

## **Appendix A**

Updated Technical Note Prepared by Vectos

## Symmetry Park, Knowsley, Merseyside

### Highways Technical Note – Review of Condition 39 on Hybrid Planning Application 20/00494/HYB

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VN212041

#### Background

1. Vectos have been commissioned by Tritax Symmetry Huyton Ltd to provide highways and transportation advice on their proposed industrial and logistics 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. The scheme was approved under a hybrid planning application (planning reference 20/00494/HYB) in March 2022 which included Unit 1 in detail, with a subsequent reserved matters application seeking to agree the detail of Units 2 and 3 pending determination, under planning reference 22/00162/REM. The current proposed development scheme for the Symmetry Park site comprises of three units for industrial / logistics use. The hybrid planning application 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, and referred to as Phase 1 or Unit 1 in the northeast of the site. The reserved matters application relates to Units 2 and 3 and together, they are to comprise of 33,960sq.m of B8 floorspace. Combined with Unit 1 this will bring the total storage and distribution floor area within the site to 49,001sq.m, which is well within the 92,903sq.m approved in the hybrid application and is around 53% of the permitted level of floorspace.
3. Condition 39 of the hybrid planning permission relates to the amount of floorspace that can be brought into use on the commencement of upcoming committed junction improvements at the Tarbock Island roundabout junction located to the west of the development site, and which provides access to the M62 (Junction 6). Condition 39 is reproduced below.

*No more than 17,000 square metres of floorspace subsequently approved as part of any reserved matters application shall be first brought into use until upcoming junction improvements to Tarbock Island have been commenced to the written satisfaction of the Local Planning Authority. The remaining floorspace approved as part of any reserved matters application shall be first brought into use until upcoming junction improvements to Tarbock Island have been implemented to the written satisfaction of the Local Planning Authority.*

*Reason: To ensure the development has no detrimental impact on the operation of the local highway network.*

4. Correspondence between Vectos and Knowsley Council undertaken in December 2022 indicates that the full highway improvement scheme at the Tarbock Island junction could commence in January 2023 and complete around March 2025.

5. The condition restricts the amount of floorspace related to any reserved matters application that can be brought into use ahead of the Tarbock Island junction improvement works to 17,000sq.m. The applicant is seeking to amend this condition to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 25,548sq.m (up to 275,000sq.ft) – an increase of 8,548sq.m.
6. An increase in the floor area allowance specified in condition 39 has previously been agreed with National Highways in October 2022, to increase the amount from 17,000sq.m to 23,226sq.m. This new request is being submitted for a further increase to 25,548sq.m. Tritax has undertaken a review of the site constraints and proposed reserved matters layout and established a larger floorplate unit can be accommodated within the southern portion of the approved outline area, allowing delivery of a 25,548sq.m unit (275,000sq.ft). Tritax intends to deliver the unit during 2023 responding to current market requirements, of which there is significant demand / enquiries for units of between 250,000 and 275,000sq.ft.
7. This Technical Note details the implications of this proposal in terms of vehicle trip generation and the operation of the existing Tarbock Island junction, to demonstrate that the proposed amendment to Condition 39 would not result in any detrimental effect upon the operation of the highway network.

## Trip Generation Forecasts

8. To enable consideration of the proposed amendment to Condition 39, the trip forecasts associated with the 17,000sq.m of floorspace identified in the Condition, and the proposed additional 8,548sq.m of floorspace that is sought as part of the amended condition, is summarised in **Table 1**. This exercise has been undertaken using the B8 trip rates approved by National Highways under the approved hybrid planning application.

| Approved Trip Rates          |             |        |       |         |       |              |       |
|------------------------------|-------------|--------|-------|---------|-------|--------------|-------|
|                              | 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 |
| Trip Generation (17,000sq.m) |             |        |       |         |       |              |       |
|                              | Time        | Lights |       | Heavies |       | All Vehicles |       |
|                              |             | Arr    | Dep   | Arr     | Dep   | Arr          | Dep   |
| AM                           | 08:00-09:00 | 13     | 5     | 6       | 6     | 19           | 11    |
| PM                           | 17:00-18:00 | 3      | 11    | 4       | 5     | 7            | 16    |
| Trip Generation (25,548sq.m) |             |        |       |         |       |              |       |
|                              | Time        | Lights |       | Heavies |       | All Vehicles |       |
|                              |             | Arr    | Dep   | Arr     | Dep   | Arr          | Dep   |
| AM                           | 08:00-09:00 | 20     | 8     | 9       | 9     | 29           | 17    |
| PM                           | 17:00-18:00 | 4      | 16    | 6       | 8     | 10           | 24    |
| Difference                   |             |        |       |         |       |              |       |
|                              | Time        | Lights |       | Heavies |       | All Vehicles |       |
|                              |             | Arr    | Dep   | Arr     | Dep   | Arr          | Dep   |
| AM                           | 08:00-09:00 | +7     | +3    | +3      | +3    | +10          | +6    |
| PM                           | 17:00-18:00 | +1     | +5    | +2      | +3    | +3           | +8    |

**Table 1: Difference in Trip Generation in the Weekday Peak Hours**

9. It can be seen from **Table 1** that the proposed amendment to Condition 39 to increase the amount of floorspace that can be brought forward once the Tarbock Island junction improvement works have commenced, would result in very low levels of additional peak hour traffic compared to the 17,000sq.m floorspace trip envelope. In the morning peak hour this would total just an additional 16 two-way vehicle trips or around one every four minutes, going from 30 trips to 46. In the evening peak hour this would be even lower at an additional 11 two-way vehicle trips, going from 23 trips to 34.
10. This change in peak hour traffic would be negligible in the context of the overall traffic flows on the local highway network including at the Tarbock Island junction, and Vectos consider that there would be no perceptible effect upon the operation of the Tarbock Island junction resulting from this change in additional vehicle movements.

## Background Traffic Trends

11. It is worth noting that traffic conditions nationally and at the Tarbock Island junction have been affected by the Covid-19 pandemic, and that generally this has resulted in reduced traffic flows than would have otherwise been forecast in the future year models that were used by National Highways to assess the junction performance.

12. Evidence of the impact of the Covid-19 pandemic upon travel trends at the national level is provided by the Department for Transport (DfT). Their publication “Provisional Road Traffic Estimates, Great Britain: April 2021 to March 2022” (<https://www.gov.uk/government/statistics/provisional-road-traffic-estimates-great-britain-april-2021-to-march-2022/provisional-road-traffic-estimates-great-britain-april-2021-to-march-2022>) shows that all motor vehicle traffic in the year ending March 2022 was 5.9% lower than pre-pandemic levels. Against this background, Vectos consider that there can be additional comfort regarding the proposed minimal increases in development traffic coming forward with an increase in permitted floorspace from 17,000sq.m to 25,548sq.m once the Tarbock Island improvement works have commenced, as proposed under the amendment to Condition 39.
13. It is understood that the Tarbock Island junction VISSIM model is validated to a 2018 base year, which will comprise of the inclusion of traffic survey data that pre-dates the Covid-19 pandemic and this could also be contributing to an overestimation of traffic movements at the junction based on current trends as outlined above.

## Conclusion

14. Vectos have been commissioned by Tritax Symmetry Huyton Ltd to provide highways and transportation advice on their proposed industrial and logistics development on land to the south of the M62 in Knowsley on the site of the former Cronton Colliery, known as Symmetry Park, Merseyside.
15. The applicant is seeking to amend Condition 39 of the approved hybrid application to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 25,548sq.m, which is an increase of 8,548sq.m.
16. This Technical Note has detailed the implications of the proposal in terms of vehicle trip generation, and this would result in very low levels of additional peak hour traffic at the Tarbock Island junction compared to the 17,000sq.m floorspace trip envelope.
17. In conclusion, Vectos consider that the proposed amendment to Condition 39 will result in an imperceptible effect upon the operation of the Tarbock Island junction, that there would be no severe impact and it is therefore acceptable in highways terms.
18. The agreement of both Knowsley Council and National Highways is sought to the findings of this Technical Note.

## **Appendix B**

Email correspondence between Vectos and National Highways

**Subject:** FW: 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39  
**Attachments:** RE: 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39

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**From:** Benjamin Laverick <[Benjamin.Laverick@nationalhighways.co.uk](mailto:Benjamin.Laverick@nationalhighways.co.uk)>  
**Sent:** 16 December 2022 08:13  
**To:** Phil Tilby <[Phil.Tilby@slrconsulting.com](mailto:Phil.Tilby@slrconsulting.com)>  
**Cc:** Tom Reader <[tom.reader@vectos.co.uk](mailto:tom.reader@vectos.co.uk)>; Matt Claxton <[Matt.Claxton@tritaxsymmetry.com](mailto:Matt.Claxton@tritaxsymmetry.com)>  
**Subject:** RE: 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39

Hello Phil,

I'm content with the proposed amendment to Condition 39 based on this technical note

Kind regards

Ben

**Benjamin Laverick, Assistant Spatial Planner**  
Operations North West Spatial Planning Team  
National Highways | Atlantic House | Birchwood Boulevard | Warrington | WA3 7WE  
Web: <https://nationalhighways.co.uk/>

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**From:** Phil Tilby <[Phil.Tilby@slrconsulting.com](mailto:Phil.Tilby@slrconsulting.com)>  
**Sent:** 14 December 2022 17:18  
**To:** Benjamin Laverick <[Benjamin.Laverick@nationalhighways.co.uk](mailto:Benjamin.Laverick@nationalhighways.co.uk)>  
**Cc:** Tom Reader <[tom.reader@vectos.co.uk](mailto:tom.reader@vectos.co.uk)>; Matt Claxton <[Matt.Claxton@tritaxsymmetry.com](mailto:Matt.Claxton@tritaxsymmetry.com)>  
**Subject:** RE: 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Ben

I trust you are well.

Further to our correspondence below on amending condition 39 in October 2022, there have been some recent developments with the scheme that we need to review / agree with National Highways. My client, Tritax Symmetry, has undertaken another review of the site constraints and proposed reserved matters layout and established a larger floorplate unit can be accommodated within the southern portion of the approved outline area, allowing delivery of a 25,548sq.m unit (275,000sq.ft). Tritax intends to deliver the unit during 2023 responding to current market requirements, of which there is significant demand / enquiries for units of between 250,000 and 275,000sq.ft.

Accordingly, I am pleased to attach an updated Technical Note for consideration by National Highways and to seek agreement for a further amendment to condition 39 of the approved hybrid application following on from the position that was agreed in October 2022. The applicant is seeking to amend this condition to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 25,548sq.m (up to 275,000sq.ft) – an increase of 8,548sq.m. The Note still concludes that the proposed amendment to condition 39 would result in very low levels of additional traffic at the Tarbock Island junction in the weekday peak hours compared to the 17,000sq.m floorspace trip envelope, and that the changes in traffic movements would have an imperceptible effect upon the operation of the Tarbock Island junction. Importantly, the additional trip

generation compared to that for the 23,226sq.m floorspace level is less than 5 two-way vehicle movements in each peak period.

I would be grateful for National Highways to review the attached Technical Note and advise whether they are in agreement with the findings, and if the proposed amendment to condition 39 of approved application 20/00494/HYB is acceptable. Apologies for this further amendment request with regard to condition 39, and Tritax have advised me that this should now be the final scheme for Unit 2 at the site.

Look forward to hearing from you soon and happy to arrange a meeting to discuss this matter in more detail if required, please let me know?

Kind regards

Phil



Phil Tilby

Associate Director - Transport and Mobility Planning

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**From:** Laverick, Benjamin <[Benjamin.Laverick@nationalhighways.co.uk](mailto:Benjamin.Laverick@nationalhighways.co.uk)>

**Sent:** 26 October 2022 11:49

**To:** Phil Tilby <[Phil.Tilby@vectos.co.uk](mailto:Phil.Tilby@vectos.co.uk)>

**Cc:** Tom Reader <[tom.reader@vectos.co.uk](mailto:tom.reader@vectos.co.uk)>; Matt Claxton <[Matt.Claxton@tritaxsymmetry.com](mailto:Matt.Claxton@tritaxsymmetry.com)>

**Subject:** RE: 20/0049Hi Phil,4/HYB - Former Cronton Colliery, Knowsley Condition 39

Apologies Phil,

Yes, You are correct that National Highways would be content for condition 39 to be amended which allows Phase One (15,041sq.m) to be occupied and a further 23,226sq.m to be utilised / brought into use once works have commenced on Tarbock Island (in line with the wording of the current condition), but the works at Tarbock Island need to be completed before the occupation of the remaining floor space permitted in outline could happen

Kind regards

Ben

**Benjamin Laverick, Assistant Spatial Planner**

Operations North West Spatial Planning Team

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Web: <https://nationalhighways.co.uk/>

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<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

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**From:** Phil Tilby <[Phil.Tilby@vectos.co.uk](mailto:Phil.Tilby@vectos.co.uk)>

**Sent:** 26 October 2022 11:41

**To:** Laverick, Benjamin <[Benjamin.Laverick@nationalhighways.co.uk](mailto:Benjamin.Laverick@nationalhighways.co.uk)>

**Cc:** Tom Reader <[tom.reader@vectos.co.uk](mailto:tom.reader@vectos.co.uk)>; Matt Claxton <[Matt.Claxton@tritaxsymmetry.com](mailto:Matt.Claxton@tritaxsymmetry.com)>

**Subject:** RE: 20/0049Hi Phil,4/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Ben

Thanks for the email below.

Please can I clarify the National Highways (NH) response. NH are content for condition 39 to be amended which allows Phase One (15,041sq.m) to be occupied and a further 23,226sq.m to be utilised / brought into use once works have commenced on Tarbock Island which is in line with the wording of the current condition, but the works at Tarbock Island need to be completed before the occupation of the remaining floor space permitted in outline could happen?

Look forward to hearing from you.

Kind regards

Phil

**Phil Tilby**

**Associate Director**

-

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-

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**Manchester, M1 6EQ**

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**From:** Laverick, Benjamin <[Benjamin.Laverick@nationalhighways.co.uk](mailto:Benjamin.Laverick@nationalhighways.co.uk)>

**Sent:** 25 October 2022 08:42

**To:** Phil Tilby <[Phil.Tilby@vectos.co.uk](mailto:Phil.Tilby@vectos.co.uk)>

**Cc:** Tom Reader <[tom.reader@vectos.co.uk](mailto:tom.reader@vectos.co.uk)>; Matt Claxton <[Matt.Claxton@tritaxsymmetry.com](mailto:Matt.Claxton@tritaxsymmetry.com)>

**Subject:** RE: 20/0049Hi Phil,4/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Phil,

I have read through the technical note, and as a result I would be content for Condition 39 to be amended to allow up to 23,226sq.m on the proviso that *the upcoming junction improvements to Tarbock Island have been implemented* prior to occupation, as stated in the original condition.

Kind regards

Ben

**Benjamin Laverick, Assistant Spatial Planner**

Operations North West Spatial Planning Team

National Highways | Piccadilly Gate | Store Street | Manchester | M1 2WD

Web: <https://nationalhighways.co.uk/>

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<https://nationalhighways.co.uk/our-work/planning-and-the-strategic-road-network-in-england/>

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**From:** Phil Tilby <[Phil.Tilby@vectos.co.uk](mailto:Phil.Tilby@vectos.co.uk)>

**Sent:** 21 October 2022 15:23

**To:** Laverick, Benjamin <[Benjamin.Laverick@highwaysengland.co.uk](mailto:Benjamin.Laverick@highwaysengland.co.uk)>

**Cc:** Tom Reader <[tom.reader@vectos.co.uk](mailto:tom.reader@vectos.co.uk)>; Matt Claxton <[Matt.Claxton@tritaxsymmetry.com](mailto:Matt.Claxton@tritaxsymmetry.com)>

**Subject:** 20/00494/HYB - Former Cronton Colliery, Knowsley Condition 39

Hi Ben

I trust you are well.

Vectos are continuing to advise Tritax Symmetry on the above site in Knowsley adjacent to the Tarbock Island junction (M62 Junction 6).

As you are aware, back in July 2021 there was agreement between National Highways and Knowsley Council that a further 17,000sq.m of floorspace in addition to the Phase One development (15,041sq.m) at the Cronton Colliery site could be occupied once works have commenced on Tarbock Island. This is summarised in the email correspondence below, and it was formalised into condition 39 of the approved hybrid application (ref: 20/00494/HYB)

As part of the ongoing masterplanning work linked to the future phases of the scheme, the requirements of Tritax have changed recently in relation to Unit 2 that is coming forward on the site.

Accordingly, Vectos have prepared the attached Technical Note for consideration by National Highways that is seeking the agreement for an amendment to condition 39 of the approved hybrid application, and increasing the floorspace amount. The applicant is seeking to amend this condition to increase the amount of floorspace that can be brought into use once the Tarbock Island junction improvement works have commenced, from 17,000sq.m to 23,226sq.m (up to 250,000sq.ft) – an increase of 6,226sq.m. The Note concludes that the proposed amendment to condition 39 would result in very low levels of additional traffic at the Tarbock Island junction in the weekday peak hours compared to the 17,000sq.m floorspace trip envelope, and that the changes in traffic movements would have an imperceptible effect upon the operation of the Tarbock Island junction,

I would be grateful for National Highways to review the attached Technical Note and advise whether they are in agreement with the findings, and if the proposed amendment to condition 39 of approved application 20/00494/HYB is acceptable?

Look forward to hearing from you soon and happy to arrange a follow up meeting to discuss this matter in more detail if required, please let me know?

Kind regards

Phil

**Phil Tilby**  
**Associate Director**

-

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-

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**From:** Laverick, Benjamin <[Benjamin.Laverick@highwaysengland.co.uk](mailto:Benjamin.Laverick@highwaysengland.co.uk)>

**Sent:** 06 July 2021 12:30

**To:** Foster, Kevin <[Kevin.Foster@knowsley.gov.uk](mailto:Kevin.Foster@knowsley.gov.uk)>

**Subject:** External Mail: RE: 20/00494/HYB - Former Cronton Colliery

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Hi Kevin,

I would be content with a condition which allows Phase One to be occupied and a further 17,000 sq m to be utilised once works have commenced on Tarbock Island.

This would still require the works at Tarbock Island to be completed before the occupation of the remaining 45,356 sq m could be permitted.

If the developer wishes to bring forward the occupation of the final phase of the development before the Tarbock Island works are completed, we would need to see a modelling assessment undertaken to understand how Tarbock Island in a do minimum scenario with full occupation of the employment site would perform, as this has not yet been evidenced.

If you feel such a condition can be achieved, please do let me know.

Kind regards

Ben

**Benjamin Laverick, Assistant Spatial Planner**

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Web: [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk)

---

**From:** Foster, Kevin [<mailto:Kevin.Foster@knowsley.gov.uk>]

**Sent:** 01 July 2021 16:30

**To:** Laverick, Benjamin <[Benjamin.Laverick@highwaysengland.co.uk](mailto:Benjamin.Laverick@highwaysengland.co.uk)>

**Subject:** RE: 20/00494/HYB - Former Cronton Colliery

Hi Ben

Further to below, things have moved on slightly today.

The additional increase in floorspace sought by Tritax is approximately a further 17,000 square metres. This combined with the 15,273 metres approved in unit 1 (the full permission) result in around a third of the employment floorspace subject to the current permission coming forward. It would be appreciated if you take this into account in replying to the below, the condition could be staged to restrict any further occupation.

Happy to discuss

Regards

**Kevin Foster**

Group Manager, Majors and Planning Policy

Tel: (0151) 443 2893 | Mobile: 07384 900785 | Email: [kevin.foster@knowsley.gov.uk](mailto:kevin.foster@knowsley.gov.uk)



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**From:** Foster, Kevin

**Sent:** 01 July 2021 09:55

**To:** Laverick, Benjamin <[Benjamin.Laverick@highwaysengland.co.uk](mailto:Benjamin.Laverick@highwaysengland.co.uk)>

**Subject:** 20/00494/HYB - Former Cronton Colliery

Hi Ben

Further to the attached consultation response and our useful discussion. I am writing to you to request you re-consider the trigger point for the occupation of the outline development.

The applicant was in agreement to the condition based on the circumstances at the time that envisaged a completion of the Tarbock Island improvement scheme in July 2022. This date has now slipped through no fault of the applicant to an expected completion of July 2023. The applicant is in advanced discussions with potential occupiers and with a restriction on occupation to July 2023 and potentially later, the occupiers will go elsewhere, to the detriment of the local Knowsley economy.

It is requested that the trigger be amended so that the outline part of the development can be occupied upon commencement of the works in the knowledge that disruption will occur during the works in any event, logistic uses generally have limited traffic movements in peak hours, and by July 2023 I would expect less than 100 occupations on the residential side of Halsnead. I think it is also worth noting that once the works have commenced there is a level of certainty that they will be completed so to my mind the risk is minimal.

If the trigger is agreed to be amended I am aware that the term "commencement" could be interpreted differently by people. If the principle of changing the trigger is accepted we can look to agree some suitable wording to agree what commencement is in this instance.

If you are not agreeable to the change in trigger based on the above can you please set out the reasons why so I can make sure these are properly articulated to the applicant.

Kind Regards

**Kevin Foster**

Group Manager, Majors and Planning Policy

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