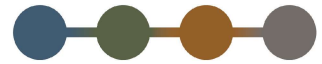




**Infrastructure and
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Our Ref: 25-0301

26th March 2025

Knowsley Council
Huyton Library
Civic Way
Huyton
Knowsley
L36 9FB

FAO: Mark Quinn – Principal Planner

**UNIT G2 – SOVEREIGN BUSINESS PARK, HUYTON (PHASE 1)
PLANNING APPLICATION REF:- 25/00013/FUL**

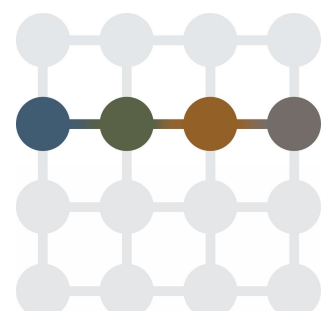
Dear Mr Quinn

I am writing further to your email dated 25th February 2025 addressed to Adam Cornish of Quod, following receipt of recent comments from KBC Highways concerning servicing to the rear of Unit G2 at Phase 1 of Sovereign Business Park, Huyton (Planning Application Ref:- 25/00013/FUL).

It is understood that the LHA have concerns regarding the interaction between those entering and leaving their vehicles in the parking area located to the west of the building, and large vehicles accessing the proposed level access door to the northern side of Unit G2, and whilst the previous plans provided give an indication to the size of vehicle intended to use the access doors on the southern side of Unit G2, there is no indication provided at the proposed level access door.

It should be highlighted that there is a separate service area for Unit G2 of sufficient size to accommodate artic vehicle movements (up to 16.5m in length) and maximum length rigid lorries (up to 12 metres in length), the entrance of which is situated in advance of this parking area. The quantum of deliveries therefore using the access doors to the northern side of Unit G2 are envisaged to be minimal, with an estimated 4-5 deliveries per day (c.10 movements per day).

In order to further address the comments from KBC Highways, please find attached Drawing No. 250301-RAP-XX-XX-DR-TP-4100 which demonstrates the swept path analysis of the largest vehicle proposed to access the northern service area, comprising a Long Wheel Base (LWB) Transit Style Van with a length of 6700mm (the largest LWB van in the Ford Transit range).



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The ability for vehicles to turn in the service area to the north and reverse toward the access level doors before leaving in a forward gear is demonstrated on Drawing No. 250301-RAP-XX-XX-DR-TP-4100. As shown, this can be suitably accommodated with sufficient safety distance from any boundaries edges.

The proposed dimension of the aisle width between parking spaces on approach to the northern service area is 6000mm, which is sufficient to allow two large vehicles to pass, and also of sufficient width to allow a large car to reverse out of a standard parking space, in accordance with National Guidance set out in Manual for Streets, Chapter 8, Paragraph 8.3.51.

A swept path of a car entering and exiting a parking space is demonstrated in the bottom right inset of Drawing No. 250301-RAP-XX-XX-DR-TP-4100. As shown, this can be suitably accommodated within the layout and this type of vehicle movement can be applied to any of the standard parking spaces associated with the Unit G2 proposals. A 6000mm aisle width is standard of aisle widths in both private and public parking areas across the country (i.e. supermarket car parks, retail parks etc) all of which have the ability to accommodate LBW transit style delivery vans.

Design guidance for parking layouts and dimensions are further set out in “Car Park Design”, published by the Institute of Structural Engineers in June 2023, which states that a minimum clearance of 500mm is recommended between parked cars and a moving vehicle. The bottom left inset on Drawing No. 250301-RAP-XX-XX-DR-TP-4100 illustrates two LBW vans passing each other along the access road and demonstrates that there would be a minimum 500mm margin between the rear of a parking space / parking car and the moving vehicle, when also allowing for a gap of 800mm between passing vehicles. The likelihood of two vans passing along this section of the access road is considered to be low and can be accommodated within the 6000mm wide aisle width.

The turnover of employee parking spaces relating to commercial / industrial uses is also low, therefore the resultant pedestrian movements between their vehicle and the employee entrance to Unit G2 will be minimal. Given the quantum of deliveries using the access doors to the northern side of Unit G2 will also be low (c.10 movements per day) the level of risk in terms of highway safety to those entering and exiting their vehicles at the parking area for Unit G2 will be minimal. Vehicles speeds will be subject to an on-site maximum speed limit of 10mph, and therefore both drivers and pedestrians will have ample time to react and to foresee any potential risk. KBC’s suggestion to further mitigate this risk by introducing formalised crossing points and pedestrian walkways is therefore not considered reasonable based on the predicted low volume and speeds of vehicle movements in this area and given the further assurance that large HGVs will not be using this section of the access route to service/deliver to the building.

Rappor therefore concludes that the internal design will not result in any detrimental impact upon the safety or operation of the parking area, and consequently the proposals meet design standards.

I trust the above addresses the comments made by KBC Highways in relation to servicing to the rear of Unit G2 at Sovereign Business Park, and that the Highway Authority now has sufficient information in order to raise no objection to the internal layout proposals.

In the meantime, should you have any queries or further comments regarding the contents of this response, please do not hesitate to contact me.



Yours sincerely

Tim Slater

Associate Director on behalf of Rappor

07789 114293

Enc. Drg No. 250301-RAP-XX-XX-DR-TP-4100