

Doc ref: CBO-0803-004

Jo Sheridan
Planning
Knowsley Council
Huyton Library
Civic Way
Huyton
Knowsley
L36 9GD

19th April 2024

Dear Jo

**23/02677/FUL CARR LANE, PRESCOT:
ADDENDUM TO TRANSPORT ASSESSMENT**

CBO Transport Ltd [CBO] were commissioned by Torus 62 Ltd / Partner Construction Ltd to undertake an assessment of the transport matters associated with a proposed 88 dwelling residential development at land at Carr Lane, Prescott. As part of this commission, CBO prepared a Transport Assessment in August 2023 that represented a culmination of this work and was submitted with the planning application for the scheme.

Since the above and through the planning application consultation process, a number of amendments have been made to the scheme. This letter therefore considers these changes in the context of the findings of the August 2023 Transport Assessment.

With regard to the amended scheme, this is shown on drawing UL/CL/CSL/01 Rev E and is referred to from here on in as 'the current scheme'.

Elements of the August 2023 Transport Assessment that Remain Valid

Sections 2, 3 and 4 of the August 2023 Transport Assessment referred to planning policy and guidance, existing conditions and accessibility by the sustainable modes respectively. These have not materially changed in the intervening 8 months. Furthermore, the site access arrangements from Carr Lane are also unaffected by the amendments to the scheme. As a result, the findings of the August 2023 Transport Assessment remain valid in relation to these matters.

In addition to the above, the August 2023 Transport Assessment was based on the assessment of an 88 dwelling scheme. The current scheme continues to propose 88 dwellings and, as a result, the findings of the sections of the Transport Assessment relating to traffic generation and assignment (Section 6) and operational assessments (Section 7) also remain valid.

In light of the above, the only elements of the August 2023 Transport Assessment that need to be reviewed are:

- The internal site layout;
- Pedestrian and cycle provision; and
- Parking provision.

These elements are therefore reviewed in the following sections of this letter.

Internal Site Layout

Road network

Within the site and as shown on the current scheme site layout plan, there have been some minor amendments to the road network as follows:



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- The second cul-de-sac- on the northwestern side of the main site access road has been increased in length from circa 45 metres to 65 metres and would include an amended turning head arrangement; and
- From this cul-de-sac, the main access road would now continue west for a distance of circa 80 metres and not the previous circa 70 metres and would turn on a larger radius. It would however still terminate on at the same cul-de-sac arrangement.

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Swept path analysis

Given these amendments, updated swept path analysis has been undertaken of the current scheme site layout using the same 11.2m long refuse vehicle used in the August 2023 Transport Assessment.

Based on this swept path analysis, the attached **Figure 5.1a** shows this vehicle can continue to negotiate the streets within the scheme, whilst **Figures 5.2a and 5.3a** show it can continue to manoeuvre within the turning head areas.

Private drives

In the previous scheme, the access roads were joined by private drives serving up to 4 dwellings. In the current scheme and on the southeast side of the main site access road, there 5no. private drives shown, three of which serve 4 dwellings with the remaining two serving 6 and 7 dwellings. On the northwest side of the scheme and at the end of the cul-de-sacs, there is one private drive serving 6 dwellings, together with two further private drives serving 6 and 7 dwellings respectively but which are accessible from both ends.

It is understood that Knowsley Council highways are accepting in this instance of the proposals to serve more than 4 dwellings from a private drive.

Summary

Based on the above, the conclusions of the August 2023 Transport Assessment remain valid, with the current scheme continuing to provide an internal highway arrangement that is appropriate to suitably serve the proposed development.

Pedestrian and Cycle Provision

Under the previous scheme it was proposed to divert Public Footpath PR/1/2, which currently runs along the southeastern boundary of the site and within the site. This diversion would have seen the footpath run from the southwest corner of the site (where it could join Prescott Park to the south) and head north / northeast around the northwestern perimeter of the site before linking to the existing footway on the south side of Carr Lane at the northern points of the site. A link would also have been provided along the western site boundary and within the site through to Carr Lane woodland.

Under the current scheme, Public Footpath PR/1/2 would be retained on its existing alignment, whilst the previously proposed diversion route around the northwestern perimeter of the site would continue to be provided, together with the link within the site through to Carr Lane woodland.

Cycle provision within the scheme would be unaffected.

Summary

Based on the above, the conclusions of the August 2023 Transport Assessment remain valid, with the current scheme continuing to provide an internal arrangement that includes suitable pedestrian provision and which is considered conducive to cycle use.

Car Parking Provision

As with the previous scheme, the current scheme provides 2 spaces per dwelling for the 2 and 3 bedroom dwellings and 3 spaces per dwelling for the 4 bedroom dwellings.

As a result, the proposed car parking provision continues to accord with Knowsley Council's standards and provides what is considered an appropriate level of provision for the proposed development.

Conclusions and recommendations

Based on the findings set out above, it continues to be the recommendation of CBO Transport that there are no traffic or transportation grounds on which to refuse the application for the proposed residential development.

Yours sincerely

CBO Transport Ltd

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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 9.500m



