

Symmetry Park, Merseyside, Knowsley

Response to Halton Borough Council Information Request - Highways

VN212041

1. Vectos have been commissioned by Tritax Symmetry Huyton Ltd to provide highways and transportation advice on their proposed development on land to the south of the M62 in Knowsley on the site of the former Cronton Colliery, known as Symmetry Park, Merseyside.
2. Halton Borough Council (HBC), as neighbouring authority to Knowsley Metropolitan Borough Council (KMBC), in which the site is located, has requested additional highways related information with regard to the reserved matters application (22/00162/REM), pursuant to permission 20/00494/HYB for the industrial and warehousing development scheme at Symmetry Park in Knowsley. The HBC information request is in three parts and is reproduced below:
 1. *Clear understanding of the Amazon operation e.g. the catchment area of the delivery vans/service, number of trips per van, per shift, per day etc. to help HBC understand the overall implications of traffic attributable to this specific operation and the overall site and thereby potential impacts on the Halton network.*
 2. *The applicant to detail the expected trip generation associated with the proposed shift patterns for the proposed development (in relation to Unit 2) and for these to be shown separately and also to be incorporated with the previous forecasts of the overall site, with adjustments accordingly, to provide a more accurate reflection of traffic impact on the Halton network.*
 3. *The distribution onto the highway network in which they expect these vehicles to depart and arrive to be detailed as a percentage, and absolute i.e. quantified numbers format (in relation to Unit 2) and for these to be shown separately and also incorporated with the previous forecasts of the overall site, with appropriate adjustments, to provide a more accurate reflection of numbers of vehicles expected along the various routes originating from/to the site (now that an end user and detail of their transport operation is understood) with specific reference regarding the numbers that will enter the Halton network, primarily, but not only, the A5080 Cronton Road/Queensbury Way junction etc.*
3. Each of the information requests relates to an assumption that there is an identified occupier of Unit 2, however this is not the case as the applicant has not named an occupier.
4. Given that the applicant has not named an occupier, no occupier-specific trip information can be provided. The Transport Statement supporting the reserved matters application demonstrated the forecast trip generation of the proposed development using the B8 trip rates that were agreed with the relevant Highway Authorities (KMBC and National Highways) as part of the hybrid planning permission. The highway implications of the proposed scheme were considered on this basis, cognisant of the fact that the reserved matters application proposes a total floor area that is

significantly below that considered as part of the hybrid permission. The B8 development floor area of 33,960sq.m that is being brought forward under the reserved matters application along with the approved Unit 1 scheme (total B8 development floor area of 49,001sq.m), falls well within the traffic generation parameters that were agreed as part of the approved hybrid planning application 20/00494/HYB for 92,903sq.m of floor area.

5. Furthermore, the reserved matters application has received no objections from both KMBC Highways and National Highways in respect of the trip forecasting information that has been presented, and comments received from KMBC Highways in relation to the design of the internal road layout have been addressed.
6. It was therefore concluded that the traffic parameters assessed as part of the hybrid application remain valid and there is no requirement to revisit the traffic impact assessment work, which was ultimately approved by the relevant highway authorities. HBC's information request is therefore not considered relevant to the consideration of this reserved matters application. In summary, the reserved matters application accords with the approved hybrid application 20/00494/HYB in terms of trip forecasts and is consistent with the permission.