



Transport Statement

Symmetry Park, Merseyside Units 3 and 4 Reserved Matters

Tritax Symmetry Merseyside 1 Ltd

Prepared by:

SLR (trading as Vectos (North) Limited)

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

SLR Project No.: VN232867

16 February 2024

Revision: 03

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	17 November 2023	Tom Reader	Phil Tilby	Phil Tilby
02	1 December 2023	Tom Reader	Phil Tilby	Phil Tilby
03	16 February 2024	Tom Reader	Phil Tilby	Phil Tilby

Basis of Report

This document has been prepared by SLR (trading as Vectos (North) Limited) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Tritax Symmetry Merseyside 1 Ltd (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0	Introduction	1
2.0	Existing Conditions Update.....	4
3.0	Units 3 and 4 Development Proposals.....	6
4.0	Trip Forecasts	12
5.0	Summary and Conclusions	15

Drawings

VN232867-D100 Rev B	Proposed Access Junction Arrangement and Visibility Splays (Unit 3 – HGV Service Yard Access)
VN232867-D101 Rev B	Proposed Access Junction Arrangement and Visibility Splays (Unit 3 – Car Parks Access)
VN232867-D102 Rev B	Proposed Access Junction Arrangement and Visibility Splays (Unit 4)
VN232867-TR100 Rev B	Unit 3 Service Yard Access Swept Path Analysis – 16.5m HGV
VN232867-TR101 Rev B	Unit 3 Car Parks General Arrangement and Swept Path Analysis
VN232867-TR102 Rev B	Unit 4 Access Road Turning Head, Service Yard and Car Park Swept Path Analysis – 16.5m HGV and Large Car
VN232867-TR103	Substations, Electricity Pylon and Pond Maintenance Access Arrangements Swept Path Analysis
VN232867-TR104	Mainline Tracking of HGV's Past Unit 3 Right Turn Lane – 16.5m HGV

Appendices

Appendix A	Location Plan
Appendix B	Proposed Symmetry Park Masterplan
Appendix C	A5080 Cronton Road Existing and Proposed Speed Limit Plan
Appendix D	Units 3 and 4 Detailed Site Plans



1.0 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 Units 3 and 4, 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 161,900sqft (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, which is referred to as Phase 1 or Unit 1 to the northeast of the site.
- 1.4 A reserved matters application relating to the Unit 2 proposals at the site was submitted to Knowsley Metropolitan Borough Council (KMBC) in July 2023 (application reference: 23/01949/REM), and Unit 2 is to comprise 25,278sq.m (272,091sqft) GIA and will be located centrally within the site and to the southwest of Unit 1. At the time of writing this Transport Statement report, the decision on the Unit 2 reserved matters application is still pending.
- 1.5 This reserved matters application relates to Units 3 and 4, which will comprise a total of 46,054sq.m (495,720sqft) B8 floorspace. Combined with Units 1 and 2, this will bring the total storage and distribution floor area within the site to 86,373sq.m, which is 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 – KMBC and National Highways. 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 3 and 4 at the development site, and provide an update on



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**, 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.

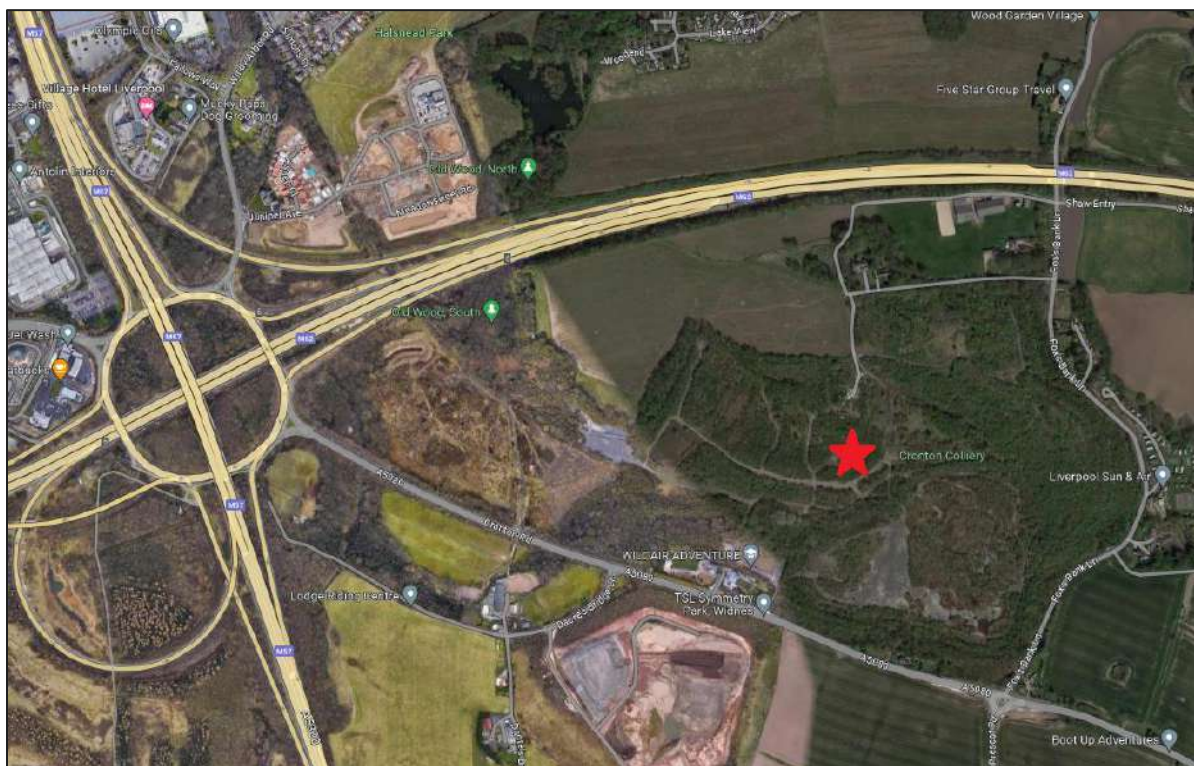


Figure 1.1: Aerial View of Site Location



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 development proposals for Units 3 and 4 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 Units 3 and 4 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.



2.0 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

- 2.2 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 in January 2024 and be complete in 2026.
- 2.3 In January 2023, KMBC approved a non-material amendment application (application reference: 20/00494/NMA1) for the amendment to condition 39 of planning permission 20/00494/HYB to allow up to a further 25,548sq.m of floorspace to be used once the junction improvement works to Tarbock Island have commenced. The remaining floorspace approved as part of any reserved matters application shall not be first brought into use until upcoming highway improvements to the Tarbock Island junction have been implemented. 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 Units 3 and 4 would be occupied following the completion of the Tarbock Island improvement scheme in 2026.

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

- 2.4 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

- 2.5 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”.

- 2.6 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 2.4 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 C**.



3.0 Units 3 and 4 Development Proposals

Introduction

- 3.1 This chapter details Units 3 and 4 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.

Development Description

- 3.2 Unit 3 is to comprise 26,447sq.m (284,670sqft) GIA and will be located in the northern part of the site adjacent to Unit 1 to the west.

- 3.3 The details of the proposed Unit 3 are summarised below:

- 284,670sq.ft GIA of storage and distribution floorspace with ancillary offices;
- 20 Loading Doors;
- 4 level access loading doors;
- 39 HGV parking spaces; and
- 294 car parking spaces across two car parks, one to the north of the unit and one to the south.

- 3.4 Unit 4 is to comprise 19,607sq.m (211,050sqft) GIA and will be located in the northwest of the site adjacent to Unit 3 to the west.

- 3.5 The details of the proposed Unit 4 are summarised below:

- 211,050sq.ft GIA of storage and distribution floorspace with ancillary offices;
- 20 Loading Doors;
- 4 level access loading doors;
- 32 HGV parking spaces; and
- 194 car parking spaces within a car park to the south of the unit.

- 3.6 The detailed site plans of Units 3 and 4 are included in **Appendix D**.

Unit 3 Access

- 3.7 Access to Unit 3 will be via the signalised junction with the A5080 Cronton Road and the internal access road, which will also provide access to Units 1, 2, 4 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.



- 3.8 The current reserved matters application relating to the Unit 2 proposals at the site (application reference: 23/01949/REM) comprises the next section of the proposed internal access road, which is up to the access to the northern car park on the north side of the unit, as detailed in the supporting Vectos Transport Statement dated July 2023.
- 3.9 Unit 3 will be located on the northern 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 3 is shown in **Drawings VN232867-D100 Rev B and VN232867-D101 Rev B**. 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 access to the car parks will be approximately 510m to the north of the Cronton Road site access junction and the access to the service yard will be approximately 610m along the internal access road from Cronton Road, with a spacing of around 64m between the service yard entrance and the Unit 4 access to the west.
- 3.10 The service yard access will comprise of 8m – 12m and 16m corner radii on the west and east sides of the junction respectively. The access will be wide enough to accommodate two-way movements for HGVs, and the gatehouse can accommodate two HGVs entering the site at the same time with storage capacity for four articulated HGVs to the north of the internal access road. A 2.5m wide pedestrian refuge island will be provided to ensure pedestrians and cyclists can safely cross the junction in stages. The proposed service yard access consists of a right turn lane to provide additional capacity for HGVs entering the site and the junction layout includes ‘Keep Clear’ markings to protect vehicle movements exiting the Unit 2 northern car park access. The revised layout proposal for the Unit 2 northern car park access is shown on **Drawing VN232867-D100 Rev B**, and a non-material amendment application to the reserved matters application 23/01949/REM will be submitted to KMBC. The access junction serving the staff car parks will comprise of 5m and 6m corner radii and at least a 6m carriageway at the entrance to facilitate two cars passing simultaneously.
- 3.11 Access to Unit 3 for pedestrians and cyclists will be via the segregated footway / cycleway running along the northern 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 cycle stores are located at the southwest corner of the building, and these can be accessed from the shared footway / cycleway at the east side of the service yard access. Pedestrians can access Unit 3 from the access to the car parks, where there is footway leading into the site and crossing points marked within the southern car parking area providing a direct route to the main entrance.
- 3.12 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 northern car park access, with a parallel crossing proposed adjacent to the Unit 3 car park access junction to facilitate a safe crossing point for pedestrians and cyclists. The parallel crossing is similar in form and application to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing, as illustrated in **Drawing VN232867-D101 Rev B**.
- 3.13 The swept path analysis of the Unit 3 service yard and the associated access junction is shown in **Drawing VN232867-TR100 Rev B**, and the two-way tracking of HGVs on the



internal access road through the junction is shown in **Drawing VN232867-TR104**. The swept path analysis for the car parks including the proposed access junction and layout of the internal connecting road is shown in **Drawing VN232867-TR101 Rev B**. The connecting road between the two car parks is proposed to comprise of two traffic calming features (e.g., speed bumps) to ensure low vehicle speeds along this section of road, and there is footway provision linking the northern car park and the main entrance at the southeast corner of the building. Fire service vehicles can access the car park to the north of the unit, as shown in **Drawing VN232867-TR101 Rev B**. There is forward visibility of 16m at the bend before the northern car park that is appropriate for a 14mph design speed, and subject to feedback from the Local Highway Authority potential additional measures could be considered at this location to reduce speeds and / or improve visibility such as a speed bump and traffic mirrors.

- 3.14 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.

Unit 3 Parking

- 3.15 The staff car parking areas for Unit 3 will provide 294 spaces, and this is broadly in line with the maximum provision prescribed by the Knowsley Council, 'Ensuring a Choice of Travel Supplementary Planning Document' (SPD) (2010) of 1 space per 100sq.m B8 use. The staff car parking will comprise of 15 disabled car parking spaces located in the southern car park closest to the building entrance, which is in excess of the minimum requirement of 12 spaces i.e. six plus 2% of the total provision, as stipulated in the Ensuring a Choice of Travel SPD. There will also be 13 motorcycle spaces provided in line with the standard of 1 space per 2,000sq.m for B8 use in the Knowsley Council SPD.
- 3.16 It is proposed that around 20% of the car parking for Unit 3 (60 spaces) 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.
- 3.17 **Drawing VN232867-TR101 Rev B** shows 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.
- 3.18 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 31 spaces. Cycle parking provision for Unit 3 will be provided within covered cycle shelters at the southwest corner of the building and there will be 106 spaces provided, which is in excess of the minimum requirement.

Unit 4 Access

- 3.19 Access to Unit 4 will be via the signalised junction with the A5080 Cronton Road and the internal access road, which will also provide access to Units 1, 2, 3 and the country park car park, consistent with the agreed parameters of the approved hybrid planning application with KMBC. The current reserved matters application relating to the Unit 2 proposals at the site (application reference: 23/01949/REM) comprises the next section of the proposed internal



access road, which is up to the access to the northern car park on the north side of the unit, as detailed in the supporting Vectos Transport Statement dated July 2023.

- 3.20 Unit 4 will be located on the northern side of the internal access road, to the west of the Unit 3 service yard access. There will be a shared access to the service yard and staff car park via a priority junction directly onto the internal access road. The proposed arrangement of this junction to provide access to Unit 4 is shown in **Drawing VN232867-D102 Rev B**. The drawing shows that suitable visibility splays will be achievable at the access (2.4m x 70m). The site access junction will be approximately 680m along the internal access road from Cronton Road. The access will comprise of a 16m corner radius on the eastern side and 12m radius on the western side. The access will be wide enough to accommodate two-way movements for HGVs. The car park is located to the south of the building and will be accessed from an internal priority junction that is approximately 50m from the main site access, and the service yard is to the north of the unit. The internal access road will consist of a temporary turning head that will be immediately to the west of the Unit 4 access junction, as shown on **Drawing VN232867-D102 Rev B**.
- 3.21 Access to Unit 4 for pedestrians and cyclists will be via the segregated footway / cycleway running along the northern 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 width of the carriageway at the proposed crossing point on the Unit 4 access is 12m, which is considered acceptable to not require a pedestrian refuge island. Pedestrians can access Unit 4 from the access where there is footway leading into the site on the west side, and a dropped kerb crossing at the car park entrance provides a direct route to the main entrance at the southeast corner of the building. The Unit 4 cycle stores are located at the southeast corner of the building, and these can be accessed from the shared footway / cycleway at the west side of the site access.
- 3.22 The swept path analysis of the Unit 4 service yard, car park and associated access junctions is shown in **Drawing VN232867-TR102 Rev B**, including the proposed temporary turning head on the spine road through the wider site and the layout of the internal route that connects to the service yard to the north of the unit. There is footway provision linking the service yard to the car park and main entrance on the south side of the unit. There are substations located adjacent to the Unit 3 service yard access to the west and on the east side of the Unit 4 shared access road. The substations consist of layby / parking arrangements to accommodate access by maintenance vehicles, and the associated vehicle tracking is shown in **Drawing VN232867-TR103**. A maintenance access route is required in relation to the pond and the electricity pylon that are located to the north of Units 3 and 4, and these proposals are illustrated on the Symmetry Park masterplan, and the associated vehicle tracking is shown in **Drawing VN232867-TR103**.
- 3.23 The proposed internal access road arrangement and footway / cycleway provision for Units 3 and 4 is shown in **Drawings VN232867-D100 Rev B and VN232867-D102 Rev B**, and this also includes the provision of a temporary turning head to the west of the Unit 4 access junction. The carriageway width is at least 7.3m wide and includes some sections of localised widening to facilitate easier passing for two-way HGV movements. 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 shared footway / cycleway on the south side of the internal access road from the Cronton Road signalised junction is proposed to extend up to the northern car park access for Unit 2.

- 3.24 It can therefore be concluded that Unit 4 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.

Unit 4 Parking

- 3.25 The staff car park for Unit 4 will provide 194 spaces, and this is in line with the maximum provision prescribed by the Ensuring a Choice of SPD of 1 space per 100sq.m B8 use. The staff car park will comprise of 10 disabled car parking spaces that are located adjacent to the building entrance, and this provision meets the minimum requirement of spaces stipulated in the 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.
- 3.26 It is proposed that around 20% of the car parking for Unit 4 (38 spaces) 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.
- 3.27 **Drawing VN232867-TR102 Rev B** shows the proposed layouts of the staff car park 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.
- 3.28 KMBC's cycle parking standard for B8 development is a minimum of 1 space per 850sq.m, which for Unit 4 would equate to a minimum of 23 spaces. Cycle parking provision for Unit 4 will be provided within covered cycle shelters close to the building entrance and there will be 86 spaces provided, which is in excess of the minimum requirement.

Travel Planning

- 3.29 Detailed Travel Plans will be developed for each of these units in conjunction with the future occupier(s), 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 Plans for Units 3 and 4 will help to minimise staff travel by car and promote travel by to the site by sustainable travel modes.

Symmetry Park Masterplan – Wider Access Strategy

- 3.30 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 the illustrative masterplan included in **Appendix B**. This shows the potential alignment of the internal road infrastructure to the boundary of the site to allow for a connection from the south of the Unit 4 access junction, however the proposed interim arrangement will consist of a temporary



turning head that will be immediately to the west of the Unit 4 access junction. 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 alignment of the Symmetry Park internal access road indicated on the illustrative masterplan 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.



4.0 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 929,711sq.ft (86,373sq.m) of floorspace proposed with regard to the approved Unit 1 scheme and the reserved matters application proposals for Units 2, 3 and 4.

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 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 86,373sq.m, which is approximately 6,627sq.m 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	67	27	32	29	99	56
PM	17:00-18:00	15	55	20	26	35	81

Table 4.5: Trip Forecasts for Proposed B8 Floorspace (86,373sq.m): National Highways Agreed B8 Trip Rates

	Time	Lights		Heavies		All Vehicles	
		Arr	Dep	Arr	Dep	Arr	Dep
AM	08:00-09:00	62	41	14	15	76	55
PM	17:00-18:00	52	76	13	13	65	89

Table 4.6: Trip Forecasts for Proposed B8 Floorspace (86,373sq.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 applications, 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	-5	-2	-2	-3	-7	-5
PM	17:00-18:00	-1	-5	-1	-2	-2	-7

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	-5	-3	-1	-1	-6	-4
PM	17:00-18:00	-4	-6	-1	-1	-5	-7

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 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 12 fewer trips in the morning peak hour and 9 fewer in the evening peak hour.
- 4.8 Based upon the KMBC Highways agreed trip rates, the difference is in the order of 10 fewer trips in the morning peak hour and 12 fewer in the evening peak hour.
- 4.9 It can therefore be concluded that the total B8 development floor area of 86,373sq.m that is being brought forward under the reserved matters applications for Unit 2, 3 and 4, along with the approved Unit 1 scheme, falls 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.



5.0 Summary and Conclusions

Summary

- 5.1 This Transport Statement has been prepared by Vectos (part of SLR) in support of the reserved matters application for development at Symmetry Park in Knowsley. The reserved matters application seeks to agree the detail of Units 3 and 4, as part of the commercial warehousing development agreed in outline under the approved hybrid planning application 20/00494/HYB.
- 5.2 Unit 3 is to comprise 26,447sq.m (284,670sqft) GIA and will be located in the northern part of the site adjacent to Unit 1 to the west. Unit 4 is to comprise 19,607sq.m (211,050sqft) GIA and will be located in the northwest of the site adjacent to Unit 3 to the west.
- 5.3 Combined with Units 1 and 2, this will bring the total storage and distribution floor area within the site to 86,373sq.m, which is within the 92,903sq.m approved by the hybrid application. Units 3 and 4 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 each of the units for pedestrians and cyclists has been detailed and the provision will be of a good standard in general accordance with the Halsnead Garden Village Design and Local Distinctiveness Guide.
- 5.4 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 potential future link into the adjacent Maro Developments land to the southwest of Unit 2.
- 5.5 The proposed layout of the internal highway arrangement to serve the units has been presented and it has been demonstrated that the internal access roads and layouts of the service yards are suitable in terms of highway geometry. The proposed parking for Units 3 and 4 has also been described and reviewed against the relevant Local Authority parking standards. The internal layouts for Units 3 and 4 have been assessed with respect to vehicle manoeuvres and the swept path assessments demonstrate appropriate provision.
- 5.6 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, the Unit 2 reserved matters scheme and the approved Unit 1 development, with revised trip forecasts calculated and compared to those previously agreed with KMBC Highways and National Highways. The B8 development floor area that is being brought forward falls within the traffic generation parameters that were agreed as part of hybrid planning application 20/00494/HYB.

Conclusion

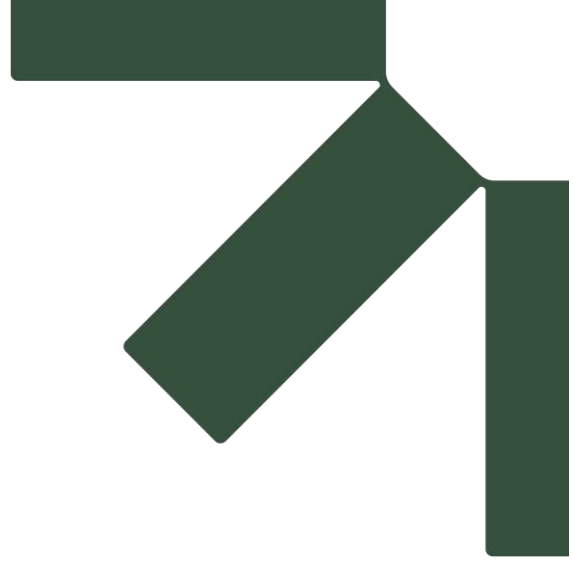
- 5.7 The approval of the hybrid planning application for the proposals at the Symmetry Park site agreed the basis for the development scheme in terms of the key principles and parameters from a transport and highways perspective. This Transport Statement has provided more detail in relation to the access and parking arrangements for the proposed Units 3 and 4 at



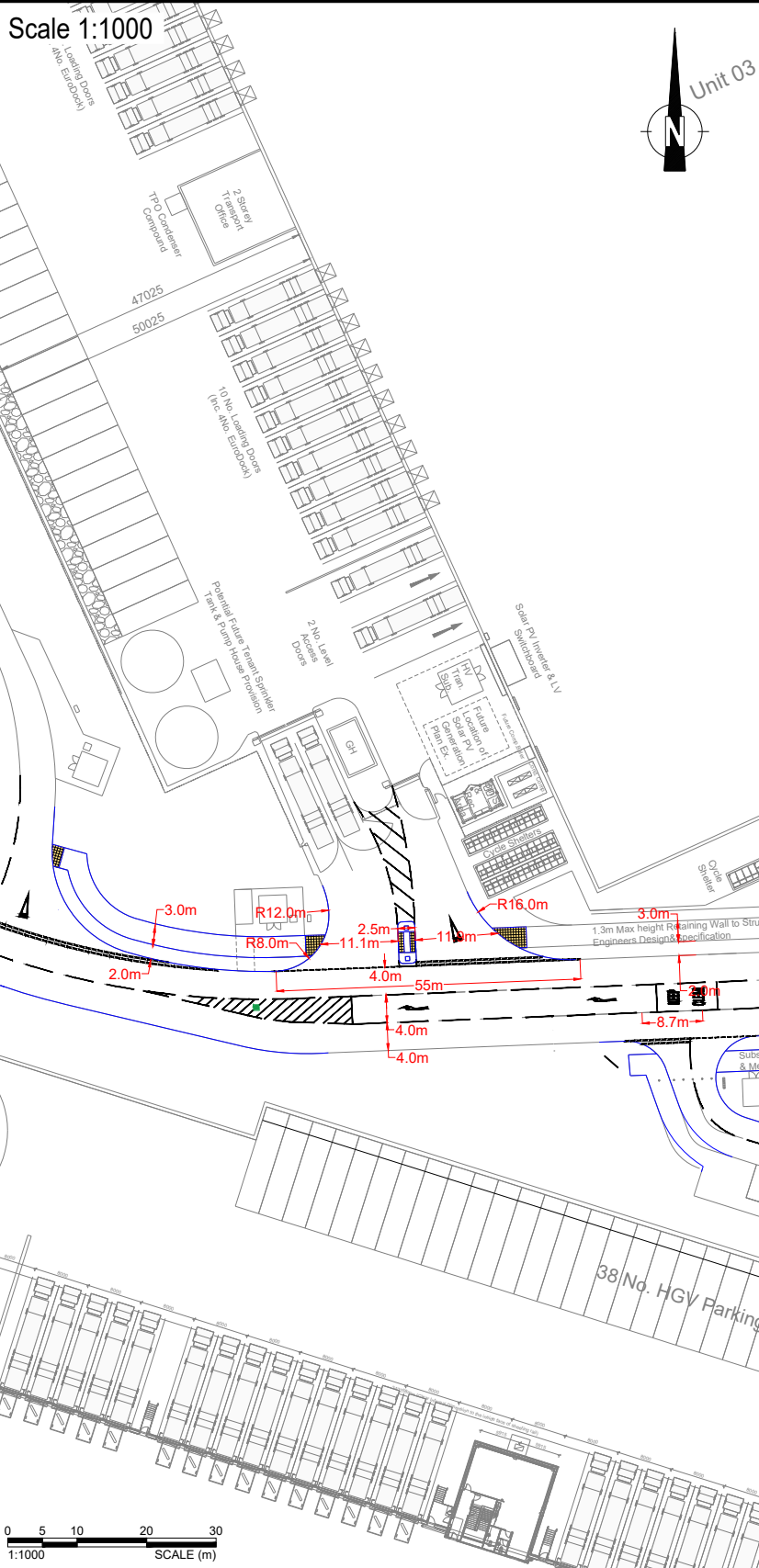
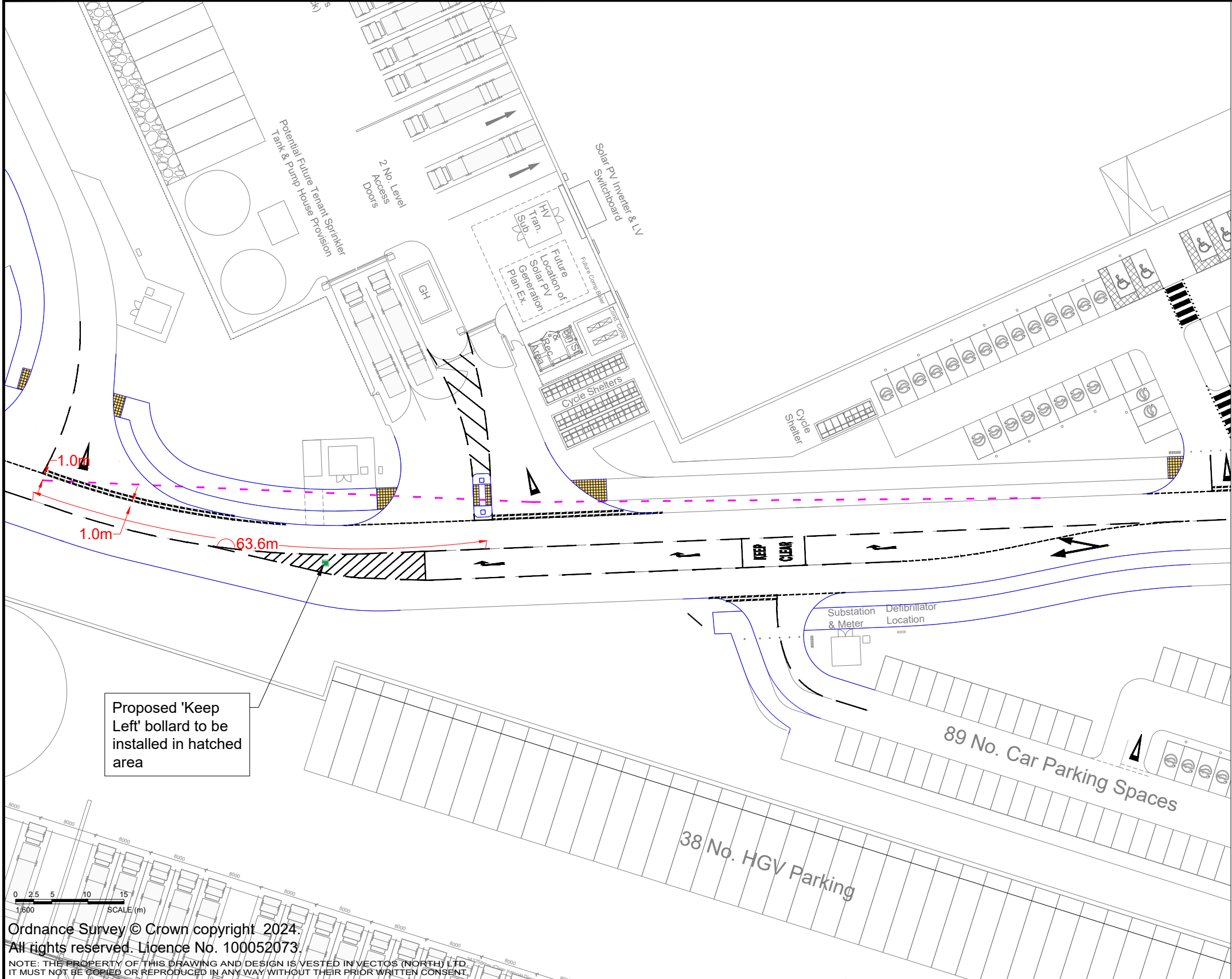
the site and demonstrated that the proposals can be safely accommodated without leading to any detrimental transport impacts.

- 5.8 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:
A	Site layout updated	WD	PT	30.11.23	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 for 30mph road in accordance with DMRB CD109
B	Unit 3 Right Turn Pocket added	MY	PT	15.02.24	

Cronton Colliery, Knowsley Reserved Matters 3

Proposed Access Junction Arrangement and Visibility Splays (Unit 3 - HGV Service Yard Access)

DRAWN: WD

CHECKED: PT

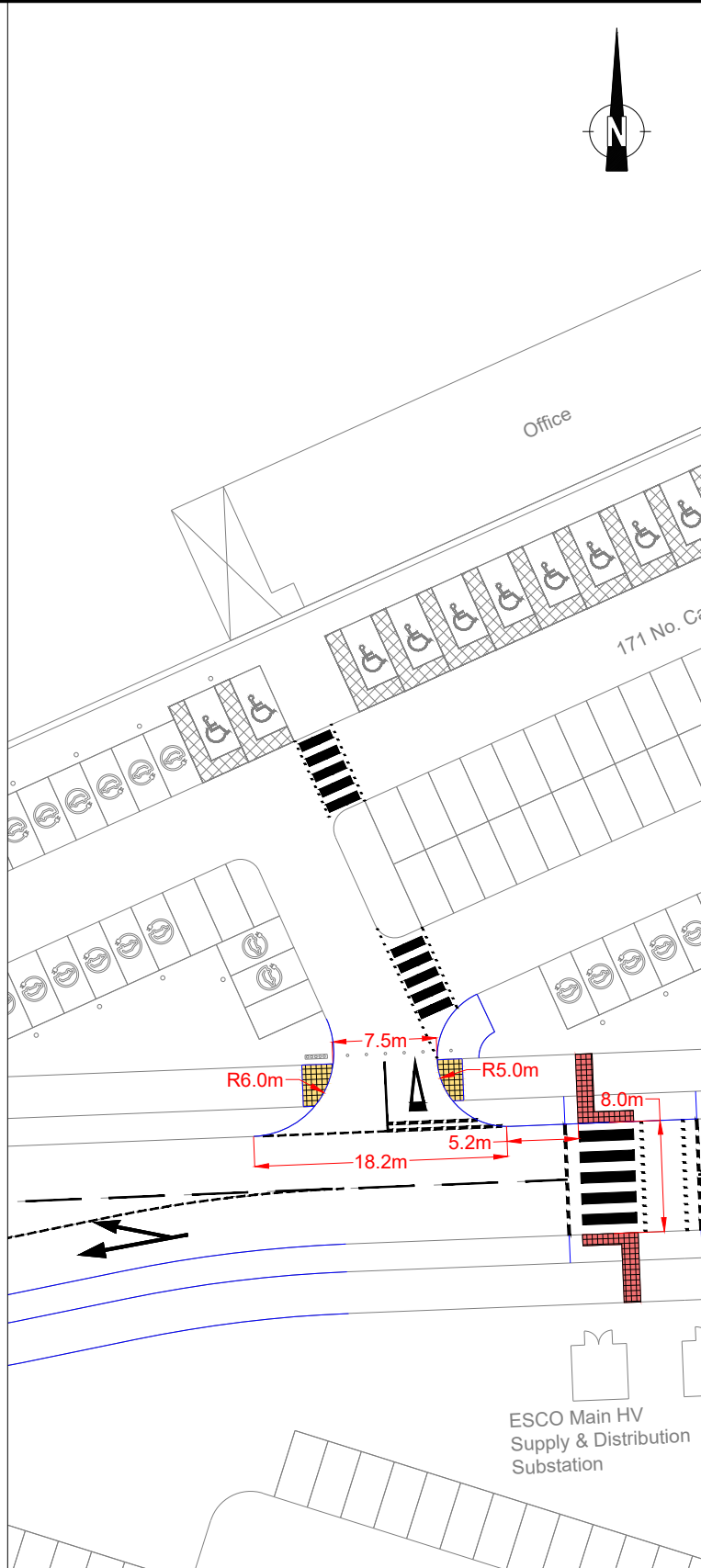
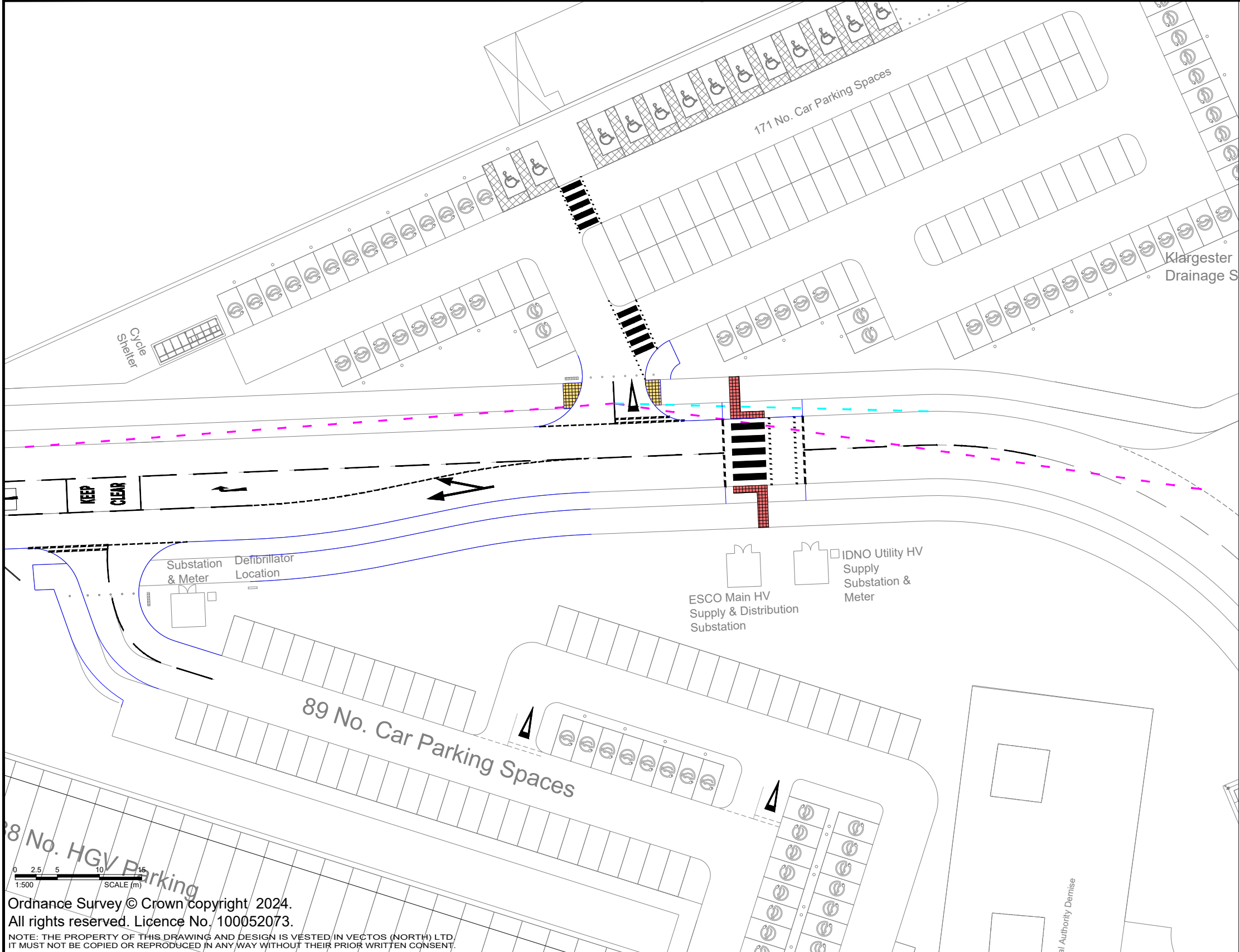
DATE: 22.11.23

SCALE: 1:600 at A3 - Unless Shown

Tritax Symmetry

DRAWING NUMBER: VN232867-D100

REVISION: B



Ordnance Survey © Crown copyright 2024.
All rights reserved. Licence No. 100052073.
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Site layout updated	WD	PT	30.11.23	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.
B	Internal Site layout updated	MY	PT	15.02.24	
					2.4m x 70m junction visibility splay for 30mph road in accordance with DMRB CD109 2.4m x visibility splay to tangent of nearside kerb

Cronton Colliery, Knowsley Reserved Matters 3

Proposed Access Junction Arrangement and
Visibility Splays (Unit 3 - Car Parks Access)

DRAWN: WD

CHECKED: PT

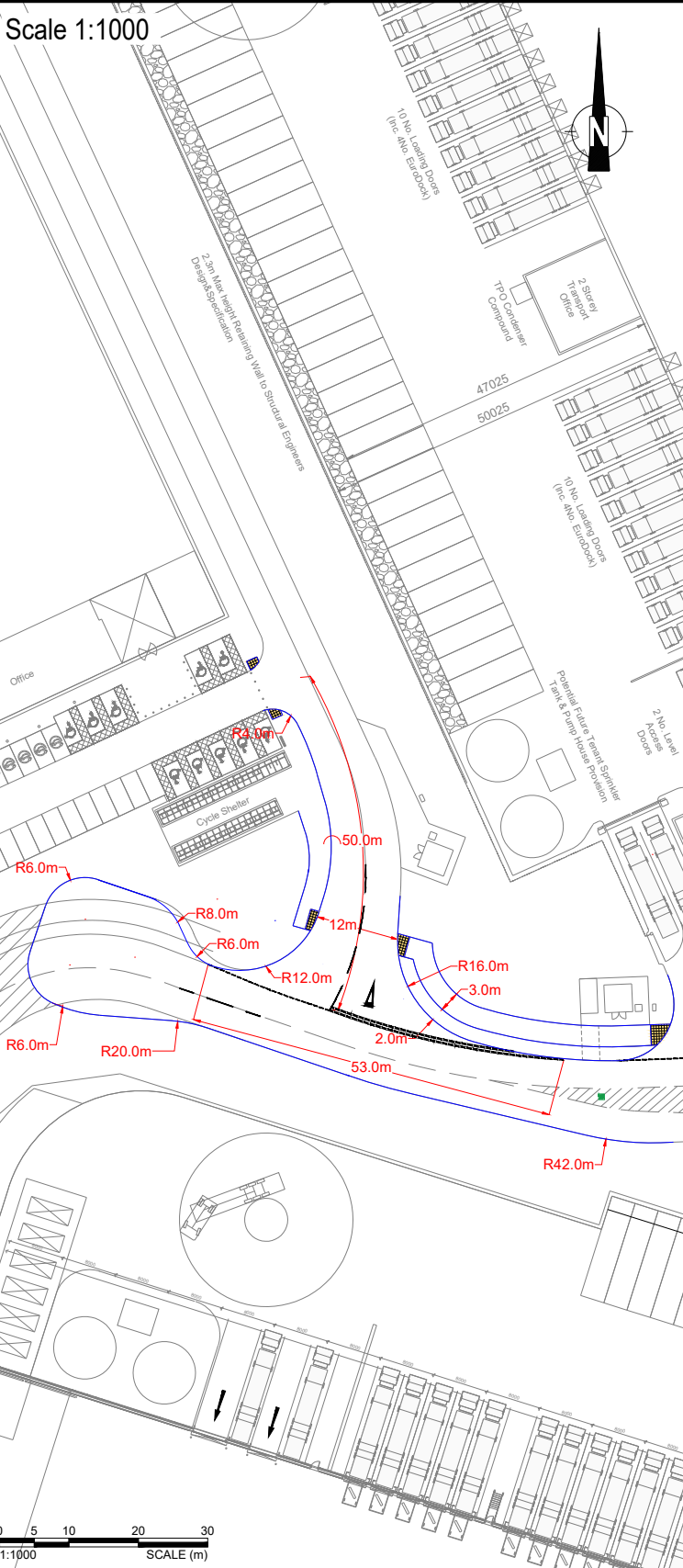
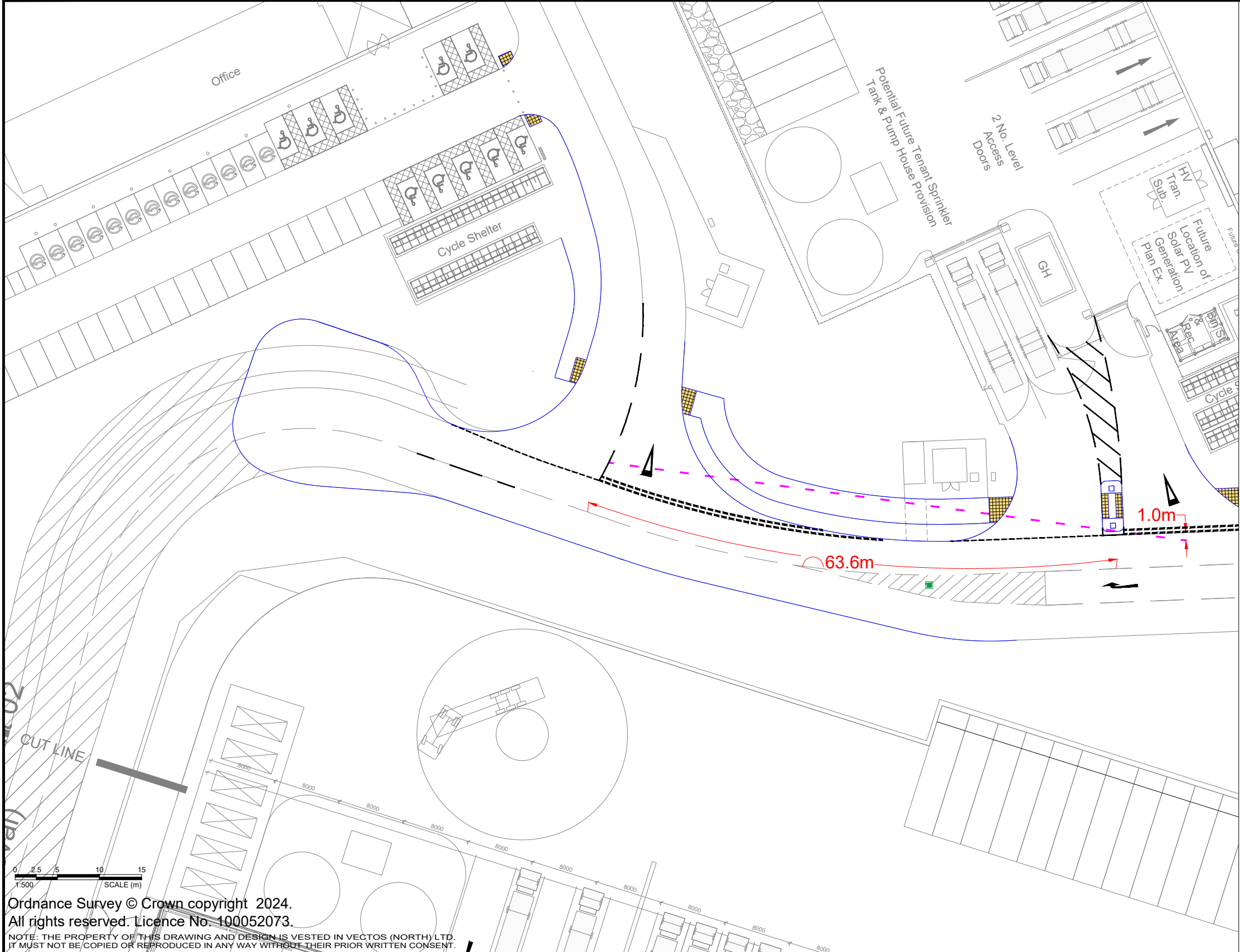
DATE: 22.11.23

SCALES: 1:500 at A3

Tritax Symmetry

DRAWING NUMBER: VN232867-D101

REVISION: B



Ordnance Survey © Crown copyright 2024.
All rights reserved. Licence No. 100052073.
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
A	Site layout updated	WD	PT	30.11.23	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.
B	Internal Site layout updated	MY	PT	15.02.24	
					2.4m x 70m junction visibility splay for 30mph road in accordance with DMRB CD109

Cronton Colliery, Knowsley Reserved Matters 3

Proposed Access Junction Arrangement
and Visibility Splays (Unit 4)

DRAWN:WD

CHECKED:PT

DATE:22.11.23

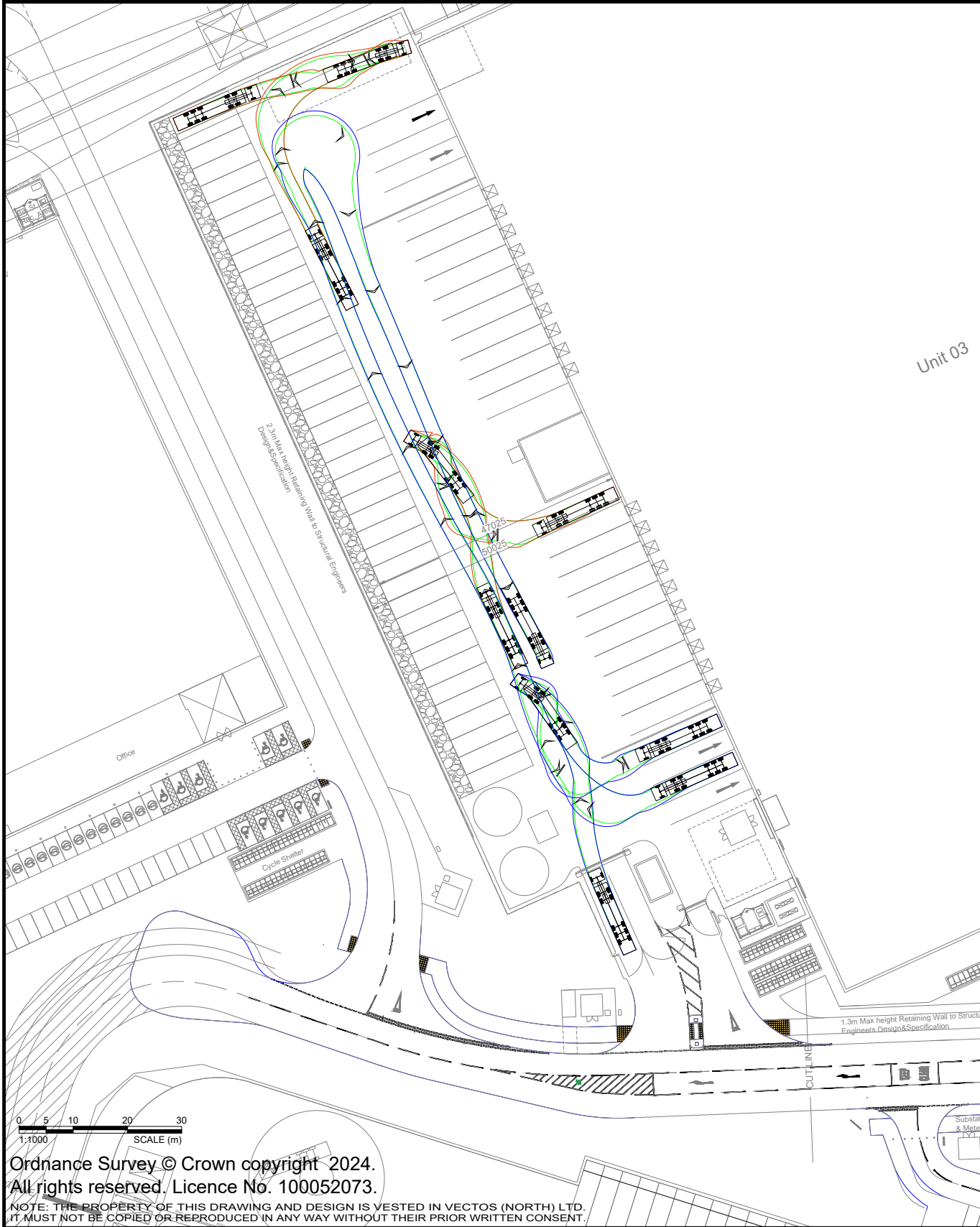
SCALE:1:500 at A3 - Unless Shown

Tritax Symmetry

SLR

DRAWING NUMBER:VN232867-D102

REVISION:B



Ordnance Survey © Crown copyright 2024.
All rights reserved. Licence No. 100052073.
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout updated	WD	PT	30.11.23
B	Right Turn Pocket added	MY	PT	15.02.24

Notes:

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

2. White lining is indicative only.

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

16.500m

2.550m

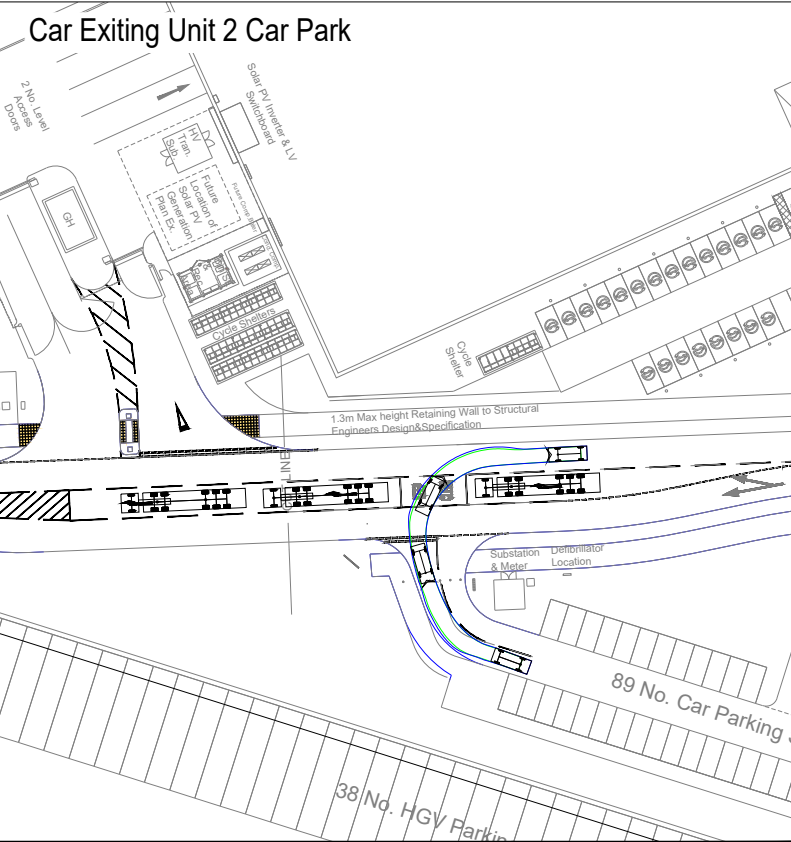
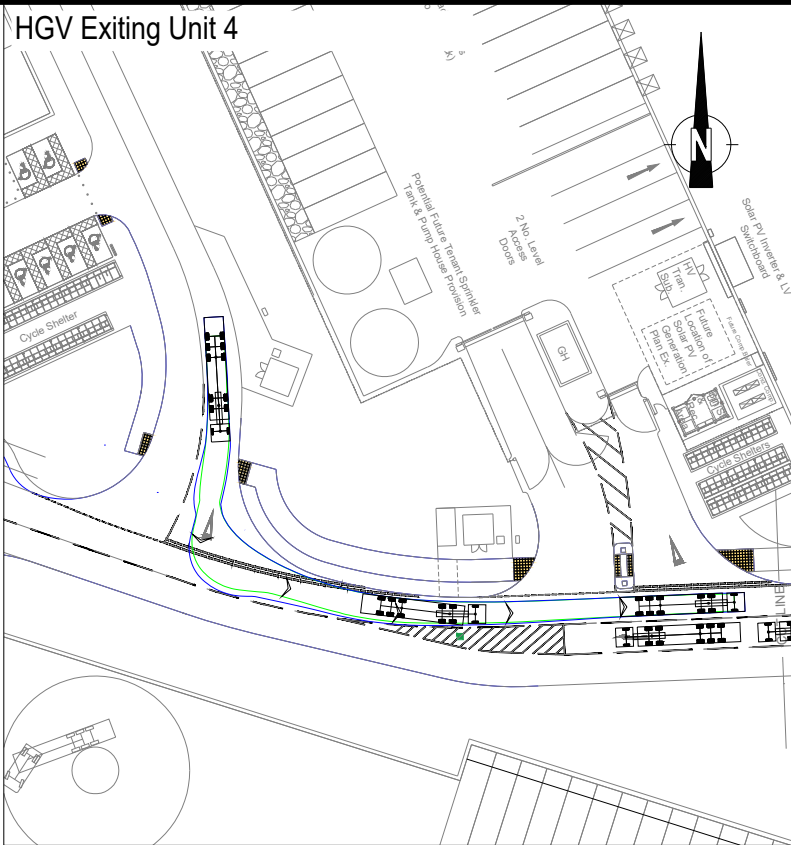
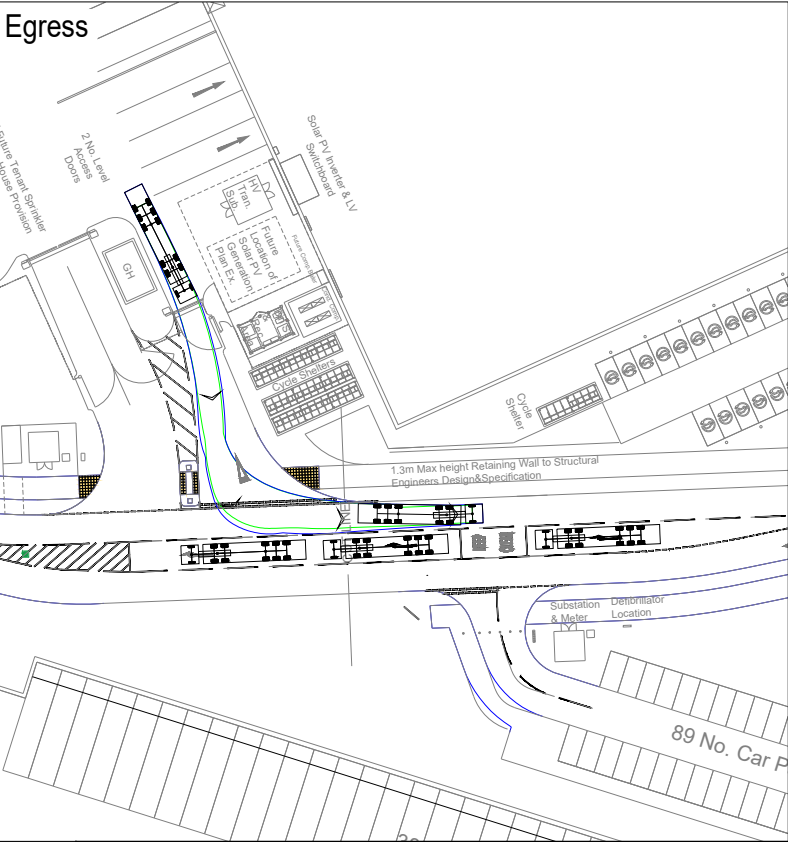
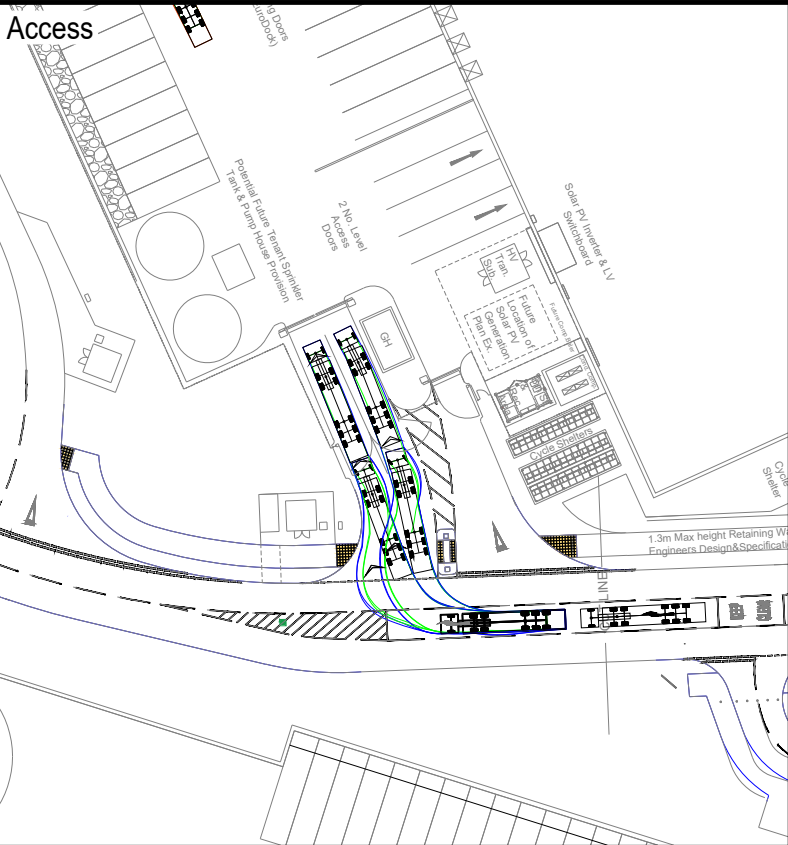
3.681m

0.411m

2.500m

6.00s

6.530m



Cronton Colliery, Knowsley Reserved Matters 3

Unit 3 Service Yard Access Swept Path Analysis - 16.5m HGV

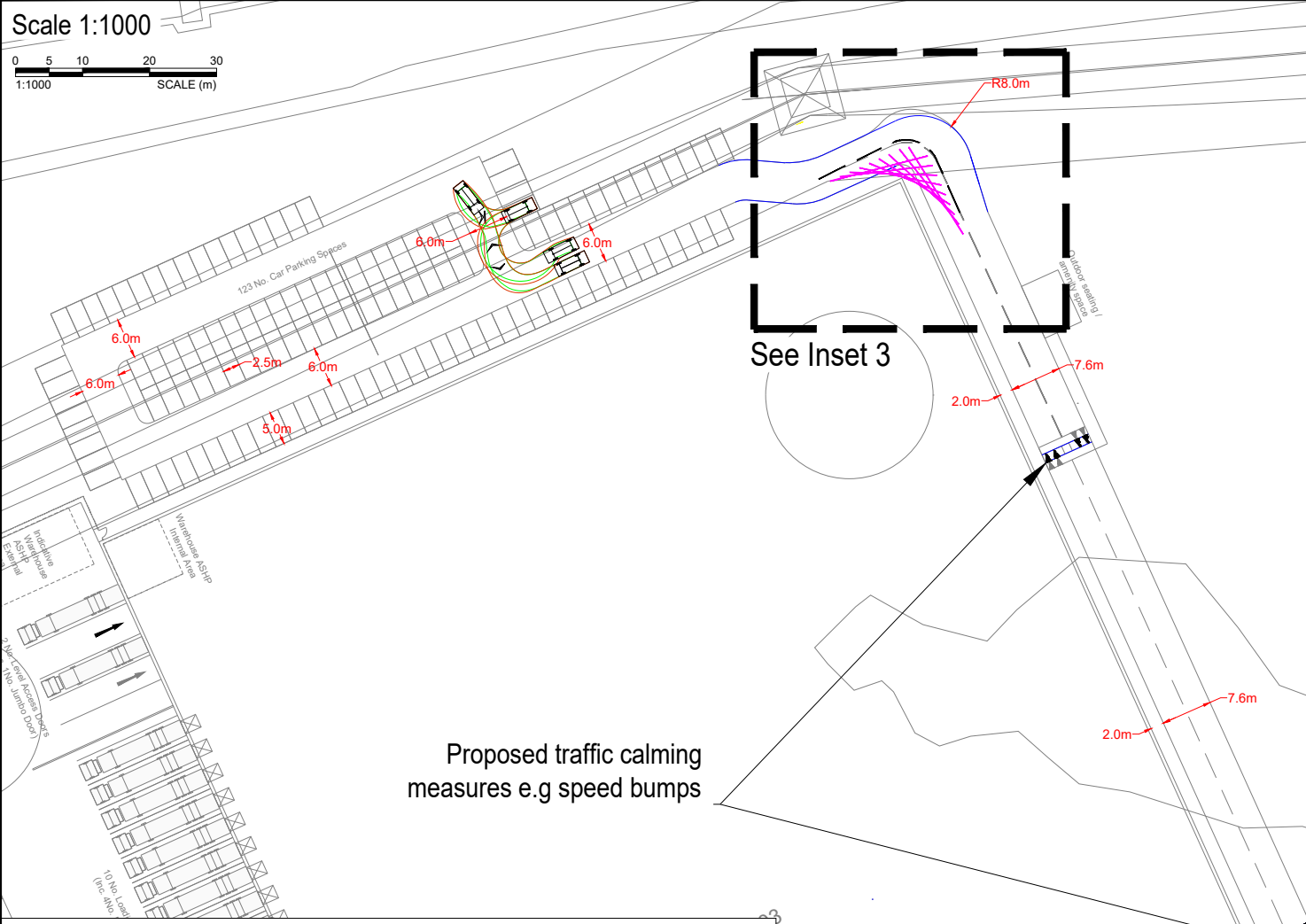
DRAWN:	CHECKED:	DATE:	SCALES:
WD	PT	22.11.23	1:1000 at A3

Tritax Symmetry

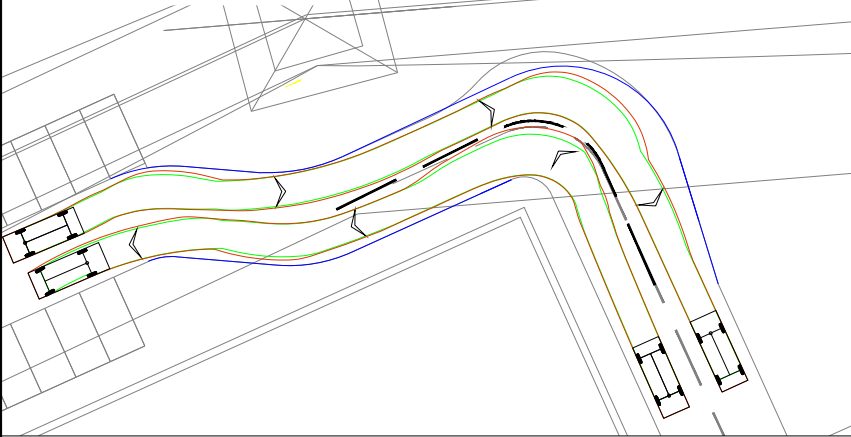


DRAWING NUMBER:	REVISION:
VN232867-TR100	B

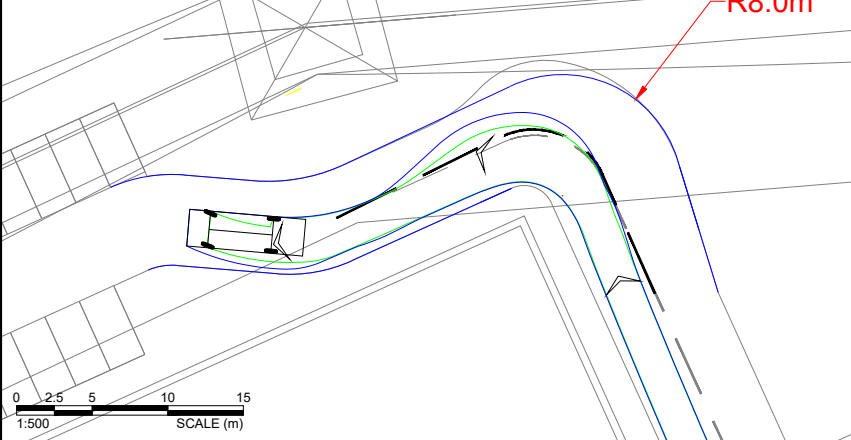
Scale 1:1000
0 5 10 20 30
1:1000 SCALE (m)



Inset 2 - Two Cars Passing

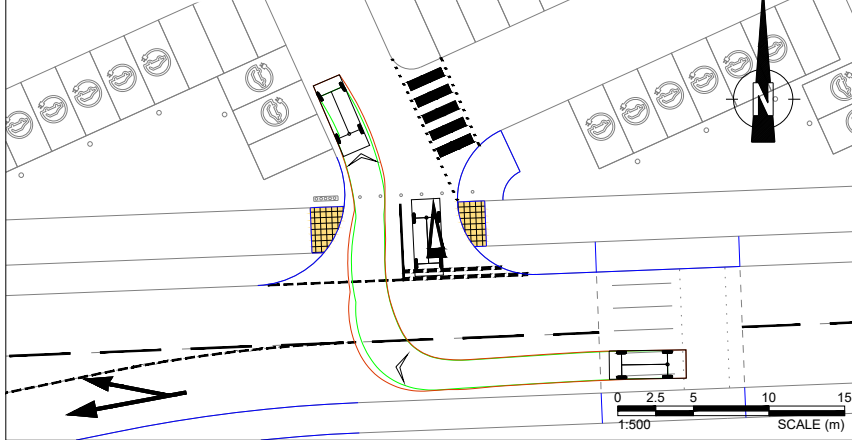


Inset 3 - Fire Tender

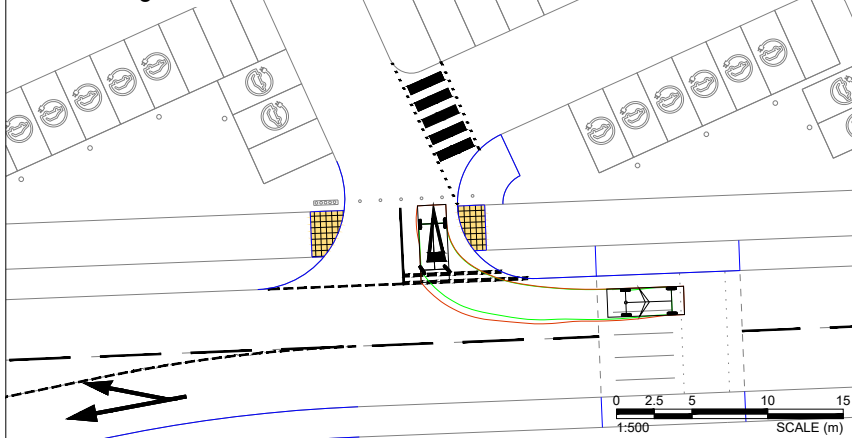


NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Inset 1 - Access



Inset 1 - Egress

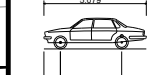


Notes:

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

16m forward visibility splays in accordance with 14mph (Manual for Streets)

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



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

B	Updated Internal Plan	MY	PT	15.02.24
A	Site layout updated	WD	PT	30.11.23

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

CLIENT:

Tritax Symmetry

PROJECT:

Cronton Colliery, Knowsley
Reserved Matters 3

DRAWING TITLE:

Unit 3 Car Park
General Arrangement
& Swept Path Analysis

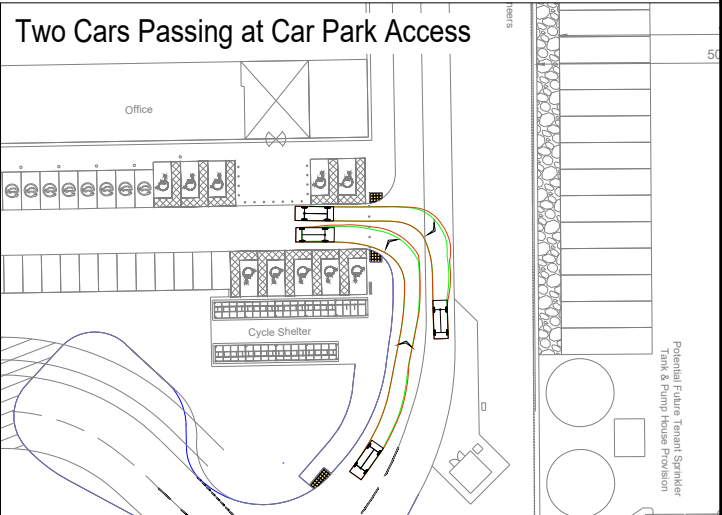
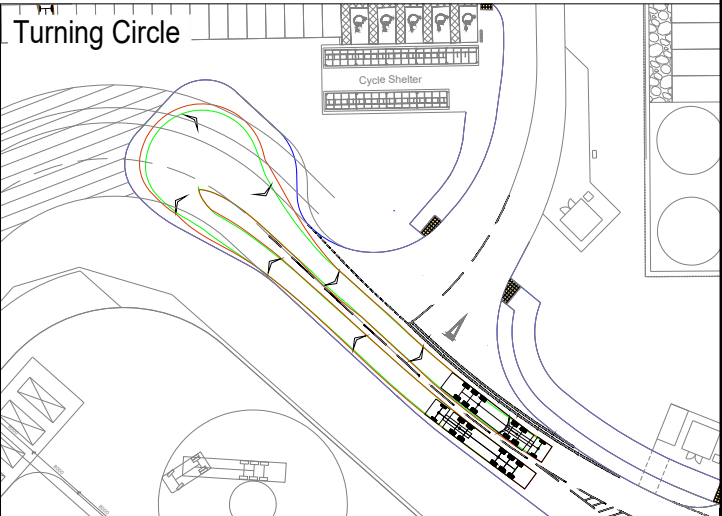
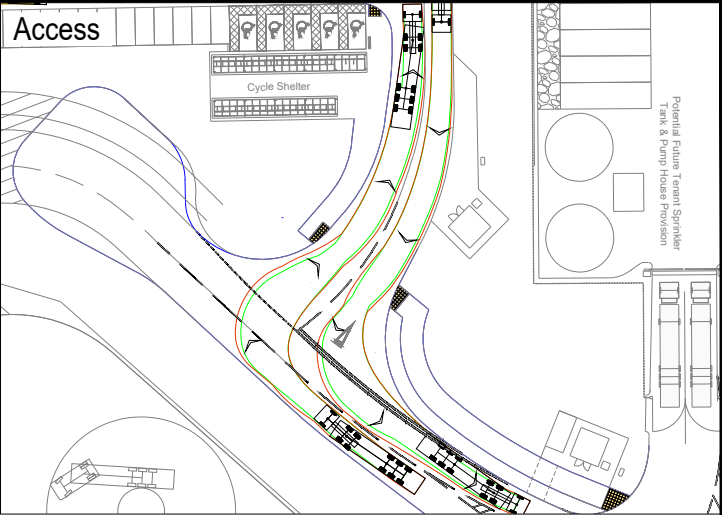
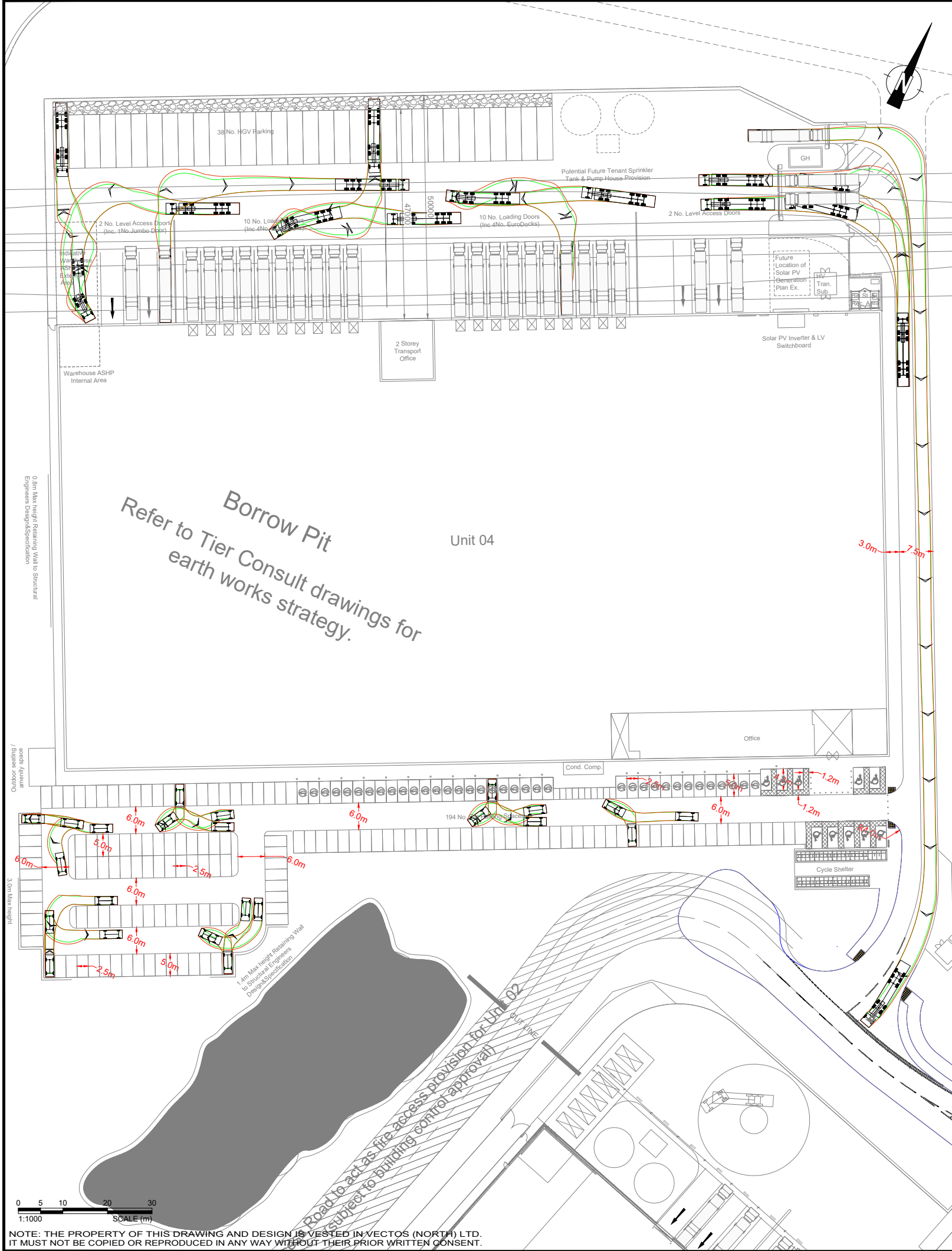
SCALES:

1:500 at A3 - Unless Shown

DRAWN:	WD	CHECKED:	PT	DATE:	22.11.23
--------	----	----------	----	-------	----------



DRAWING NUMBER:	VN232867-TR101	REVISION:	B
-----------------	----------------	-----------	---



Large Car (2006)	
	5.079m
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
Max Legal Length (UK) Articulated Vehicle (16.5m)	
	16.500m
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

Notes:

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

B	Updated Internal and Turning Circle added	MY	PT	15.02.24
A	Site layout updated	WD	PT	30.11.23
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Tritax Symmetry

PROJECT:

Cronton Colliery, Knowsley Reserved Matters 3

DRAWING TITLE:

Unit 4 Access Road Turning Head, Service Yard and Car Park Swept Path Analysis - 16.5m HGV & Large Car

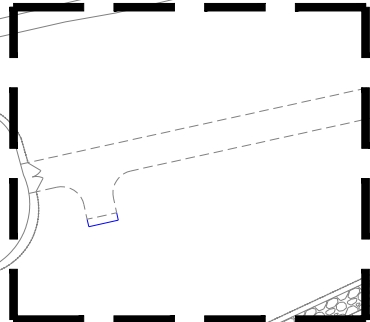
SCALES:

1:1000 at A3

DRAWN:	WD	CHECKED:	PT	DATE:	22.11.23
--------	----	----------	----	-------	----------

DRAWING NUMBER:	VN232867-TR102	REVISION:	B
-----------------	----------------	-----------	---

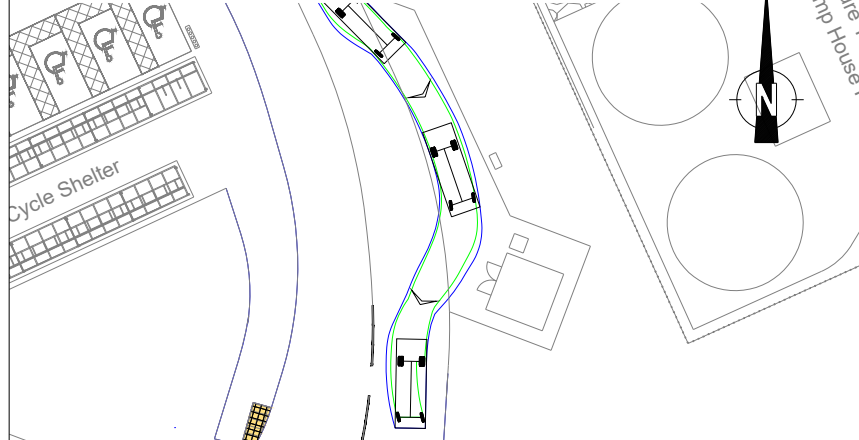
Scale 1:1000
0 5 10 20 30
1:1000 SCALE (m)
M 62



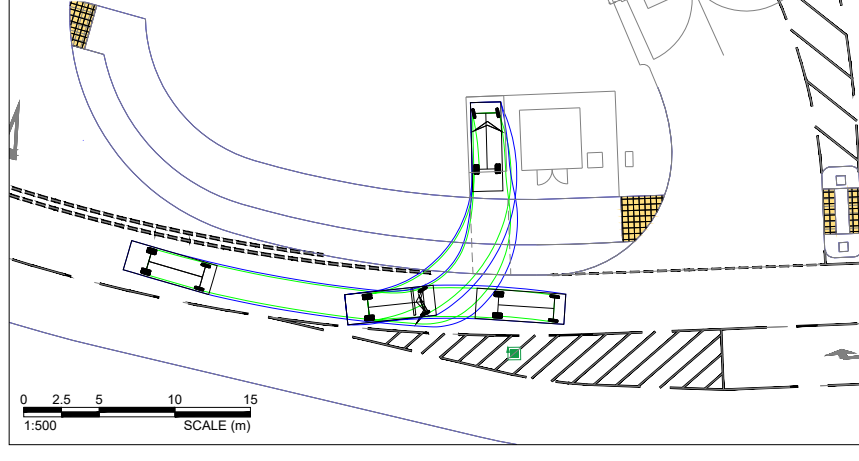
See Inset 4

See Inset 3

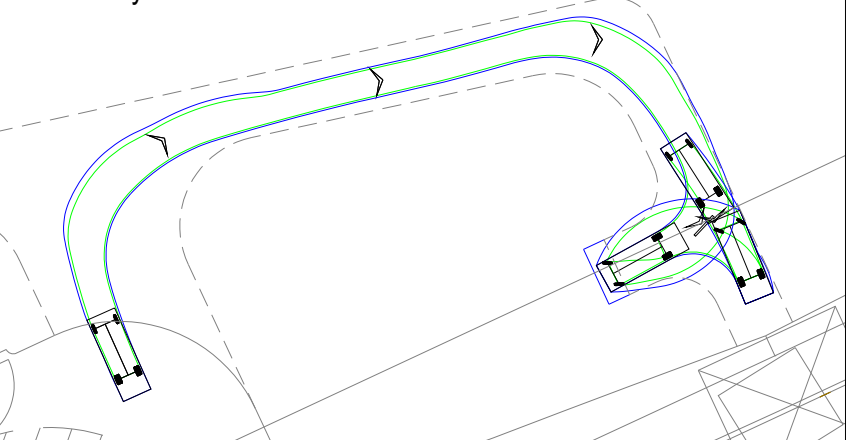
Inset 1 - Substation 1 Maintenance Access



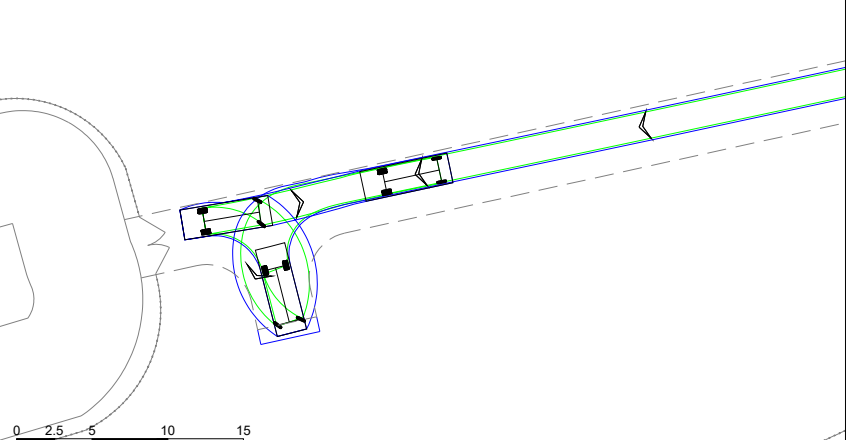
Inset 2 - Substation 2 Maintenance Access



Inset 3 - Pylon Maintenance Access

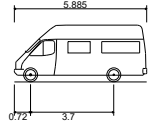


Inset 4 - Pond Maintenance Access



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

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



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Tritax Symmetry

PROJECT:

Cronton Colliery, Knowsley
Reserved Matters 3

DRAWING TITLE:

Substations, Electricity Pylon and
Pond Maintenance Access
Arrangements Swept Path
Analysis

SCALES:

1:500 at A3 - Unless Shown

DRAWN:	MY	CHECKED:	PT	DATE:	15.02.24
--------	----	----------	----	-------	----------



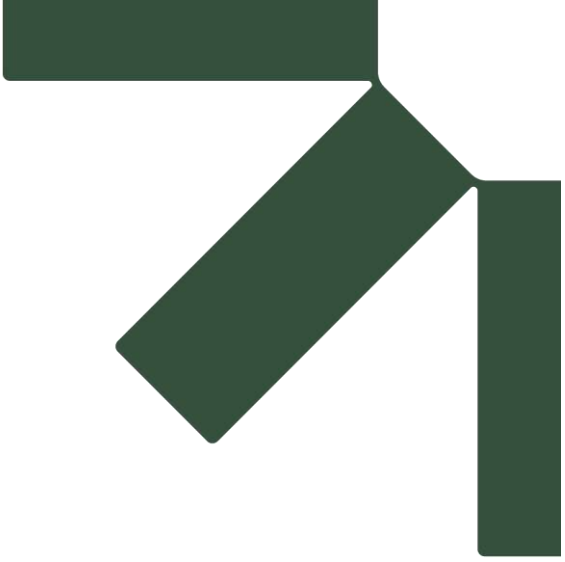
DRAWING NUMBER:

VN232867-TR103

REVISION:

-

Appendices



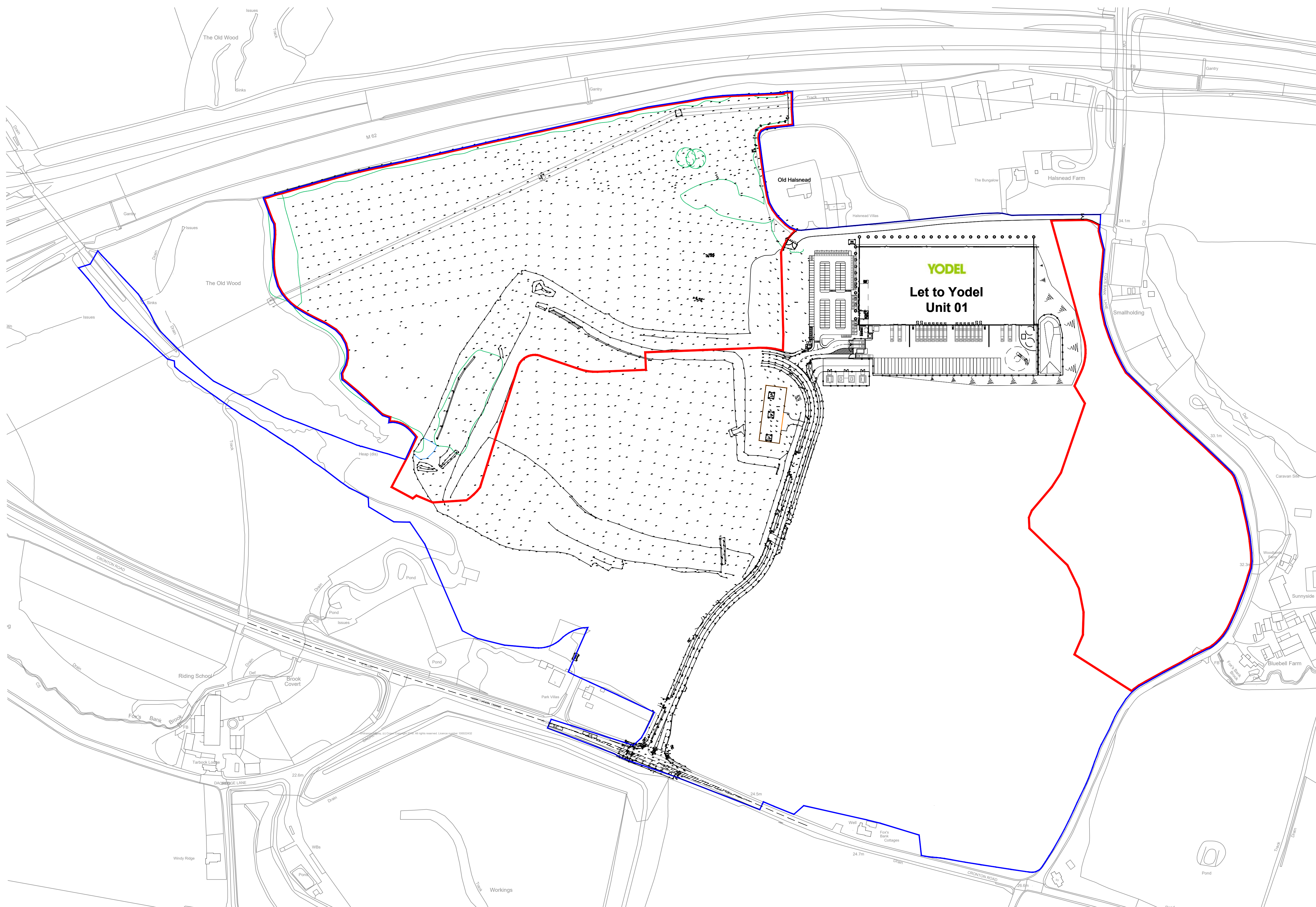
Appendix A Location Plan

-

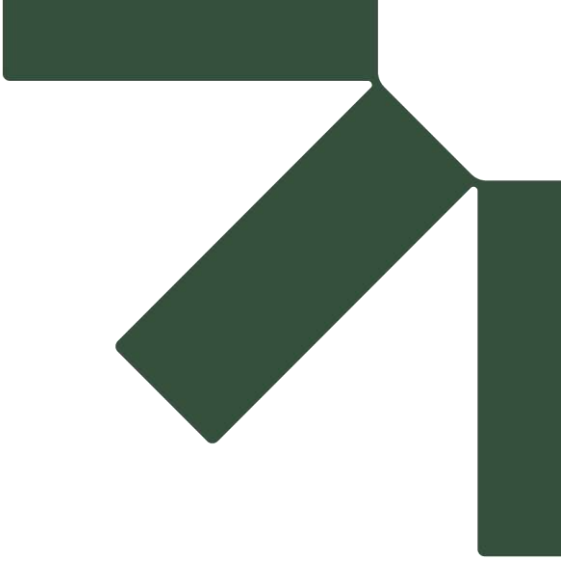
PLANNING



RIBA PoW Stage:	2 - Concept Design	
Document Suitability:	S1	
Drawn / Checked:	JMB / DEB	
Date:	30/10/2023	
Scale:	1:2000 @ A1	
UMC Project Number:	22605	
Document Reference:	Drawing no:	Revision:
22605 - UMC - XXXX - SI - DR - A	0670	P01



10m SCALE 1:2000



Appendix B Proposed Symmetry Park Masterplan

Unit 3		
Warehouse	-	266,970 sq ft (24,802m ²)
GF Office Core	-	1,423 sq ft (132m ²)
Office FF & SF	-	12,577 sq ft (1,168m ²)
Transport Office (2 St.)	-	3,400 sq ft (316m ²)
Gatehouse	-	300 sq ft (28m ²)
Total	-	284,670 sq ft (26,447m²)

Car Parking	-	294 (Inc. 15 Acc. + 60 EV)
HGV Parking	-	39
Loading Docks	-	20 (Inc. No. 08 EuroDocks)
Level Access	-	04 (Inc. No. 01 Jumbo Door)
Cycle Parking	-	100 spaces (10 Shelters)
Active Cycle Parking	-	6 spaces (Shelter)
Motorcycle Parking	-	13

Net Plot Area - 12.92 Acres (5.23 Hectares)

Unit 4		
Warehouse	-	193,195 sq ft (17,948m ²)
GF Office Core	-	1,410 sq ft (131m ²)
Office FF & SF	-	12,815 sq ft (1,191m ²)
Transport Office (2 St.)	-	3,330 sq ft (309m ²)
Gatehouse	-	300 sq ft (28m ²)
Total		211,050 sq ft (19,607m²)

Car Parking	-	194 (Inc.10 Acc. + 38 EV)
HGV Parking	-	32
Loading Docks	-	20 (Inc. No. 08 EuroDocks)
Level Access	-	04 (Inc. No. 01 Jumbo Door)
Cycle Parking	-	80 spaces (08 Shelters)
Active Cycle Parking	-	6 spaces (Shelter)
Motorcycle Parking	-	10

Net Plot Area - 10.76 Acres (4.36 Hectares)

-
- Legend:
- Masterplan Boundary
 - Application Boundary
 - Existing Overhead Power Lines
 - 15m Wood Offset Zone
 - TPO Woodland
 - Woodland Retention
 - Retaining Wall with 1.1m High Handrails

rev	amendments	by	ckd	date
-----	------------	----	-----	------

Unit 03, Symmetry Park, Merseyside

Illustrative Masterplan

LOD 2	LOI 2
-------	-------



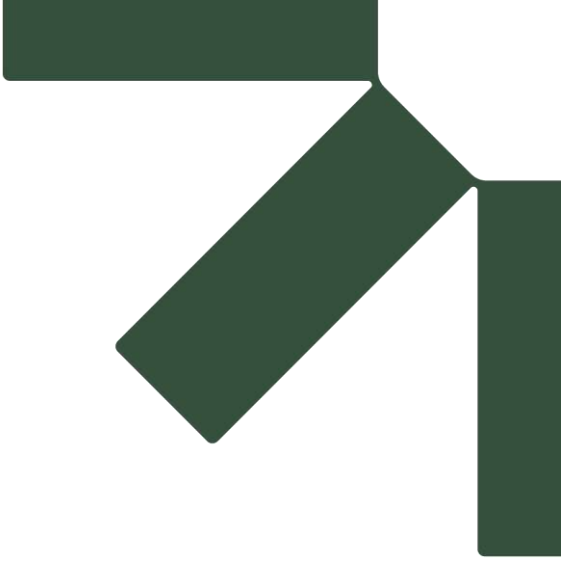
RIBA PoW Stage:	2 - Concept Design		
Document Suitability:	S2		
Drawn / Checked:	MY / DEB		
Date:	30/01/2023		
Scale:	As Noted @ A1		
UMC Project Number:	22605		
Document Reference:	Drawing no:	Revision:	
22605 - UMC - XXXX - SI - DR - A	0671	P09	

PI ANNING

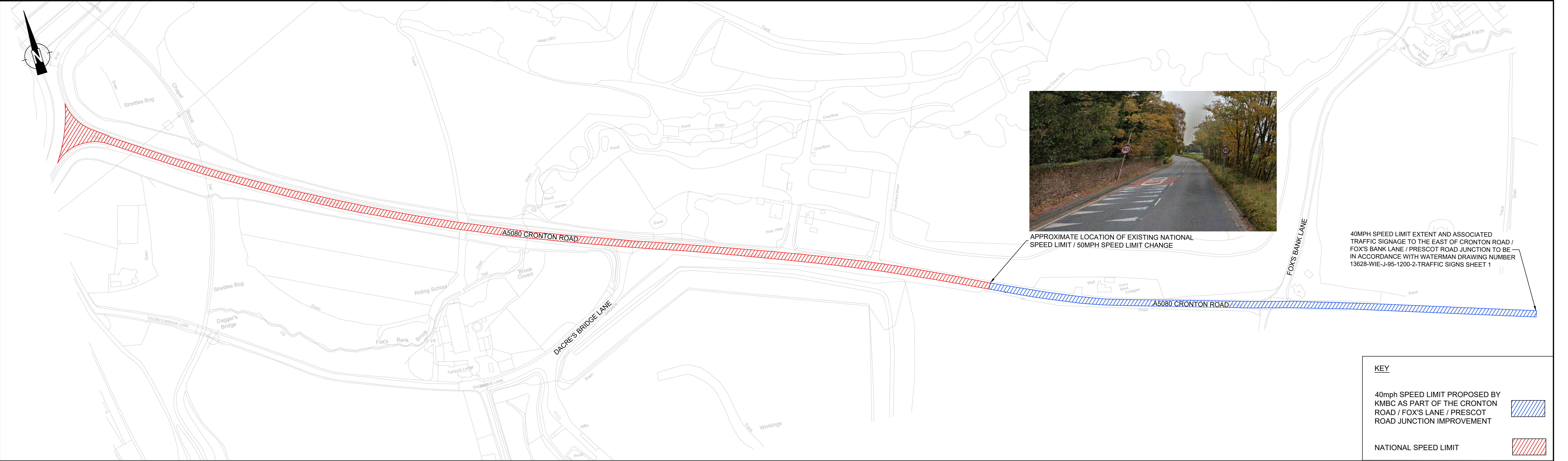
Illustrative Masterplan

Scale 1:2000

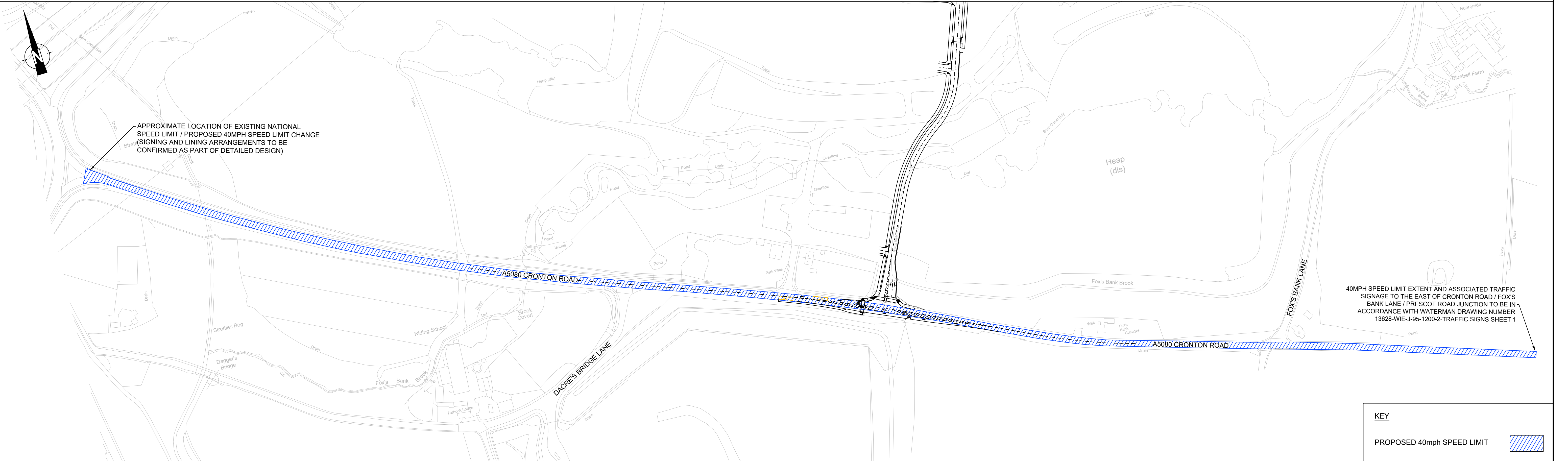
10m SCALE 1:2000



Appendix C A5080 Cronton Road Existing and Proposed Speed Limit Plan

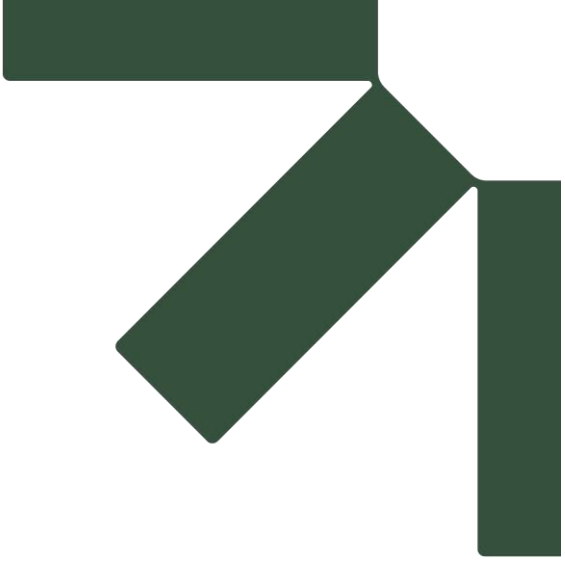


EXISTING SPEED LIMIT PLAN (DUE FOR IMPLEMENTATION IN 2022)

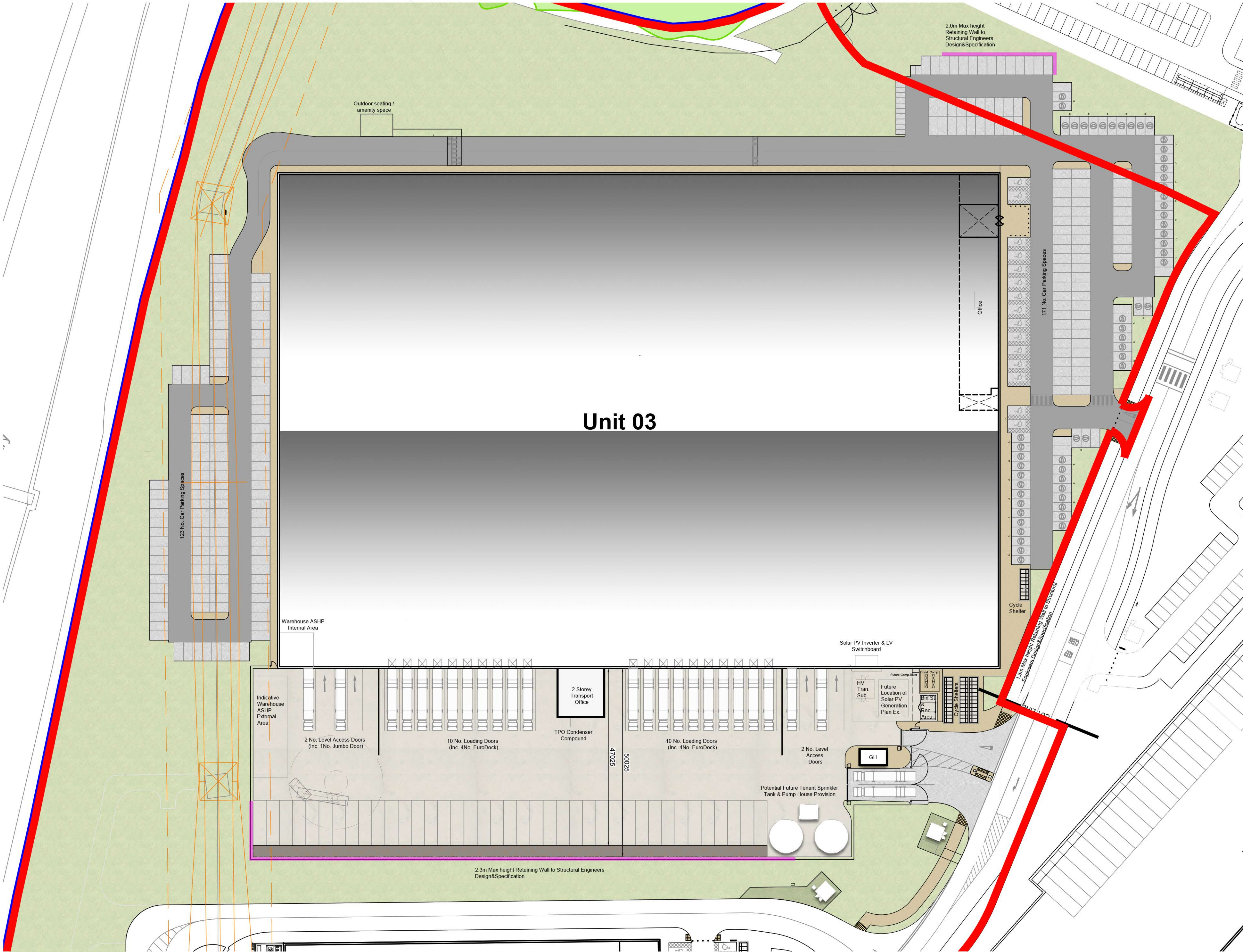


PROPOSED SPEED LIMIT PLAN

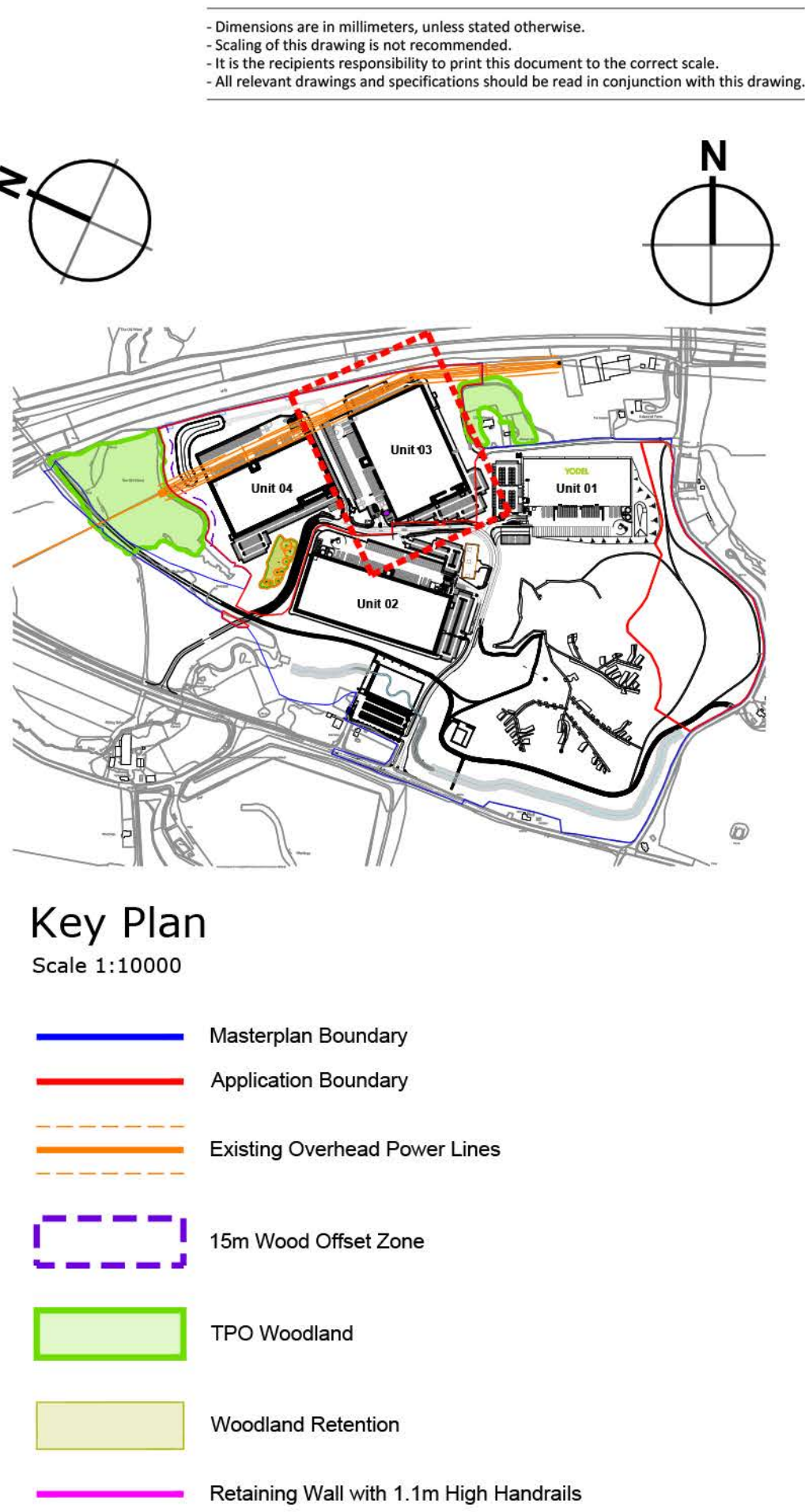
REV		DETAILS		DRAWN	CHECKED	DATE	0 20 40 80 120 1:2000 SCALE (m)			PLANNING			CLIENT: TRITAX SYMMETRY LTD.		vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: vectos@vectos.co.uk CfA Consult to Assess UKAS MANAGEMENT SYSTEMS ISO 9001 170345 0120		
A B	EXTENT OF SPEED LIMIT AMENDED TEXT AMENDED		JF JF	PT PT	09/05/22 30/05/22				DRAWING TITLE: A5080 CRONTON ROAD EXISTING AND PROPOSED SPEED LIMIT PLAN			PROJECT: CRONTON COLLIERY, KNOWSLEY					
		DRAWN:	JF	CHECKED:	PT	DATE:	13.09.21	SCALE:		1:2000 @ A1		DRAWING NUMBER:		VN212040-SK001		REVISION:	B



Appendix D Units 3 and 4 Detailed Site Plans



Unit 03 Site Plan
Scale 1:500



Key Plan
Scale 1:10000

- Masterplan Boundary
- Application Boundary
- Existing Overhead Power Lines
- 15m Wood Offset Zone
- TPO Woodland
- Woodland Retention
- Retaining Wall with 1.1m High Handrails

PLANNING

rev	amendments	by	ckd	date

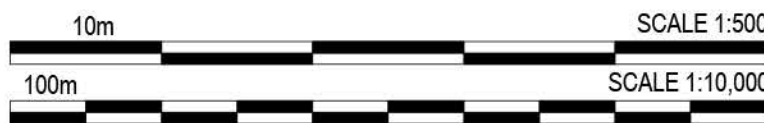
Unit 03, Symmetry Park, Merseyside

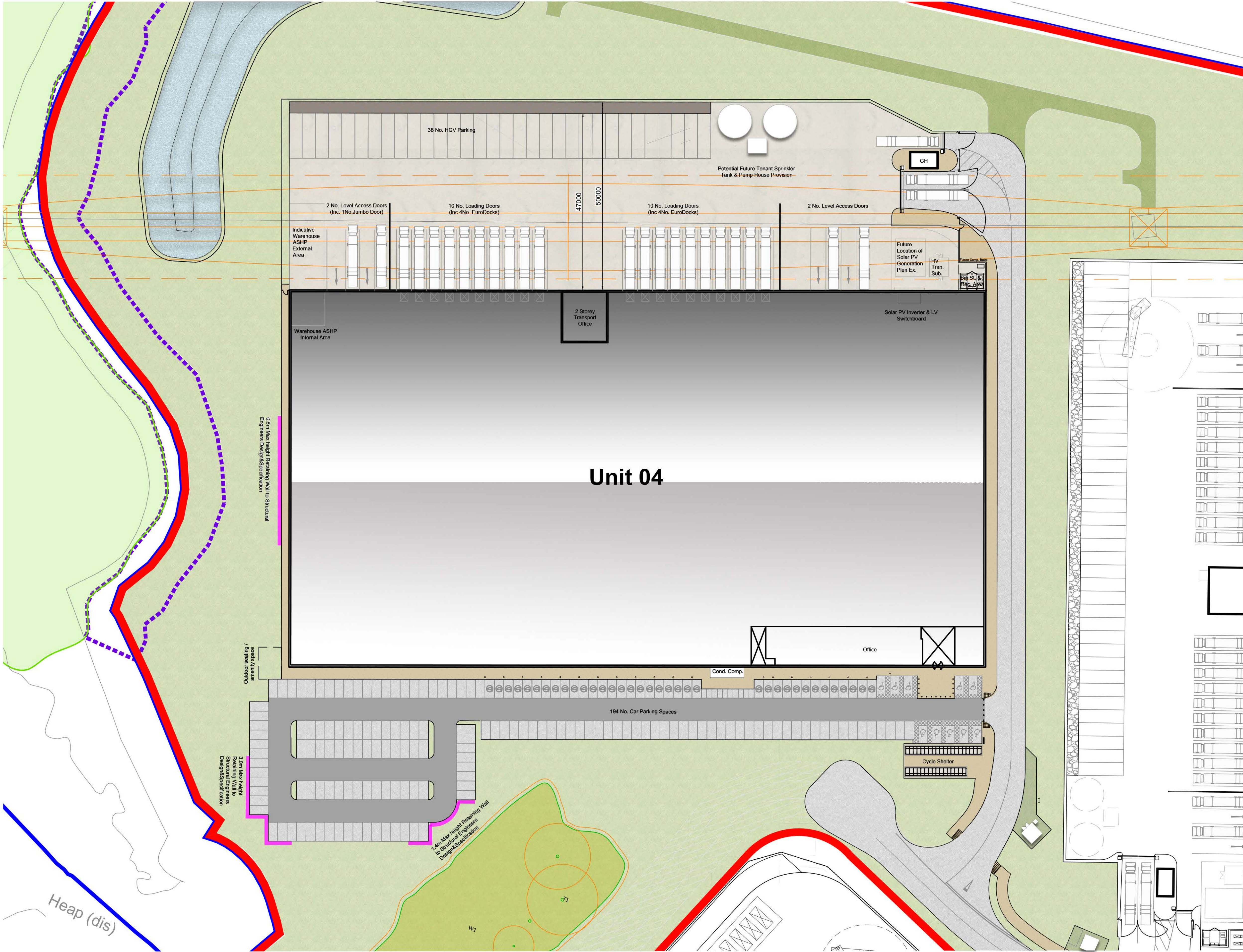
Unit 03 Site Plan	
LOD 2	LOI 2

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

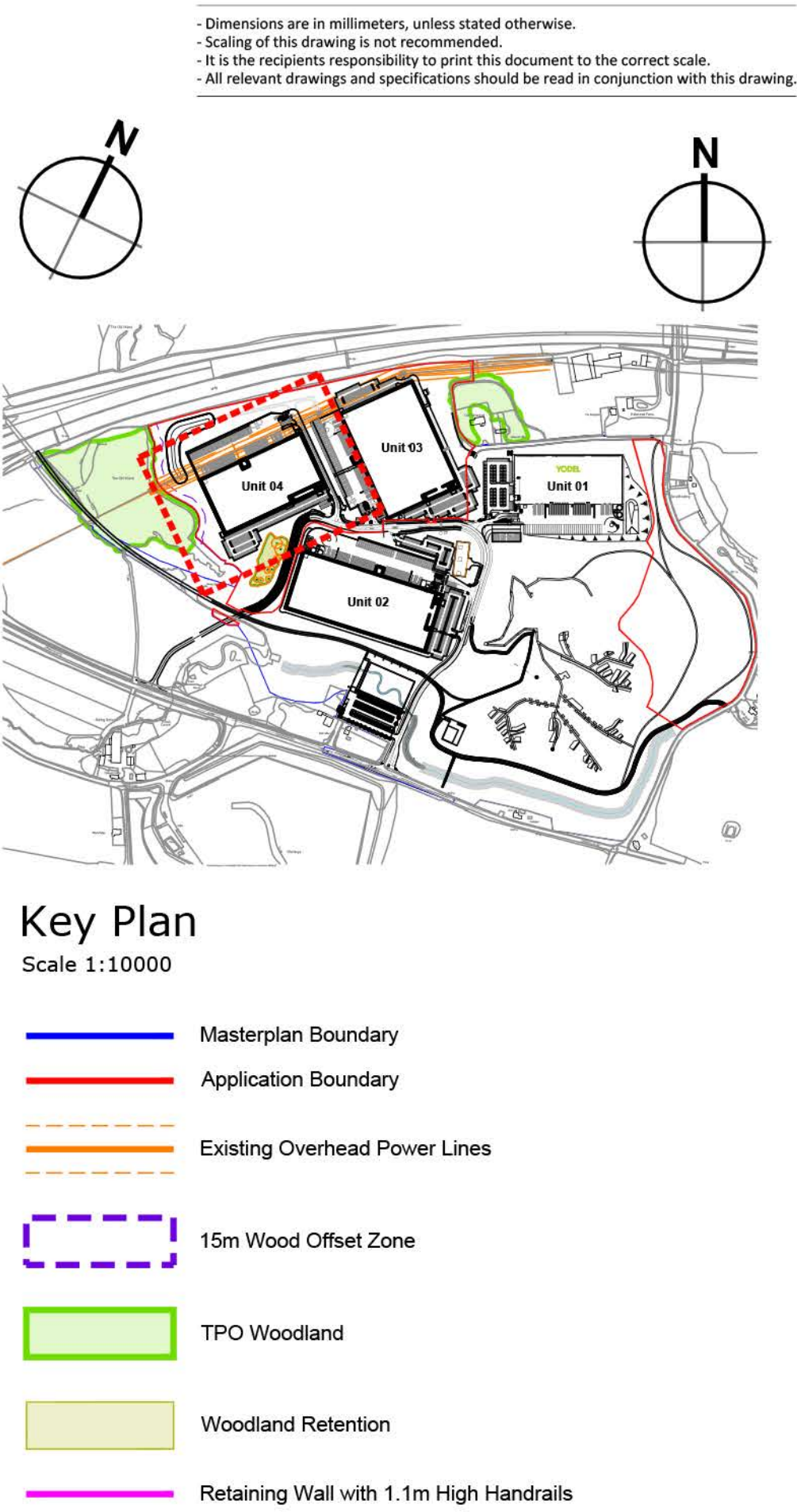


RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S2
Drawn / Checked:	MY / DEB
Date:	30/01/2023
Scale:	As Noted @ A1
UMC Project Number:	22605
Document Reference:	Drawing no: Revision:
22605 - UMC - XXXX - SI - DR - A	0672 P06





Unit 04 Site Plan
Scale 1:500



rev	amendments	by	ckd	date
Unit 04, Symmetry Park, Merseyside				
Unit 04 Site Plan				
LOD 2		LOI 2		

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

umc architects

RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S2
Drawn / Checked:	BMC / MY
Date:	30/01/2023
Scale:	As Noted @ A1
UMC Project Number:	22606
Document Reference:	Drawing no: Revision:
22606 - UMC - XXXX - SI - DR - A	0673 P06

