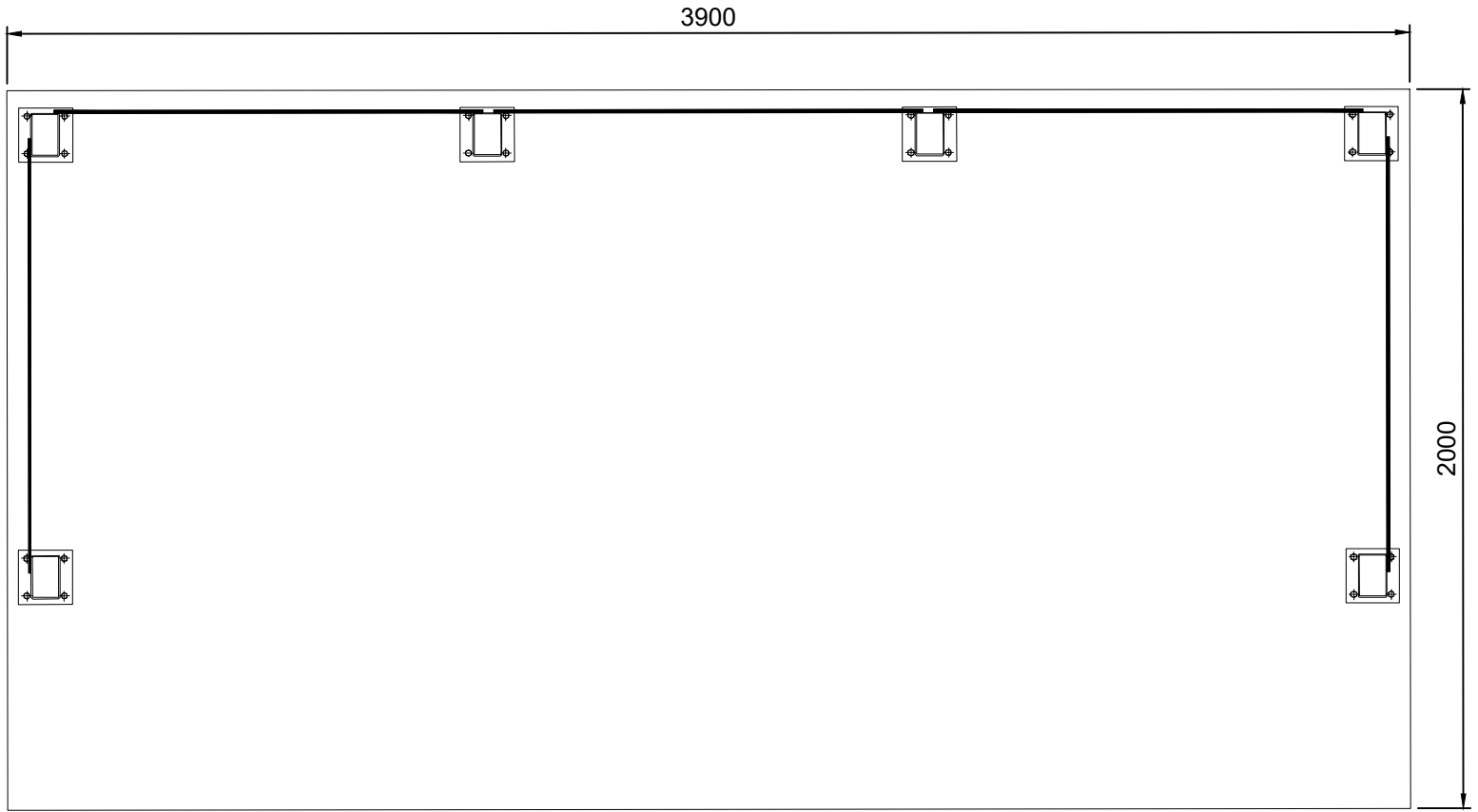
Cycle Shelter 3D



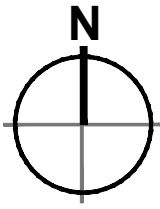
Side Elevation @ 1:20



Front Elevation @ 1:20



Plan View @ 1:20



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

- Masterplan Boundary
- Existing Overhead Power Lines
- Application Boundary
- Cycle Shelter Location

Bicycle Shelter

MATERIALS

Frame: Aluminium stands provided with a coating in RAL 7016 (dark green)
Walls: Transparent toughened glass, 8mm thick. (sides to be kept open)
Roof: Semi-transparent layer of toughened glass 10mm
Foundations: Concrete slab as well as the floor provided with reinforcement and hoisting anchors.
Equipment: A bicycle rack is optional

MEASUREMENTS:

Capacity: 9 bicycle
Interior: 3.770 x 1.950 x 2250 mm (L x B x H)
Foundations 3.900 x 2.000 x 12mm (L x B x H)

PLANNING
THIS DRAWING IS FOR PLANNING CONSIDERATION ONLY
AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE

rev	amendments	by	ckd	date
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Phase 2, Symmetry Park,
Merseyside
Unit 2 - Cycle Shelter

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