

TECHNICAL NOTE

HUYTON TRADE PARK

RESPONSE TO KMBC

IDENTIFICATION TABLE

Client/Project owner	Derwent Development Management Limited
Project	Huyton Trade Park
Title of Document	Response to KMBC
Type of Document	Technical Note
Date	22/02/2023
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APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Joshua Bell	Senior Consultant	21/02/2023	
	Checked by	Terence Dale	Associate Director	22/02/2023	
	Approved by	Terence Dale	Associate Director	22/02/2023	

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1. INTRODUCTION

- 1.1.1 SYSTRA produced the Transport Statement [TS], Operational Management Plan [OMP] and Travel Plan [TP] to accompany the planning application [ref. 22/00662/FUL] for the *“demolition of buildings and the erection of 2 no. industrial buildings to include 24 no. units comprising of 2 no. units (use class e (g) (iii), 4 no. units (use class b8) and 18 no. units (use class b2) together with other associated works”* at Land At Interchange Motorway Estate, Wilson Road, Huyton.
- 1.1.2 Subsequently, the Applicant has received a Highways Observation Memo [the Memo] from Knowsley Metropolitan Borough Council [KMBC] [09/02/2023]; the Memo provides a *“Highway Objection (pending changes to proposed plans)”*.
- 1.1.3 To summarise, KMBC has requested the provision of an additional vehicular swept path analysis for the western access point (confirmed with officers via email) and a further analysis of accident data, using KMBC provided data rather than Crashmap.co.uk.
- 1.1.4 This Technical Note [TN] will address the KMBC comments. A copy of the officer’s comments is included in Appendix A. For the purposes of this note, however, and ease of reference, the officer’s comments are set out in grey call-out boxes.

2. SYSTRA RESPONSE

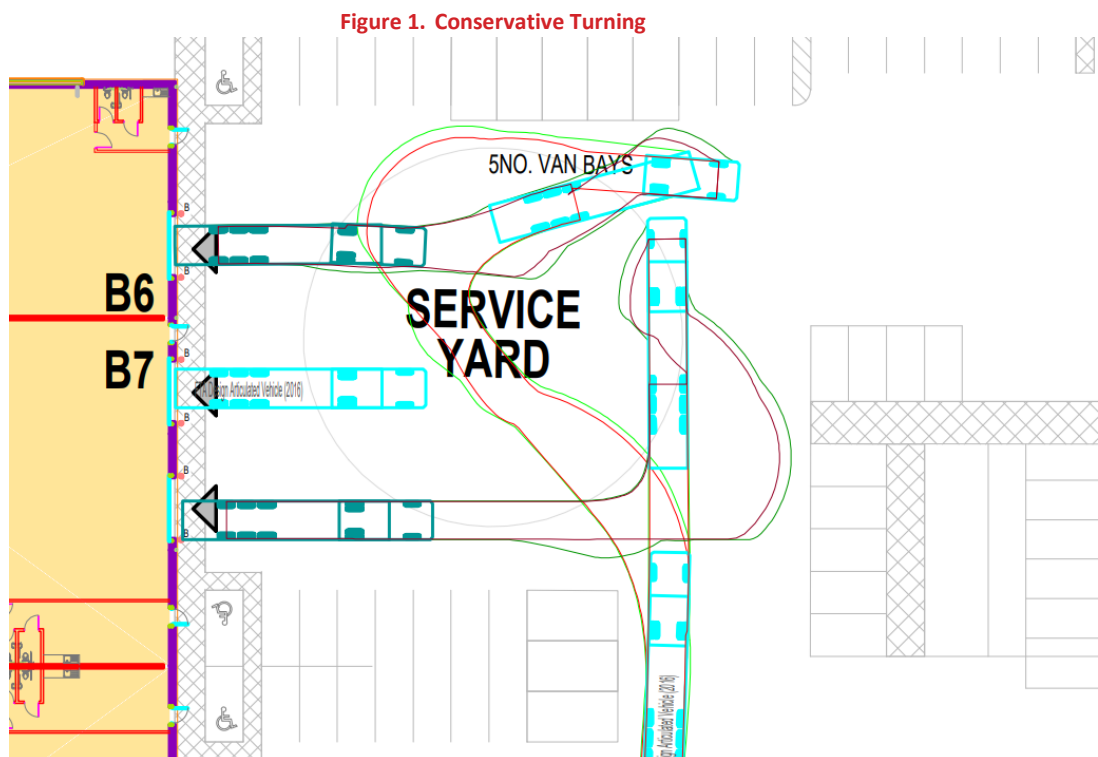
2.1 Swept Path Analysis

- 2.1.1 As noted, KMBC has requested additional swept path analysis. This section will offer further discussion and present the additional information.

HGVs will likely require access to the B8 units within the site and it is noted that swept paths have been supplied showing this. However, new swept paths which show a more conservative turning circle are required. This is particularly relevant for the Swept Path Analysis Option 2 on Sheet 1 (Drawing No. 20E53-SK-SPA-01). These swept paths show HGVs reversing for approximately 50 metres and encroaching upon yard space which may not be always available during the day (or in use by the neighbouring unit to the west).

A more conservative swept path will be required to show that HGVs can turn when space within the development is limited by other vehicles.

- 2.1.2 A further swept path analysis has been undertaken to reflect a more conservative turning manoeuvre which can be achieved safely within the site when considering other vehicles [Drawing no. 20E53-SK-SPA-13]. The conservative manoeuvre clearly requires less space within the service yard, yet continues to demonstrate its achievability without encroachment into other parking spaces or conflicting with other parked vehicles. An extract of this is presented in **Figure 1** for reference.

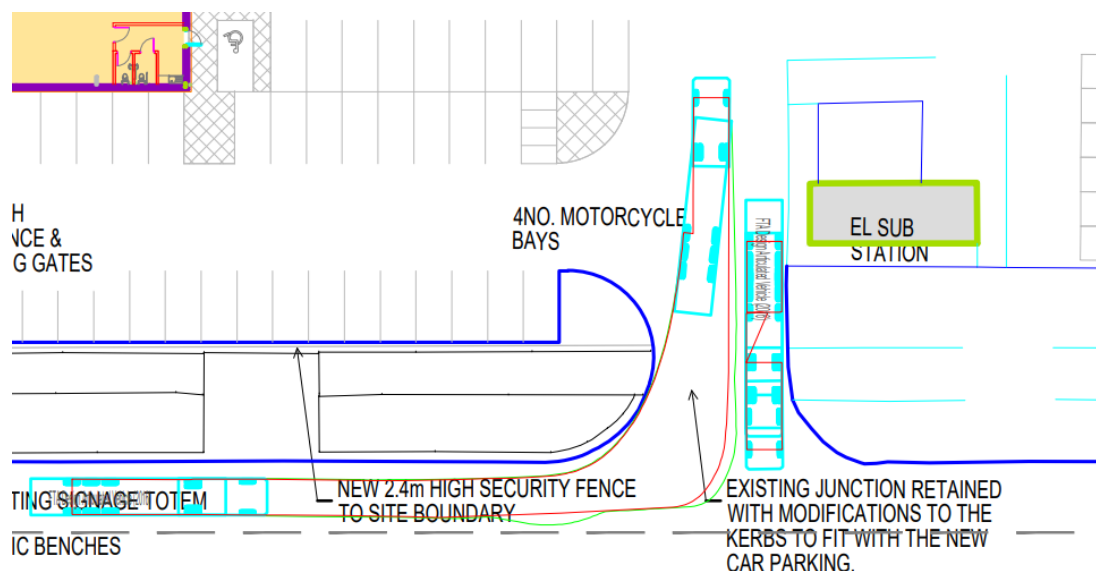


Swept paths will also be required to show that an HGV can turn into the site whilst another HGV is waiting to exit from the western access point.

This is to assess the suitability of the B8 access. If the access is found to not be suitable (i.e. encroaching on footway, overlapping other swept paths), then mitigation will be required. This could include increased radii on access.

- 2.1.3 Drawing Nos. 20E53-SK-SPA-11 and 20E53-SK-SPA-12 demonstrate sufficient space for a maximum legal HGV to access the application site via the existing western access whilst a similar HGV is waiting to exit; it is clear, therefore, that there is sufficient space for a HGV to access from Wilson Road when approaching from both the west and east. **Figure 2** is an extract of Drawing no. 20E53-SK-SPA-11 and presents the movement for a vehicle approaching from the east. We would also note that the requirement for HGV access is pre-existing, the access into an operational employment site already exists within an operational industrial/business park. We would also note that the form of access is typical of those seen elsewhere within the estate.

Figure 2. Eastern approach

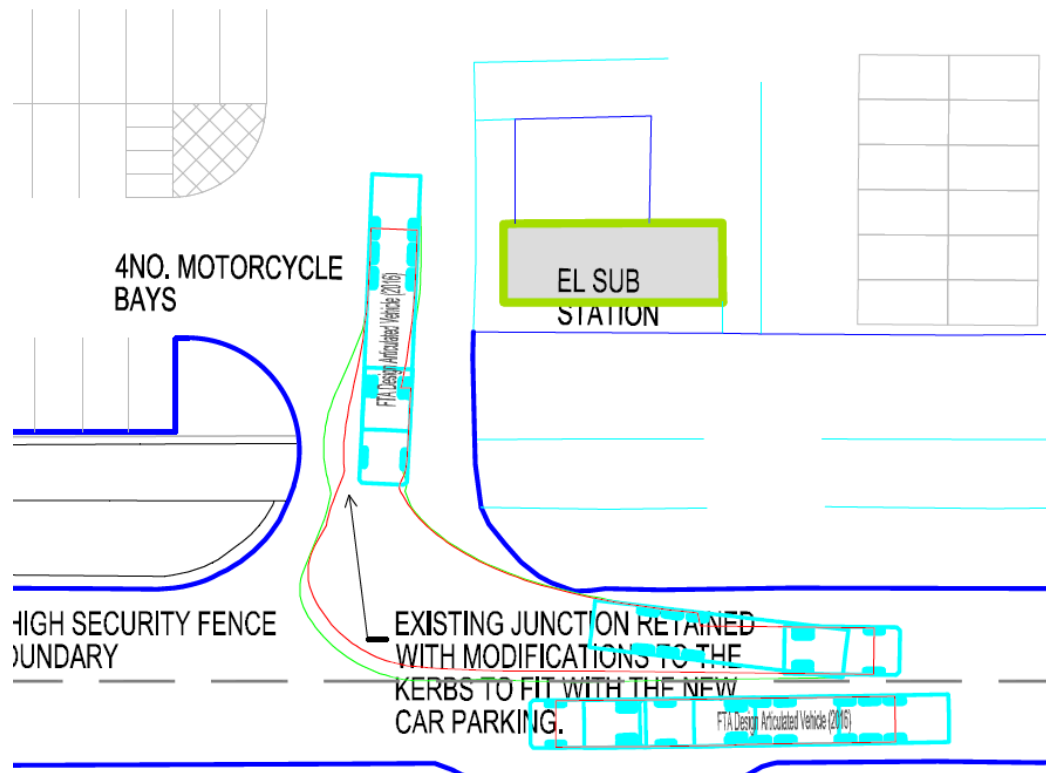


*Existing swept paths show some vehicles to be occupying the right-hand lane which is deemed unacceptable by KMBC. **Any swept paths showing the incorrect side of the carriageway being utilised will not be accepted.***

- 2.1.4 The additional swept path analysis shows a maximum legal HGV exiting the application site and routing to the west [Drawing no. 20E53-SK-SPA-14] via Wilson Road. As shown, HGV drivers are able to undertake this manoeuvre without crossing the centre line of Wilson Road [Figure 3].
- 2.1.5 We appreciate, however, that a similar vehicle would be unlikely to turn right into the development at the same time. However, as set out in the in the Operational Management Plan [OMP] (accompanying the planning application) the forecast number of HGV trips is very low in any one hour period; consequently, the likelihood of this situation occurring is also very low.
- 2.1.6 Further, such issues are to be dealt with through the application of the OMP, and this is considered to be sufficient mitigation. This notwithstanding, however, it is unlikely and undesirable for HGV to assign to and from the west, and route therefore via residential streets. HGV trips are expected and will be required to route eastwards towards the Strategic Road Network and would be required to turn right on exit, a manoeuvre that can be completed safely [Drawing no. 20E53-SK-SPA-15].

- 2.1.7 We would reiterate that the existing access layout currently accommodates HGV traffic and, likely other similar junctions on the estate, has for many years been considered to be acceptable. In addition, when considering the previously consented application [planning ref. 12/00763/FUL], for a larger development, which required no alterations to access and egress, the current proposal generates fewer trips.

Figure 3. Exiting to the west



"It is important that the western access is shown to operate with fluidity. The proposed units could notably intensify vehicle movements at this access, particularly in relation to their B8 classification and likely HGV generation. KMBC are keen to avoid any HGVs being required to wait on the Wilson Road carriageway to access the site."

- 2.1.8 The additional swept path analysis, as presented in **Figures 1 to 3** and **Appendix B**, SYSTRA has demonstrated that the western access/egress can safely accommodate a range of HGV movements with the fluidity typically expected of an industrial estate.
- 2.1.9 Notwithstanding this, SYSTRA would again note that an OMP has been produced which will ensure that measures are employed to manage traffic movements to and from the development so as to facilitate free movement and reduce the potential for impacts on the external road network.
- 2.1.10 As set out in the OMP, the Travel Plan Co-ordinator [TPC] will be the main point of contact for travel and transport related issues and will oversee its implementation. Occupiers will be required to monitor and log any issues with vehicular movement on the site if they occur. The TPC will keep a database of issues and distribute information to all occupiers, along with potential solutions.

2.2 Accident data

2.2.1 With regards to the accident analysis presented in the TS, KMBC stated that:

*It is acknowledged that accident data has been provided in the application. However, **Highways does not accept data from Crash Map. The data should include the most up to date information which KMBC hold on their network.** The area used for the analysis is deemed acceptable and should be used for further applications. 5-year accident data will be required for the proposed development...*

- 2.2.2 SYSTRA has contacted KMBC (14th February 2023 and 20th February 2023) with a view to obtaining the Council's own accident data; at the time of writing this TN, however, no response has been received. We would note, nonetheless, that since 2011 Crashmap.co.uk has provided access to mapping showing reported injury collisions and professional planners, local authorities, and police forces are among their subscribers.
- 2.2.3 CrashMap only use official data published by the Department for Transport which is based on records submitted to them by police forces; and the data is updated annually, each summer, for the preceding year. The records relate to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.
- 2.2.4 Given the above, it is reasonable to anticipate that the data provided with the accompanying Transport Statement will be the same as is held by the Council and, hence, the conclusions drawn in the TS will not change with the receipt of the Council's data.
- 2.2.5 It is also reasonable to expect that the Council would review its own accident data on the submission of a planning application with a view to drawing attention to any specific road safety concerns. In the absence of such a notification, we would assume that the highway authority has no specific road safety concerns with Wilson Road, particularly, in terms of the operation of the access to the application site, which would be exacerbated by the proposal. The absence of a review of the Council's data, therefore, (which will be provided upon receipt) is not, in our view, a reason for refusal.

3. CONCLUSION

- 3.1.1 The information presented in this TN addresses each of the comments received from KMBC. Importantly, the swept path analysis demonstrates that the western access will operate with the 'fluidity' required of an access within an existing industrial/business park.
- 3.1.2 It is acknowledged that a left turn exit from the western access is unlikely to be achievable simultaneously with a movement into the proposed development. However, we have set out that the likelihood of this occurring is very low and, in fact, the assignment of traffic requiring such an occurrence is unlikely and undesirable. As such the OMP will manage parking and traffic movements such that the scenario does not occur.
- 3.1.3 With regard to road safety, SYSTRA has previously identified no issues that would be exacerbated by the development; further, the Council has not advised us of any concerns despite holding its own accident data. It is not unreasonable to assume, therefore, that the conclusions set out in the Transport Statement will remain valid upon a review of the Council held data. This notwithstanding, the absence of an analysis of Council data does not warrant a refusal; more specifically, para. 111 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe; neither issue is the case with regard to the proposed development.

Date:	9/2/2023
To:	Mark Quinn
Planning App. No:	22/00662/FUL
Proposal:	DEMOLITION OF BUILDINGS AND THE ERECTION OF 2 NO. INDUSTRIAL BUILDINGS TO INCLUDE 24 NO. UNITS COMPRISING OF 2 NO. UNITS (USE CLASS E (g) (iii), 4 NO. UNITS (USE CLASS B8) AND 18 NO. UNITS (USE CLASS B2) TOGETHER WITH OTHER ASSOCIATED WORKS
Location:	Land At Interchange Motorway Estate, Wilson Road, Huyton, Knowsley, L36 6JG

☒ Highway Objection (pending changes to proposed plans)

Documents reviewed:

- Proposed Site Plan Drawing Number 11049
- Transport Statement
- Use Types Plan (Drawing No. 11049 Rev E)

The proposed development has a mixed use of B2, B8 and E (g) (iii) land uses. Most of the proposed units, 18 of the 24, will be classified as B2 (4 classified as B8 and 2 classified as E (g) (iii)). It is appreciated that the proposed parking spaces are calculated using the B2 land use, which requires a greater number of parking spaces per square metre compared to B8.

The required parking spaces have been calculated for a 'District and Local Centre'. This would require a parking space for every 48 square metres of floor space. The total floor space for the development is 7,740 square metres. This would result in 161 parking spaces being required, 17 more than the proposed 144 spaces. However, the required parking provision should be determined in consideration of the 'Other Area' requirement. This requires one parking space per 45 square metres. This leads to a required parking provision of 172, 28 more than the proposed 144. It is acknowledged however, that 19 van spaces are to also be provided as well as 19 disabled parking spaces. The proposed parking levels are then considered acceptable.

The number of disabled, motorcycle or cycle spaces are deemed acceptable by KMBC. It should be ensured that all cycle spaces are covered and secure to KMBC standards. The precise detail of the cycle storage units can be determined by way of condition.

As previously mentioned, the 24 units have a mixed usage. 18 B2 units, 4 B8 and 2 E (g) (iii) have been proposed. For this development, E (g) (iii) units will be treated as B2 units. It will need to be ensured that the layout of the units highlighted in 'Uses Type Plan' (Drawing no. 11049 Rev E) is formally approved. This is to limit the likelihood of HGVs needing to access certain areas of the site (i.e attempting to utilise the eastern access where all B2 units are proposed to be located)

HGVs will likely require access to the B8 units within the site and it is noted that swept paths have been supplied showing this. However, new swept paths which show a more conservative turning

circle are required. This is particularly relevant for the Swept Path Analysis Option 2 on Sheet 1 (Drawing No. 20E53-SK-SPA-01). These swept paths show HGVs reversing for approximately 50 metres and encroaching upon yard space which may not be always available during the day (or in use by the neighbouring unit to the west). A more conservative swept path will be required to show that HGVs can turn when space within the development is limited by other vehicles.

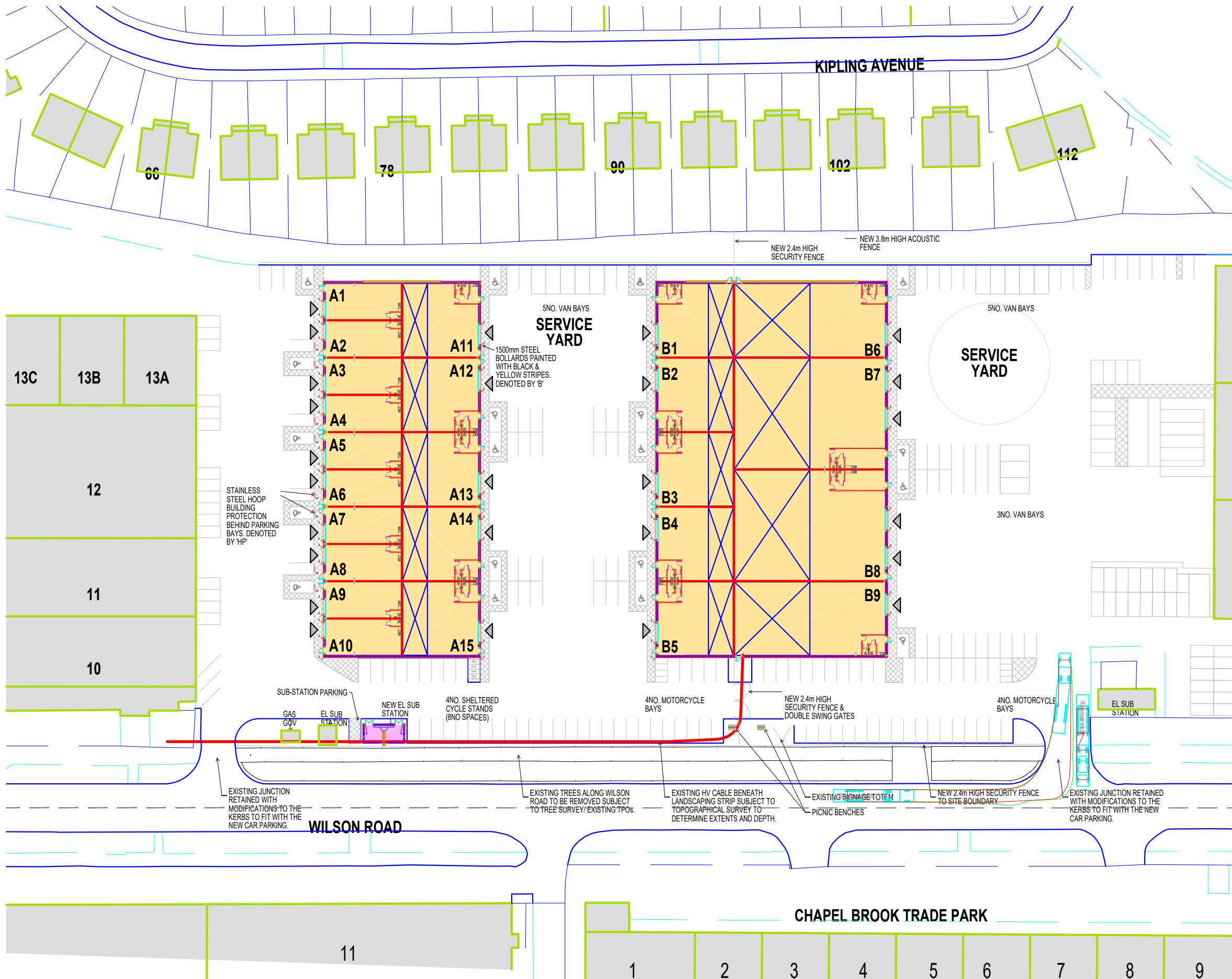
Swept paths will also be required to show that an HGV can turn into the site whilst another HGV is waiting to exit from the western access point. This is to assess the suitability of the B8 access. If the access is found to not be suitable (i.e encroaching on footway, overlapping other swept paths), then mitigation will be required. This could include increased radii on access.

Existing swept paths show some vehicles to be occupying the right-hand lane which is deemed unacceptable by KMBC. Any swept paths showing the incorrect side of the carriageway being utilised will not be accepted.

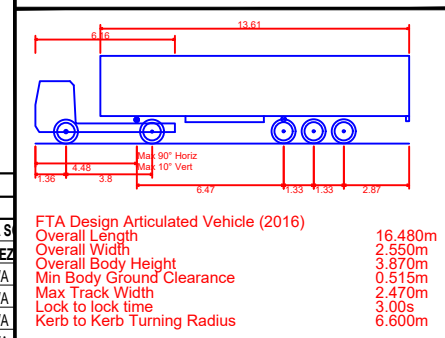
It is important that the western access is shown to operate with fluidity. The proposed units could notably intensify vehicle movements at this access, particularly in relation to their B8 classification and likely HGV generation. KMBC are keen to avoid any HGVs being required to wait on the Wilson Road carriageway to access the site.

The eastern access, given the existing units, is likely to continue operating in much the same way as it currently does.

It is acknowledged that accident data has been provided in the application. However, Highways does not accept data from Crash Map. The data should include the most up to date information which KMBC hold on their network. The area used for the analysis is deemed acceptable and should be used for further applications. 5-year accident data will be required for the proposed development and can be obtained by contacting Eliot Burke at eliot.burke@knowsley.gov.uk.



- NOTES**
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise stated.



GROSS INTERNAL AREAS		
UNIT	GROUND	MEZ
A1	1,237.5 / 115	N/A
A2	1,237.5 / 115	N/A
A3	1,237.5 / 115	N/A
A4	1,237.5 / 115	N/A
A5	1,237.5 / 115	N/A
A6	1,237.5 / 115	N/A
A7	1,237.5 / 115	N/A
A8	1,237.5 / 115	N/A
A9	2,525 / 234	N/A
A10	2,525 / 234	N/A
A13	2,525 / 234	828
A14	2,525 / 234	828
A15	2,525 / 234	828
		828
B1	2,500 / 232	828
B2	2,500 / 232	828
B3	2,500 / 232	828
B4	2,500 / 232	828
B5	2,500 / 232	828
B6	5,000 / 465	2,500
B7	7,500 / 697	3,777
B8	7,500 / 697	3,777
B9	5,000 / 465	2,500
TOTAL		20,828
PARKING SCHEDULE		
STANDARD BAYS		
ADDITIONAL PARKING SPACES		
VAN BAYS		
TOTAL		
CYCLE SPACES (INTERNAL)		
CYCLE SPACES (EXTERNAL)		
TOTAL		
MOTORCYCLE SPACES		

Rev.	Date	Revision details	Drawn	Checked	Approved

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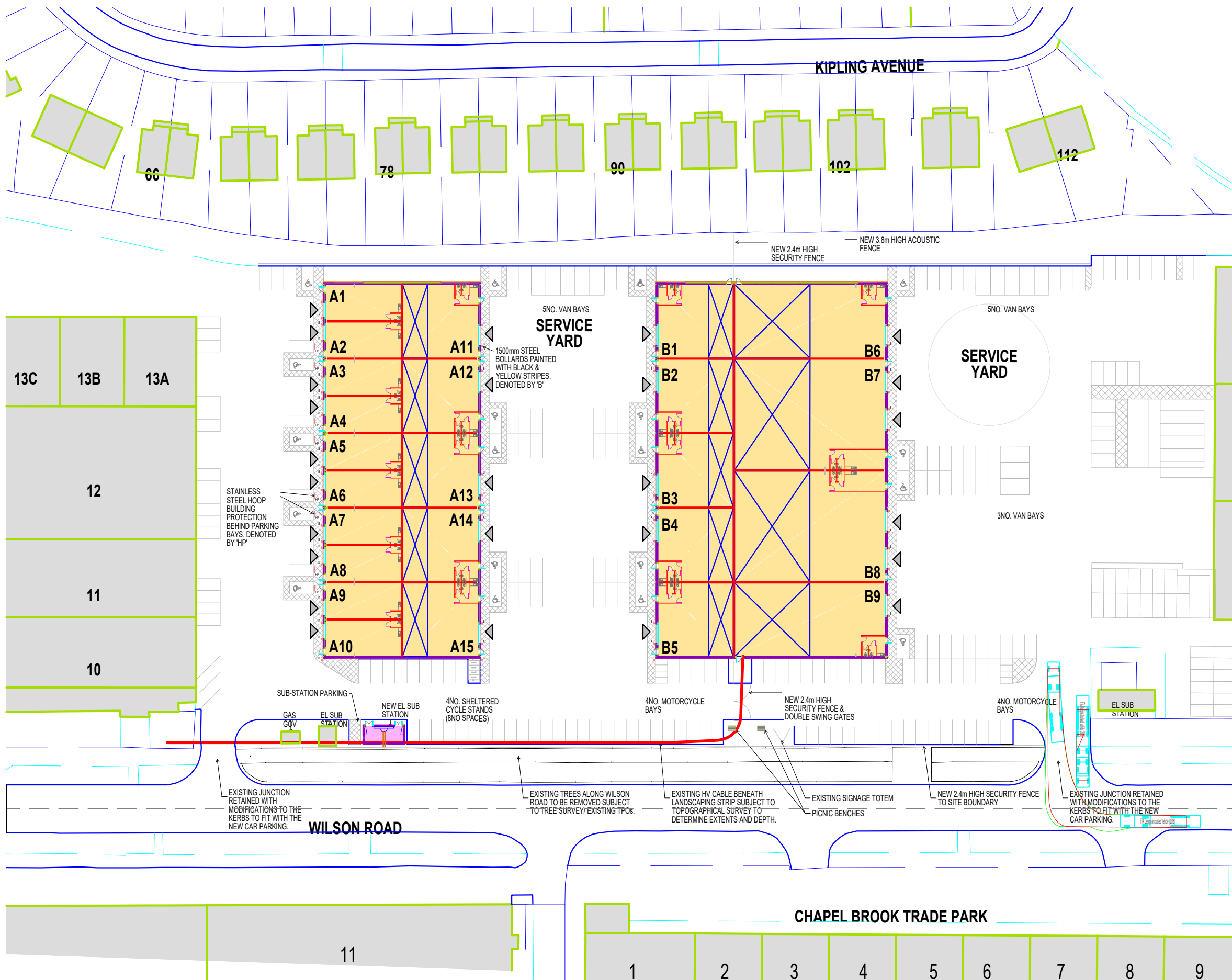
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E uk_newcastle@systra.com

Client
DERWENT ESTATES

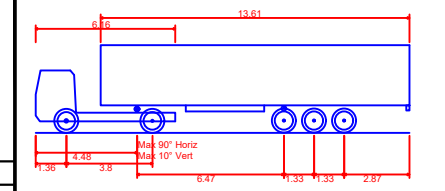
Project
**HUYTON INDUSTRIAL ESTATE
LIVERPOOL**

Title
**SWEPT PATH ANALYSIS
OPTION 2
SHEET 1 OF 5**

Drawn	MB	Checked	JB	Approved	TD
Original dtp. size	A3	Date	20.02.23	Scale	NTS
Drawing Status	INFORMATION		Drawing Number	20E53-SK-SPA-11	Rev. P01



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A15	2,525 / 234
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B6	5,000 / 465
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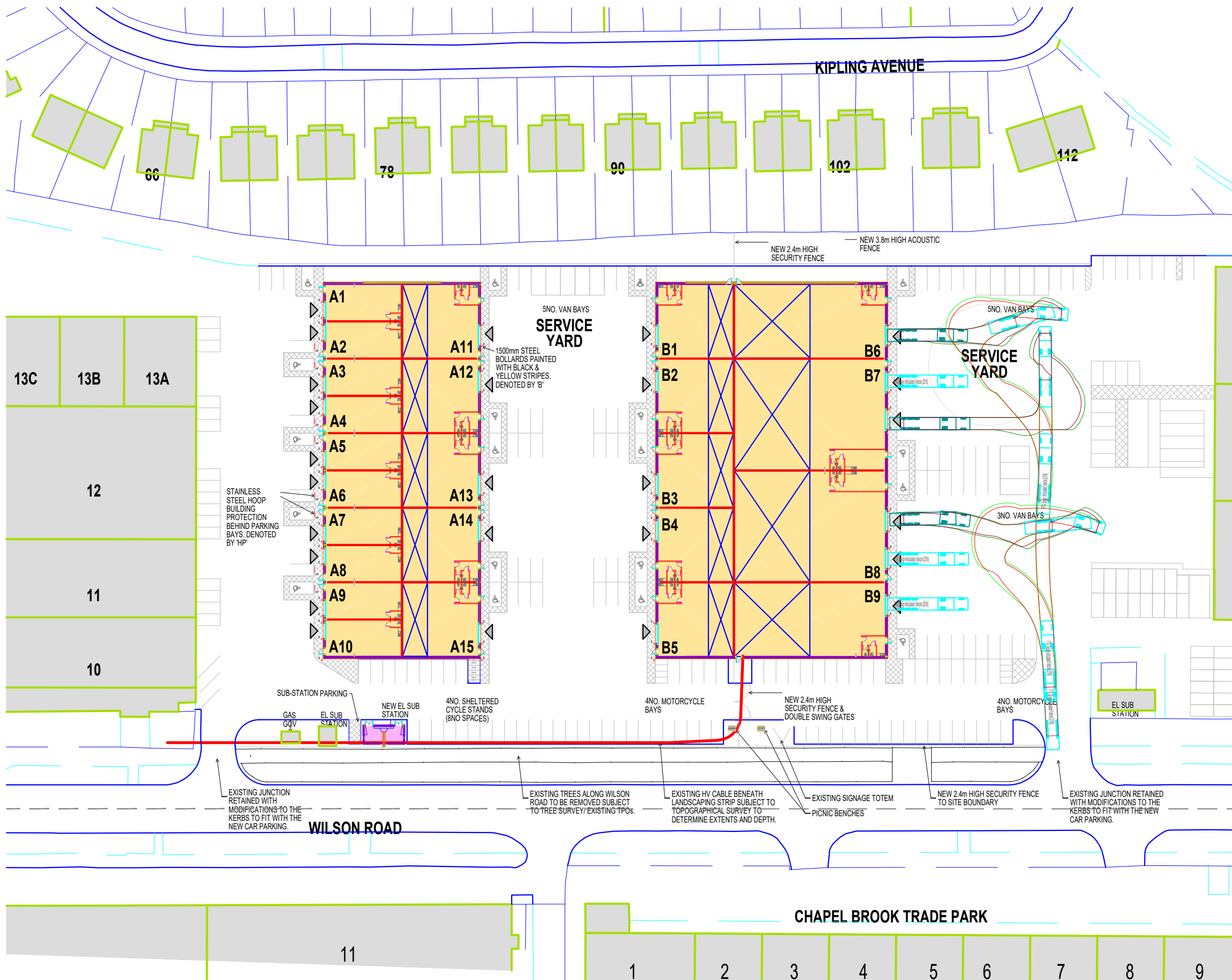
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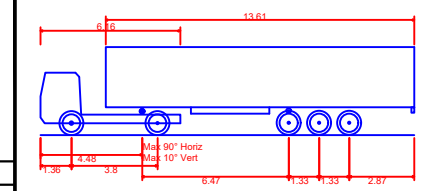
Project
**HUYTON INDUSTRIAL ESTATE
LIVERPOOL**

Title
**SWEPT PATH ANALYSIS
OPTION 2
SHEET 2 OF 5**

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INFORMATION	20E53-SK-SPA-12	P01



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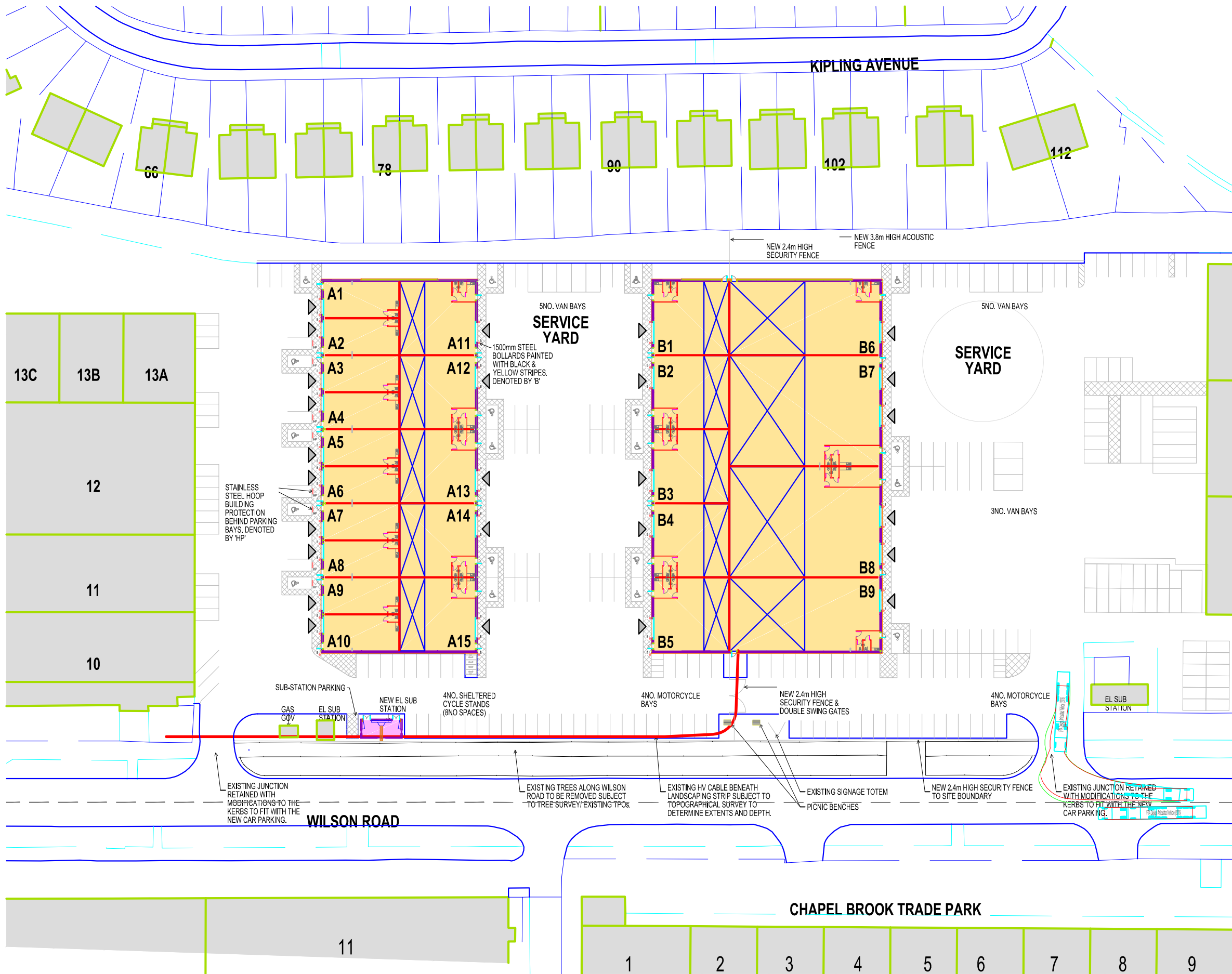
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Client
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LIVERPOOL**

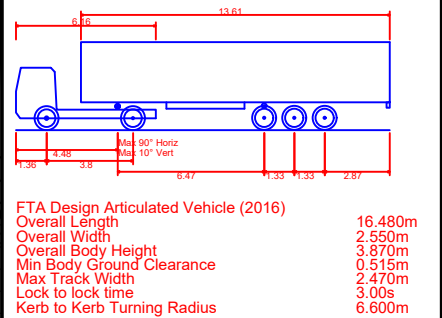
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**SWEPT PATH ANALYSIS
OPTION 2
SHEET 3 OF 5**

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Drawing Status	Drawing Number	Rev.
INFORMATION	20E53-SK-SPA-13	P01



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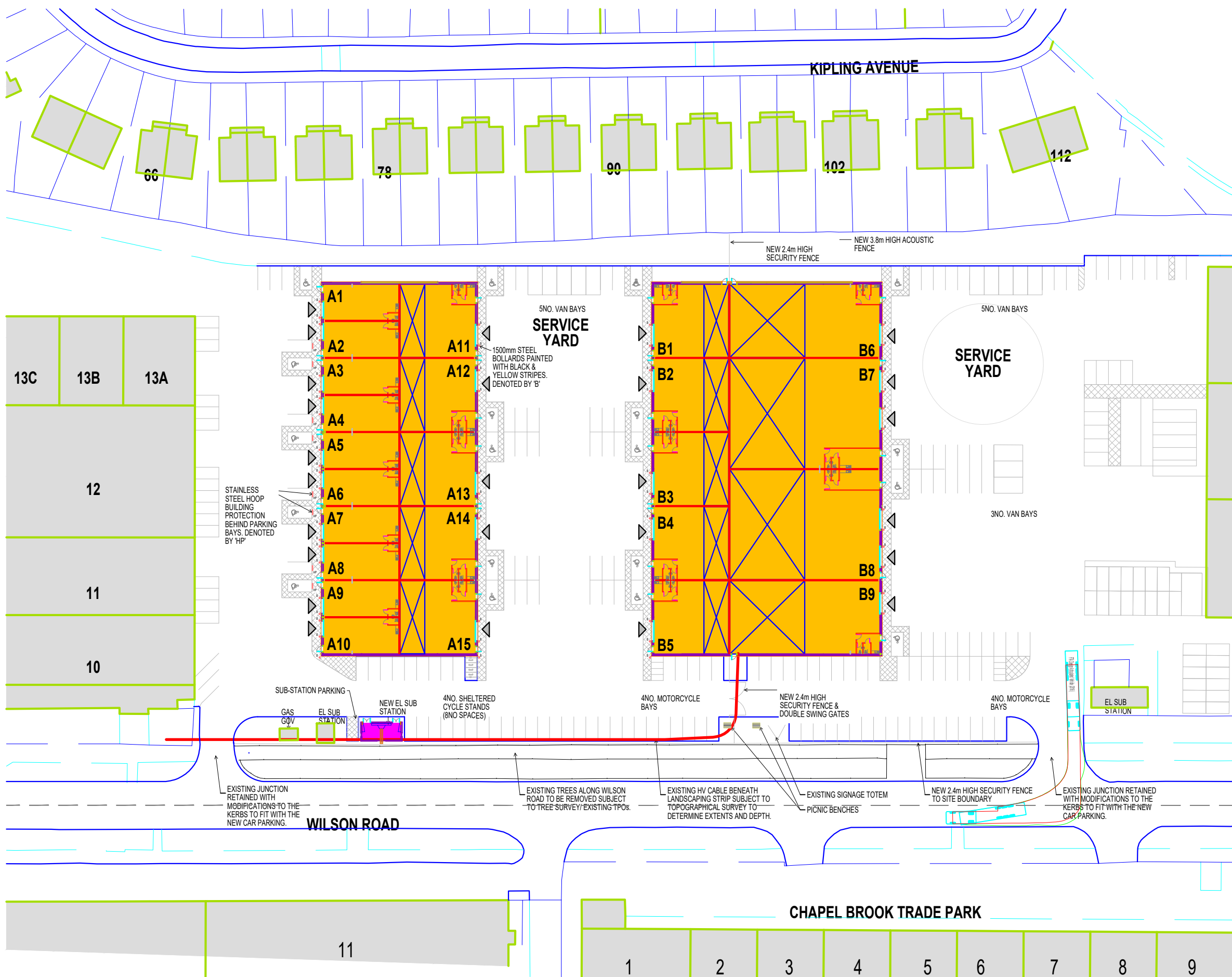


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E uk_newcastle@systra.com

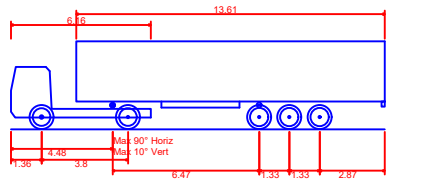
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Project	HUYTON INDUSTRIAL ESTATE LIVERPOOL		
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Scale	NTS	Approved	TD
Drawing Status	INFORMATION		Rev.
Drawing Number	20E53-SK-SPA-14		P01



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VAN BAYS		
TOTAL		
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CYCLE SPACES (EXTERNAL)		
TOTAL		
MOTORCYCLE SPACES		

NOTES

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FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Rev.	Date	Revision details	Drawn	Checked	Approved
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Client
DERWENT ESTATES

Project
HUYTON INDUSTRIAL ESTATE
LIVERPOOL

Title
SWEEP PATH ANALYSIS
OPTION 2
SHEET 5 OF 5

Drawn MB	Checked JB	Approved TD
Original dtp. size A3	Date 20.02.23	Scale NTS
Drawing Status INFORMATION	Drawing Number 20E53-SK-SPA-15	Rev. P01