

TRANSPORT STATEMENT

Tritax Symmetry Merseyside 1 Ltd

Symmetry Park, Merseyside
Unit 2 Reserved Matters

July 2023

Transport Statement

VN232557

Report control

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1 Introduction

Background

- 1.1 This Transport Statement has been prepared by Vectos (part of SLR) 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 Unit 2, as part of the commercial warehousing development agreed in outline under the approved hybrid planning application 20/00494/HYB.
- 1.2 The hybrid application was approved in March 2022, and 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 Unit 2 and the application site area is 33.9ha. 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 272,091sqft (GIA) of storage and distribution floorspace (Use Class B8) with ancillary offices and light industrial (Use Class E(g)), together with the provision of landscaping and infrastructure submitted pursuant to planning permission 20/00494/HYB”.
- 1.5 This reserved matters application relates to Unit 2, which will comprise 25,278sq.m (272,091sq.ft) of B8 floorspace. Combined with Unit 1, this will bring the total storage and distribution floor area within the site to 40,319sq.m, which is well within the 92,903sq.m approved by 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. This will be demonstrated in this report.

- ## Site Location and Description

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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 proposed scheme, including access arrangements, swept path analysis and parking provision;
- Section 4 provides the forecast vehicle trip generation numbers for the proposed Unit 2 to demonstrate compliance with the traffic parameters agreed as part of the hybrid planning application 20/00494/HYB; and
- Section 5 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 and a proposal for a new speed limit on Cronton Road adjacent to Symmetry Park.

Tarbock Island Junction Upgrade

- 2.1 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 in summer 2023 and be complete in 2025.
- 2.2 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. Condition 39 in the Decision Notice for the approved hybrid planning application (20/00494/HYB) permitted that a further 17,000sq.m of the outline application area could be built out and occupied once the highway improvement works at the Tarbock Island junction have commenced, and the wording of the condition is included below:

“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”.

- 2.3 The proposed Unit 2 floor area is 25,278sq.m, and as a result Vectos have engaged with National Highways to agree an amendment to the wording of Condition 39 to permit an increase in the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 25,548sq.m (up to 275,000sq.ft). This was set out in a Technical Note submitted to National Highways on 14th December 2022, and email correspondence from National Highways on 16th December 2022 confirmed their agreement to this proposed amendment to Condition 39. The Vectos Technical Note and the associated email correspondence is included at **Appendix C**.
- 2.4 Therefore, the proposed 25,278sq.m floor area for Unit 2 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 2025.

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

- 2.5 KMBC have brought forward a committed highway upgrade scheme at the Cronton Road / Prescott Road / Fox's Bank Lane junction to the east of the site. The junction has been improved to provide a four-arm roundabout in place of the previous staggered priority crossroads arrangement. This junction improvement scheme was described in the Vectos TA in September 2020. The works were completed in 2022, and the new junction arrangement has therefore been implemented prior to any development being occupied on the Symmetry Park site.

Cronton Road Speed Limit Change

- 2.6 Condition 10 in the Decision Notice for the approved hybrid planning application (20/00494/HYB) relates to a proposal to implement a 50mph speed limit on Cronton Road in the vicinity of the site, and the wording of the condition is included below:

"No part of the development (excluding site set up, earthworks and remediation) shall be commenced until the Traffic Regulation Order process has commenced, to be confirmed by the local planning authority, to provide a 50mph speed limit on Cronton Road".

- 2.7 Vectos engaged with KMBC Highways to review the detailed proposals for the speed limit change for the section of Cronton Road between the Tarbock Island and Cronton Road / Prescott Road / Fox's Bank Lane junctions to the west and east of the development site respectively. Cronton Road / Prescott Road / Fox's Bank Lane junction improvement scheme outlined in paragraph 2.5 included the implementation of a 40mph speed limit through the new roundabout. As a result, a revised speed limit proposal on Cronton Road was agreed with KMBC Highways, which comprised of the extension of 40mph speed limit from the west of Fox's Bank Lane to the Tarbock Island junction. The agreed proposed speed limit plan to facilitate the associated Traffic Regulation Order process is included at **Appendix D**.

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 and car parking provision.
- 3.2 Unit 2 is to comprise 25,278sq.m (272,091sq.ft) GIA and will be located centrally within the site and to the southwest of Unit 1, and the layout is shown in **Appendix E**.
- 3.3 The details of the proposed Unit 2 are summarised below:
- 272,091sq.ft GIA of storage and distribution floorspace with ancillary offices;
 - 25 Loading Docks;
 - 4 levels access points;
 - 38 HGV parking spaces; and
 - 244 car parking spaces across two car parks, one to the north of the unit and one to the east.

Unit 2 Access

- 3.4 Access to Unit 2 will be via the signalised junction with the A5080 Cronton Road and the internal access road, which will also provide access to Unit 1 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.
- 3.5 Unit 2 will be located on the western side of the internal access road with separate accesses to the service yard and staff car parks via priority junctions directly onto the internal access road. The proposed arrangement of these junctions to provide access to Unit 2 is shown in **Drawings VN232557-D100 Rev A to D102 Rev A**. The access to the southern car park will be approximately 200m to the north of the Cronton Road site access junction and the access to the service yard will be approximately 275m north of Cronton Road, with a spacing of around 75m between the service yard and southern car park entrance. The access to the northern car park will be on the north side of Unit 2 and approximately 500m along the internal access road from Cronton Road. The drawings show 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 southern car park access junction will also be located a safe distance from the controlled surface crossing on the internal access road.
- 3.6 The service yard access will comprise of 15m and 12m corner radii on the south and north sides of the junction respectively, and at least a 10m carriageway width to facilitate two-way movements. The access junctions serving the two staff car parks will comprise of 6m corner radii and at least a 6m carriageway at the entrance.

- 3.7 Access to Unit 2 for pedestrians and cyclists will be via the segregated footway / cycleway running along 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 2 service yard entrance includes cycleway provision along the south side to provide access to the northeast corner of Unit 2 where the cycle storage shelters are located, and this is also a pedestrian access route to the building entrance. Footways are proposed on both sides of the southern car park junction, and there is a marked pedestrian route through the car park to facilitate access to the building entrance. There is also a footway route proposed into the site from the northern car park access, and this connects to the footway along the south side of the service yard entrance at the northeast corner of Unit 2.
- 3.8 The proposed internal access road arrangement and footway / cycleway provision for Unit 2 is shown in **Drawing VN232557-D103 Rev A**, and the swept path analysis of the internal road layout by articulated HGVs is shown in **Drawing VN232557-TR100 Rev A**.
- 3.9 Swept path analysis showing suitable access and manoeuvring for HGVs within the service yard and at the associated access junction is provided in **Drawing VN232557-TR101 Rev A**.
- 3.10 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 for the cars and HGVs in accordance with the principles of the hybrid planning application.

Staff Parking

- 3.11 The staff car parking for Unit 2 will provide 244 spaces and this is within the maximum provision prescribed by the Knowsley Council, '*Ensuring a Choice of Travel Supplementary Planning Document*' (SPD) (2010), which at 1 space per 100sq.m would equate to a maximum provision of 253 spaces.
- 3.12 The staff car park will provide 15 disabled car parking spaces that represents around 6% of the total, and in excess of the minimum requirement of 11 spaces i.e. six plus 2% of the total provision, as stipulated in the Knowsley Council Ensuring a Choice of Travel SPD (2010). There will also be 13 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.
- 3.13 It is proposed that 20% (50 spaces) of the car parking for Unit 2 will be provided with active electric vehicle charging points, and the remaining parking spaces will have passive provision and be installed with ducting infrastructure for future proofing to facilitate additional charging points, broadly according with the Building Regulations Approved Document S.
- 3.14 **Drawings VN232557-TR102 Rev A and TR103 Rev A** show the proposed layouts of the two staff car parks to demonstrate that all spaces will meet or exceed the minimum standard dimensions, the aisle widths will be a minimum of 6m and the swept path analysis shows the manoeuvres to access and egress the parking spaces.

Cycle Parking

- 3.15 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 30 spaces. Cycle parking provision for Unit 2 will be provided within covered cycle shelters close to the building entrance and there will be 100 spaces provided, which is in excess of the minimum requirement.

Unit 2 Travel Plan

- 3.16 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 to the site by sustainable travel modes.

Symmetry Park Masterplan – Wider Access Strategy

- 3.17 The proposed Symmetry Park masterplan is designed to facilitate a future link into the adjacent Maro Developments land to the southwest of Unit 2, as indicated in **Drawing VN232557-D103 Rev A**, which shows the potential alignment of the internal road infrastructure to the boundary of the site to allow for a connection (from the west of the Unit 2 northern car park access). Maro Developments have submitted a planning application for a proposed industrial and warehousing development scheme (Mercury 62) at their site (KMBC application reference 22/00587/FUL) in September 2022. The preliminary sketch alignment of the Symmetry Park internal access road on **Drawing VN232557-D103 Rev A** is shown to broadly tie in with the alignment of the eastern access junction and associated internal road infrastructure for the Mercury 62 scheme, as shown on the proposed site plan by Fletcher Rae (Drawing Number 17021-FRA-AV-XX-DR-A-0501 Rev P2). This wider masterplan proposal facilitates the potential for two access points on Cronton Road to be linked in the future by a main route through the site between the Maro Developments scheme and Symmetry Park. This is in line with the Halsnead Garden Village Masterplan Supplementary Planning Document (2017) and does not compromise the delivery of the wider masterplan for Halsnead South.

4 Trip Forecasts

Introduction

- 4.1 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 433,990sq.ft (40,319sq.m) of floorspace proposed with regard to the approved Unit 1 scheme and the reserved matters application proposals for Unit 2.

Approved Trip Forecasts

- 4.2 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 4.1 to 4.4**.

	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 4.1: 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 4.2: 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 4.3: 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 4.4: KMBC Highways Agreed B8 Trip Forecasts (93,000sq.m)

- 4.3 The above tables show the agreed traffic generation parameters of the B8 element of the proposed Symmetry Park development for the hybrid planning application.

Proposed Trip Forecasts

- 4.4 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 40,319sq.m, over 50% lower than the quantum of development permitted under the hybrid application.
- 4.5 The trip generation associated with this lower total B8 floorspace is shown in **Tables 4.5 and 4.6** 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	31	12	15	14	46	26
PM	17:00-18:00	7	26	9	12	16	38

Table 4.5: Trip Forecasts for Proposed B8 Floorspace (40,319 sq.m): National Highways Agreed B8 Trip Rates

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	29	19	6	7	35	26
PM	17:00-18:00	24	35	6	6	30	42

Table 4.6: Trip Forecasts for Proposed B8 Floorspace (40,319sq.m): KMBC Highways Agreed B8 Trip Rates

Net Difference

- 4.6 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 4.7 and 4.8**, 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	-41	-17	-19	-18	-60	-35
PM	17:00-18:00	-9	-34	-12	-16	-21	-50

Table 4.7: 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	-38	-25	-9	-9	-47	-34
PM	17:00-18:00	-32	-47	-8	-8	-40	-54

Table 4.8: Net Difference in Trip Forecasts for Proposed B8 Floorspace using KMBC Highways Agreed B8 Trip Rates

- 4.7 It can be seen from Tables 4.7 and 4.8 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 95 fewer trips in the morning peak hour and 71 fewer in the evening peak hour.
- 4.8 Based upon the KMBC Highways agreed trip rates, the difference is in the order of 81 fewer trips in the morning peak hour and 94 fewer in the evening peak hour.
- 4.9 It can therefore be concluded that the B8 development floor area of 40,319sq.m that is being brought forward under the reserved matters application for Unit 2, 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.

5 Summary and Conclusions

Summary

- 5.1 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 Unit 2, as part of the commercial warehousing development agreed in outline under the approved hybrid planning application 20/00494/HYB.
- 5.2 The reserved matters application relates to Unit 2, which will comprise 25,278sq.m (272,091sq.ft) of B8 floorspace. Combined with Unit 1, this will bring the total storage and distribution floor area within the site to 40,319sq.m, which is well within the 92,903sq.m approved by the hybrid application. Unit 2 is 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 unit 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.
- 5.3 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 the proposal to implement a 40mph speed limit on Cronton Road in the vicinity of the site. It also outlines the wider access strategy proposals of the Symmetry Park masterplan that are to facilitate a future link into the adjacent Maro Developments land to the southwest of Unit 2.
- 5.4 The proposed layout of the internal highway arrangement to serve Unit 2 has been presented and it has been demonstrated that the internal access roads and service yard layout are suitable in terms of highway geometry. The proposed parking for Unit 2 has also been described in line with the Local Authority parking standards. The internal layout for Unit 2 has been assessed with respect to vehicle manoeuvres and the swept path assessments demonstrate appropriate provision.
- 5.5 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 25,278sq.m that is being brought forward under the reserved matters application along with the approved Unit 1 scheme (total B8 development floor area of 40,319sq.m), falls well within the traffic generation parameters that were agreed as part of hybrid planning application 20/00494/HYB.

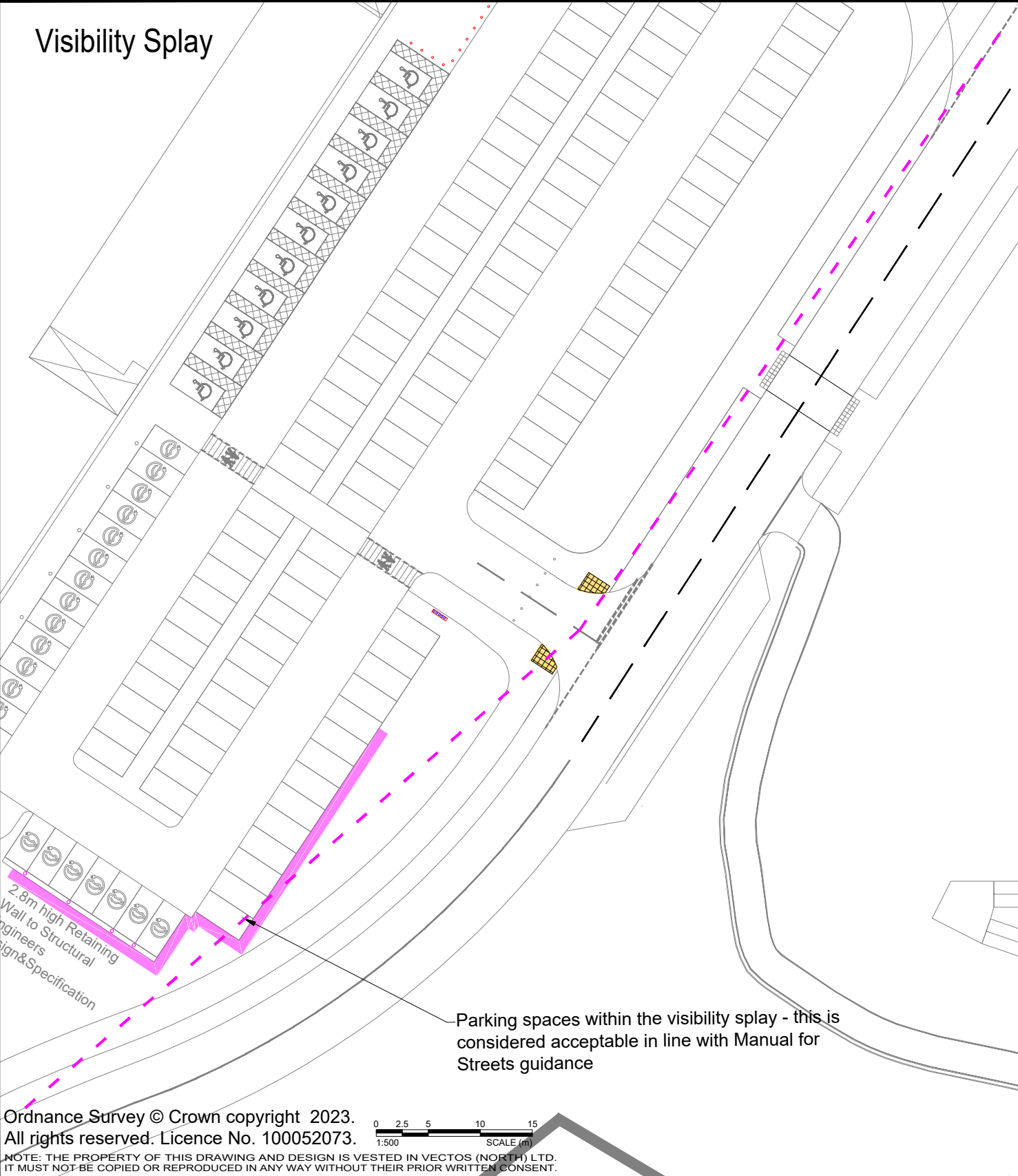
Conclusion

- 5.6 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 Unit 2 at the site, and demonstrated that the proposals can be safely accommodated without leading to any detrimental transport impacts.

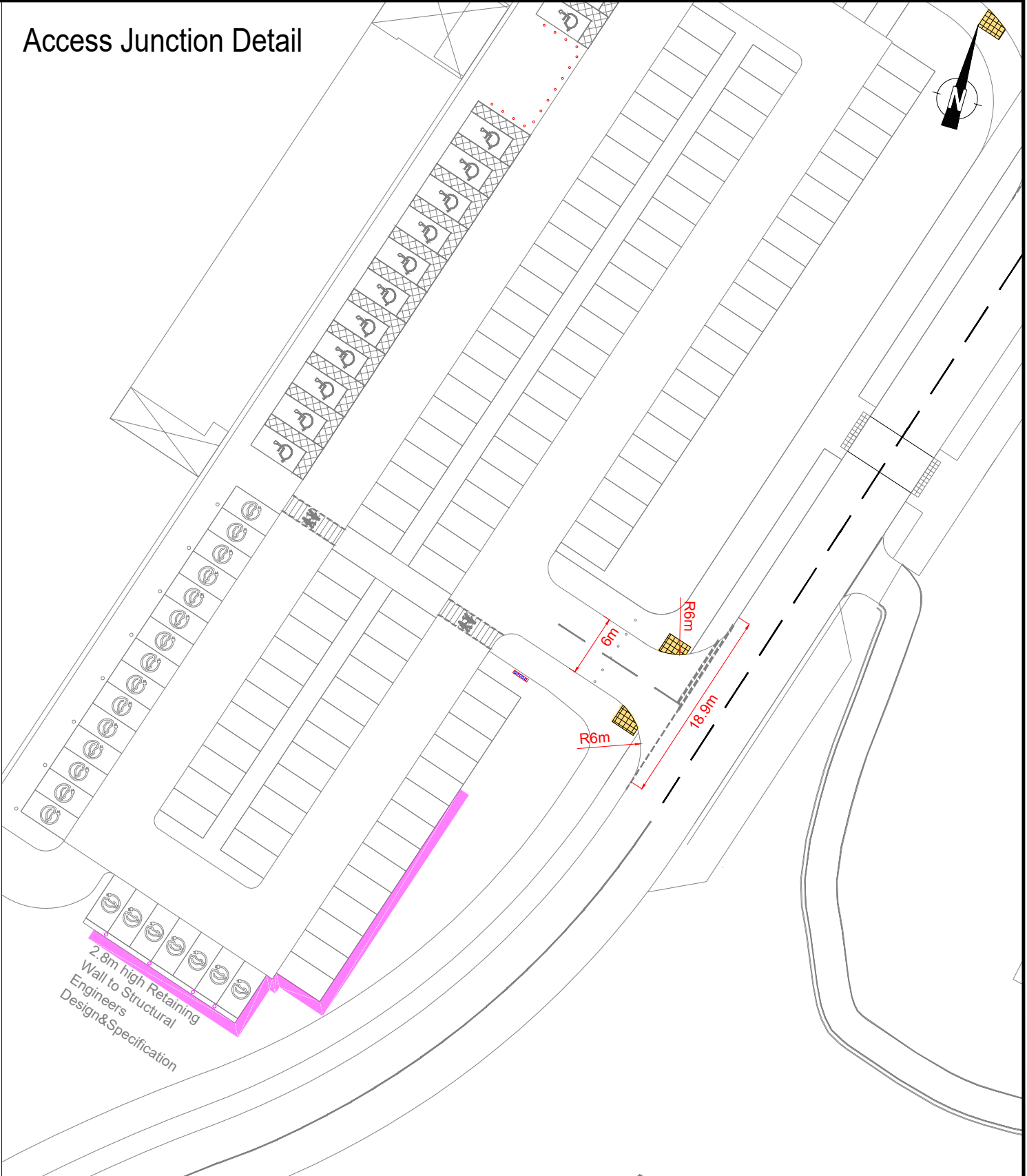
- 5.7 The reserved matters application accords with the approved hybrid application 20/00494/HYB in transport and highways terms and is consistent with the permission. Taking the above into consideration, Vectos recommends that reserved matters planning permission is not withheld for the proposed development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

Drawings

Visibility Splay



Access Junction Detail



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	18.07.23

Notes:

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

----- 2.4m x 70m junction visibility splay to nearside kerb for 30mph road in accordance with DMRB CD109

Cronton Colliery, Knowsley Reserved Matters Unit 2

Proposed Access Junction Arrangement and Visibility Splays - Car Park (South)

DRAWN: CG

CHECKED: PT

DATE: 14.03.23

SCALES: 1:500 at A3

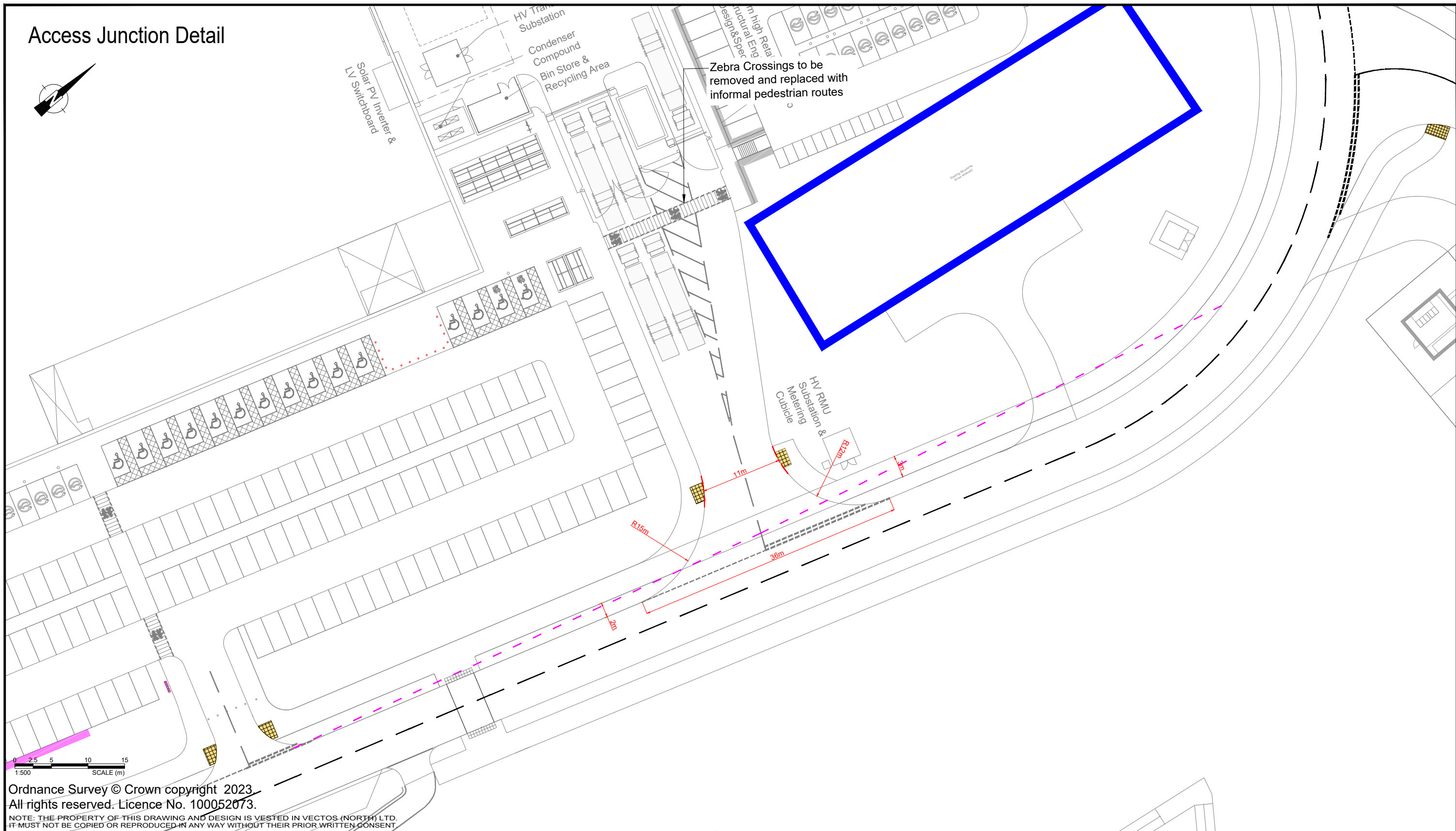
Tritax Symmetry

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DRAWING NUMBER: VN232557 - D100

REVISION: A

Access Junction Detail



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	18.07.23

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
 - White lining is indicative only.
- 2.4m x 70m junction visibility splay to nearside kerb for 30mph road in accordance with DMRB CD109

Cronton Colliery, Knowsley Reserved Matters Unit 2

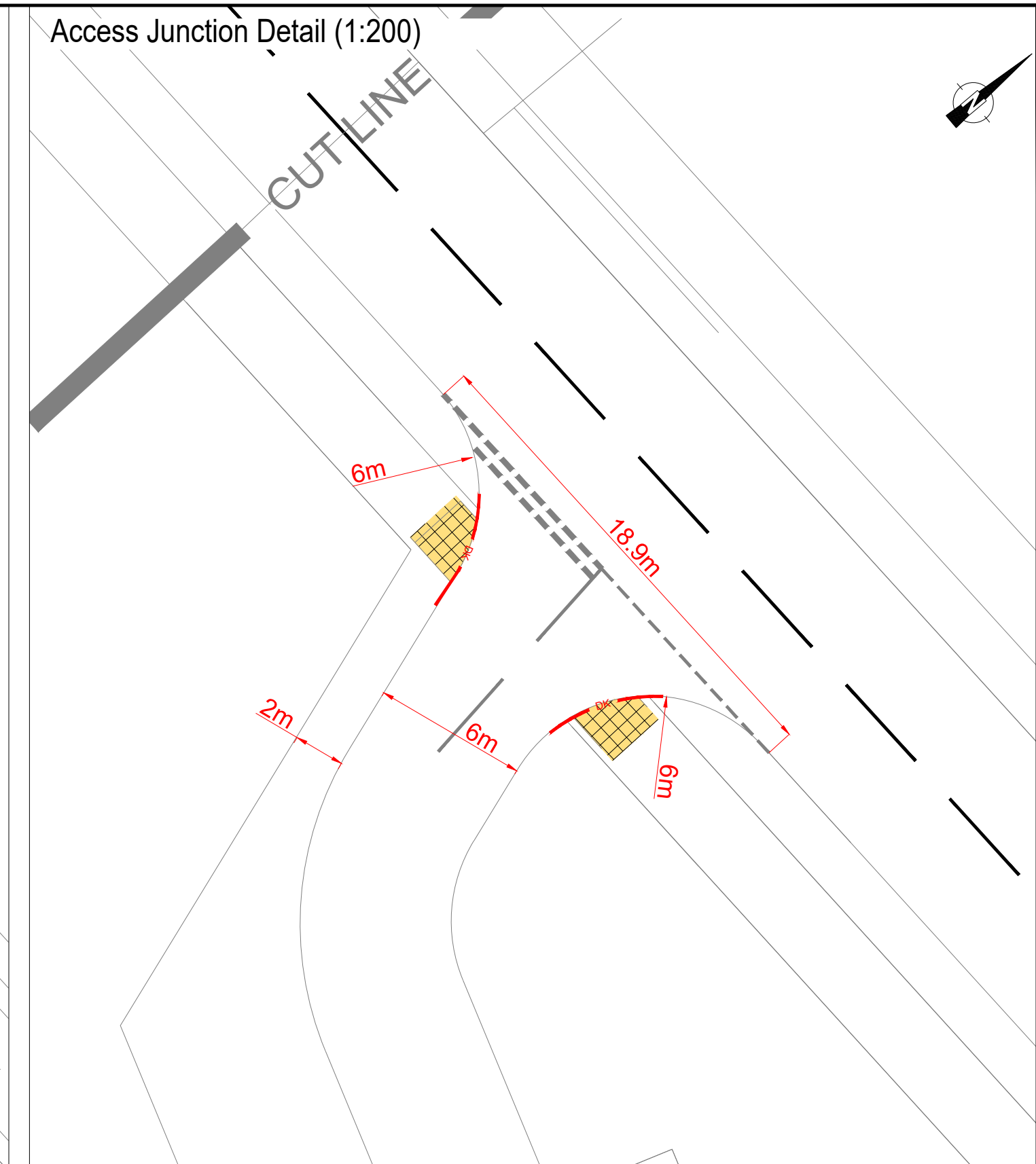
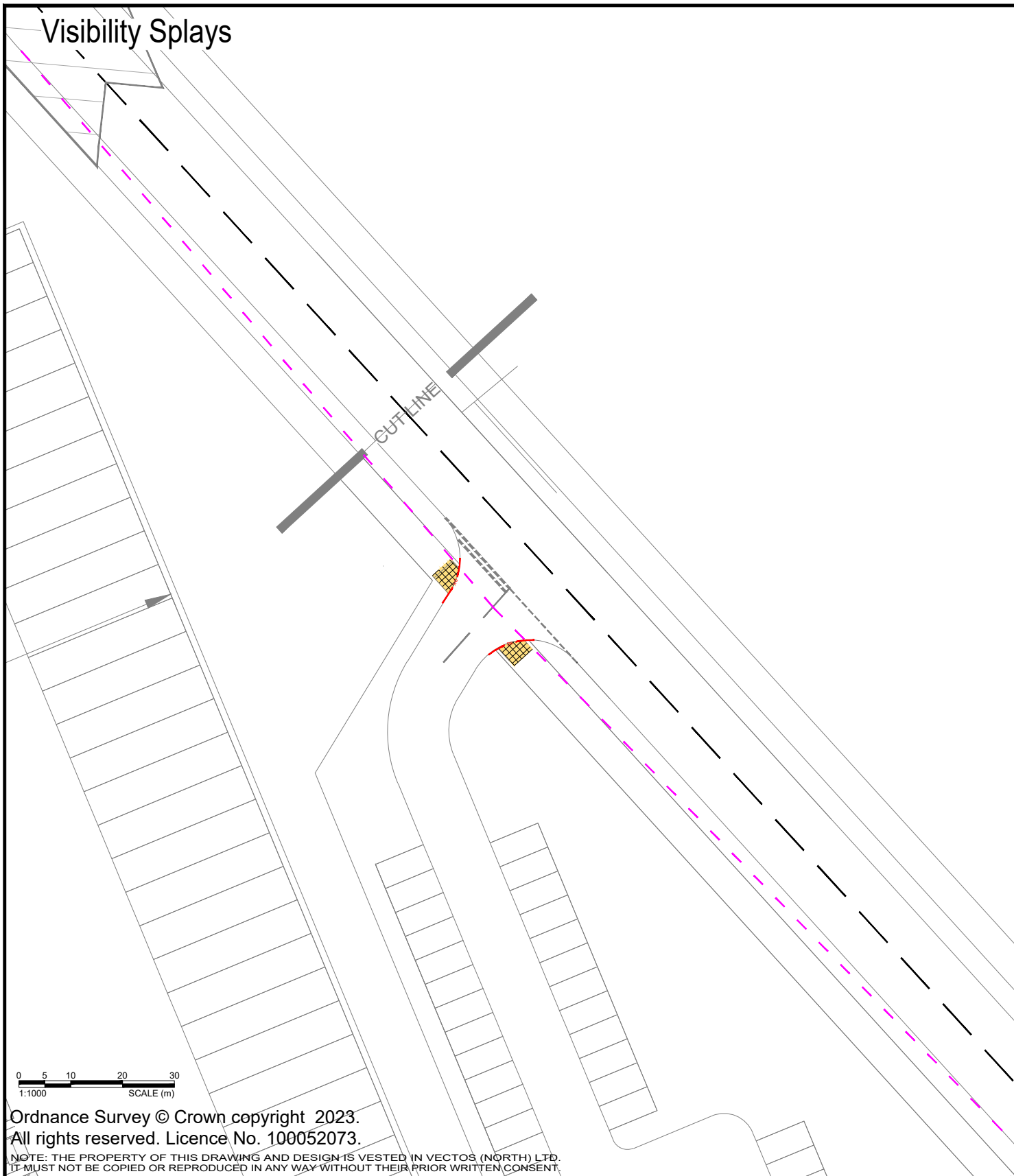
Tritax Symmetry

Proposed Service Yard Access Junction
Arrangement and Visibility Splays

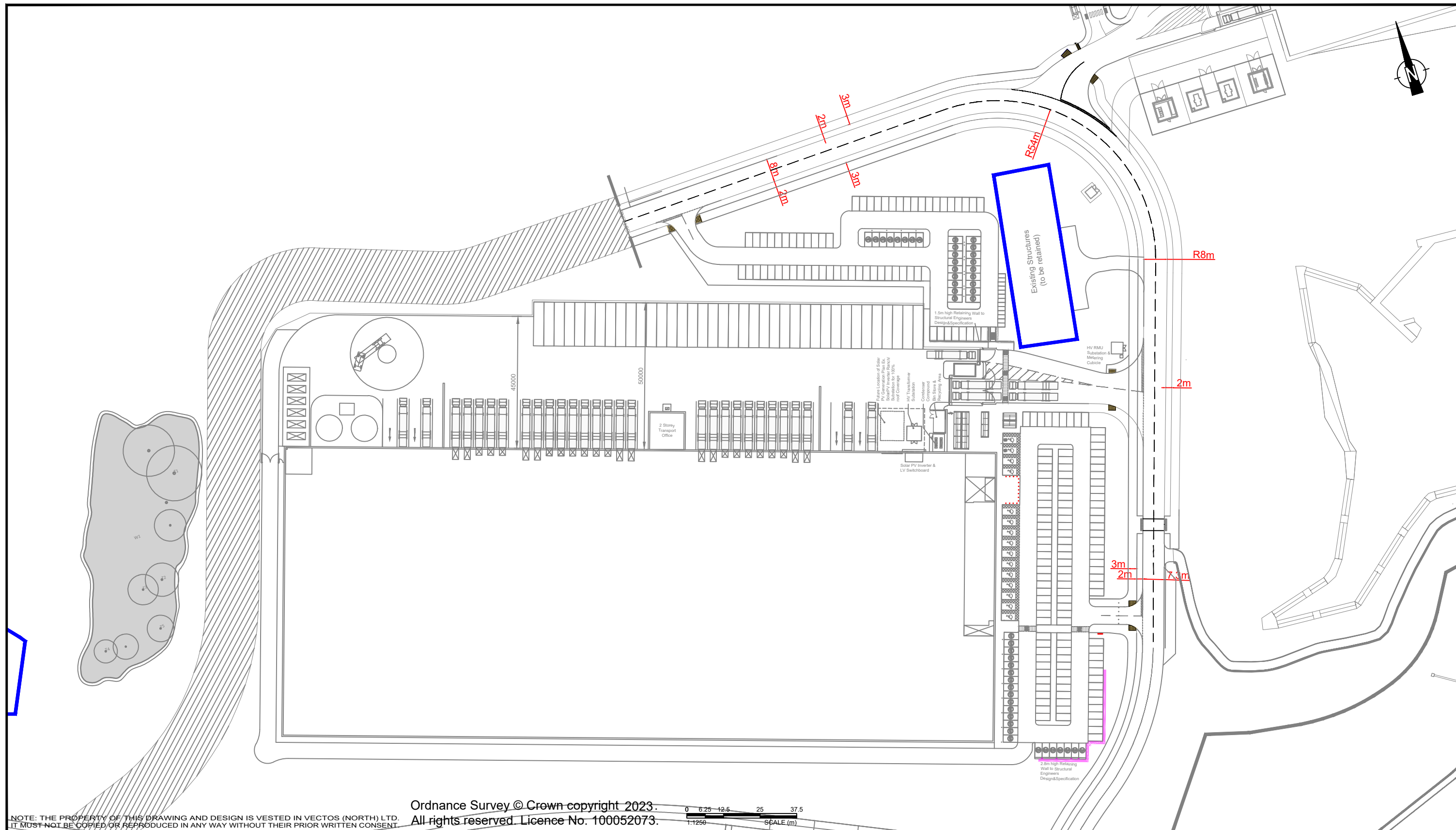
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DRAWN: CG	CHECKED: PT	DATE: 14.03.23	SCALES: 1:1000 at A3 (unless specified)	DRAWING NUMBER: VN232557 - D101	REVISION: A
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REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:	Cronton Colliery, Knowsley Reserved Matters Unit 2		Tritax Symmetry	
A	Updated Site Layout	DJR	PT	17.07.23	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. 2.4m x 70m junction visibility splay to nearside kerb for 30mph road in accordance with DMRB CD109	Proposed Access Junction Arrangement and Visibility Splays - Car Park (North)		vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
DRAWN: CG		CHECKED: PT		DATE: 14.03.23	SCALES: 1:500 at A3 (unless specified)	DRAWING NUMBER: VN232557 - D102		REVISION: A	



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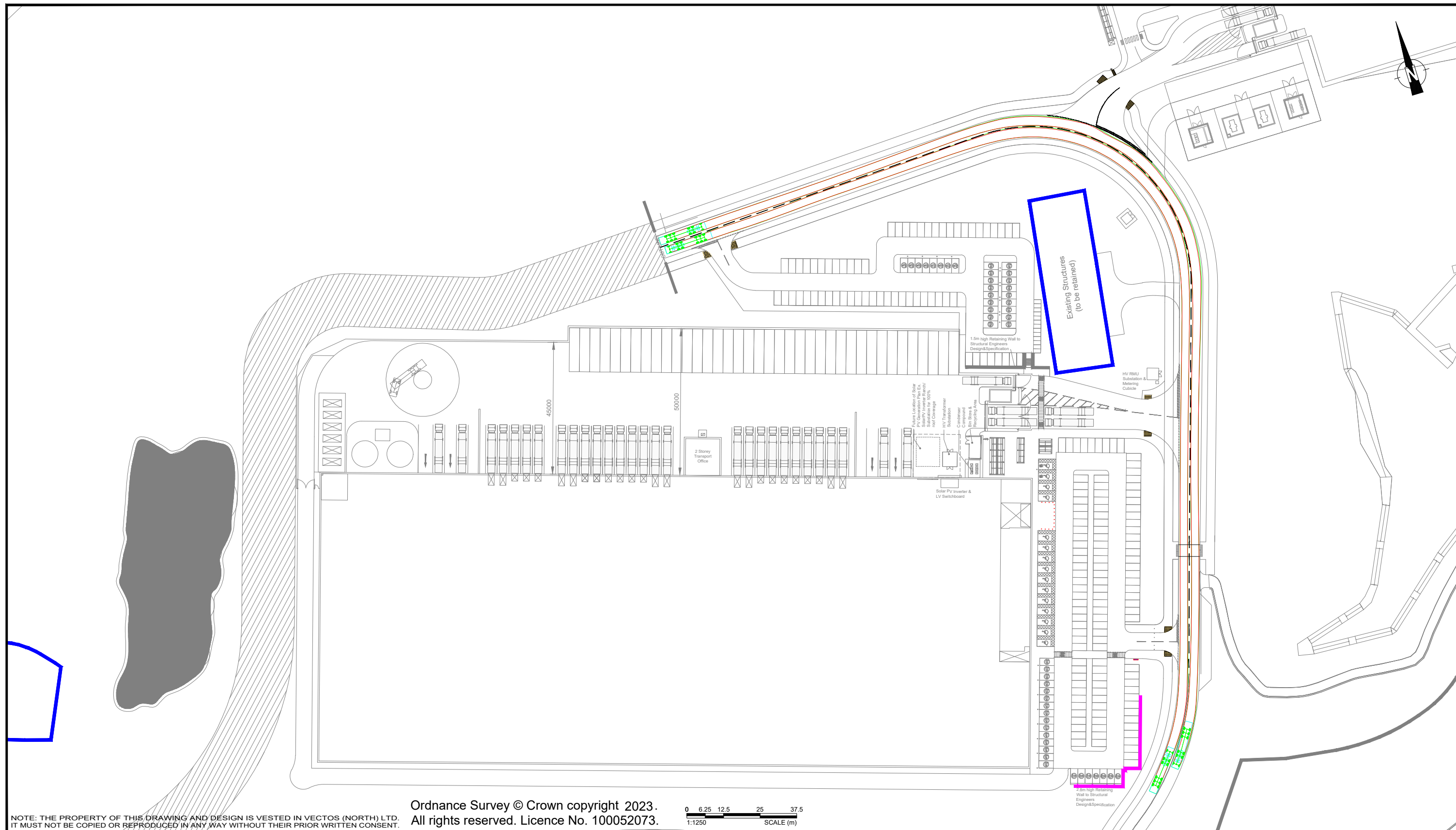
REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	DJR	PT	17.07.23

Notes:

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

 Potential future internal road infrastructure to link into MARO development land

Cronton Colliery, Knowsley Reserved Matters Unit 2		Tritax Symmetry	
Proposed Internal Access Road Arrangement and Cycleway Provision For Unit 2		vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
DRAWN: DJR	CHECKED: PT	DATE: 17.03.23	SCALES: 1:1250 at A3
DRAWING NUMBER: VN232557 - D103		REVISION: A	



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	18.07.23

Notes:

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

Potential future internal road infrastructure to link into MARO development land

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 Unit 2

Swept Path Analysis of Internal Access Road

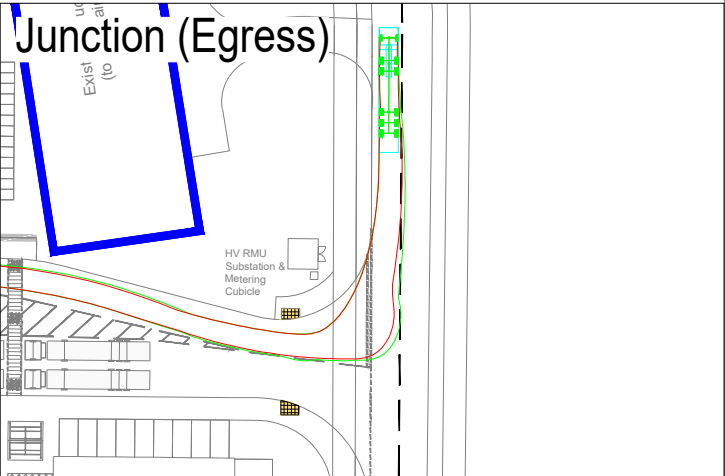
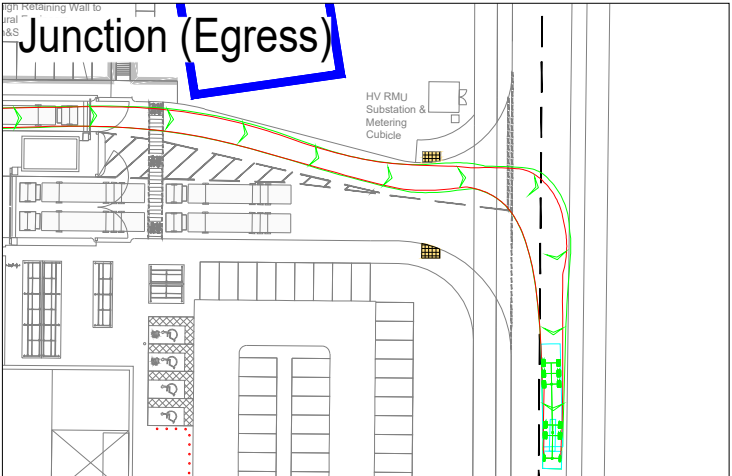
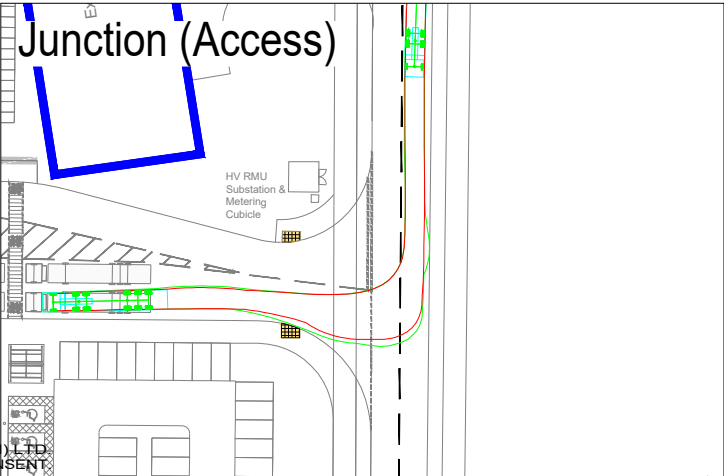
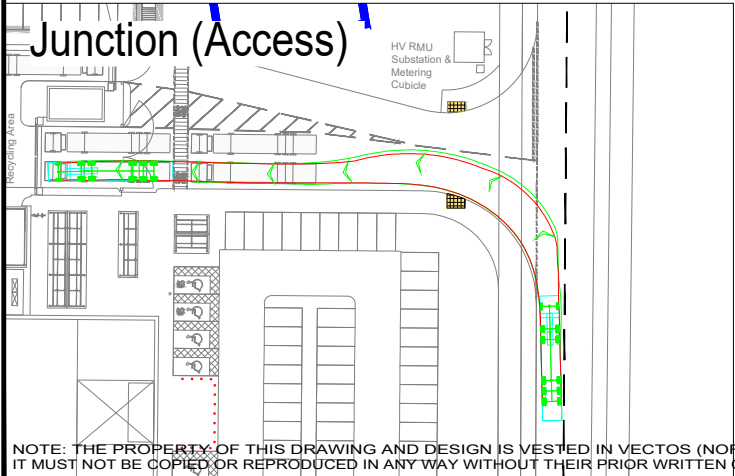
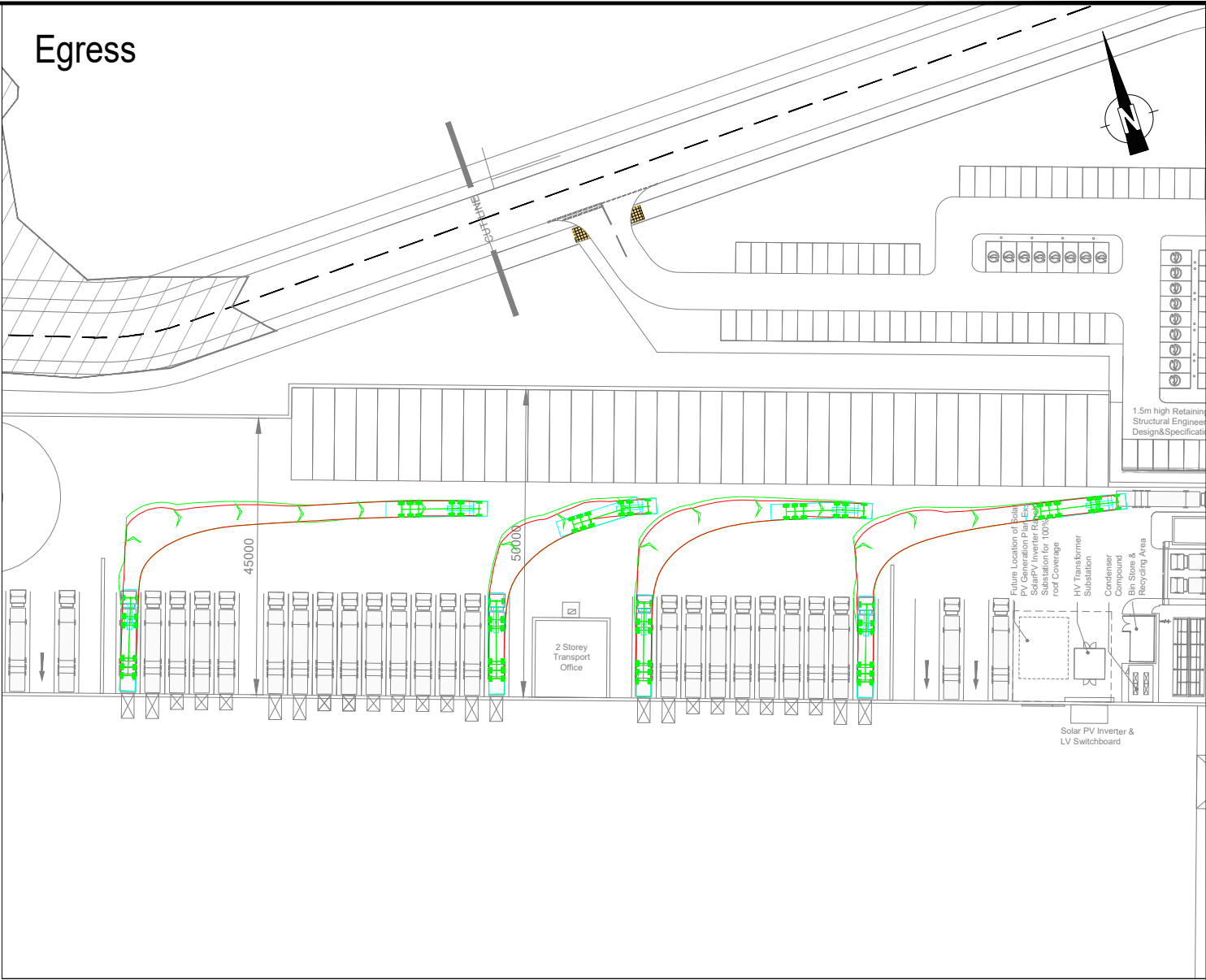
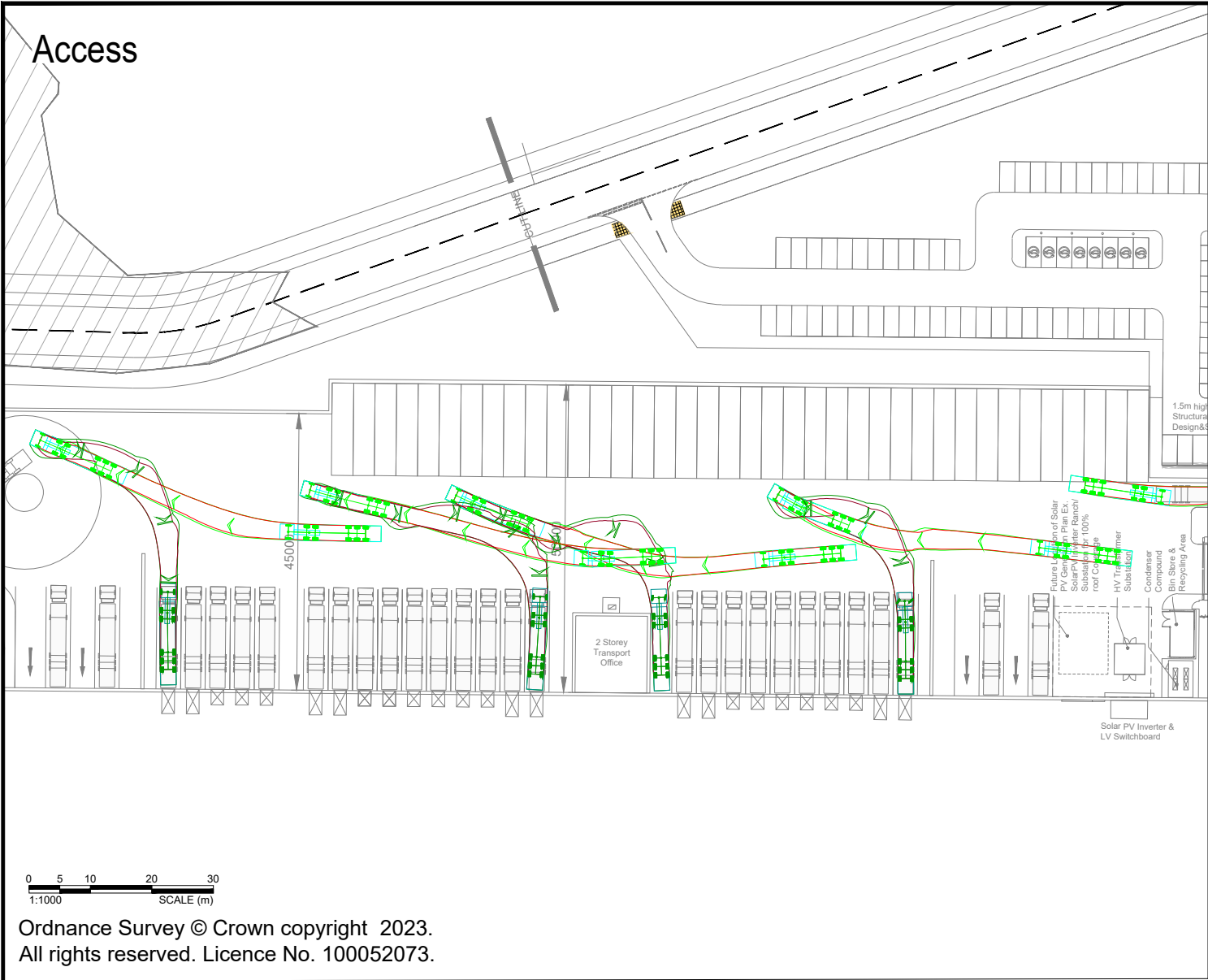
DRAWN: DJR	CHECKED: PT	DATE: 17.03.23	SCALES: 1:1250 at A3
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Tritax Symmetry

vectos.

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

DRAWING NUMBER: VN232557 - TR100	REVISION: A
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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	18.07.23

Notes:

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- White lining is indicative only.

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

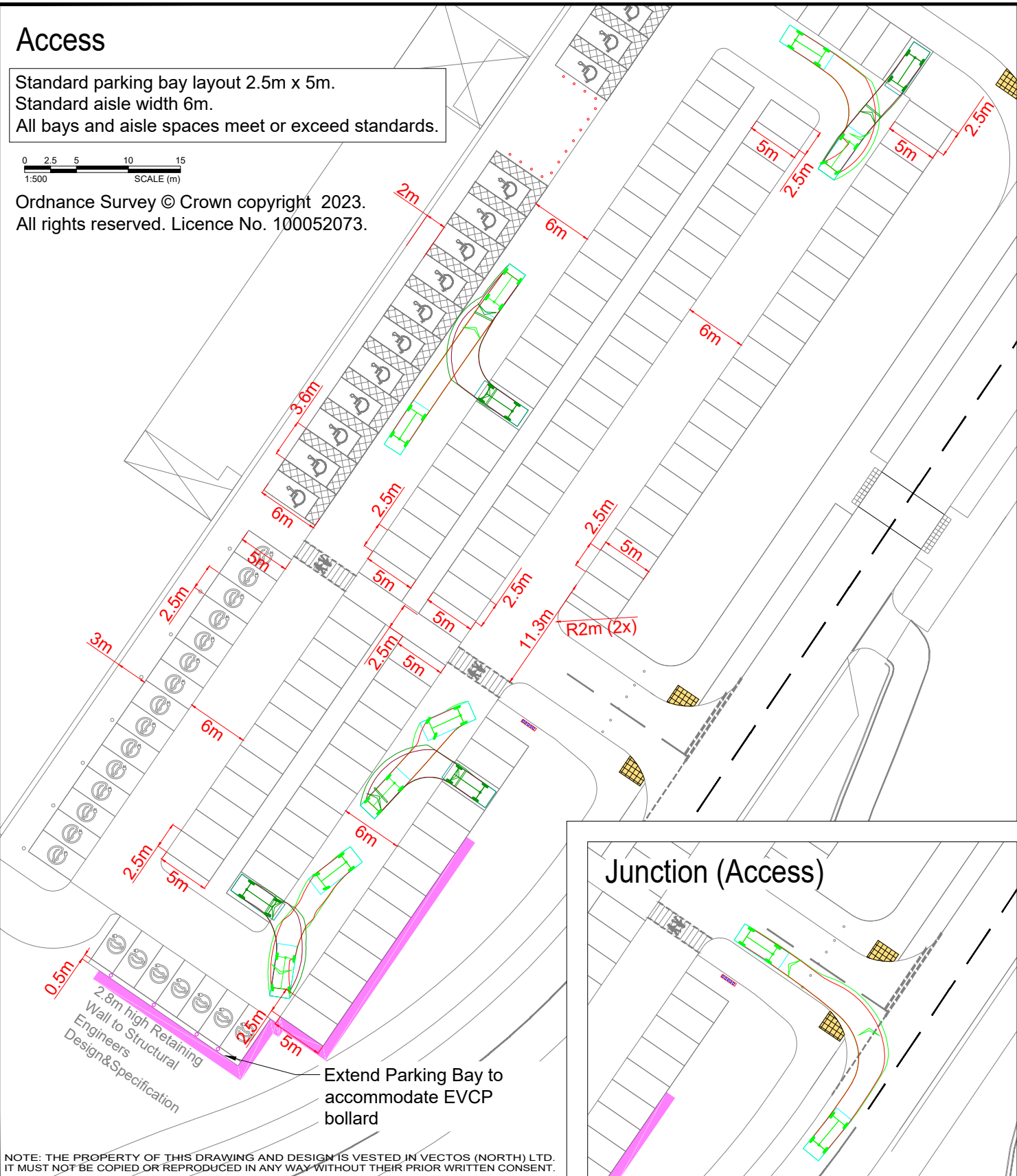
Cronton Colliery, Knowsley Reserved Matters Unit 2				Tritax Symmetry	
Proposed Unit 2 - Swept Path Analysis Service Yard				vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
DRAWN: CG	CHECKED: PT	DATE: 13.03.23	SCALES: 1:1000 at A3	DRAWING NUMBER: VN232557 - TR101	REVISION: A

Access

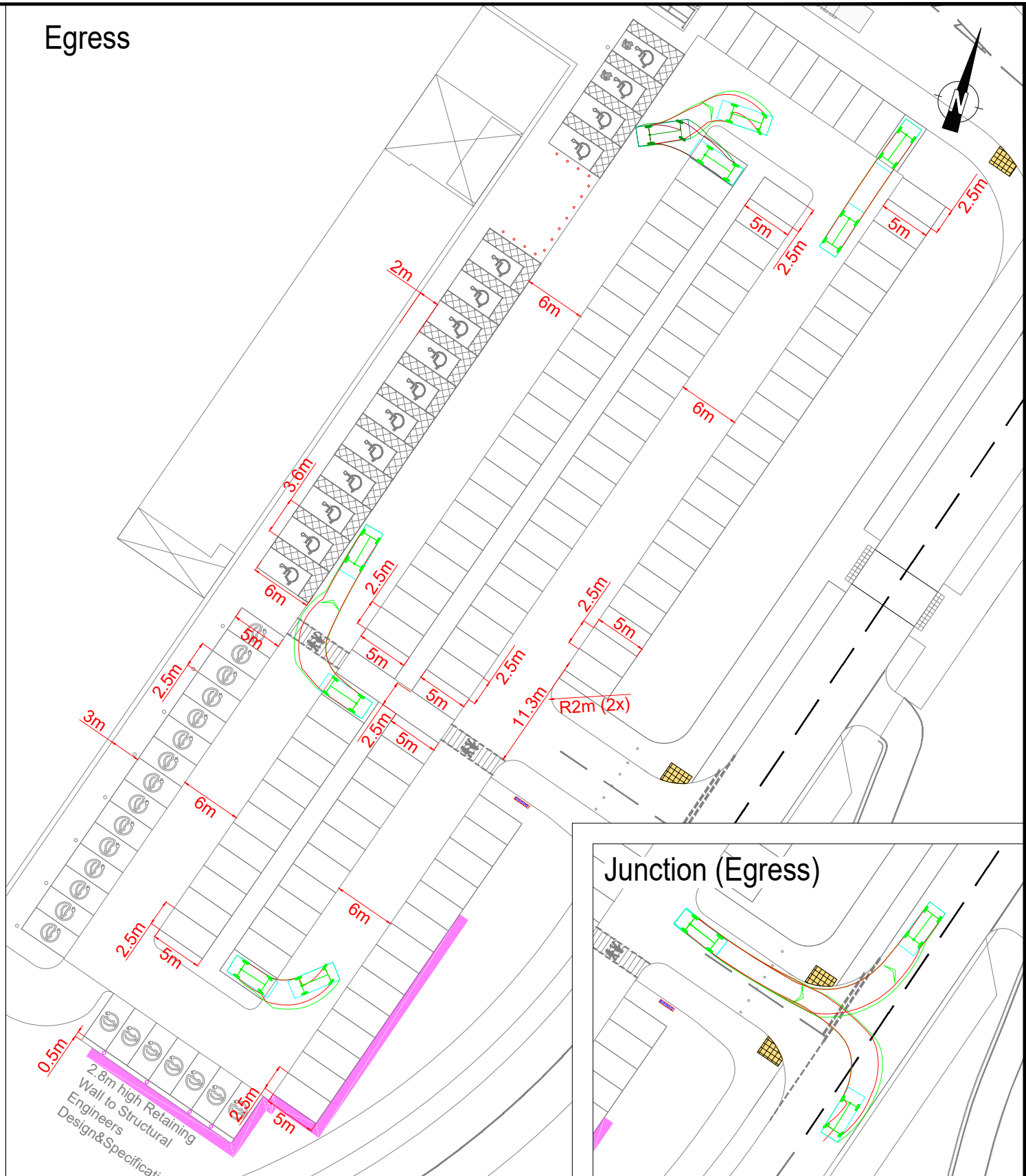
Standard parking bay layout 2.5m x 5m.
Standard aisle width 6m.
All bays and aisle spaces meet or exceed standards.



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Egress



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	18.07.23

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 Unit 2

Proposed Unit 2 Car Park (South) Layout Review

DRAWN: CG

CHECKED: PT

DATE: 13.03.23

SCALES: 1:500 at A3

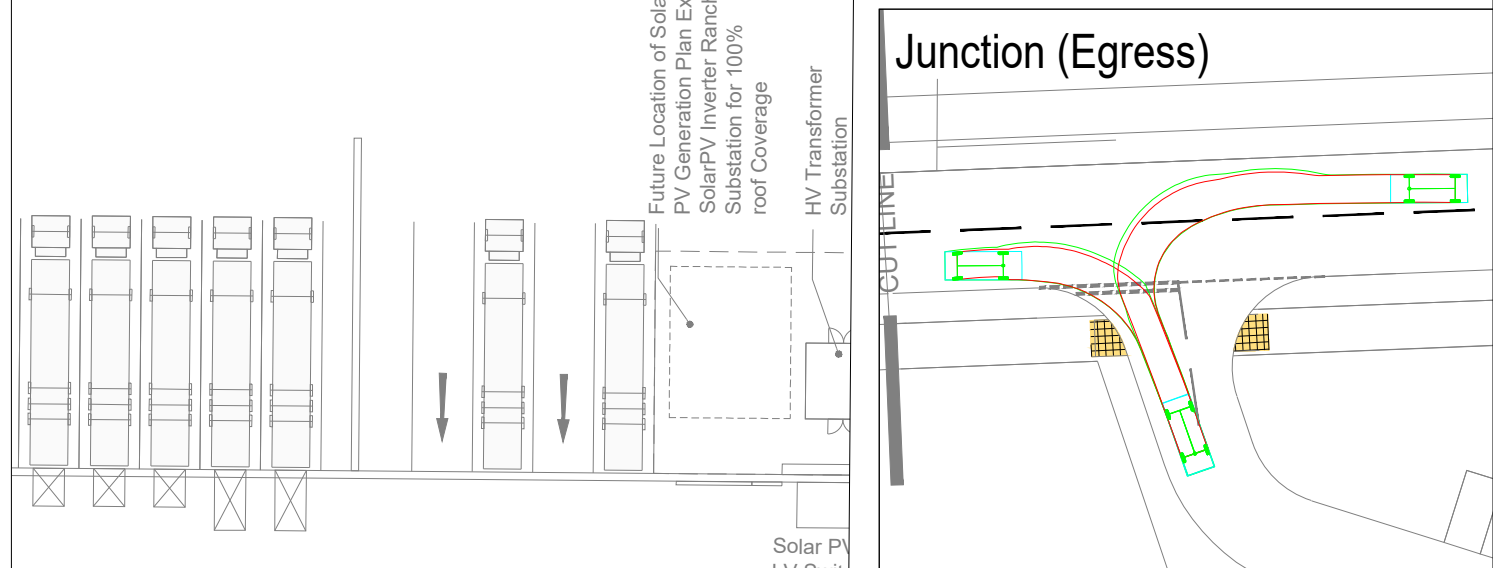
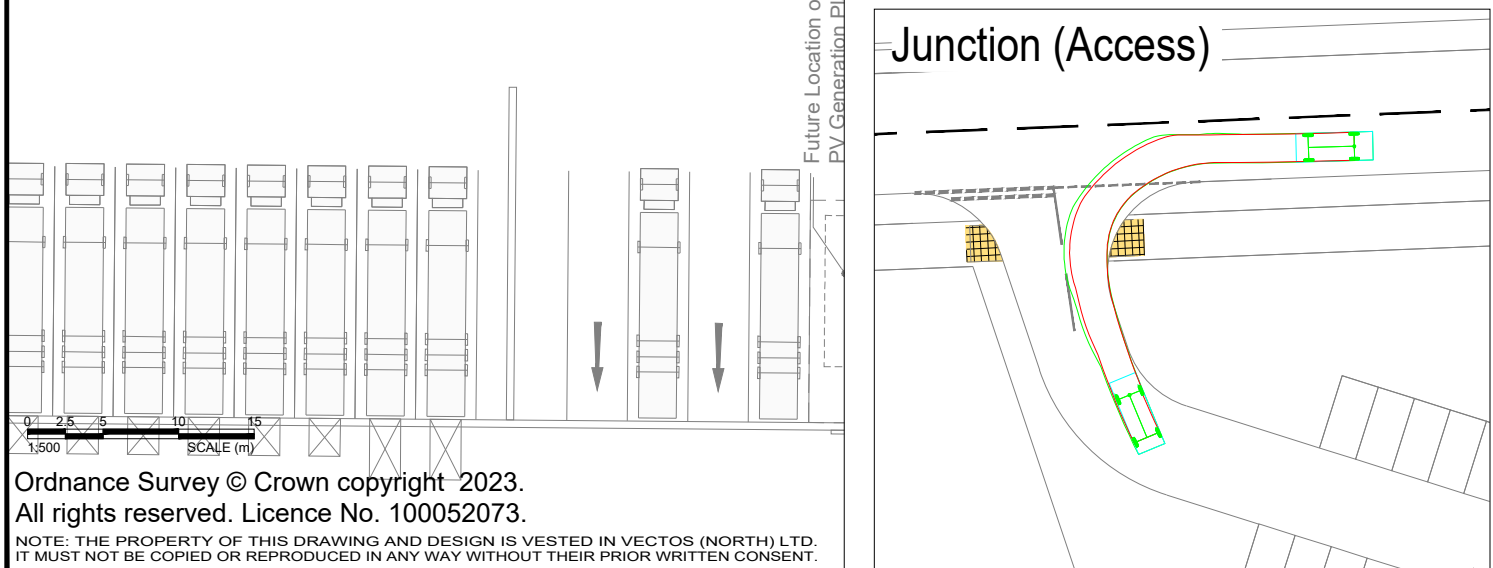
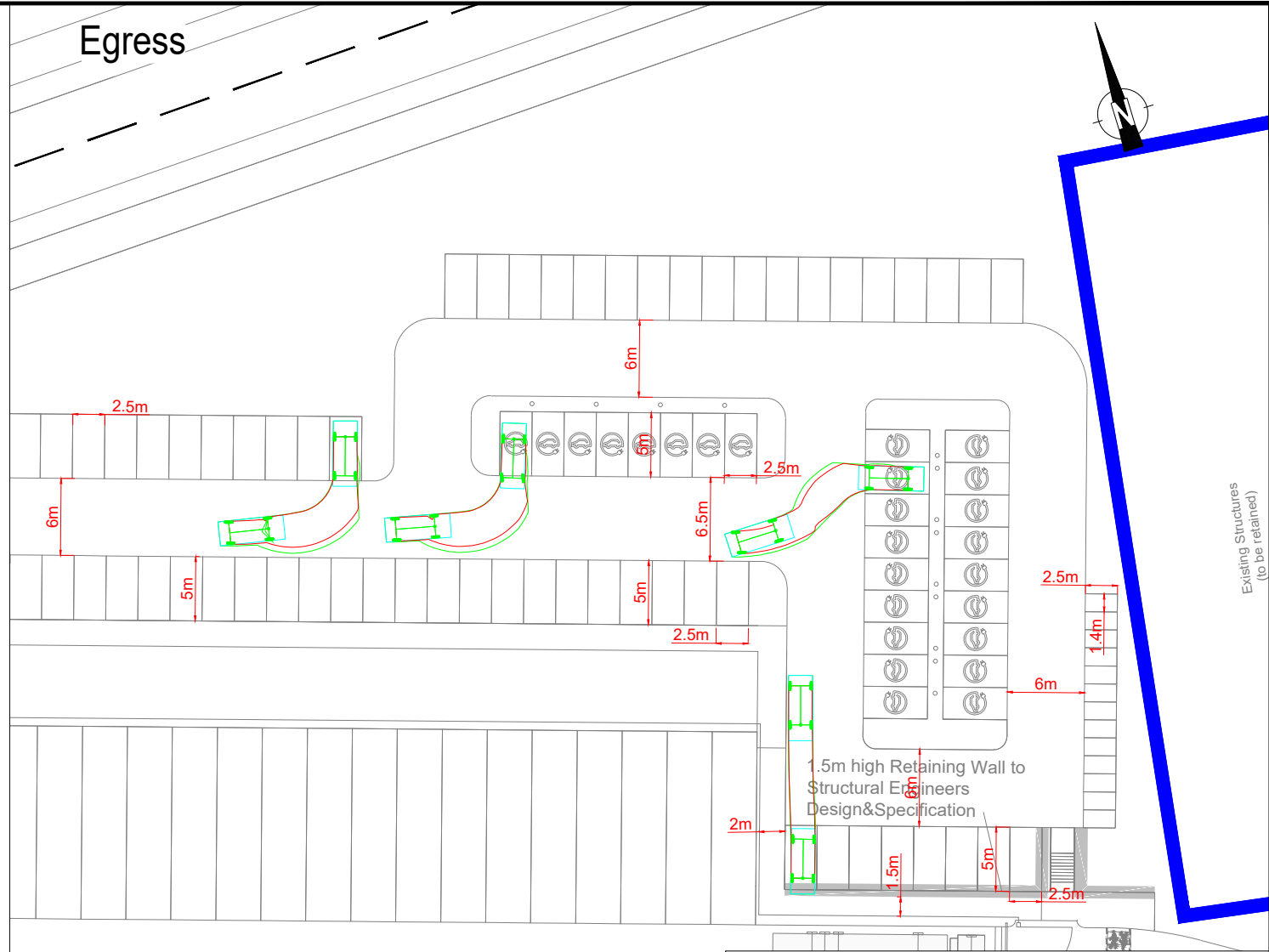
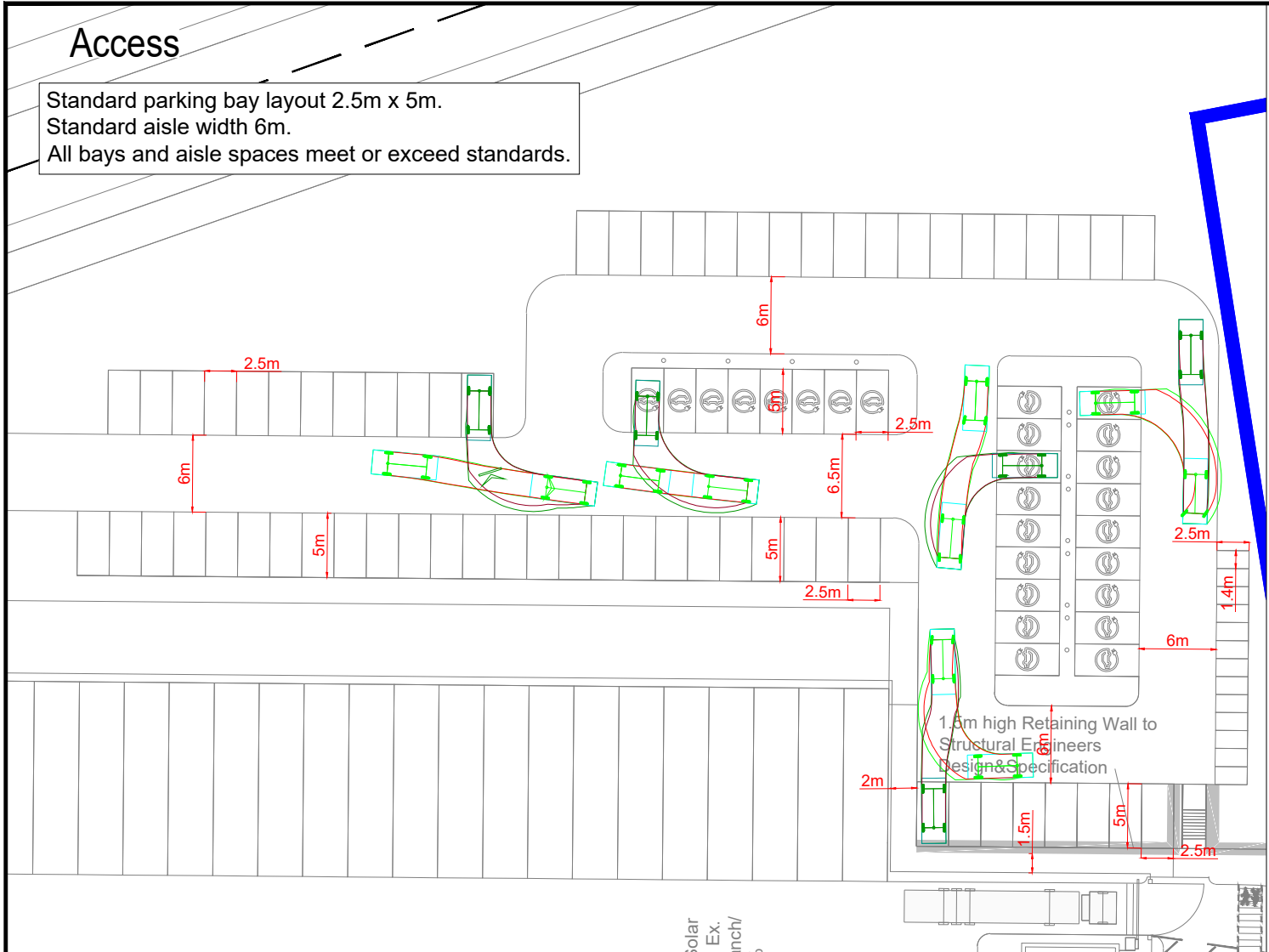
Tritax Symmetry

vectos.

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

DRAWING NUMBER: VN232557 - TR102

REVISION: A



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	18.07.23

Notes:

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

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

Cronton Colliery, Knowsley Reserved Matters Unit 2

Proposed Unit 2 Car Park (North) Layout Review

DRAWN: CG

CHECKED: PT

DATE: 13.03.23

SCALES: 1:500 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: VN232557 - TR103

REVISION: A

Appendices

Appendix A

Location Plan

-

Application Boundary
83.77 Acres/33.90 Ha



RIBA PoW Stage:	2 - Concept Design	
Document Suitability:	S2	
Drawn / Checked:	MY / DEB	
Date:	30/01/2023	
Scale:	As Noted @ A1	
UMC Project Number:	22604	
Document Reference:	Drawing no:	Revision:
22604 - UMC - XXXX - SI - DR - A	0601	P05

PLANNING

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Location Plan

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 1 - Let to Yodel	
Warehouse Area	- 153,100 sq ft (14,223m ²)
Office (Core, FF & SF)	- 8,500 sq ft (790m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area (GIA)	- 161,900 sq ft (15,041m²)

Net Plot Area - 7.97 Acres (3.23 Hectares)

Unit 2	
Warehouse Area	- 254,420 sq ft (23,636m ²)
Office GF Core	- 1,357 sq ft (126m ²)
(Inc. FE Core)	
Office FF & SF	- 13,014 sq ft (1,209m ²)
Transport Office (2 St.)	- 3,000 sq ft (279m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area	- 272,091 sq ft (25,278m²)

Net Plot Area - 13.25 Acres (5.36 Hectares)

Loading Docks	- 25 (Inc No.10 Euro Docks)
Level Access	- 4 (Inc No.1 Jumbo Door)
HGV Parking	- 38
Car Parking	- 244 (Inc. 15 Acc.+ 50 EV)
Cycle Parking	- 100 (10 Shelters)
Motorcycle Parking	- 13

- Masterplan Boundary
- Application Boundary
- Existing Overhead Power Lines
- 15m Wood Offset Zone
- TPO Woodland
- Woodland Retention
- Temporary works - Full Landscaping/
Planting Details to Follow

rev	amendments	by	ckd	date

Unit 02, Symmetry Park, Merseyside

Illustrative Masterplan	
LOD 1	LOI 1

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY



RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S2
Drawn / Checked:	MY / DEB
Date:	30/01/2023
Scale:	As Noted @ A1
UMC Project Number:	22604
Document Reference:	Drawing no: Revision:
22604 - UMC - XXXX - SI - DR - A	0602 P08

Illustrative Masterplan

PLANNING
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Appendix C

Review of Condition 39 of the Hybrid Planning Approval 20/00494/HYB and Associated Email Correspondence with National Highways

Symmetry Park, Knowsley, Merseyside

Highways Technical Note – Review of Condition 39 on Hybrid Planning Application 20/00494/HYB

VN212041

Background

1. Vectos have been commissioned by Tritax Symmetry Huyton Ltd to provide highways and transportation advice on their proposed industrial and logistics 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. The scheme was approved under a hybrid planning application (planning reference 20/00494/HYB) in March 2022 which included Unit 1 in detail, with a subsequent reserved matters application seeking to agree the detail of Units 2 and 3 pending determination, under planning reference 22/00162/REM. The current proposed development scheme for the Symmetry Park site comprises of three units for industrial / logistics use. The hybrid planning application 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 in the northeast of the site. The reserved matters application relates to Units 2 and 3 and together, they are to comprise of 33,960sq.m 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 and is around 53% of the permitted level of floorspace.
3. Condition 39 of the hybrid planning permission relates to the amount of floorspace that can be brought into use on the commencement of upcoming committed junction improvements at the Tarbock Island roundabout junction located to the west of the development site, and which provides access to the M62 (Junction 6). Condition 39 is reproduced below.

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.

Reason: To ensure the development has no detrimental impact on the operation of the local highway network.

4. Correspondence between Vectos and Knowsley Council undertaken in December 2022 indicates that the full highway improvement scheme at the Tarbock Island junction could commence in January 2023 and complete around March 2025.

5. The condition restricts the amount of floorspace related to any reserved matters application that can be brought into use ahead of the Tarbock Island junction improvement works to 17,000sq.m. The applicant is seeking to amend this condition to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 25,548sq.m (up to 275,000sq.ft) – an increase of 8,548sq.m.
6. An increase in the floor area allowance specified in condition 39 has previously been agreed with National Highways in October 2022, to increase the amount from 17,000sq.m to 23,226sq.m. This new request is being submitted for a further increase to 25,548sq.m. Tritax has undertaken a review of the site constraints and proposed reserved matters layout and established a larger floorplate unit can be accommodated within the southern portion of the approved outline area, allowing delivery of a 25,548sq.m unit (275,000sq.ft). Tritax intends to deliver the unit during 2023 responding to current market requirements, of which there is significant demand / enquiries for units of between 250,000 and 275,000sq.ft.
7. This Technical Note details the implications of this proposal in terms of vehicle trip generation and the operation of the existing Tarbock Island junction, to demonstrate that the proposed amendment to Condition 39 would not result in any detrimental effect upon the operation of the highway network.

Trip Generation Forecasts

8. To enable consideration of the proposed amendment to Condition 39, the trip forecasts associated with the 17,000sq.m of floorspace identified in the Condition, and the proposed additional 8,548sq.m of floorspace that is sought as part of the amended condition, is summarised in **Table 1**. This exercise has been undertaken using the B8 trip rates approved by National Highways under the approved hybrid planning application.

Approved Trip Rates							
	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
Trip Generation (17,000sq.m)							
	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	13	5	6	6	19	11
PM	17:00-18:00	3	11	4	5	7	16
Trip Generation (25,548sq.m)							
	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	20	8	9	9	29	17
PM	17:00-18:00	4	16	6	8	10	24
Difference							
	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	+7	+3	+3	+3	+10	+6
PM	17:00-18:00	+1	+5	+2	+3	+3	+8

Table 1: Difference in Trip Generation in the Weekday Peak Hours

9. It can be seen from **Table 1** that the proposed amendment to Condition 39 to increase the amount of floorspace that can be brought forward once the Tarbock Island junction improvement works have commenced, would result in very low levels of additional peak hour traffic compared to the 17,000sq.m floorspace trip envelope. In the morning peak hour this would total just an additional 16 two-way vehicle trips or around one every four minutes, going from 30 trips to 46. In the evening peak hour this would be even lower at an additional 11 two-way vehicle trips, going from 23 trips to 34.
10. This change in peak hour traffic would be negligible in the context of the overall traffic flows on the local highway network including at the Tarbock Island junction, and Vectos consider that there would be no perceptible effect upon the operation of the Tarbock Island junction resulting from this change in additional vehicle movements.

Background Traffic Trends

11. It is worth noting that traffic conditions nationally and at the Tarbock Island junction have been affected by the Covid-19 pandemic, and that generally this has resulted in reduced traffic flows than would have otherwise been forecast in the future year models that were used by National Highways to assess the junction performance.

12. Evidence of the impact of the Covid-19 pandemic upon travel trends at the national level is provided by the Department for Transport (DfT). Their publication “Provisional Road Traffic Estimates, Great Britain: April 2021 to March 2022” (<https://www.gov.uk/government/statistics/provisional-road-traffic-estimates-great-britain-april-2021-to-march-2022/provisional-road-traffic-estimates-great-britain-april-2021-to-march-2022>) shows that all motor vehicle traffic in the year ending March 2022 was 5.9% lower than pre-pandemic levels. Against this background, Vectos consider that there can be additional comfort regarding the proposed minimal increases in development traffic coming forward with an increase in permitted floorspace from 17,000sq.m to 25,548sq.m once the Tarbock Island improvement works have commenced, as proposed under the amendment to Condition 39.
13. It is understood that the Tarbock Island junction VISSIM model is validated to a 2018 base year, which will comprise of the inclusion of traffic survey data that pre-dates the Covid-19 pandemic and this could also be contributing to an overestimation of traffic movements at the junction based on current trends as outlined above.

Conclusion

14. Vectos have been commissioned by Tritax Symmetry Huyton Ltd to provide highways and transportation advice on their proposed industrial and logistics development on land to the south of the M62 in Knowsley on the site of the former Cronton Colliery, known as Symmetry Park, Merseyside.
15. The applicant is seeking to amend Condition 39 of the approved hybrid application to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 25,548sq.m, which is an increase of 8,548sq.m.
16. This Technical Note has detailed the implications of the proposal in terms of vehicle trip generation, and this would result in very low levels of additional peak hour traffic at the Tarbock Island junction compared to the 17,000sq.m floorspace trip envelope.
17. In conclusion, Vectos consider that the proposed amendment to Condition 39 will result in an imperceptible effect upon the operation of the Tarbock Island junction, that there would be no severe impact and it is therefore acceptable in highways terms.
18. The agreement of both Knowsley Council and National Highways is sought to the findings of this Technical Note.

Phil Tilby

From: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Sent: 16 December 2022 08:13
To: Phil Tilby
Cc: Tom Reader; Matt Claxton
Subject: RE: 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39

Hello Phil,

I'm content with the proposed amendment to Condition 39 based on this technical note

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner
Operations North West Spatial Planning Team
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE
Web: <https://nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Phil Tilby <Phil.Tilby@slrconsulting.com>
Sent: 14 December 2022 17:18
To: Benjamin Laverick <Benjamin.Laverick@nationalhighways.co.uk>
Cc: Tom Reader <tom.reader@vectos.co.uk>; Matt Claxton <Matt.Claxton@tritaxsymmetry.com>
Subject: RE: 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Ben

I trust you are well.

Further to our correspondence below on amending condition 39 in October 2022, there have been some recent developments with the scheme that we need to review / agree with National Highways. My client, Tritax Symmetry, has undertaken another review of the site constraints and proposed reserved matters layout and established a larger floorplate unit can be accommodated within the southern portion of the approved outline area, allowing delivery of a 25,548sq.m unit (275,000sq.ft). Tritax intends to deliver the unit during 2023 responding to current market requirements, of which there is significant demand / enquiries for units of between 250,000 and 275,000sq.ft.

Accordingly, I am pleased to attach an updated Technical Note for consideration by National Highways and to seek agreement for a further amendment to condition 39 of the approved hybrid application following on from the position that was agreed in October 2022. The applicant is seeking to amend this condition to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 25,548sq.m (up to 275,000sq.ft) – an increase of 8,548sq.m. The Note still concludes that the proposed amendment to condition 39 would result in very low levels of additional traffic at the Tarbock Island junction in the weekday peak hours compared to the 17,000sq.m floorspace trip envelope, and that the changes in traffic movements would have an imperceptible effect upon the operation of the Tarbock Island

junction. Importantly, the additional trip generation compared to that for the 23,226sq.m floorspace level is less than 5 two-way vehicle movements in each peak period.

I would be grateful for National Highways to review the attached Technical Note and advise whether they are in agreement with the findings, and if the proposed amendment to condition 39 of approved application 20/00494/HYB is acceptable. Apologies for this further amendment request with regard to condition 39, and Tritax have advised me that this should now be the final scheme for Unit 2 at the site.

Look forward to hearing from you soon and happy to arrange a meeting to discuss this matter in more detail if required, please let me know?

Kind regards

Phil



Phil Tilby

Associate Director - Transport and Mobility Planning

+44 161 228 1008
+44 7375670904
Phil.Tilby@slrconsulting.com

SLR Consulting Limited
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ



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From: Laverick, Benjamin <Benjamin.Laverick@nationalhighways.co.uk>

Sent: 26 October 2022 11:49

To: Phil Tilby <Phil.Tilby@vectos.co.uk>

Cc: Tom Reader <tom.reader@vectos.co.uk>; Matt Claxton <Matt.Claxton@tritaxsymmetry.com>

Subject: RE: 20/0049Hi Phil,4/HYB - Former Cronton Colliery, Knowsley Condition 39

Apologies Phil,

Yes, You are correct that National Highways would be content for condition 39 to be amended which allows Phase One (15,041sq.m) to be occupied and a further 23,226sq.m to be utilised / brought into use once works have commenced on Tarbock Island (in line with the wording of the current condition), but the works at Tarbock Island need to be completed before the occupation of the remaining floor space permitted in outline could happen

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner

Operations North West Spatial Planning Team

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Web: <https://nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Phil Tilby <Phil.Tilby@vectos.co.uk>

Sent: 26 October 2022 11:41

To: Laverick, Benjamin <Benjamin.Laverick@nationalhighways.co.uk>

Cc: Tom Reader <tom.reader@vectos.co.uk>; Matt Claxton <Matt.Claxton@tritaxsymmetry.com>

Subject: RE: 20/0049Hi Phil,4/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Ben

Thanks for the email below.

Please can I clarify the National Highways (NH) response. NH are content for condition 39 to be amended which allows Phase One (15,041sq.m) to be occupied and a further 23,226sq.m to be utilised / brought into use once works have commenced on Tarbock Island which is in line with the wording of the current condition, but the works at Tarbock Island need to be completed before the occupation of the remaining floor space permitted in outline could happen?

Look forward to hearing from you.

Kind regards

Phil

Phil Tilby
Associate Director

-

0161 228 1008

07375 670 904

-

4th Floor Oxford Place, 61 Oxford Street
Manchester, M1 6EQ

vectos. | PART OF **SLR** 

 Consider the environment. Do you really need to print this email?

From: Laverick, Benjamin <Benjamin.Laverick@nationalhighways.co.uk>

Sent: 25 October 2022 08:42

To: Phil Tilby <Phil.Tilby@vectos.co.uk>

Cc: Tom Reader <tom.reader@vectos.co.uk>; Matt Claxton <Matt.Claxton@tritaxsymmetry.com>

Subject: RE: 20/0049Hi Phil,4/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Phil,

I have read through the technical note, and as a result I would be content for Condition 39 to be amended to allow up to 23,226sq.m on the proviso that *the upcoming junction improvements to Tarbock Island have been implemented* prior to occupation, as stated in the original condition.

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner

Operations North West Spatial Planning Team

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Web: <https://nationalhighways.co.uk/>

For information and guidance on planning and the Strategic Road Network in England please visit:

<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

From: Phil Tilby <Phil.Tilby@vectos.co.uk>

Sent: 21 October 2022 15:23

To: Laverick, Benjamin <Benjamin.Laverick@highwaysengland.co.uk>

Cc: Tom Reader <tom.reader@vectos.co.uk>; Matt Claxton <Matt.Claxton@tritaxsymmetry.com>

Subject: 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Ben

I trust you are well.

Vectos are continuing to advise Tritax Symmetry on the above site in Knowsley adjacent to the Tarbock Island junction (M62 Junction 6).

As you are aware, back in July 2021 there was agreement between National Highways and Knowsley Council that a further 17,000sq.m of floorspace in addition to the Phase One development (15,041sq.m) at the Cronton Colliery site could be occupied once works have commenced on Tarbock Island. This is summarised in the email correspondence below, and it was formalised into condition 39 of the approved hybrid application (ref: 20/00494/HYB)

As part of the ongoing masterplanning work linked to the future phases of the scheme, the requirements of Tritax have changed recently in relation to Unit 2 that is coming forward on the site.

Accordingly, Vectos have prepared the attached Technical Note for consideration by National Highways that is seeking the agreement for an amendment to condition 39 of the approved hybrid application, and increasing the floorspace amount. The applicant is seeking to amend this condition to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 23,226sq.m (up to 250,000sq.ft) – an increase of 6,226sq.m. The Note concludes that the proposed amendment to condition 39 would result in very low levels of additional traffic at the Tarbock Island junction in the weekday peak hours compared to the 17,000sq.m floorspace trip envelope, and that the changes in traffic movements would have an imperceptible effect upon the operation of the Tarbock Island junction,

I would be grateful for National Highways to review the attached Technical Note and advise whether they are in agreement with the findings, and if the proposed amendment to condition 39 of approved application 20/00494/HYB is acceptable?

Look forward to hearing from you soon and happy to arrange a follow up meeting to discuss this matter in more detail if required, please let me know?

Kind regards

Phil

Phil Tilby
Associate Director
-
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07375 670 904
Phil.Tilby@vectos.co.uk
-

4th Floor Oxford Place, 61 Oxford Street
Manchester, M1 6EQ



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From: Laverick, Benjamin <Benjamin.Laverick@highwaysengland.co.uk>

Sent: 06 July 2021 12:30

To: Foster, Kevin <Kevin.Foster@knowsley.gov.uk>

Subject: External Mail: RE: 20/00494/HYB - Former Cronton Colliery

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Hi Kevin,

I would be content with a condition which allows Phase One to be occupied and a further 17,000 sq m to be utilised once works have commenced on Tarbock Island.

This would still require the works at Tarbock Island to be completed before the occupation of the remaining 45,356 sq m could be permitted.

If the developer wishes to bring forward the occupation of the final phase of the development before the Tarbock Island works are completed, we would need to see a modelling assessment undertaken to understand how Tarbock Island in a do minimum scenario with full occupation of the employment site would perform, as this has not yet been evidenced.

If you feel such a condition can be achieved, please do let me know.

Kind regards

Ben

Benjamin Laverick, Assistant Spatial Planner

Highways England | Piccadilly Gate | Store Street | Manchester | M1 2WD

Web: www.highwaysengland.co.uk

From: Foster, Kevin [<mailto:Kevin.Foster@knowsley.gov.uk>]

Sent: 01 July 2021 16:30

To: Laverick, Benjamin <Benjamin.Laverick@highwaysengland.co.uk>

Subject: RE: 20/00494/HYB - Former Cronton Colliery

Hi Ben

Further to below, things have moved on slightly today.

The additional increase in floorspace sought by Tritax is approximately a further 17,000 square metres. This combined with the 15,273 metres approved in unit 1 (the full permission) result in around a third of the employment floorspace subject to the current permission coming forward. It would be appreciated if you take this into account in replying to the below, the condition could be staged to restrict any further occupation.

Happy to discuss

Regards

Kevin Foster

Group Manager, Majors and Planning Policy

Tel: (0151) 443 2893 | Mobile: 07384 900785 | Email: kevin.foster@knowsley.gov.uk



From: Foster, Kevin

Sent: 01 July 2021 09:55

To: Laverick, Benjamin <Benjamin.Laverick@highwaysengland.co.uk>

Subject: 20/00494/HYB - Former Cronton Colliery

Hi Ben

Further to the attached consultation response and our useful discussion. I am writing to you to request you re-consider the trigger point for the occupation of the outline development.

The applicant was in agreement to the condition based on the circumstances at the time that envisaged a completion of the Tarbock Island improvement scheme in July 2022. This date has now slipped through no fault of the applicant to an expected completion of July 2023. The applicant is in advanced discussions with potential

occupiers and with a restriction on occupation to July 2023 and potentially later, the occupiers will go elsewhere, to the detriment of the local Knowsley economy.

It is requested that the trigger be amended so that the outline part of the development can be occupied upon commencement of the works in the knowledge that disruption will occur during the works in any event, logistic uses generally have limited traffic movements in peak hours, and by July 2023 I would expect less than 100 occupations on the residential side of Halshead. I think it is also worth noting that once the works have commenced there is a level of certainty that they will be completed so to my mind the risk is minimal.

If the trigger is agreed to be amended I am aware that the term "commencement" could be interpreted differently by people. If the principle of changing the trigger is accepted we can look to agree some suitable wording to agree what commencement is in this instance.

If you are not agreeable to the change in trigger based on the above can you please set out the reasons why so I can make sure these are properly articulated to the applicant.

Kind Regards

Kevin Foster

Group Manager, Majors and Planning Policy

Tel: (0151) 443 2893 | Mobile: 07384 900785 | Email: kevin.foster@knowsley.gov.uk



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<https://www.gov.uk/government/organisations/highways-england> | info@highwaysengland.co.uk

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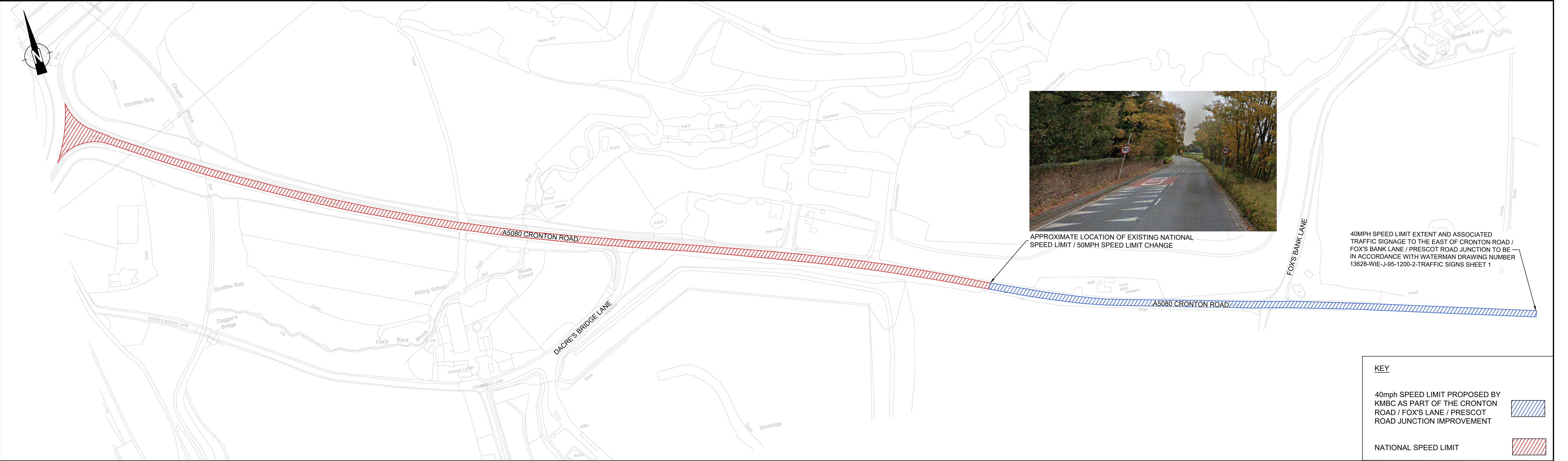
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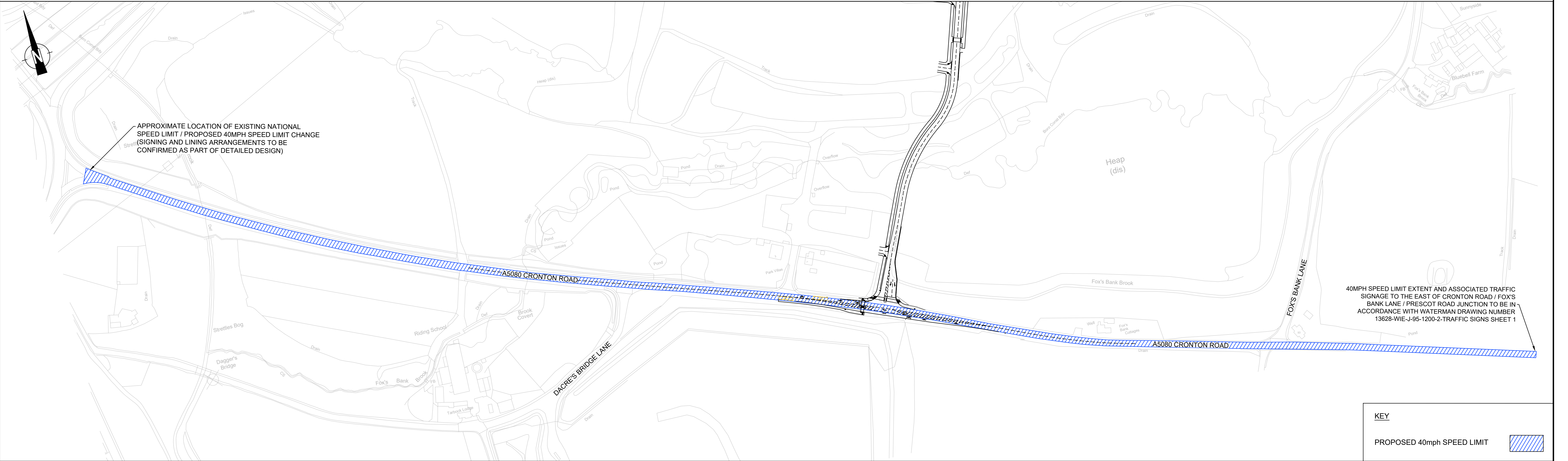
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Appendix D

A5080 Cronton Road Existing and Proposed Speed Limit Plan



EXISTING SPEED LIMIT PLAN (DUE FOR IMPLEMENTATION IN 2022)

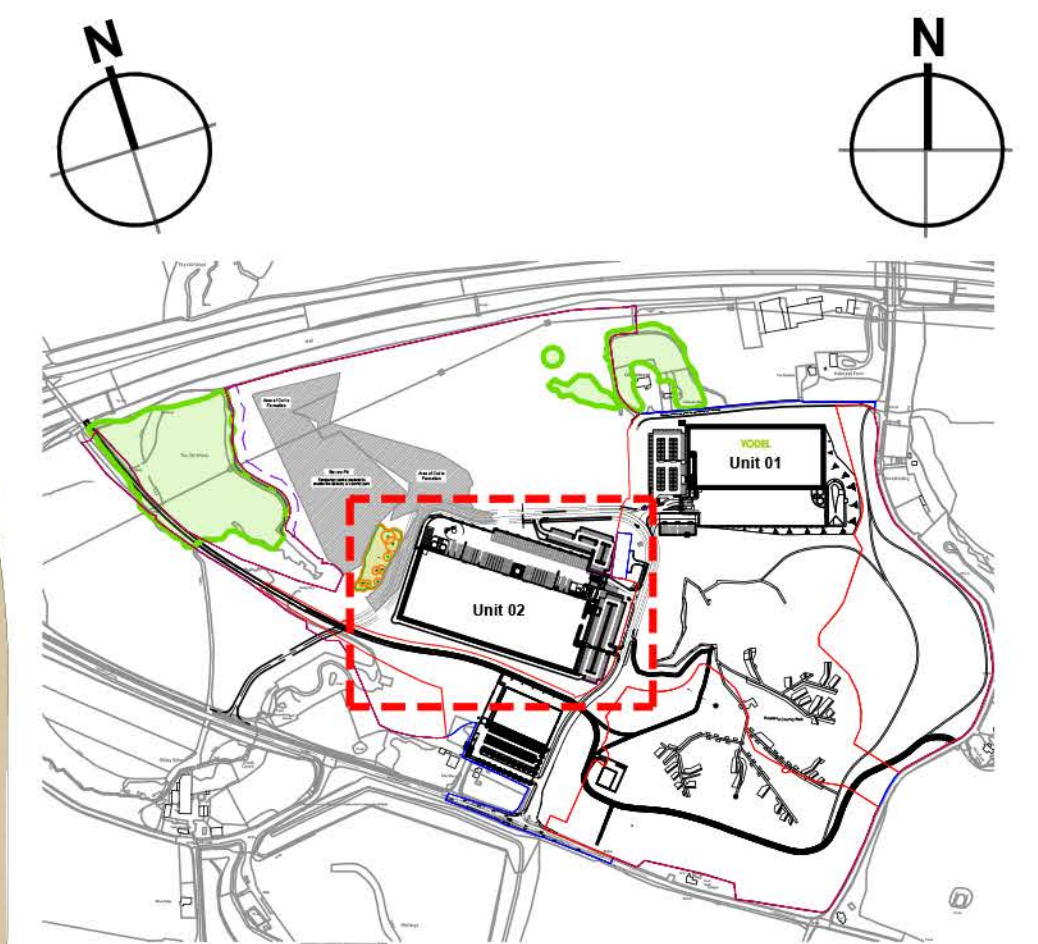


PROPOSED SPEED LIMIT PLAN

REV	DETAILS	DRAWN	CHECKED	DATE	0 20 40 80 120 1:2000 SCALE (m)	PLANNING	CLIENT:	vectors. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: vectors@vectors.co.uk	CfA UKAS ISO 9001 17395 0120	DRAWING NUMBER:	REVISION:
A B	EXTENT OF SPEED LIMIT AMENDED TEXT AMENDED	JF JF	PT PT	09/05/22 30/05/22		A5080 CRONTON ROAD EXISTING AND PROPOSED SPEED LIMIT PLAN	TRITAX SYMMETRY LTD.				
							PROJECT:	CRONTON COLLIERY, KNOWSLEY		VN212040-SK001	B
							SCALE:	1:2000 @ A1			

Appendix E

Unit 2 Detailed Site Plan



 Masterplan Boundary
 Application Boundary



LOD 1	LOI 1
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RIBA PoW Stage:	2 - Concept Design	
Document Suitability:	S2	
Drawn / Checked:	MY / DEB	
Date:	30/01/2023	
Scale:	As Noted @ A1	
UMC Project Number:	22604	
Document Reference:	Drawing no:	Revision:
22604 - UMC - XXXX - SI - DR - A	0603	P05

PLANNING



Site Plan

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