

TRANSPORT STATEMENT

Tritax Symmetry Merseyside 1 Ltd

Symmetry Park Merseyside
Phase 2 Reserved Matters

December 2021

Transport Statement

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VN212041-TR103 Rev C	– Proposed Unit 2 Car Park Layout Review
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1 Introduction

Background

- 1.1 This Transport Statement has been prepared by Vectos on behalf of Tritax Symmetry Merseyside 1 Ltd in support of the reserved matters application for development at Symmetry Park in Knowsley. The reserved matters application seeks to agree the detail of the remainder of the commercial warehousing development agreed in outline under the approved hybrid planning application 20/00494/HYB.
- 1.2 The hybrid application included outline and full elements as follows:
- Full application for the development of 161,900sq.ft (15,041sq.m) Gross Internal Area (GIA) of storage and distribution floorspace (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 838,100sq.ft (77,862sq.m) GIA of storage and distribution floorspace (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.
- 1.3 The hybrid planning application therefore gained permission for 92,903sq.m of commercial warehousing floorspace within the site, primarily comprising B8 use with ancillary offices, and 15,041sq.m of this was part of the full application element to be delivered within a single unit, and referred to as Phase 1 or Unit 1 to the northeast of the site.
- 1.4 The reserved matters application relates to Units 2 and 3 and the application site area is 28.57ha. The description of the proposed development is as follows:
- Application for the approval of reserved matters (scale, access, appearance, layout and landscaping) comprising the development of 365,542sqft (GIA) of storage and distribution floorspace (Use Class B8) with ancillary offices and light industrial (Use Class E(g)) across two warehouse units, together with the provision of landscaping and infrastructure submitted pursuant to planning permission 20/00494/HYB.*
- 1.5 This reserved matters application relates to Units 2 and 3. Unit 2 is to be a last mile logistics unit with a potential occupier, whilst Unit 3 is coming forward speculatively. Together, they are to comprise 33,960sq.m (365,542sq.ft) of B8 floorspace. Combined with Unit 1, this will bring the total storage and distribution floor area within the site to 49,001sq.m, which is well within the 92,903sq.m approved in the hybrid application.
- 1.6 The traffic parameters assessed as part of the hybrid application therefore remain valid and there is no requirement to revisit the traffic impact assessment work which was ultimately approved by the

relevant highway authorities – Knowsley Metropolitan Borough Council (KMBC) and National Highways (formerly Highways England). This will be demonstrated in this report.

- 1.7 This Transport Statement will also provide the relevant detail with respect to the detailed highways layout elements of the proposals, including the proposed access, parking and servicing arrangements for Units 2 and 3 at the development site, and provide an update on the current transport conditions in the vicinity of the site, cognisant of the committed junction improvement works to be delivered at the Tarbock Island junction to the west of the site.

Site Location and Description

- 1.8 The site is located to the south of the M62 in Knowsley and forms part of the allocated Halsnead Garden Village strategic development site in the Knowsley Local Plan Core Strategy (adopted in 2016). An aerial view of the site location is shown in **Figure 1.1**, and a site plan showing both the application boundary and the wider site masterplan boundary is included as **Appendix A**, and the Symmetry Park masterplan is at **Appendix B**.
- 1.9 Halsnead Garden Village is located immediately to the east of the M62 Junction 6, which is also referred to as the ‘Tarbock Island’ roundabout. It is a strategic site allocation that will deliver approximately 1,600 homes and at least 22.5ha of employment land, and forms a key element of Knowsley’s planned growth strategy over the Local Plan period.

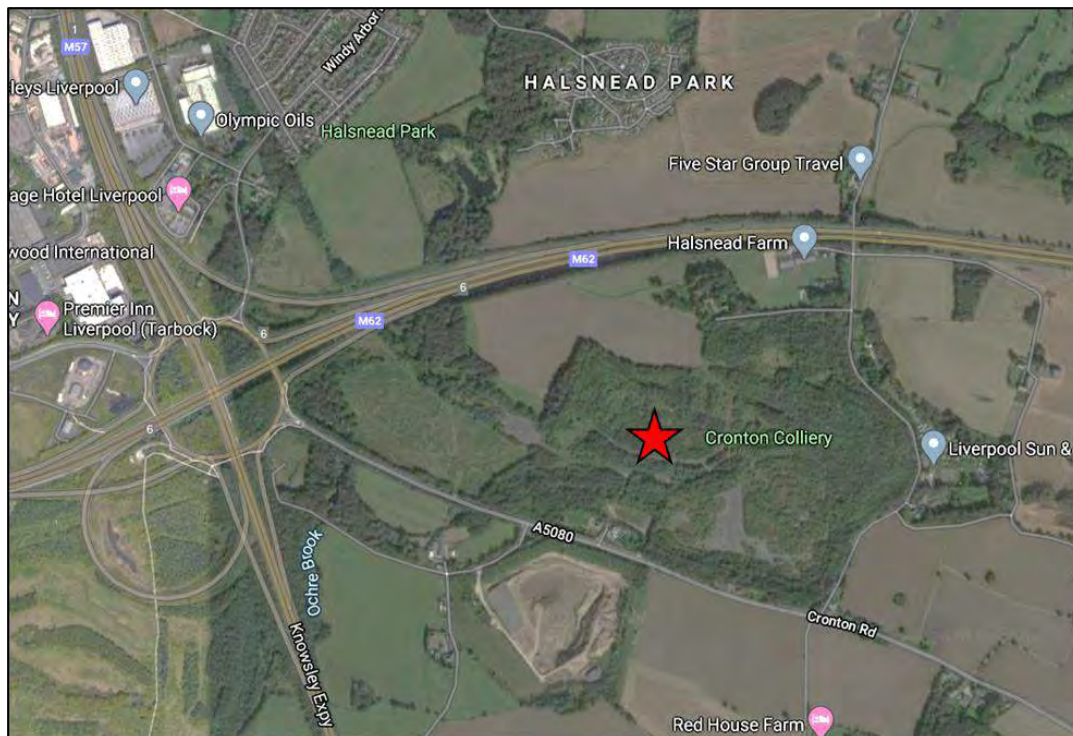


Figure 1.1: Aerial View of Site Location

Scope of Report

- 1.10 The report is structured as follows:
- Section 2 provides an update on the existing transport conditions in the vicinity of the site;

- Section 3 details the Unit 2 development proposals with respect to the highways and transport elements of the development, including access arrangements, swept path analysis and parking provision;
- Section 4 details the Unit 3 development proposals with respect to the highways and transport elements of the development, including access arrangements, swept path analysis and parking provision;
- Section 5 provides the forecast vehicle trip generation numbers for the proposed Units 2 and 3 to demonstrate compliance with the traffic parameters agreed as part of the hybrid planning application 20/00494/HYB; and
- Section 6 provides a summary and conclusion.

2 Existing Conditions - Update

Introduction

- 2.1 This section provides an update on the existing transport conditions in the vicinity of the site, including details of committed highway improvement schemes at junctions either side of the site access on Cronton Road and changes in background traffic flows between 2019 and 2021.

Tarbock Island Junction Upgrade

- 2.2 The Vectos Transport Assessment (TA) submitted alongside the approved hybrid planning application in September 2020 provided a detailed description of the surrounding highway network, including the Tarbock Island junction to the west of the site where access is gained to the strategic road network that is managed by National Highways (M62 and M57). The Tarbock Island junction benefits from a committed improvement scheme as described in the TA. At the time of writing the TA, the expected delivery of the junction improvement scheme at Tarbock Island was Spring 2021, however the programme for delivery has changed since then and the highway works are now due to commence around the start of 2022 and be complete in Summer 2023.
- 2.3 The revised completion date for the Tarbock Island improvement scheme in relation to the reserved matters application and the buildout of the Symmetry Park development has been reviewed with both KMBC and National Highways. As a result, it has been agreed that a further 17,000sq.m of the outline application area can also be built out and occupied once the highway improvement works at the Tarbock Island junction have commenced, and this is reflected by condition 38 of the outline element of hybrid planning application 20/00494/HYB as follows:

No more than 17,000 square metres of floorspace subsequently approved as part of any reserved matters application shall be first brought into use until upcoming junction improvements to Tarbock Island have been commenced to the written satisfaction of the Local Planning Authority. The remaining floorspace approved as part of any reserved matters application shall be first brought into use until upcoming junction improvements to Tarbock Island have been implemented to the written satisfaction of the Local Planning Authority.

- 2.4 The proposed Unit 2 floor area is 14,141sq.m, which can be brought into use once the improvements to the Tarbock Island junction have commenced, and it is expected that Unit 3 would be occupied following the completion of the Tarbock Island improvement scheme in 2023.

Cronton Road / Prescott Road / Fox's Bank Lane Junction Improvement

- 2.5 Since submission of the TA, work has commenced on the junction upgrade at the Cronton Road / Prescott Road / Fox's Bank Lane junction to the east of the site. The junction is being improved to provide a four-arm roundabout arrangement in place of the existing staggered priority crossroads arrangement. This junction improvement scheme was described in the TA. The works are currently due to be complete in December 2021 and will therefore be implemented prior to any development being occupied on the Symmetry Park site.

Background Traffic Trends

- 2.6 It is expected that levels of traffic on the surrounding road network over the past three years (2019-2021) will have been affected by the Covid-19 pandemic from March 2020, and there is still uncertainty over the impact of the pandemic upon longer term traffic patterns, particularly with changes to working habits. Evidence of the impact of the Covid-19 pandemic upon travel trends at the national level is provided by the Department for Transport (DfT) via weekly updates regarding statistics on transport use by mode. This provides a daily travel use estimates as a percentage of pre-pandemic baseline and for road traffic, which is based on around 275 automatic traffic count sites across Great Britain that are used for DfT's Quarterly Road Traffic National Statistics series to estimate traffic change.
- 2.7 Reference to this database (<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>) shows that as of October 2021, weekday road traffic is at around 95% of pre-pandemic levels, which shows that pre-pandemic assumptions around future traffic growth are likely to be overestimations.
- 2.8 Further illustration of the effects of the pandemic at a local level in relation to the Symmetry Park site can be provided by reviewing traffic flows along the M62 Junction 6 westbound off-slip for which flow data can be sourced from the National Highways online WebTRIS database (<https://webtris.highwaysengland.co.uk/> - TMU Site 8535/1).
- 2.9 The M62 Junction 6 westbound off-slip is just to the north of the site therefore provides some useful indication of traffic levels in the area. Data for the AM (08:00-09:00) and PM (17:00-18:00) peak hours for the first full week (Monday-Friday) of each month from February-July 2019-2021 has been downloaded from the WebTRIS database and the data is summarised in **Table 2.1**. Traffic data was not available beyond August 2021 and January has not been included as there was an incomplete data set for a week in 2019.

	AM			PM		
	2019	2020	2021	2019	2020	2021
Feb	1003	934	754	1029	843	643
March	1088	994	819	1006	1004	711
Apr	1046	356	652	1074	285	684
May	841	401	742	879	361	810
June	968	639	875	949	610	800
July	984	759	840	1035	774	860
Aug	946	778	805	990	798	820

Table 2.1: Traffic Flow Summary M62 J6 Westbound Off Slip 2019-2021

- 2.10 Table 2.1 shows a consistent reduction in traffic flows from 2019-2020 across both peak hours in all months, and then a general increase from 2020-2021 but the 2021 traffic levels are still well below the 2019 levels in all cases, between 10%-40% lower. This more local data is consistent with the DfT's figures, which show that there has been no traffic growth since the start of the Covid-19 pandemic and indicate to a particularly significant reduction in peak hour traffic when comparing 2021 traffic to the pre-pandemic situation.

- 2.11 It is worth noting this in the context of the traffic impact assessments that were undertaken as part of the transport submissions for hybrid planning application 20/00494/HYB, particularly the Tarbock Island junction VISSIM modelling assessment. The Tarbock Island Interchange micro-simulation model (VISSIM) assumed a level of background traffic growth on the surrounding roads between 2016 and 2030 that did not account for the impact of the Covid-19 pandemic and its effects on traffic levels and therefore this background growth may well not transpire. Also, the base year of the VISSIM model is 2018 and therefore it will be based on traffic count data from before the Covid-19 pandemic. The future year junction capacity assessments provided as part of the hybrid planning application for the proposed site access on Cronton Road and the Tarbock Island Interchange are considered likely to be based upon an overestimation of background traffic on the surrounding highway network, and those assessments can therefore be considered to be particularly robust.

3 Unit 2 Development Proposals

Introduction

- 3.1 This chapter details the Unit 2 development proposals with respect to the highways and transport elements of the development, including vehicle, pedestrian and cyclist access arrangements, swept path analysis, van storage and car parking provision.
- 3.2 Unit 2 is to comprise 14,141sq.m (152,212sq.ft) GIA and will be located towards the northwest of the site, to the north of Unit 3 and to the west of Unit 1, and the layout is shown in Appendix B.
- 3.3 The details of the proposed Unit 2 are summarised below:
- 152,212sq.ft GIA of storage and distribution floorspace with ancillary offices;
 - 9 Loading Docks;
 - 14 Level Access Points;
 - 2 Van Dock Doors;
 - Van storage area (621 bays all with passive electric vehicle charging (EVC) infrastructure);
 - 244 car parking spaces (including 12 disabled spaces. 10% of spaces to be active EVC infrastructure with a further 40% with passive EVC infrastructure); and
 - 12 motorcycle parking spaces.

Unit 2 Access

- 3.4 The proposed site access junction for Symmetry Park is on the A5080 Cronton Road and comprises of a three-arm signalised junction arrangement, as shown on approved plan reference Drawing VN81193-D0111-Rev-C.
- 3.5 Access to Unit 2 will be via the internal shared access road that will provide access to all three units and the country park car park, consistent with the agreed parameters of the approved hybrid planning application with KMBC. The detail of the internal access road for an extent up to and including the Unit 1 access junction has been agreed as part of the hybrid application.
- 3.6 The proposed arrangement of the internal access road to provide access to Unit 2 is shown in **Drawing VN212041-D100 Rev C**. This shows that there will be a road running east-west bisecting Units 2 and 3 and connecting to the main internal access which leads onto Cronton Road. This east-west route will provide access to the Unit 2 staff car park and to the van storage area and the van loading area south of the Unit 2. The drawing shows that suitable visibility splays will be provided at each access point, details the horizontal alignment of the access roads and demonstrates suitable space for articulated HGV movements. The carriageway width is at least 7.3m wide and includes some localised widening at bends to facilitate easier passing for two-way HGV movements.

- 3.7 The van storage area access will comprise of up to 8m corner radii and an 8m carriageway at the entrance to facilitate two-way movements. The staff car park access will comprise of up to 6m corner radii and a 7m carriageway at the entrance.
- 3.8 The gradient along the proposed internal roads will be less than 1 in 20 (5%). Dropped kerbs and tactile paving will be provided at the entrances along the internal access roads to assist pedestrians and cyclists on the off-carriageway segregated facilities.
- 3.9 Access to the service area for articulated HGVs will be via the internal access road which will extend north beyond the Unit 1 access junction, and the carriageway width is around 12m at the entrance point. The van storage area will also be accessible from this route as well as the van loading area at the north of Unit 2. As part of the proposed highway access arrangement for the Unit 2 HGV service area, the Unit 1 access junction layout and the emergency access proposal that has been approved under hybrid planning application 20/00494/HYB will be amended. The revised Unit 1 access junction arrangement and emergency access proposal is shown on **Drawing VN212041-D100 Rev C**, and a non-material amendment application to the approved application 20/00494/HYB will be submitted to KMBC in conjunction with the reserved matters submission.
- 3.10 The internal access road provision has been designed to generally accord with the streetscape guidance outlined in the Halsnead Garden Village Design and Local Distinctiveness Guide (July 2020), and comprises of green verges and 3m wide shared footway / cycleway provision on at least one side of the carriageway. The internal access road that runs north-south will comprise of a shared footway / cycleway on the east side up to the entrance to Unit 1 in line with the agreed parameters of the approved hybrid planning application.
- 3.11 The east-west internal access road will provide a 3m wide shared footway / cycleway facility running along both sides of the road as far as the Unit 2 frontage area, with a parallel crossing proposed to facilitate safe crossing for pedestrians and cyclists to access the Unit 2 main entrance and the cycle store. The parallel crossing is similar in form and application to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing (see Figure 3.1). The 3m wide shared footway / cycleway facility on the south side of the east-west internal access road could be extended west in the future in line with facilitating the potential for a future link into the adjacent Maro Developments land to the west, and for two access points on Cronton Road to be linked in the future by a main route through the site when the Maro Developments Land is brought forward. This is in line with the Halsnead Garden Village Supplementary Planning Document (SPD) and does not compromise this aspiration for the delivery of the wider masterplan.

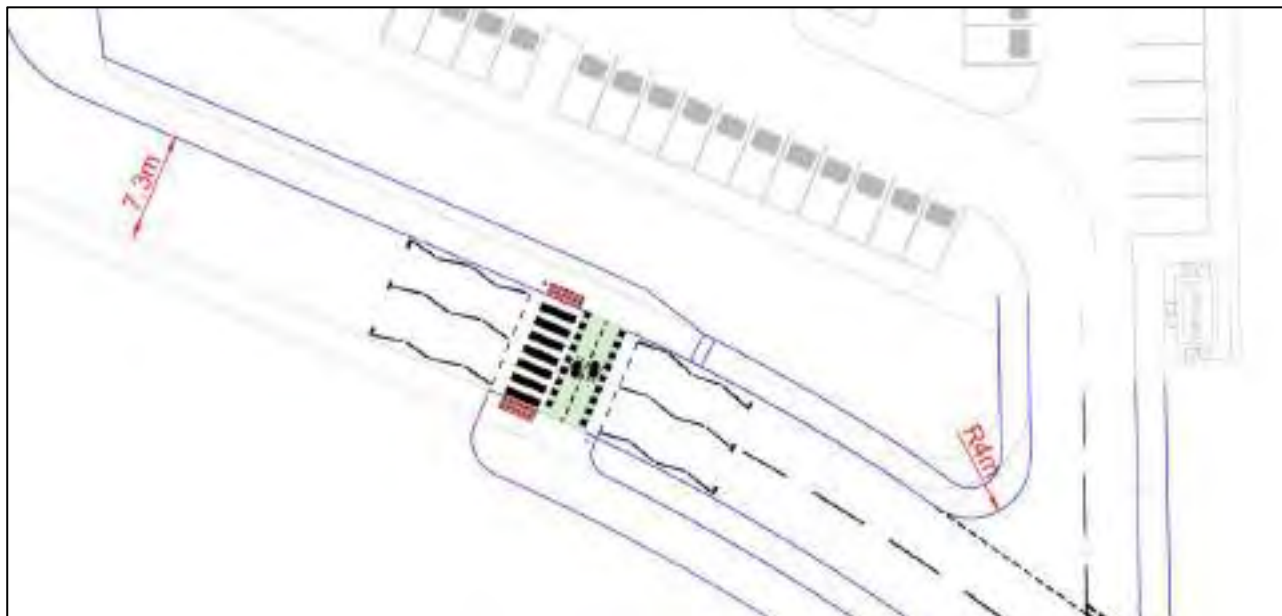


Figure 3.1: Proposed Parallel Crossing

- 3.12 The layout of the parallel crossing is prescribed in the Traffic Signs Regulations and General Directions (TSRGD) diagram 1001.5, and includes yellow globes, a controlled area indicated by zig-zag markings, and a give way line. Drivers must give way to pedestrians and cyclists using a parallel crossing and it is considered an appropriate crossing form given the likely level and mix of vehicle types using this section of the internal road network. Parallel crossings provide a more demand responsive and lower cost solution compared to signalised facilities and they are advocated in Local Transport Note (LTN) Cycle Infrastructure Design 1/20, which was published in July 2020. The use of globes and zig-zag markings enhances the visibility of the crossing to drivers, which is appropriate for this route that will potentially accommodate higher vehicle flows in the future if it connects through to the adjacent site (Maro Developments site) to the southwest.
- 3.13 A footway will extend north alongside the west side of the internal access road to the north of Unit 3 leading to the Unit 2 service yard area. However, it is not expected that there would be frequent pedestrian or cycle movements along this route as people accessing Unit 1 will be encouraged to cross the north-south access road further south at the proposed Toucan Crossing facility, with the shared footway / cycleway continuing along the east side of the road from this point to provide access to Unit 1. For the above reasons it is not proposed to provide a pedestrian refuge island at the priority T-junction of the internal east-west and north-south access roads.
- 3.14 It can therefore be concluded that Unit 2 will be provided with high quality facilities for pedestrian and cycle access, and appropriate vehicular access arrangements in accordance with the principles of the hybrid planning application.

Unit 2 Proposed Development and Operating Characteristics

- 3.15 The occupier of Unit 2 proposes to use the site as a 'last mile' distribution centre, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site. This is opposed to vans being stored in the local area on separate sites.

- 3.16 Local drivers would arrive at the site by various means of transport, collect a van and leave the site to make deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven to the site), or travel home by other means of transport.
- 3.17 The operation is effectively a freight consolidation site with the number of HGVs to / from the site being minimised through the most efficient use of each vehicle to minimise movements.
- 3.18 The vans that undertake the last mile element of distribution i.e. to the customer, leave the site in the morning between 07:00-16:00 and return between 13:00-21:00. They are loaded to ensure that they can deliver goods for at least 6 hours in a single journey. This ensures efficiency of the operation and reduces vehicle movements.
- 3.19 The proposals for the site involve the provision of 621 operational storage bays for the van fleet which, during the day, would be used as parking spaces for drivers that arrive at the site by private car. A swept path assessment showing access to the van bays and the associated circulation routes is provided in **Drawing VN212041-TR100 Rev C**.
- 3.20 Articulated HGVs delivering parcels would enter the site via the site access road which connects to Cronton Road to the south. Nine HGV loading docks are proposed at the eastern side of the warehouse. The HGVs would then turn around within the service yard area and leave the site using the same access route. Swept path analysis showing suitable access and manoeuvring for HGVs within the service yard is provided in **Drawing VN212041-TR102 Rev C**, and swept paths showing suitable access for HGVs along the proposed internal access road and associated junctions is shown in **Drawing VN212041-TR104 Rev C**.
- 3.21 There are 72 loading bays for vans at the northern and southern sides of the building, from which they are loaded and leave the site. Suitable access to these spaces and associated circulation routes is shown in **Drawing VN212041-TR101 Rev C**.

Operational Van Storage

- 3.22 In addition to the proposed car parking spaces, 621 van storage bays are proposed. This would be for operational purposes only and would be used to store vans overnight. As such, it is considered that this operational storage should be accounted for separately to the car parking provision. Thus, it is appropriate to consider the quantum of bays based on a first principles approach.
- 3.23 The proposed scale of the fleet allows for the required number of parcels to be delivered in a round of deliveries and the number of van storage provided is how the identified occupier's operation is run across the UK and Europe. This number of vans allows each delivery journey to be optimised i.e. each van is fully loaded and makes one delivery run per day.
- 3.24 If the number of vans were to be reduced, vans would need to make more journeys and run empty more often leading to more vehicle movements. In this respect, the proposed operation adopts the principles of freight consolidation and in doing so makes the most efficient use of vans and minimises journeys when they are not fully utilised.
- 3.25 A further point to note is that by storing vans on-site it enables the intended occupier to meet its aim to improve the environmental efficiency of its fleet. For example, the storage bays will all benefit from

passive Electric Vehicle (EV) charging infrastructure. Aligned to this, and as part of the wider aim of minimising unnecessary vehicle miles, the storage of vans on-site as proposed reduces the requirement for the intended occupier to identify satellite sites to perform the same function. In the event that satellite storage sites were required, the vans would still need to visit the proposed development to collect the parcels for delivery to customers.

Reducing Emissions

Zero Carbon Emissions

- 3.26 The occupier is committed by an initiative to ensure at least 50% of all its shipments achieve net zero carbon emissions by 2030.
- 3.27 This aligns with the occupier's commitment to driving sustainability across its operations, from utilising renewable energy sources, responsible sourcing, all the way through to reusable packaging, the move will align with its ambitions to utilise 100% renewable energy across its operations.

Euro 6

- 3.28 The occupier will operate their own fleet of vans at the site and this allows them to control the standard of the vehicles being used. As stated above, the occupier is committed to reducing the emissions from their own fleet and is working towards all vans being compliant with the Euro 6 standards for emissions.
- 3.29 Euro 6 is the latest standards introduced by the European Commission to regulate the level of pollutants released from the tailpipes of vehicle engines. Euro 6 aims to reduce the levels of harmful emissions including nitrogen oxide (NOx), carbon monoxide and particulate matter, which is basically soot from diesel engines.
- 3.30 Different emissions standards have been set for petrol and diesel engines. The permitted level of NOx emitted from a diesel engine has been drastically reduced by 55% from 180mg/km to just 80mg/km. In contrast, the NOx limit for petrol engines has not been altered from the Euro 5 standards and remains at 60mg/km.

Electric Vans

- 3.31 The occupier has introduced a programme across Europe to increase the number of electric vans that it uses and the number of delivery routes that are undertaken by electric vehicles.
- 3.32 The developer's proposals are to provide 100% passive charging infrastructure for the van storage spaces to allow them to be EV charging spaces in the future. The reasoning behind this is that the number of electric vans that can be operated is constrained by the available power supply at any particular site. However, this constraint will reduce over time as electric vehicles and their batteries improve.

Staff Car Parking

- 3.33 As described above, the parking for Unit 2 will comprise of both staff parking and operational storage for the van fleet. The staff car parking area will be located to the east of the building and will provide 244 spaces. The staff car parking provision will be in excess of the Local Authority guidance for B8 land use, as contained in the Knowsley Council Ensuring a Choice of Travel SPD (2010), which at 1 space per 100sq.m would equate to a maximum provision of 141 spaces. The higher number of parking spaces is required by the occupier to accommodate the parking demand that occurs at shift change over times and will avoid any potential overspill parking occurring on surrounding roads at these times of the day.
- 3.34 The staff car parking area will include 12 disabled spaces, representing 5% of the total, and in excess of the minimum requirement of 11 spaces i.e. 6 plus 2% of the total provision, as stipulated in the Knowsley Council Ensuring a Choice of Travel SPD (2010).
- 3.35 There will be 12 motorcycle parking spaces provided, which is also in excess of the minimum required under the KMBC guidance (1 per 2,000sq.m).
- 3.36 10% of the staff car parking spaces will be equipped with active electric vehicle charging points with a further 40% equipped with passive charging infrastructure. This aligns with the occupier's commitment to reducing vehicle emissions as already described, as it will help to facilitate and encourage the uptake of electric vehicles amongst staff.
- 3.37 The car park will operate a one-way system. **Drawing VN212041-TR103 Rev C** shows the proposed layout of the staff car park to demonstrate that all spaces will meet or exceed the minimum standard dimensions, and aisle widths will be a minimum of 6m.

Cycle Parking

- 3.38 KMBC's cycle parking standard for B8 development is a minimum of 1 space per 850sq.m, which for Unit 2 would equate to a minimum of 17 spaces. Cycle parking provision for Unit 2 will exceed this amount, with 40 spaces provided within a covered cycle storage close to the building entrance. Provision of cycle parking in excess of the minimum requirements will help to encourage staff to cycle to work.

Unit 2 Travel Plan

- 3.39 A Detailed Travel Plan will be developed for Unit 2, following the principles set out in the Framework Travel Plan submitted and agreed with the Local Highway Authority as part of the approved hybrid planning application and in accordance with the relevant planning condition. The Travel Plan for Unit 2 will help to minimise staff travel by car and promote travel by to the site by sustainable travel modes.

4 Unit 3 Development Proposals

Introduction

- 4.1 This chapter details the Unit 3 development proposals with respect to the highways and transport elements of the development, including vehicle, pedestrian and cyclist access arrangements, swept path analysis and car parking provision.
- 4.2 Unit 3 is to comprise 19,819sq.m (213,330sq.ft) GIA and will be located towards the south of the site, to the southwest of Unit 1 and to the south of Unit 2, and the layout is shown in Appendix B.
- 4.3 The details of the proposed Unit 3 are summarised below:
- 213,330sq.ft GIA of storage and distribution floorspace with ancillary offices;
 - 20 Loading Docks;
 - 4 levels access points;
 - 60 HGV parking spaces; and
 - 189 car parking spaces.

Unit 3 Access

- 4.4 Access to Unit 3 will be via the signalised junction with the A5080 Cronton Road and the internal shared access road that will provide access to all three units and the country park car park, consistent with the agreed parameters of the approved hybrid planning application with KMBC. The detail of the internal access road for an extent up to and including the Unit 1 access junction has been agreed as part of the hybrid application.
- 4.5 Unit 3 will be located on the western side of the internal access road with separate accesses to the service yard and staff car park via priority junctions directly onto the internal access road. The proposed arrangement of these junctions to provide access to Unit 3 is shown in **Drawing VN212041-D101 Rev B**. The access to the service yard will be approximately 180m to the north of the Cronton Road site access junction and the access to the car park will be approximately 250m north of Cronton Road, with a spacing of around 70m between the service yard and car park entrances. The drawing shows that suitable visibility splays will be achievable at each access point (2.4m x 70m), and that there will be suitable space for articulated HGV movements. The car park access junction will also be located a safe distance from the controlled surface crossing on the internal access road.
- 4.6 The service yard access will comprise of up to 20m corner radii and a 9m carriageway at the entrance to facilitate two-way movements. The staff car park access will comprise of up to 6m corner radii and a 7m carriageway at the entrance.
- 4.7 Access to Unit 3 for pedestrians and cyclists will be via the segregated footway / cycleway running alongside the western side of the internal access road and linking to the footway on Cronton Road.

This shared facility is to be 3m wide and dropped kerbs and tactile paving will be provided at the entrances along the internal road to assist pedestrians and cyclists on the off-carriageway segregated facilities crossing the vehicle access points safely. The Unit 3 service yard entrance includes cycleway provision along the north side to provide access to the southeast corner of Unit 3 where the cycle shelter is located, and this is also a pedestrian access route to the building entrance. Footways are proposed on both sides of the entrance into the car park.

- 4.8 Swept path analysis showing suitable access and manoeuvring for HGVs within the service yard is and at the internal access junction is provided in **Drawing VN212041-TR105 Rev B**.
- 4.9 It can therefore be concluded that Unit 3 will be provided with high quality facilities for pedestrian and cycle access, and appropriate vehicular access arrangements for the cars and HGVs in accordance with the principles of the hybrid planning application.

Staff Parking

- 4.10 The staff car parking for Unit 3 will provide 189 spaces which is within the maximum provision prescribed by the Knowsley Council Ensuring a Choice of Travel SPD (2010), which at 1 space per 100sq.m would equate to a maximum provision of 198 spaces.
- 4.11 The staff car park will provide 15 disabled car parking spaces representing 8% of the total, and in excess of the minimum requirement of 10 spaces i.e. 6 plus 2% of the total provision, as stipulated in the Knowsley Council Ensuring a Choice of Travel SPD (2010). There will also be 10 motorcycle spaces provided within the car park in line with the standard of 1 space per 2,000sq.m for B8 use in the Knowsley Council SPD.
- 4.12 It is proposed that 5% (nine spaces) of the car parking for Unit 3 will be provided with active electric vehicle charging points, and a further 5% (nine spaces) will have passive provision and be installed with ducting infrastructure for future proofing to facilitate additional charging points.
- 4.13 **Drawing VN212041-TR106 Rev B** shows the proposed layout of the staff car park to demonstrate that all spaces will meet or exceed the minimum standard dimensions, and aisle widths will be a minimum of 6m.

Cycle Parking

- 4.14 KMBC's cycle parking standard for B8 development is a minimum of 1 space per 850sq.m, which for Unit 3 would equate to a minimum of 23 spaces. Cycle parking provision for Unit 3 will be provided within covered cycle shelters close to the building entrance and there will be 50 spaces provided, which is in excess of the minimum requirement.

Unit 3 Travel Plan

- 4.15 A Detailed Travel Plan will be developed for Unit 3, following the principles set out in the Framework Travel Plan submitted and agreed with the Local Highway Authority as part of the approved hybrid planning application and in accordance with the relevant planning condition. The Travel Plan for Unit 3 will help to minimise staff travel by car and promote travel to the site by sustainable travel modes.

5 Trip Forecasts

Introduction

- 5.1 This chapter of the report summarises the predicted vehicle trip generation of the consented 1,000,000sq.ft (92,903sq.m) of commercial warehousing development under hybrid application 20/00494/HYB and the 527,442sq.ft (49,001sq.m) of floorspace proposed with regard to the approved Unit 1 scheme and the reserved matters application proposals for Units 2 and 3.

Approved Trip Forecasts

- 5.2 The agreed peak hour B8 development trip forecasts for the approved hybrid planning application are reproduced below. Two sets of trip rates were agreed separately with KMBC Highways and National Highways, and the results of both approaches are presented below in **Tables 5.1 to 5.4**.

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	0.077	0.031	0.037	0.034	0.114	0.065
PM	17:00-18:00	0.017	0.064	0.023	0.030	0.040	0.094

Table 5.1: National Highways Agreed B8 Trip Rates (per 100sq.m)

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	72	29	34	32	106	61
PM	17:00-18:00	16	60	21	28	37	88

Table 5.2: National Highways Agreed B8 Trip Forecasts (93,000sq.m)

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	0.072	0.047	0.016	0.017	0.088	0.064
PM	17:00-18:00	0.060	0.088	0.015	0.015	0.075	0.103

Table 5.3: KMBC Highways Agreed B8 Trip Rates (per 100sq.m)

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	67	44	15	16	82	60
PM	17:00-18:00	56	82	14	14	70	96

Table 5.4: KMBC Highways Agreed B8 Trip Forecasts (93,000sq.m)

- 5.3 Tables 5.1 and 5.2 show the agreed traffic generation parameters of the B8 element of the proposed Symmetry Park development for the hybrid planning application.

Proposed Trip Forecasts

- 5.4 The reserved matters planning application will result in a much smaller development scale than the 93,000sq.m agreed with the Highway Authorities as part of the hybrid application, with the total B8 floorspace now proposed at 49,001sq.m, nearly 50% lower than the quantum of development permitted under the hybrid application. It is confirmed by Tritax Symmetry that there is no intention to deliver additional units at the site beyond Units 1-3, and given the proposed site layout configuration it would not be spatially feasible.
- 5.5 The trip generation associated with this lower total B8 floorspace is shown in **Tables 5.5 and 5.6** for the National Highways and KMBC Highways agreed trip rates respectively.

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	38	15	18	17	56	32
PM	17:00-18:00	8	31	11	15	20	46

Table 5.5: Trip Forecasts for Proposed B8 Floorspace (49,001sq.m): National Highways Agreed B8 Trip Rates

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	35	23	8	8	43	31
PM	17:00-18:00	29	43	7	7	37	50

Table 5.6: Trip Forecasts for Proposed B8 Floorspace (49,001sq.m): KMBC Highways Agreed B8 Trip Rates

Net Difference

- 5.6 The net difference in B8 trip forecasts between the hybrid planning application and the proposed reserved matters application including the Unit 1 scheme is shown in **Tables 5.7 and 5.8**, for the National Highways and KMBC Highways agreed trip rates respectively.

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	-34	-14	-16	-15	-50	-29
PM	17:00-18:00	-8	-29	-10	-13	-17	-42

Table 5.7: Net Difference in Trip Forecasts for Proposed B8 Floorspace using National Highways Agreed B8 Trip Rates

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	-32	-21	-7	-8	-39	-29
PM	17:00-18:00	-27	-39	-7	-7	-33	-46

Table 5.8: Net Difference in Trip Forecasts for Proposed B8 Floorspace using KMBC Highways Agreed B8 Trip Rates

- 5.7 It can be seen from Tables 5.7 and 5.8 that the proposed total B8 development floor area for the site with the reserved matters application scheme is expected to generate significantly fewer peak hour vehicle trips than approved under the hybrid application utilising the B8 trip rates agreed with the Highway Authorities. Using the National Highways approved trip rates, the difference is in the order of 79 fewer trips in the morning peak hour and 59 fewer in the evening peak hour.
- 5.8 Based upon the KMBC Highways agreed trip rates, the difference is in the order of 68 fewer trips in the morning peak hour and 79 fewer in the evening peak hour.
- 5.9 It can therefore be concluded that the B8 development floor area of 49,001sq.m that is being brought forward under the reserved matters application for Units 2 and 3 along with the approved Unit 1 scheme falls well within the traffic generation parameters that were agreed as part of hybrid planning application 20/00494/HYB, and the traffic assessments undertaken as part of the hybrid application were accepted by KMBC Highways and National Highways.

6 Summary and Conclusion

Summary

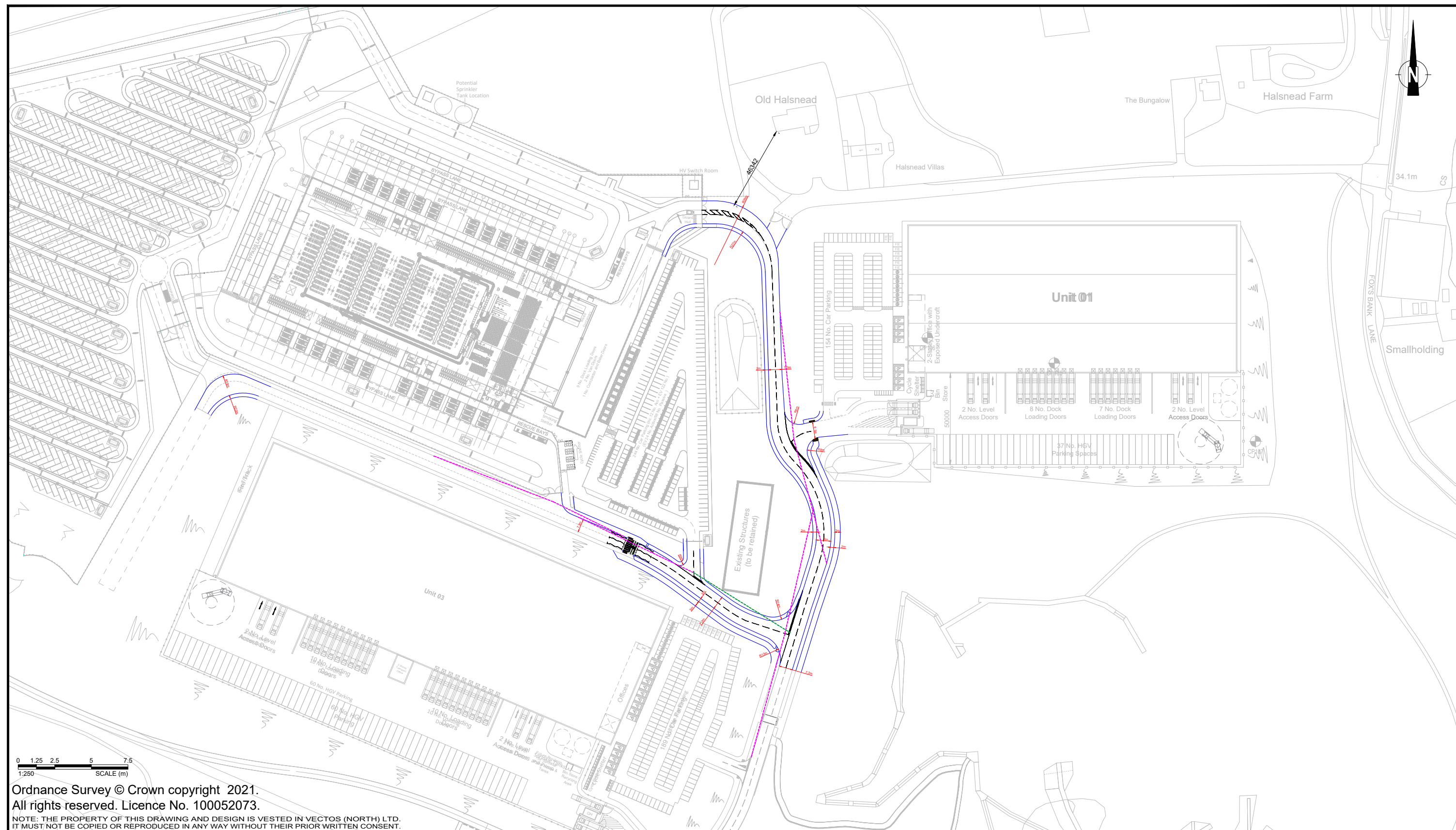
- 6.1 This Transport Statement has been prepared by Vectos in support of the reserved matters application for development at Symmetry Park in Knowsley. The reserved matters application seeks to agree the detail of the remainder of the commercial warehousing development agreed in outline under the approved hybrid planning application 20/00494/HYB.
- 6.2 The reserved matters application relates to Units 2 and 3, which together are to comprise 33,960sq.m of B8 floorspace. Combined with Unit 1, this will bring the total B8 floor area within the Symmetry Park site to 49,001sq.m, which is well within the 92,903sq.m approved in the hybrid application. Units 2 and 3 are to be accessed via the proposed site access road from the A5080 Cronton Road and the associated three-arm signalised junction arrangement as approved under the hybrid application. Access arrangements to the units for pedestrians and cyclists has been detailed, and will be of a good standard in general accordance with the Halsnead Garden Village Design and Local Distinctiveness Guide.
- 6.3 The report has provided an update on the committed highway improvement schemes at the Tarbock Island and Cronton Road / Prescott Road / Fox's Bank Lane junctions and changes in background traffic flows between 2019 and 2021, and this does not indicate any highway constraints in relation to the reserved matters application proposals.
- 6.4 The proposed layout of the internal highways to serve Units 2 and 3 has been presented and it has been demonstrated that the internal access roads are suitable in terms of highway geometry. The proposed parking and van storage provision for Units 2 and 3 has also been described and justification provided where there is a deviation from the Local Authority parking standards. Internal layouts for each unit have been assessed with respect to vehicle manoeuvres and the swept path assessments demonstrate appropriate provision.
- 6.5 The traffic parameters assessed as part of the hybrid application have been reviewed in respect of the B8 development that is consistent with the reserved matters application proposals and the approved Unit 1 scheme, with revised trip forecasts calculated and compared to those previously agreed with KMBC Highways and National Highways. The B8 development floor area of 33,960sq.m that is being brought forward under the reserved matters application along with the approved Unit 1 scheme (total B8 development floor area of 49,001sq.m), falls well within the traffic generation parameters that were agreed as part of hybrid planning application 20/00494/HYB.

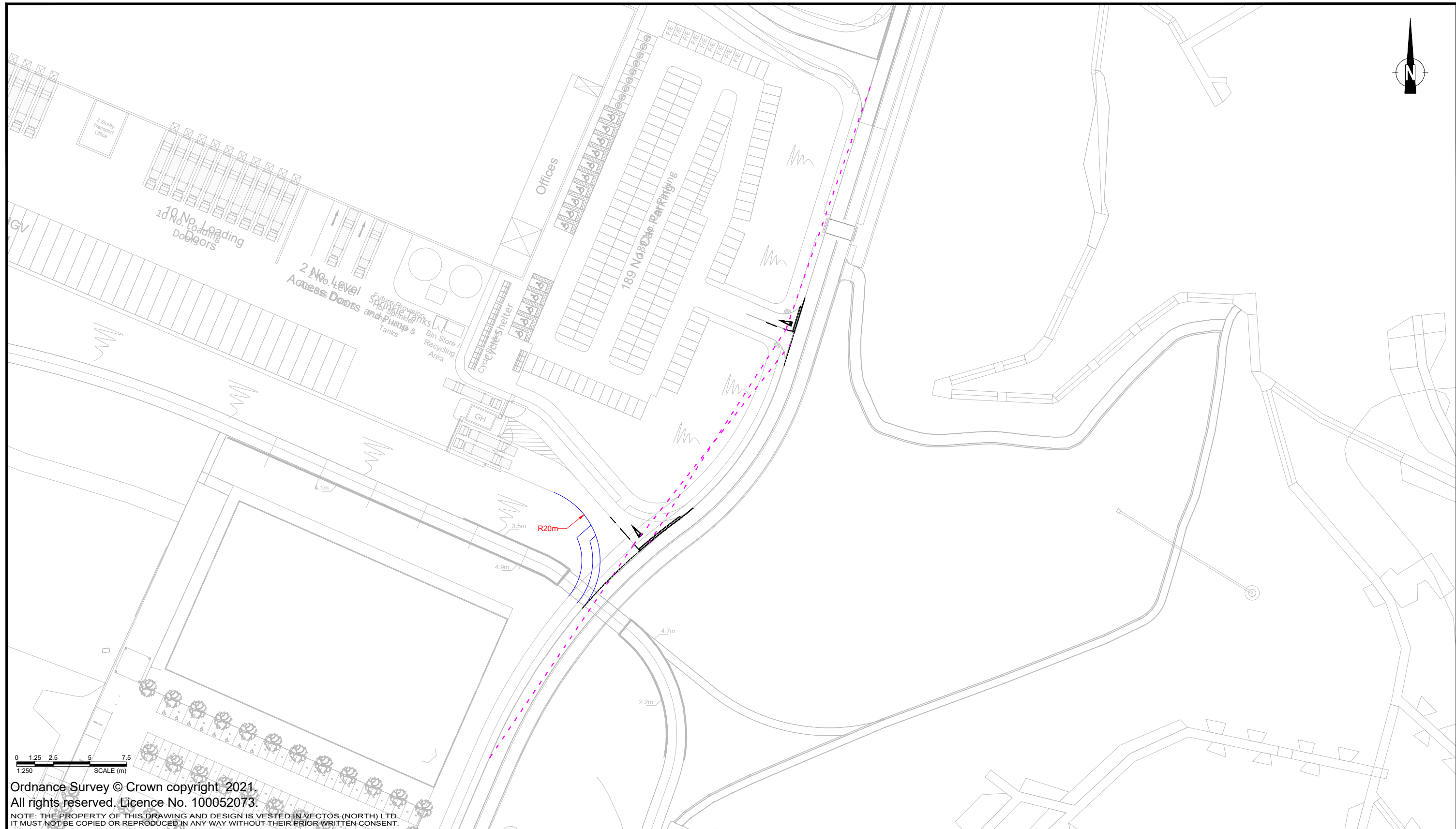
Conclusion

- 6.6 The approval of the hybrid planning application for the proposals at the Symmetry Park site agreed the basis for the development scheme in terms of the key principles and parameters from a transport and highways perspective. This Transport Statement has provided more detail in relation to the access and parking arrangements for the proposed Units 2 and 3 at the site, and demonstrated that the proposals can be safely accommodated without leading to any detrimental transport impacts.

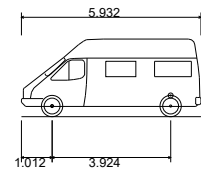
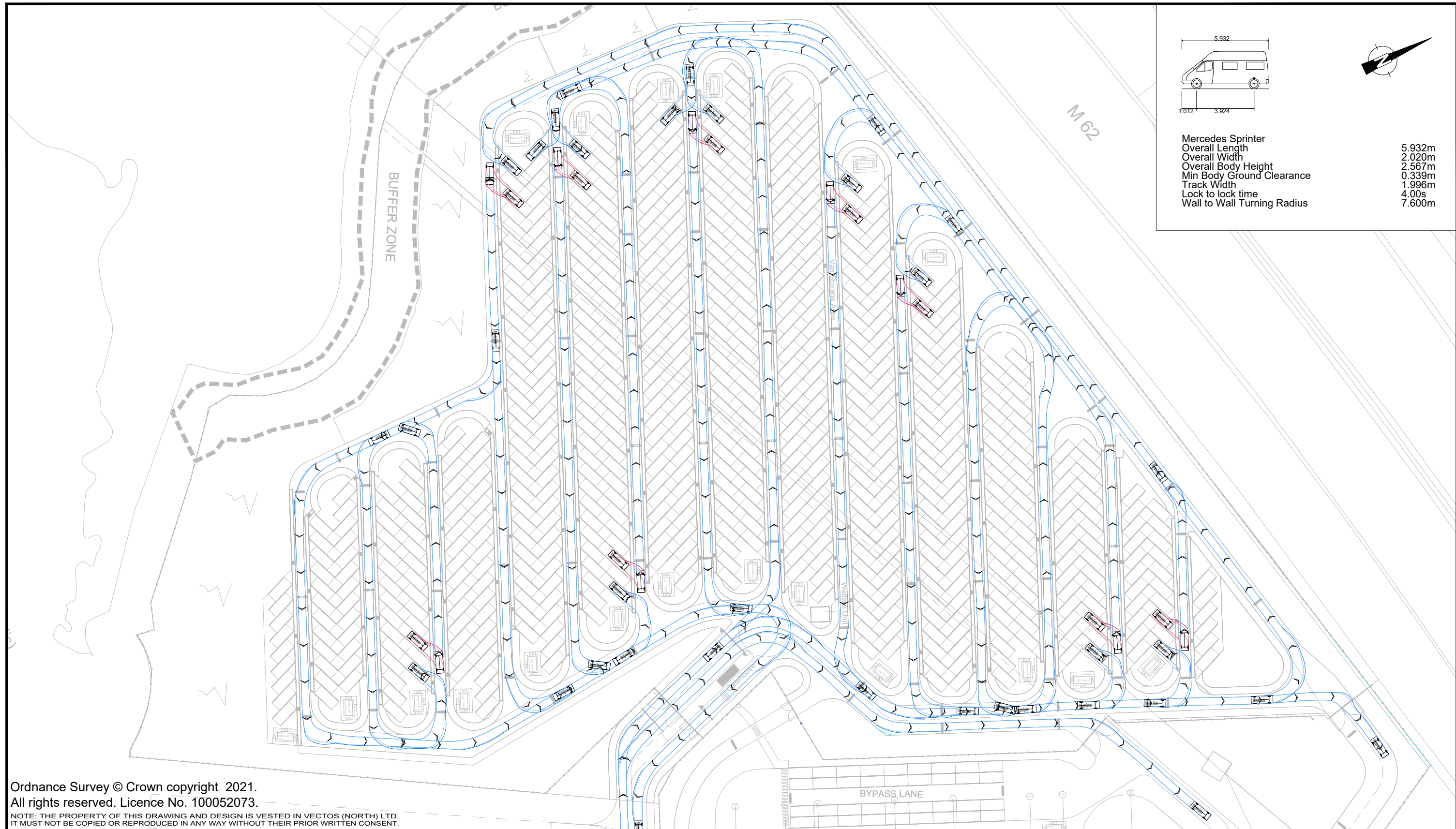
- 6.7 The reserved matters application accords with the approved hybrid application 20/00494/HYB in transport and highways terms and is consistent with the permission. Taking the above into consideration, Vectos recommends that reserved matters planning permission is not withheld for the proposed development on transport and highways grounds.

Drawings





REV.	DETAILS	DRAWN	CHECKED	DATE	Notes: 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. Key Proposed Kerb Visibility splay at junction - 2.4m x 70m for a 30mph road speed in accordance with DMRB CD109	Cronton Colliery, Knowsley Reserved Matters 1				Tritax Symmetry	
A	Updated Site Layout	DJR	PT	11.11.21		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	
B	Updated Site Layout	DJR	PT	17.12.21							
						DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
					WD	TR	19.11.2021	1:1000	VN212113-D101	B	



Mercedes Sprinter	
Overall Length	5.932m
Overall Width	2.020m
Overall Body Height	2.567m
Min Body Ground Clearance	0.339m
Track Width	1.996m
Lock to lock time	4.00s
Wall to Wall Turning Radius	7.600m

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REV.	DETAILS	DRAWN	CHECKED	DATE
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B	Updated Site Layout	DJR	PT	01.12.21
C	Updated Site Layout	DJR	PT	17.12.21

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

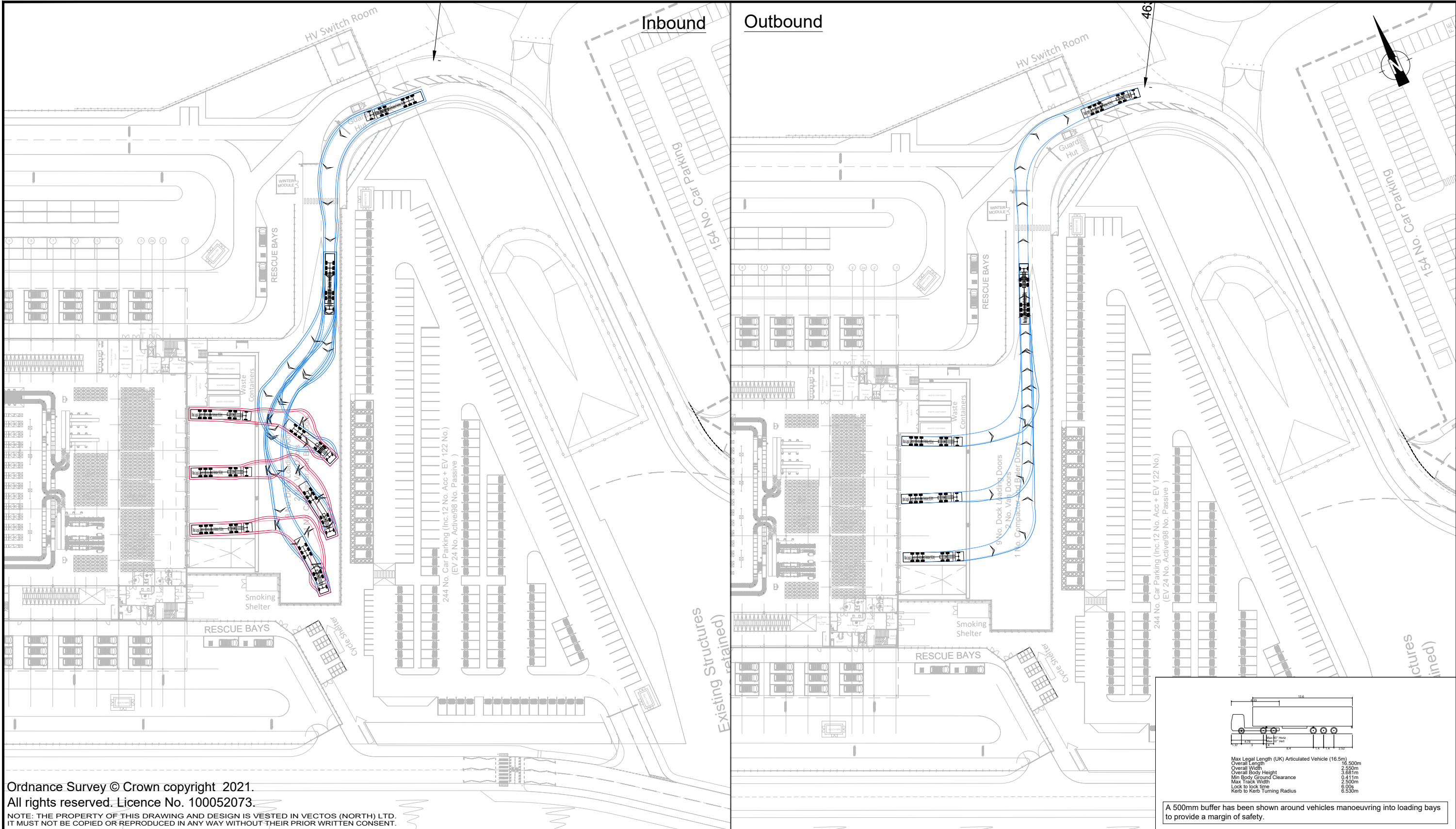
Proposed Unit 02 - Swept Path Analysis
Servicing - Van Storage
Mercedes Sprinter

DRAWN: DJR	CHECKED: TR	DATE: 15.10.2021	SCALES: 1:1000 at A3
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Tritax Symmetry

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

DRAWING NUMBER: VN212041-TR100	REVISION: C
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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.
B	Updated Site Layout	DJR	PT	01.12.21	
C	Updated Site Layout	DJR	PT	17.12.21	

Cronton Colliery, Knowsley Reserved Matters 1

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

DRAWN:	CHECKED:	DATE:	SCALES:
DJR	TR	15.10.2021	1:1000 at A3

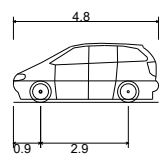
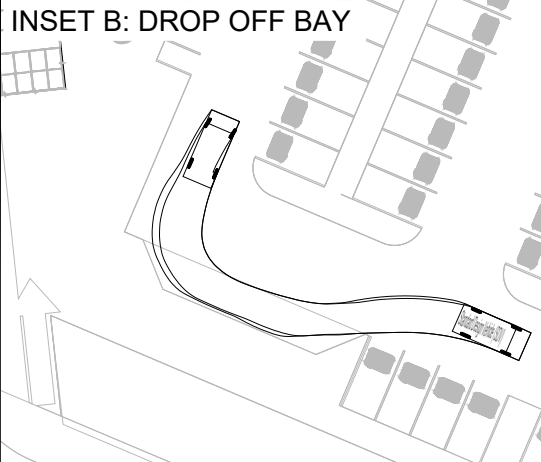
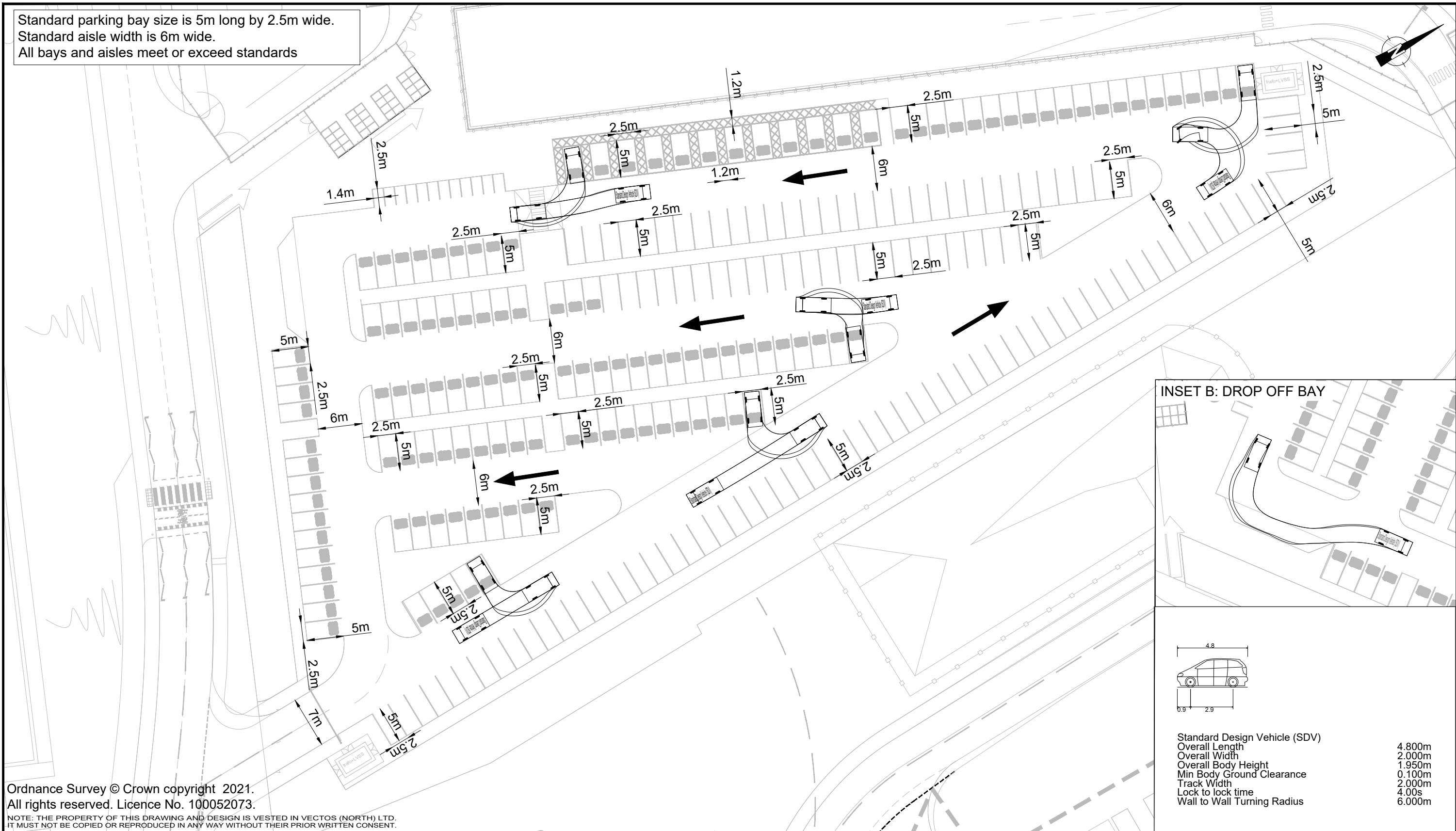
Tritax Symmetry

vectos.

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

DRAWING NUMBER:	REVISION:
VN212041-TR102	C

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



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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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	

Cronton Colliery, Knowsley Reserved Matters 1

Proposed Unit 02 - Car Park Layout
Review

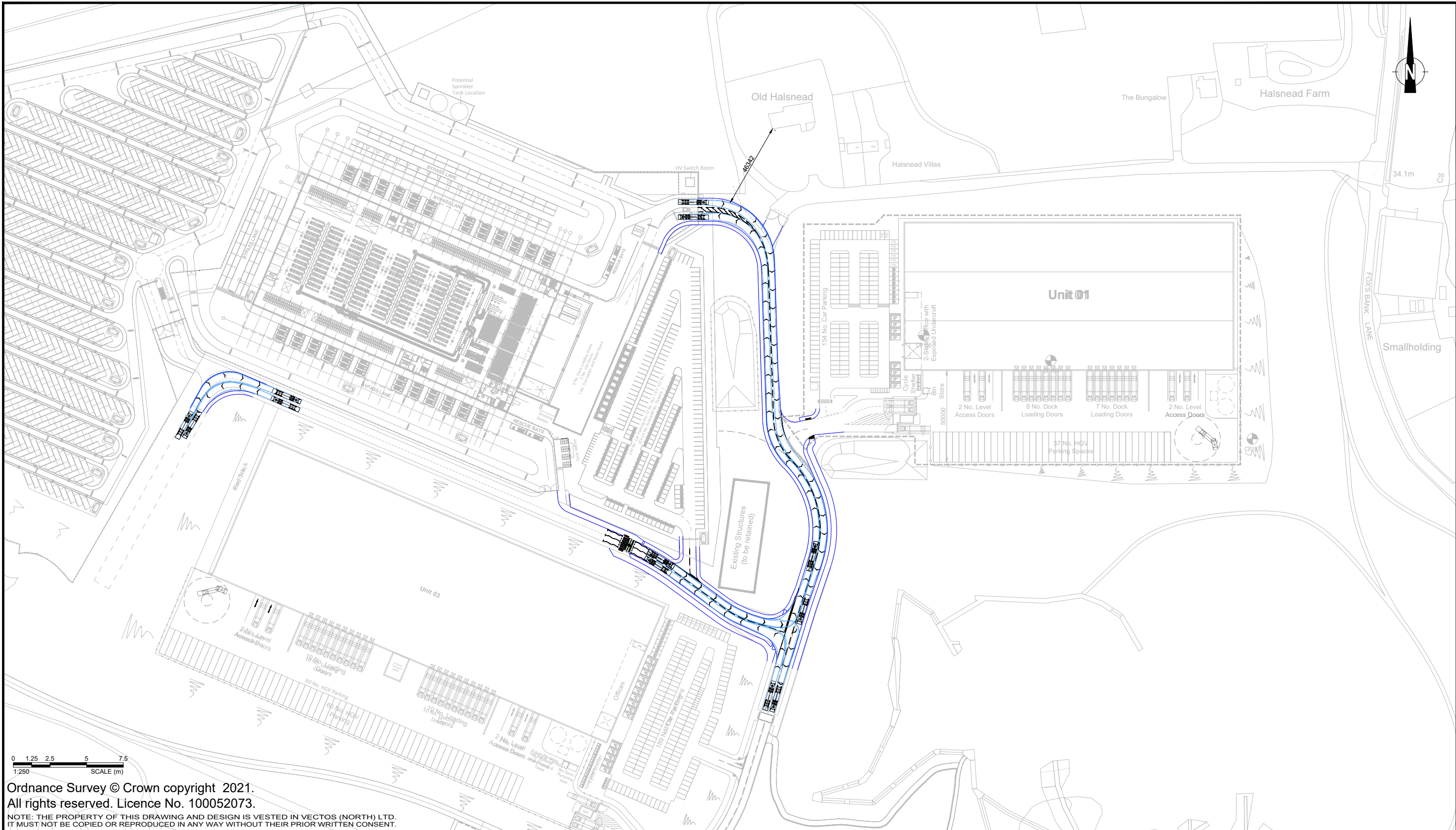
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DJR	TR	15.10.2021	1:500 at A3

Tritax Symmetry

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DRAWING NUMBER:	REVISION:
VN212041-TR103	C

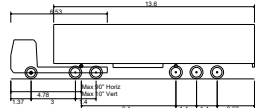


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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	DJR	PT	11.11.21
B	Updated Site Layout	DJR	PT	01.12.21
C	Updated Site Layout	DJR	PT	17.12.21

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 2.550m
Overall Body Height 3.881m
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

Swept Path Analysis of Internal Access Road
16.5m Articulated Vehicle

DRAWN:

DJR

CHECKED:

TR

DATE:

15.10.2021

SCALES:

1:500 at A3

Tritax Symmetry

vectos.

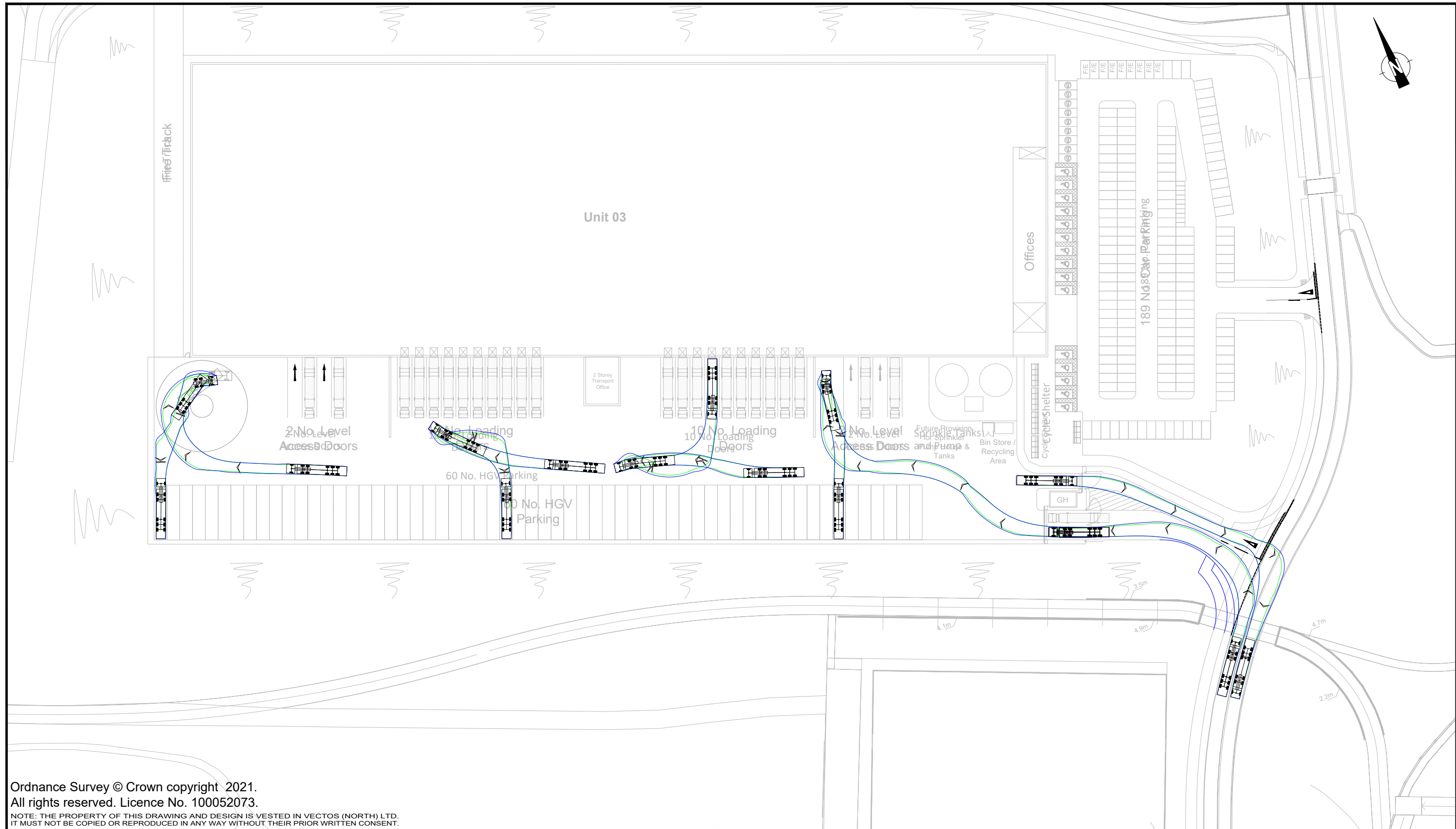
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VN212041-TR104

REVISION:

C



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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

Notes:

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

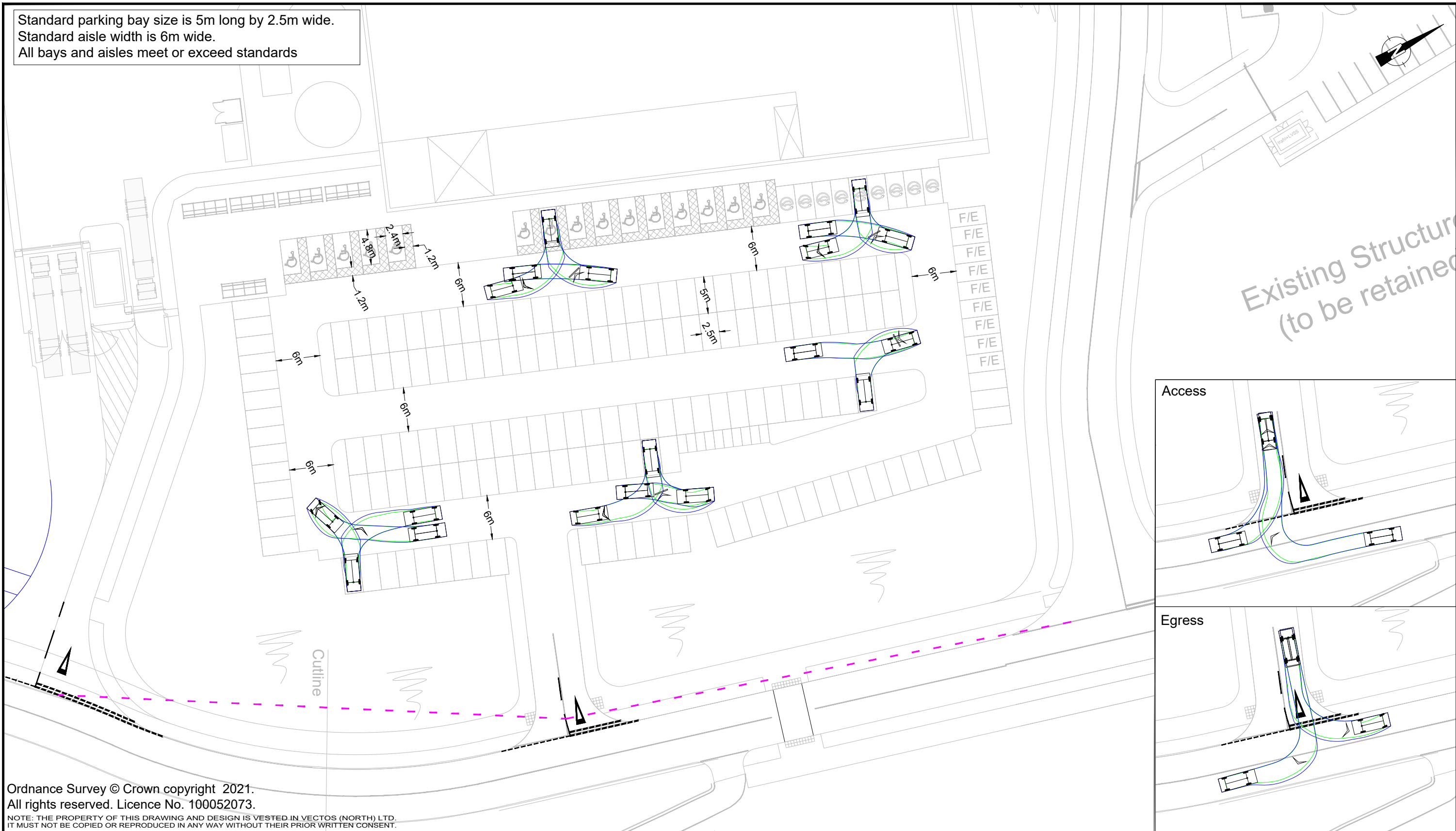
Key

— Proposed Kerb

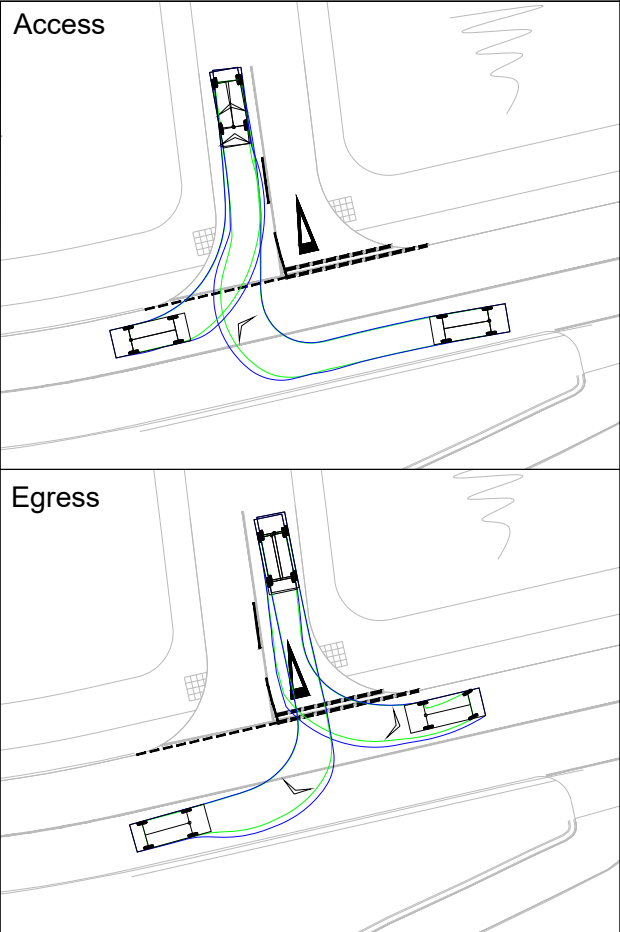
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Cronton Colliery, Knowsley Reserved Matters 1				Tritax Symmetry	
Proposed Unit 03 Swept Path Analysis - Service Yard				vectos.	
16.5m Articulated Vehicle				4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
WD	TR	19.11.2021	1:1000 at A3	VN212041-TR105	B

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



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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

Notes:

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

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

Cronton Colliery, Knowsley Reserved Matters 1				Tritax Symmetry	
Proposed Unit 03 Car Park Layout Review				 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: 1:500 at A3	DRAWING NUMBER: VN212041-TR106	REVISION: B

Appendices

Appendix A

Location Plan

-

 Application Boundary



PLANNING

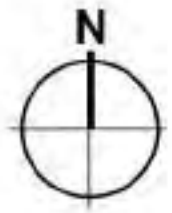
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Appendix B

Proposed Symmetry Park Masterplan

- 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.



SCHEDULE OF ACCOMMODATION
(Gross Internal Area unless otherwise stated)

Unit 01	
Warehouse Area	- 153,100 sq ft (14,223m ²)
Office (2 storey)	- 8,500 sq ft (780m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area	- 161,900 sq ft (15,041m²)
Net Site Area	- 7.93 Acres (3.209 Hectares)
Unit 02	
GF GIA Area	- 124,172 sq ft (11,530m ²)
FF GIA Area	- 28,040 sq ft (2,605m ²)
Total GIA Area	- 152,212 sq ft (14,141m²)
Net Site Area	- 24.85 Acres (10.0567 Hectares)
Loading Docks	- 9
Level Access	- 14
Van Dock Doors	- 2
Compactor and Baler	- 1
Car Parking	- 244 (Inc 2 No. Acc+122 No. EV) (EV 24 No. Active/ 98 No. Passive)
Motorcycle Parking	- 12
Unit 03	
Warehouse Area	- 198,723 sq ft (18,462m ²)
Ground Floor Core	- 1,033 sq ft (96m ²)
FF Office (Incl Void)	- 5,274 sq ft (490m ²)
SF Office (Excl Void)	- 5,500 sq ft (511m ²)
Transport Office (2 St.)	- 2,500 sq ft (232m ²)
Gatehouse	- 300 sq ft (28m ²)
Car Parking	- 189 (Inc 15 No. Acc + 9 No. EV + 9 No. F/E)
Motorcycle Parking	- 10
Total Area	- 213,330 sq ft (19,819m²)
Net Site Area	- 9.86 Acres (3.99 Hectares)

- Masterplan Boundary
- Existing Overhead Power Lines
- Application Boundary
- 15m Wood Offset Zone
- TPO Woodland

rev amendments by ckd date
**Phase 2, Symmetry Park,
Merseyside**
Illustrative Masterplan

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

umc
architects
3rd Floor, Manchester City, 61 King Street, Manchester, M2 2AH
+44 (0)161 413 0292 info@umcarchitects.com

Drawing Status:	Planning
Drawn / Checked:	MY / DEB
Date:	13/11/2020
Scale:	1:2000 @ A1
Drawing no:	Revision:
21351 P0602	N

PLANNING
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Illustrative Masterplan

10m SCALE 1:2000

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