

PROPOSED RESIDENTIAL DEVELOPMENT, HALSNEAD GARDEN VILLAGE, LICKERS LANE, KNOWLSEY NATIONAL HIGHWAYS RESPONSE NOTE V3 (MAY 2023) - 3463

1. Introduction

Eddisons have been instructed by Vistry Partnerships to advise on the traffic and transport issues relating to a planning application for 120 dwellings on a parcel of land which forms part of the Halsnead Garden Village site in Knowsley. The application reference number is 22/00600/FUL.

A comprehensive Transport Assessment (TA) was submitted with the planning application, along with a Travel Plan (TP) to encourage and promote the use of sustainable modes.

Whilst Knowsley Metropolitan Borough Council (KMBC) raised no issues with the TA, National Highways (NH) raised a holding direction on the application, subject to additional information being provided.

A Note was prepared (dated January 2023) that responded to the matters raised by NH, which can be summarised as follows:

- Clarity on the baseline position in respect to committed developments for the Land South of Lickers Lane Application and should include sites within the Halsnead Garden Village along with any sites in close proximity to Tarbock Island. This should be provided and confirmed by Croft and Knowsley Council.
- Clarity should be provided on developments which are progressing through planning (sites within the Halsnead Garden Village and in close proximity to Tarbock Island) that Knowsley Council is minded to support and could be determined before the Land South of Lickers Lane Application. National Highways recommend that any such sites should also be considered alongside committed development sites.
- Given that a threshold (trigger point) of 40% of development in the Halsnead Garden Village has previously been identified before capacity improvements at Tarbock Island are required, National Highways consider that the Land South of Lickers Lane Application will need to be considered against this threshold, taking in to consideration committed and emerging developments.

In their most recent response dated 8th March 2023, NH have recommended that a condition should be attached to any planning permission that may be granted, as follows:

'No part of the development shall be first occupied until upcoming junction satisfaction improvements to Tarbock Island have been concluded to the written satisfaction of the Local Planning Authority'.

The works relate to a series of improvements to the M62 Junction 6 roundabout (Tarbock Interchange).

A copy of the previous Note prepared by Eddisons is contained within **Appendix 1**.

This note has been prepared to provide further information to support the Applicant's response to the suggested condition regarding impact on the Tarbock Junction in relation to the 40% trigger point. More specifically, this note seeks to reach agreement with NH and KMBC to enable the construction and occupation of the proposed development, comprising 120 residential dwellings on the site, prior to the works being undertaken at the junction.

The 40% housing allocation referred to above, equates to approximately 640 dwellings (assuming 1,600 homes at the Halsnead Sustainable Urban Extension (SUE).

As such, this note will consider the following matters:

- Development traffic;
- Background Traffic Levels;
- Traffic Growth; and
- Anticipated completion and occupation.

For ease, each of the above will be discussed in the same order as they appear above.

2. Development Traffic

The submitted TA set out, at Table 6.1, the likely levels of proposed development traffic, which is replicated below for ease.

Peak Period	Trip Rate (per unit)		Number of Trips	
	Arr	Dep	Arr	Dep
AM Peak Hour	0.126	0.376	15	45
PM Peak Hour	0.352	0.155	42	19

Forecast Trip Generation of Proposed Residential Development (120 Dwellings)

As demonstrated above, the residential development is forecast to generate a two-way total of approximately 60 trips in the AM peak hour and 61 trips in the PM peak hour.

The resultant proposed development flows are shown in **Figures 1** and **2** for the AM and PM peak periods respectively.

A further table is provided below, which shows the forecast impact of the development at the M62 Junction 6 (Tarbock Interchange).

Direction	Development Trips	
	AM	PM
Windy Arbor Road (nb)	4	11
Windy Arbor Road (sb)	11	5
Two-Way Trips	16	16

Forecast Impact of Development Traffic at M62 Junction 6

It is considered that such increases are within the normal variation of daily traffic flows and will not result in a material change to traffic conditions.

The forecast impact (in vehicles) at the M62 Junction 6 roundabout is shown in **Appendix 2**. The O/D matrices provided show that the impact on each of the individual approach arms of the roundabout will be between 2 and 3 vehicles in the morning and evening peak hours.

The Department for Transport (DfT) Circular 01/2022 guidance sets out NH's approach to development management within the strategic road network and, at Paragraph 51, it states that where a TA indicates that a development would have a severe cumulative impact on the SRN the developer must identify when, in relation to the occupation of development, transport improvements become necessary.

Based on the predicted number of vehicle trips from this residential development onto the Tarbock Island junction it cannot be considered that the proposed development would have a severe impact on the SRN, (i.e. 16 two-way trips in each peak hour).

Although the 2007 DfT Transport Assessment guidance is superseded, in this instance Eddisons suggest it could be useful to refer to the forecast change of 30 two-way trips being a common threshold for requiring detailed assessment of junction performance, given that this level of traffic generation by the proposed development at Tarbock Island equates to all of the 120 dwellings being occupied.

3. Background Traffic Levels

In relation to the 40% threshold in terms of what quantum of the development could be occupied, consideration has been given to the assumed levels of background traffic in relation to the VISSIM model for Tarbock Interchange, which is maintained by WSP on behalf of KMBC.

It is understood that the Tarbock Island model comprises a 2018 Base Year (validated 2018 VISSIM Model).

In regard to traffic patterns, it is worth noting that the DfT has updated figures for road traffic estimates published in December 2022 (Provisional road traffic estimates, Great Britain: October 2021 to September 2022 - GOV.UK (www.gov.uk)).

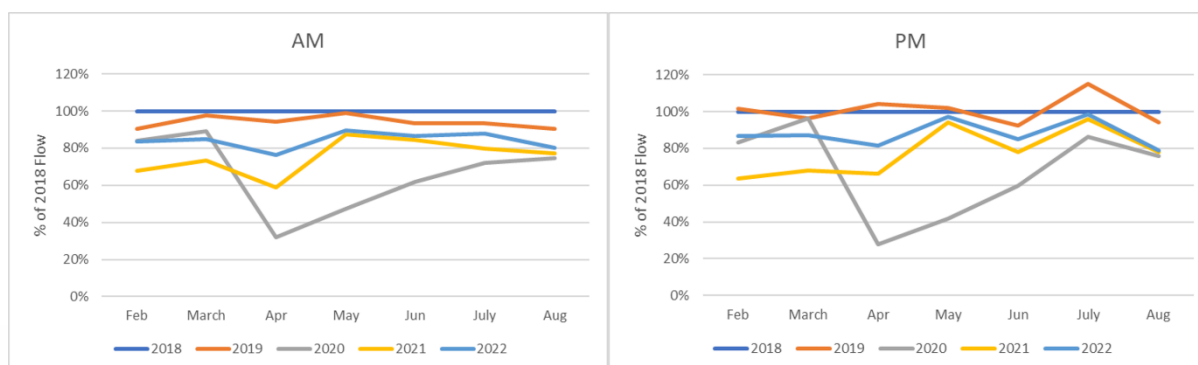
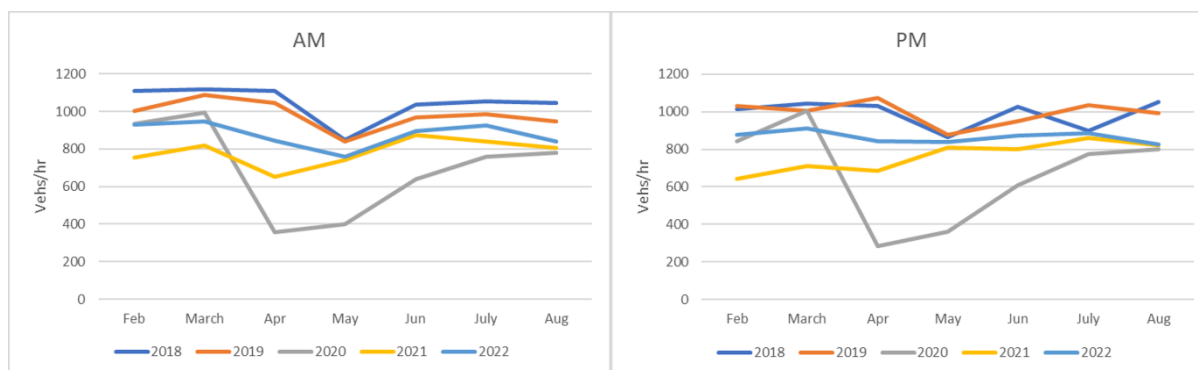
The document reports that for the year ending September 2022, *"All motor vehicle traffic increased compared to the year ending September 2021 (+12.6%), but was 4.9% lower than pre-pandemic levels (the year ending December 2019)."* Clearly, therefore, traffic levels in general are lower than pre-pandemic levels, and this is likely to be the case for the study area.

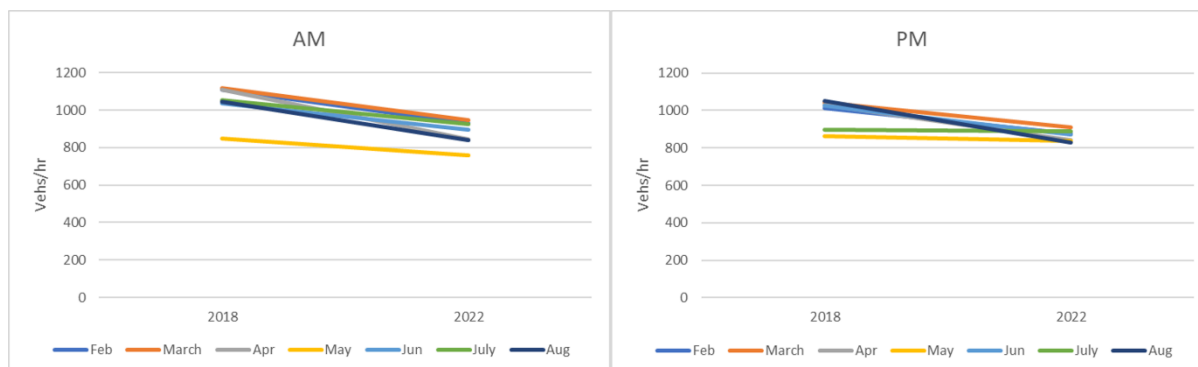
To demonstrate the on-going reduction in traffic volumes at Tarbock Island, the M62 westbound off-slip traffic flows have been taken from the Webtris database, as summarised below.

Month	AM					PM				
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
Feb	1109	1003	934	754	927	1012	1029	843	643	875
March	1115	1088	994	819	947	1043	1006	1004	711	911
Apr	1108	1046	356	652	845	1031	1074	285	684	841
May	849	841	401	742	760	862	879	361	810	838
June	1034	968	639	875	894	1026	949	610	800	871
July	1053	984	759	840	927	899	1035	774	860	887
Aug	1044	946	778	805	839	1050	990	798	820	827

The data shows that the 2022 traffic levels are generally lower than in 2018, and this is likely to be representative of traffic levels across the Tarbock Island junction as a whole. In the AM peak, traffic flows are approximately 84% of 2018 levels, whilst in the PM peak, traffic flows are approximately 88% of 2018 levels.

The graphs below illustrate this trend, showing that flows in 2022 are generally higher than 2020 and 2021, but still lower than 2018 and 2019.





This exercise demonstrates that the background traffic growth included in the Tarbock Island junction VISSIM model for the future year scenarios is likely to be significantly higher than has occurred in reality for the period from 2018 to 2022, with very little, if any growth in traffic flows at the junction. Clearly, therefore, the levels of traffic upon which the 40% threshold was determined will not now occur until further into the future.

On this point, a Technical Note produced by Vectos as part of a hybrid planning application (App Ref No 20/00494/HYB) for the Symmetry Park commercial development at the former Cronton Colliery site in Knowsley, included further VISSIM modelling of Tarbock Island.

This assumed a 2022 assessment year (to reflect the opening year of Symmetry Park) and included a 'With Symmetry Park Phase 1 Development' assessment scenario. The results of that analysis were compared with the sensitivity testing previously carried out by WSP for 2022 with the existing junction layout and including 40% of the Halsnead North allocation. This concluded that the Symmetry Park Phase 1 scenario results in less queuing than the 40% Halsnead North Allocation sensitivity test, with the exception of the M57 (N) slip road in the PM peak, where the difference was minimal.

Given the background levels of traffic assumed within the model are, themselves, an overestimate, there will be further headroom than was considered and accepted at the time of the Vectos analysis.

The (at least) partial occupation of the Vistry Partnerships residential scheme by July 2025 would therefore be within/in accordance with the parameters of the modelling assessment identified in setting out the 40% of development limit at Halsnead Garden Village before capacity improvements at Tarbock Island are required.

4. Traffic Growth

To further review the basis upon which the VISSIM modelling was undertaken, consideration has also been given to how traffic growth in the model was calculated.

The Tarbock Island VISSIM model is for a 2018 Base Year (validated 2018 VISSIM Model). Knowsley Council has provided Eddisons with a copy of the Tarbock Island Improvement Scheme VISSIM Microsimulation Model - Scheme Appraisal Report (November 2020) prepared by WSP. This confirms that '*Traffic growth was applied, using TempPro from 2016 to 2030 using the previously agreed (in the WSP review of January 2018) growth factors AM 1.0881 and PM 1.0820.*'

- Firstly, it has been proven that the 2016 model is broadly reflective of 2018 conditions and, as such, Eddisons would suggest that it is not appropriate to apply growth from 2016. Growth should be applied from a 2018 starting point ;
- Background growth factors will not have taken into account the impact of the Covid-19 pandemic and the changing behaviours of commuters, working from home etc. (as detailed in the previous section).

Eddisons has carried out an interrogation of TEMPro using the forecasting methodology agreed as part of the Symmetry Park application (as set out in the Vectos technical note 'Technical Note 02 Rev A: Development Traffic Forecasts'), but utilising the latest dataset (v8.0, Core scenario).

The results of the interrogation are summarised below.

Scenario	AM			PM		
	Origin	Destination	Average	Origin	Destination	Average
Knowsley MSOA 017 Core Scenario						
2016 to 2030	1.0157	1.0446	1.03015	1.0410	1.0269	1.03395

As can be seen from the above, based on the latest version of TEMPro, the 2016-2030 growth factors indicate growth of circa 3%-3.5%. This is substantially lower than the 8%-9% assumed within the VISSIM modelling.

The difference shown above has been considered in the context of the overall entry movements at the Tarbock Island junction based on a traffic survey undertaken by Vectos in 2019. The survey showed that the junction was experiencing around 5,000 trip movements in the peak hours. A change in growth of this order would amount to around 250-300 fewer trips at the junction than has been modelled in each hour. Clearly, the predicted increase associated with the proposed development is well within this level of trips.

5. Completion and Occupation

In addition to the above, a review has been undertaken of other developments in the area and their current status, i.e. those already consented, those subject to the signing of a Section 106 or reserved matters application or those that form part of the Halsnead Garden Village (HGV) allocation.

To consider the above, reference has been made to the WSP report which was detailed in Technical Note 6: Tarbock Island Junction VISSIM Modelling Assessment (prepared by Vectos), which is in the public domain on Knowsley Council's planning portal for planning application 20/00494/HYB.

The extract from the WSP report contained within Appendix C of the Vectos TNo6 document is particularly relevant as it investigates the level of additional development which could be accommodated by the current highway layout without affecting the operation of the mainline SRN routes at the junction. The report summarises the results of the following tests from the VISSIM model:

- 2022 Do Minimum (DM2022) i.e. the current layout plus Beacon 62 with background growth calculated using NTEM/TEMPRO as described in the WSP note 'TarbockIslandReviewJan2018'.
- 2022 Sensitivity Test 2 (ST₄-2022) which adds to DM2022 40% of the trips from the housing allocation, and 0% from the employment allocation.

The 40% housing allocation equates to 640 dwellings (assuming 1,600 homes at the Halsnead SUE as referenced in the Halsnead Garden Village SPD (June 2017)). In terms of the impacts on the SRN, in the morning peak period it states that both the mean max and maximum queue lengths along the M57 slip are reduced for ST₄ and for the other SRN approaches, the difference in queuing is very small. For the evening peak, there is some queuing back to the M62 eastbound mainline in the DM scenario which does increase in the ST₄ test. The other arms of the SRN are shown to have queuing comparable with the DM scenario.

The 2022 VISSIM tests included in Appendix C of the Vectos TNo6 document appear to show little difference between the DM2022 scenario and the 2022 ST₄ scenario with 40% of residential trips in terms of the operation of the existing Tarbock Island junction and the SRN approaches.

Without improvements, especially to the northwest quadrant of the junction, standing traffic on the mainline M62 and M57 will become increasingly likely with or without Halsnead SUE.

The Halsnead Garden Village (HGV) buildout assumptions contained within **Appendix 3**. This information has been collated based on information gathered by the applicant following discussions with other developers with sites that make up the HGV. The information is therefore up to date and is therefore considered to provide an accurate indication of likely timescales.

The table shows a cumulative buildout of the residential development of 569 units by the end of 2025, and when considered against the current estimated completion date of July 2025 for the Tarbock Island improvement works this would be approximately 465 units constructed / occupied, which is still well within the ceiling of 640 dwellings for the 2022 VISSIM modelling scenario as outlined above (but noting that some employment development to the south at Symmetry Park would be brought forward by 2025, Units 1 and 2 approximately 40,351sq.m / 434,343sq. ft of B8 development). It is understood that the associated employment trips i.e. approximately between 70-80 two-way trips (and about 85% of these via Tarbock Island), would be less/not more than the vehicle trips of 175 dwellings (640-465).

6. Proposed Programme of Works

The proposed highway improvements for the Tarbock Island junction are outlined below:

- Additional lane from M62 eastbound off-slip;
- Widening of circulatory carriageway between M62 eastbound off-slip and beyond M57 on-slip;
- Additional lane from Cronton Road (northwest);
- Additional lane from M57 off-slip;
- Widening the circulatory (northeast quadrant) to accommodate a fourth lane;
- Additional lane from Windy Arbor Road;
- Signalisation of Windy Arbor Road junction;
- Re-instatement of second lane onto M62 eastbound on-slip;
- Additional lane from M62 westbound off-slip;
- Widening of the circulatory carriageway (southeast quadrant) to allow three lanes on the circulatory plus 1 lane on the exit to the A5080;
- Widening of the circulatory carriageway (south) to allow three lanes on the circulatory plus two lanes on the exit to the A5300;
- Signalisation of the A5080 Cronton Road junction (southeast);
- Widening circulatory carriageway (southwest quadrant) to allow three lanes on the circulatory plus one lane for the M62 westbound on-slip.

It is understood that while the above was based on a General Arrangement plan of the Tarbock Island scheme in March 2022, the scheme remains largely the same and Knowsley Council advised of no fundamental changes to the design – it is the same in terms of the number of lanes on approaches, exits and circulatory, and routing options through the junction.

In terms of programme and phases, it is understood the Council are adopting the approach of delivering the scheme in two phases, with progressing work areas on Knowsley's network (M62 Eastbound Exit Slip Road, Cronton Road, Windy Arbor Road and Knowsley Expressway) being Phase 1 and the remainder of the work (Phase 2) being on National Highways (NH) network.

In the most recent update about the Tarbock Island Improvement scheme construction programme on 03/04/2023, it is understood that works have not yet started on-site, and the current position is that the council are now anticipating a May start on-site with a completion around July 2025, hence the reference to a 2025 scenario earlier in this note.

8. Summary and Conclusions

In response to matters raised by NH, this Note has set out Eddisons understanding of the following matters:

- The forecast trip generation detailed in the TA and subsequently in this Note, demonstrate that the impact at Tarbock Interchange will be minimal, equating to around 1 or 2 vehicles on each approach arm of the junction.
- The levels of traffic are considered to lie within the daily variations of traffic flows and to further minimise new vehicle trips on the network, the Applicant is willing to commit to a strong Travel Plan being implemented from day one of occupation.
- It is Eddisons' view that there is strong evidence to suggest that traffic flows in the area have been consistently reducing since 2018 and as such, the background flows forming the VISSIM model baseline are likely to be an overestimation.
- This is further borne out, when considering the methodology utilised as part of the growth forecasting exercise.
- The growing of the baseline 2018 traffic flows from 2016 to 2030 and not from 2018 to 2030 is again likely to exaggerate the 2030 baseline position, especially as committed developments were also included i.e. there is potential for double counting.

- The 2022 VISSIM tests included in Appendix C of the Vectos TNo6 document appear to show little difference between the DM2022 scenario and the 2022 ST4 scenario with 40% of residential trips in terms of the operation of the existing Tarbock Island junction and the SRN approaches. Without improvements, especially to the northwest quadrant of the junction, standing traffic on the mainline M62 and M57 will become increasingly likely with or without Halsnead SUE.
- The above suggests, together with the very low levels of development traffic associated with this application, that it is considered reasonable to assume that full occupation could be permitted without the need for the improvements works to be completed.
- In terms of the proposed works at Tarbock Island, the latest information suggests the works are likely to be completed by Mid-2025.
- In light of the above and based on the anticipated completion dates and occupancy rate, it is evident that the proposed development would be only just be completed by the time the improvements are completed (2025) and so even if unrestricted occupation was permitted, the development would not have a detrimental impact on the overall operation of the SRN or specifically the Tarbock Island junction.
- In simple terms, this note has demonstrated and confirmed that for much of the time prior to the completion of the improvement works, the proposed development would not be fully built out.

In conclusion, it provides additional information to allow NH to consider whether or not this application need to be considered against the 40% threshold, taking in to consideration the likely over estimation of background traffic, growth factors and the anticipated occupations.

It is Eddisons' view that the suggested condition should not be applied to this application and that this particular modest scale site should be permitted to proceed without the need to restrict the timing of full occupation.

Encs.

FIGURES

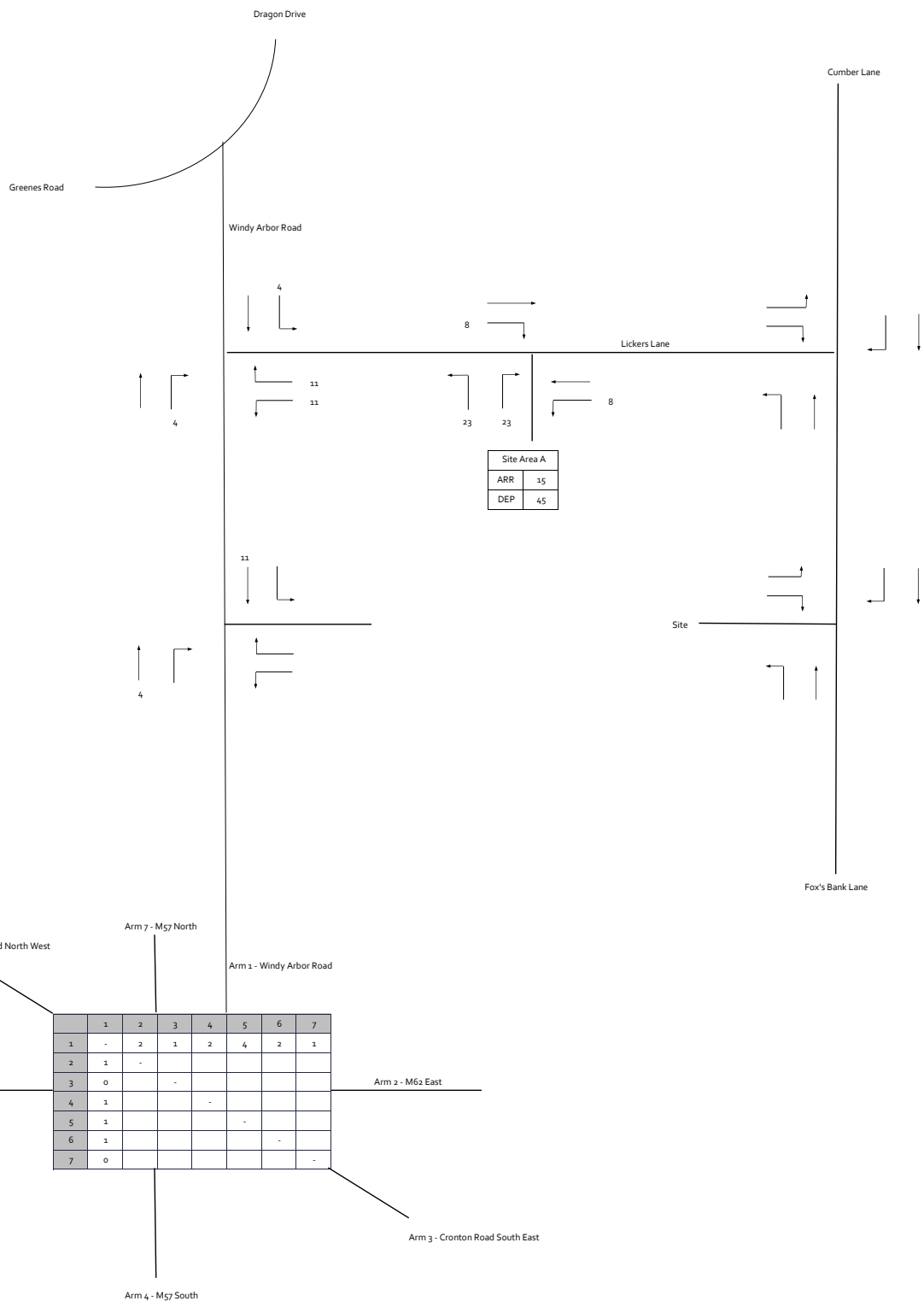
APPENDICES

Appendix 1 - Previous Note (Eddisons)

Appendix 2 - O/D Matrices at Tarbock Island (AM and PM Peak Hours)

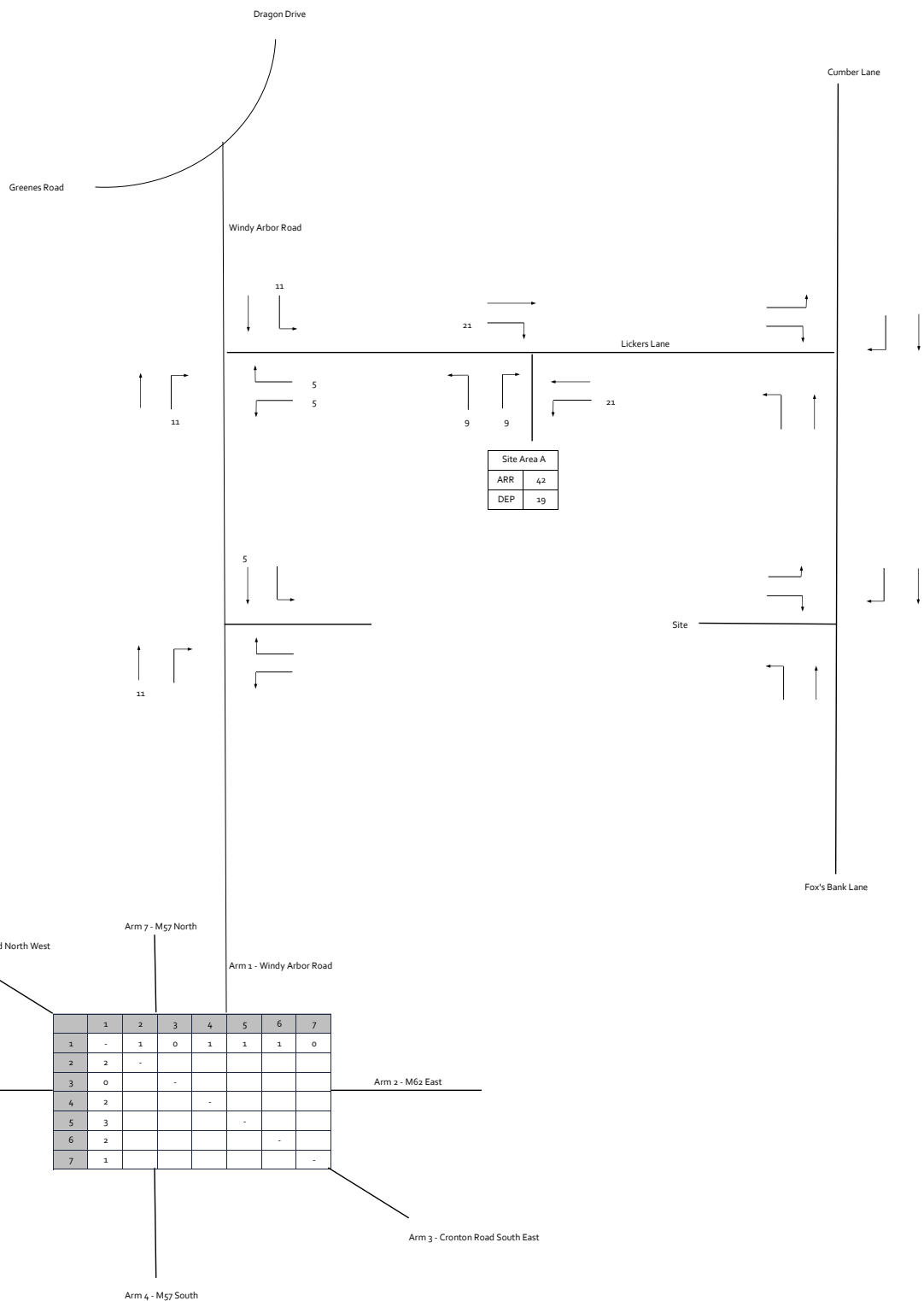
Appendix 3 - Halsnead Garden Village Buildout Assumptions

FIGURES



Proposed Development Flows - AM Peak





Proposed Development Flows - PM Peak



APPENDICES

APPENDIX 1

Previous Note (Eddisons)

PROPOSED RESIDENTIAL DEVELOPMENT, HALSNEAD GARDEN VILLAGE, LICKERS LANE, KNOWLSEY NATIONAL HIGHWAYS RESPONSE NOTE V3 (JANUARY 2023) - 3463

1. Introduction

1.1 This Note has been prepared to support the Applicant's response to National Highways (NH) regarding impact on Tarbock Junction in relation to the 40% trigger point. This note demonstrates the quantum of existing and proposed development in Halsnead Garden Village and surroundings, which could impact Tarbock Junction.

1.2 The matters raised by NH are set out below:

- Clarity on the baseline position in respect to committed developments for the Land South of Lickers Lane Application and should include sites within the Halsnead Garden Village along with any sites in close proximity to Tarbock Island. This should be provided and confirmed by Croft and Knowsley Council.
- Clarity should be provided on developments which are progressing through planning (sites within the Halsnead Garden Village and in close proximity to Tarbock Island) that Knowsley Council is minded supporting and could be determined before the Land South of Lickers Lane Application. National Highways recommend that any such sites should also be considered alongside committed development sites.
- Given that a threshold (trigger point) of 40% of development in the Halsnead Garden Village has previously been identified before capacity improvements at Tarbock Island are required, National Highways consider that the Land South of Lickers Lane Application will need to be considered against this threshold, taking in to consideration committed and emerging developments.

2. Halsnead Garden Village

Committed Development

- 2.1 A planning history search of Halsnead Garden Village residential and commercial sites was undertaken to determine the number of residential units and commercial floor space which is committed development, i.e. it has the benefit of planning permission. There are 473 residential units and 15,041 SQ M of B8 which have full planning permission at the point of writing this note. The details of these permissions are set out in **Table 1** below.

Table 1: Committed Development Halsnead Garden Village

Reference	App Type	Date of Decision	Applicant	Description	Units
18/00283/HYB	Full	17/03/2021	Bloor Homes	HYBRID APPLICATION COMPRISING FULL APPLICATION FOR ERECTION OF 123 NO. DWELLINGS, CONSTRUCTION OF VEHICULAR/PEDESTRIAN ACCESSES, LAYING OUT OF PUBLIC OPEN SPACE AND ASSOCIATED WORKS; OUTLINE APPLICATION FOR ERECTION OF UP TO 237 NO. DWELLINGS, CAR PARK AND ASSOCIATED WORKS (ACCESS INTO SITE TO BE CONSIDERED - ALL OTHER MATTERS RESERVED FOR FUTURE APPROVAL)	123
20/00417/FUL	Full	09/02/2022	Taylor Wimpey	RESIDENTIAL DEVELOPMENT COMPRISING OF THE ERECTION OF 350 NO. DWELLINGS TOGETHER WITH THE CONSTRUCTION OF VEHICULAR ACCESS OFF FOX'S BANK LANE (COMPRISING SIGNALISED JUNCTION), SUDS PONDS, LANDSCAPING, BOUNDARY TREATMENTS AND OTHER ASSOCIATED WORKS (INCLUDING DEMOLITION OF EXISTING FARM BUILDINGS)	350

20/00494/HYB	Full	04/03/2022	Tritax	HYBRID PLANNING APPLICATION COMPRISING: FULL APPLICATION FOR THE DEVELOPMENT OF 161,900 SQ FT (15,041 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSFACE (USE CLASS B8), INCLUDING ANCILLARY OFFICES (USE CLASS B1), SECURITY GATEHOUSE, SITE ACCESS ROAD, ENGINEERING EARTHWORKS TO FORM A PART COUNTRY PARK, PUBLIC CAR PARK TO SERVE COUNTRY PARK, AND ASSOCIATED WORKS; AND OUTLINE APPLICATION WITH DETAILS OF POINT OF ACCESS (DETAILS OF PART-ACCESS, LANDSCAPING, APPEARANCE, SCALE AND LAYOUT ARE RESERVED) FOR THE DEVELOPMENT OF UP TO 838,100 SQ FT (77,862 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSFACE (USE CLASS B8), WITH ANCILLARY OFFICES AND LIGHT INDUSTRIAL (USE CLASS B1); ENGINEERING EARTHWORKS TO FORM COUNTRY PARK AND DRAINAGE ATTENUATION PONDS; PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE CONNECTING EXISTING M62 FOOTBRIDGE WITH PROPOSED COUNTRY PARK; AND ASSOCIATED WORKS	15,041 SQ M (B8)
--------------	------	------------	--------	---	------------------

Developments progressing through planning applications

2.2 **Table 2** shows that there are 585 residential dwellings and 61,848 sqm of B8 development currently progressing through the planning system. 208 residential dwellings are proposed as part of Reserved Matters, 377 dwellings which are part of the YHG scheme are at outline stage. 32,767 sqm of B8 development is proposed as part of a Reserve Matters Application. 29,081 sqm of B8 is proposed as a Full Planning Application.

Table 2: Developments progressing through planning

Reference	App Type	Date of Validation	Applicant	Description	Units
22/00213/REM	RM	10/05/2022	Bloor Homes	RESERVED MATTERS APPLICATION PURSUANT TO PLANNING PERMISSION 18/00283/HYB FOR THE ERECTION OF 208 NO. DWELLINGS AND ASSOCIATED WORKS - APPROVAL SOUGHT FOR APPEARANCE, LANDSCAPING, LAYOUT AND SCALE	208
20/00399/OUT	OUT	17/08/2020	Nuvu Development Limited/ Clean Sweep Holdings (YHG)	OUTLINE APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT OF UP TO 277 NO. DWELLINGS (USE CLASS C3) AND AN APARTMENT DEVELOPMENT OF UP TO 100 UNITS FOR OVER 55'S (USE CLASS C3) TOGETHER WITH NEW VEHICULAR ACCESS TO LICKERS LANE AND WINDY ARBOR ROAD, LANDSCAPING AND ASSOCIATED WORKS (INC. DEMOLITION OF BUILDINGS) (APPROVAL SOUGHT FOR ACCESS - ALL OTHER MATTERS RESERVED) Resolution to grant at committee 09/06/2022. Awaiting signing of s106.	377

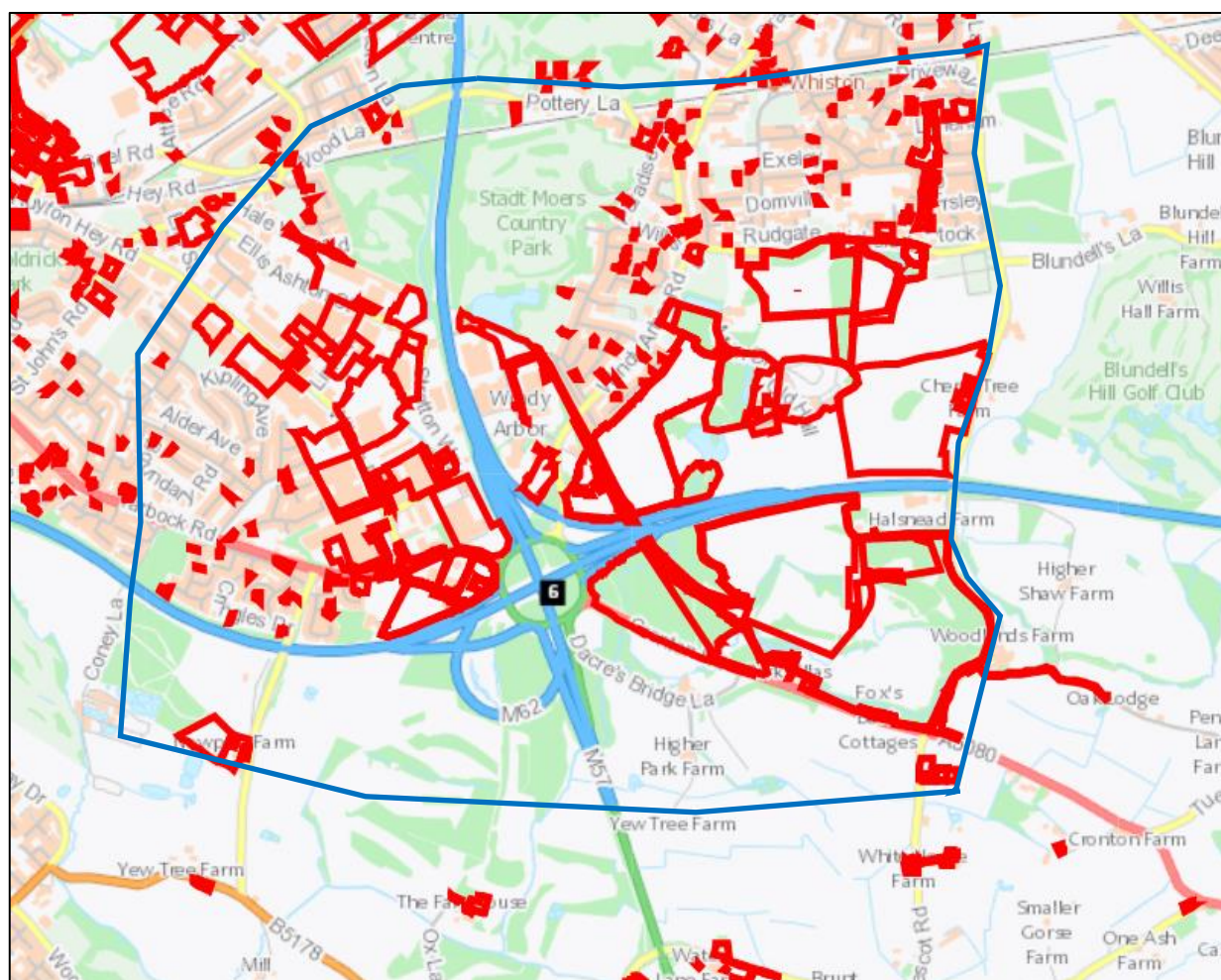
22/00162/REM	RM		Tritax	APPLICATION FOR APPROVAL OF RESERVED MATTERS PURSUANT TO PERMISSION 20/00494/HYB (HYBRID PLANNING APPLICATION COMPRISING: FULL APPLICATION FOR THE DEVELOPMENT OF 161,900 SQ FT (15,041 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPEACE (USE CLASS B8), INCLUDING ANCILLARY OFFICES (USE CLASS B ₁), SECURITY GATEHOUSE, SITE ACCESS ROAD, ENGINEERING EARTHWORKS TO FORM A PART COUNTRY PARK, PUBLIC CAR PARK TO SERVE COUNTRY PARK, AND ASSOCIATED WORKS; AND OUTLINE APPLICATION WITH DETAILS OF POINT OF ACCESS (DETAILS OF PART-ACCESS, LANDSCAPING, APPEARANCE, SCALE AND LAYOUT ARE RESERVED) FOR THE DEVELOPMENT OF UP TO 838,100 SQ FT (77,862 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPEACE (USE CLASS B8), WITH ANCILLARY OFFICES AND LIGHT INDUSTRIAL (USE CLASS B ₁); ENGINEERING EARTHWORKS TO FORM COUNTRY PARK AND DRAINAGE ATTENUATION PONDS; PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE CONNECTING EXISTING M62 FOOTBRIDGE WITH PROPOSED COUNTRY PARK; AND ASSOCIATED WORKS) - APPROVAL SOUGHT FOR (SCALE, ACCESS, APPEARANCE, LAYOUT AND LANDSCAPING)	32,767 sqm B8
22/00587/FUL	Full	30/09/2022	Maro Developments	ERECTION OF 1 NO. COMMERCIAL UNIT (USE CLASS B8) WITH ANCILLARY OFFICES AND	29,081 sqm B8

				OUTBUILDINGS TOGETHER WITH ACCESS WORKS, LANDSCAPING, SERVICE YARD, CAR PARKING, SERVICING AND OTHER ASSOCIATED WORKS	
--	--	--	--	---	--

3. Surrounding Area

3.1 A planning history search was undertaken to determine the quantum of committed and pipeline development in the area surrounding the Site, which is considered to have the greatest impact on Tarbock Junction. The blue line in **Figure 1** denotes the wider search area.

Figure 1: Search Area (Source: Knowsley.gov.uk)



Committed Development

3.2 A planning history search was undertaken to determine the number of residential units and commercial floor space which is committed development in the area surrounding the Halsnead Garden Village (Figure 1), i.e. it has the benefit of planning permission. There are 73 residential units which have full planning permission at the point of writing this note. The details of these permissions are set out in **Table 3** below.

Table 3: Committed Development within the blue line area outside of Halsnead Garden Village

Reference	Date of Decision	App Type	Applicant	Location	Description	Units
15/00022/OUT	20/12/2016	OUT	Miller Homes	Former Prysmian Cables & Systems Hall Lane Prescott Knowsley L34 5TG	OUTLINE APPLICATION FOR MIXED USE DEVELOPMENT COMPRISING UP TO 750NO. DWELLINGS & UPTO 929 SQ M OF COMMERCIAL/INDUSTRIAL BUILDINGS (USE CLASSES B1/B2/B8) - ALL MATTERS RESERVED FOR FUTURE APPROVAL Reserved matter submitted for: 17/00081/REM – Parcel B 150 dwellings (approved 24/7/2017) 17/00521/REM – Parcel E 119 dwellings (approved 13/11/2017) 17/00794/REM – Parcel A 140 dwellings (approved 18/4/2018) 20/00767/REM – Parcel C 53 dwellings (approved 12/08/2021) Aerial shows that development is implemented.	750 dwellings 929sqm B1/B2/B8. (462 dwellings of this total figure have RM)

17/00301/HYB	30/1/2019	HYB		Land Between Cronton Road And M62 Motorway (Junction 6) Huyton Knowsley	HYBRID APPLICATION COMPRISING A FULL PLANNING APPLICATION FOR 1800 SQ.M GROSS EXTERNAL AREA FOOD STORE (USE CLASS A1), 1161 SQ.M GROSS EXTERNAL AREA B1/B2 USE (BUSINESS USE / GENERAL INDUSTRIAL USE) WITH ASSOCIATED CAR PARKING, LANDSCAPING, HIGHWAY WORKS, PUMPING STATION, SUBSTATION AND ASSOCIATED WORKS INCLUDING BUND AND NOISE ATTENUATION BOUNDARY TREATMENT TO TOP OF BUND ALONG WESTERN BOUNDARY OF THE SITE; AND OUTLINE PLANNING APPLICATION FOR UP TO 7,500 SQ.M USE CLASS B1 AND B2 FLOOR SPACE, PETROL FILLING STATION (SUI GENERIS USE) WITH UP TO 400 SQ.M FLOOR SPACE ASSOCIATED USE CLASS A1 UNIT, UP TO 1000 SQ.M USE CLASS A3 AND A4 FLOOR SPACE (PUB / RESTAURANT), WITH ASSOCIATED CAR PARKING, SERVICING AREAS, HIGHWAY WORKS, AND OTHER ASSOCIATED WORKS, WITH ALL MATTERS	1,800 sqm Foodstore, 1161 sqm B1/B2 7,500 sqm B1 and B2, petrol filling station with up to 400 sqm floor space associated use class a1 unit, up to 1000 sqm use class a3 and a4 floor space Looks to have been developed out with exception of car showroom.

					RESERVED FOR FUTURE APPROVAL 19/00511/REM – submitted for petrol filling station and associated kiosk containing 2 no. food retail units, and 1 no. coffee shop with 1 drive thru lane (use class a3) together with car parking, landscaping and associated works.	
20/00329/FUL	8/12/2021	Full	Forth Homes	Land At Windy Arbor Brow / Windy Arbor Road Whiston Knowsley	ERECTION OF A RESIDENTIAL DEVELOPMENT OF 43 NO. DWELLINGS COMPRISING 14 NO. APARTMENTS AND 29 NO. HOUSES TOGETHER WITH ACCESS, CAR PARKING AND ASSOCIATED DEVELOPMENT (DEMOLITION OF EXISTING BARN)	43
21/00742/FUL	31/10/2022	Full	?	Land At Junction Of Lickers Lane And Sherwood Drive Whiston Knowsley L35 3XZ	ERECTION OF 8 NO. 3 BED DWELLINGS TOGETHER WITH VEHICULAR ACCESS FROM SHERWOOD DRIVE, PARKING, LANDSCAPING AND OTHER ASSOCIATED WORKS INCLUDING DEMOLITION OF EXISTING DETACHED BUILDING.	8
21/00783/FUL	05/01/2022	Full	Built Group Ltd	Land Adjacent To 35 Greenes Road Whiston L35 3RE	ERECTION OF 22 NO. APARTMENTS AND ASSOCIATED PARKING AND LANDSCAPING	22

Developments progressing through planning applications

- 3.3 A planning history search was undertaken to determine the quantum of development currently progressing through planning applications in the area surrounding the Site, which is considered to have the greatest impact on Tarbock Junction. There is a full application for 19 residential dwellings, two full applications for B8 use, which totals 4,689.5 sqm of new floor space. There is also Outline Planning Application for 19,510 sqm. Outline Application 22/00109/FUL is for part demolition, extension and remodelling of an existing industrial unit and replacement with 7 industrial units within class E (G)(ii) (iii), B2 and B8. It is not clear if there is any additional floor space created through this proposed development. The details of these permissions are set out in **Table 4** below.

Table 4: Developments Progressing through Planning Applications within the blue line area outside of Halsnead Garden Village

Reference	Date of Submission	App Type	Applicant	Location	Description	Units
22/00630/FUL	18/11/2022	Full	The Built Group Ltd	Land At Mp Foods Lyneham Whiston Knowsley L35 3TN	RESIDENTIAL DEVELOPMENT FOR THE ERECTION OF 19NO DWELLINGS COMPRISING OF 7NO TERRACED DWELLINGS AND 1NO TWO STOREY APARTMENT BLOCK INCLUDING 12NO APARTMENTS TOGETHER WITH OTHER ASSOCIATED WORKS INCLUDING 1NO VEHICULAR ACCESS TO HASELMERE	19
22/00537/FUL	27/09/2022	Full	Allied Properties	Ellison Travel Services Fallows Way	ERECTION OF 5 NO. INDUSTRIAL BUILDINGS COMPRISING OF 12	4,689.5 sqm (E(g) and B2)

				Whiston L35 1RZ	NO. UNITS (USE CLASS E(g)) AND 1 NO. UNIT (USE CLASS B2) TOGETHER WITH OTHER ASSOCIATED WORKS	
22/00284/OUT	11/05/2022	Out	Linden Hill	John Mason Internationa l Ltd 35 Wilson Road Huyton Knowsley L36 6AE	DEMOLITION OF EXISTING BUILDINGS AND OUTLINE APPLICATION FOR THE ERECTION OF A LOGISTICS WAREHOUSE (USE CLASS B8) - APPROVAL SOUGHT FOR ACCESS (APPEARANCE, LAYOUT, LANDSCAPING AND SCALE RESERVED FOR FUTURE APPROVAL)	19,510 sqm
22/00109/FUL	11/07/2022	Full	Network Space Ltd	The Sovereign Distillery, Halewood Wines And Spirits - Factory Outlet Wilson Road Huyton Knowsley L36 6AD	DEMOLITION OF BUILDINGS AND THE ERECTION OF 2 NO. INDUSTRIAL UNITS TOGETHER WITH THE PART DEMOLITION/PART EXTENSION AND REMODELLING OF EXISTING INDUSTRIAL BUILDING TO FORM 7 NO. UNITS (USE CLASSES E (G)(II) (III), B2 AND B8) WITH ANCILLARY OFFICE SPACE. RECONFIGURATIO	Replacemen t of existing? Not clear on how much additional floor place.

					N OF CAR PARKING INCLUDING SERVICE AND VEHICULAR CIRCULATION AREAS, LANDSCAPING, INFRASTRUCTURE WORKS AND OTHER ASSOCIATED WORKS.	
22/00662/FUL	20/01/2023	Full	Derwent Development Management Ltd	Land At Interchange Motorway Estate Wilson Road Huyton Knowsley L36 6JG	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	Net additional floorspace will be 2423m2

4. Summary

4.1 In response to matters raised by NH, this Note has set out Eddisons understanding of the following matters:

- Clarity on the baseline position in respect to committed developments; and
- Clarity on developments which are progressing through planning that Knowsley Council is minded supporting.

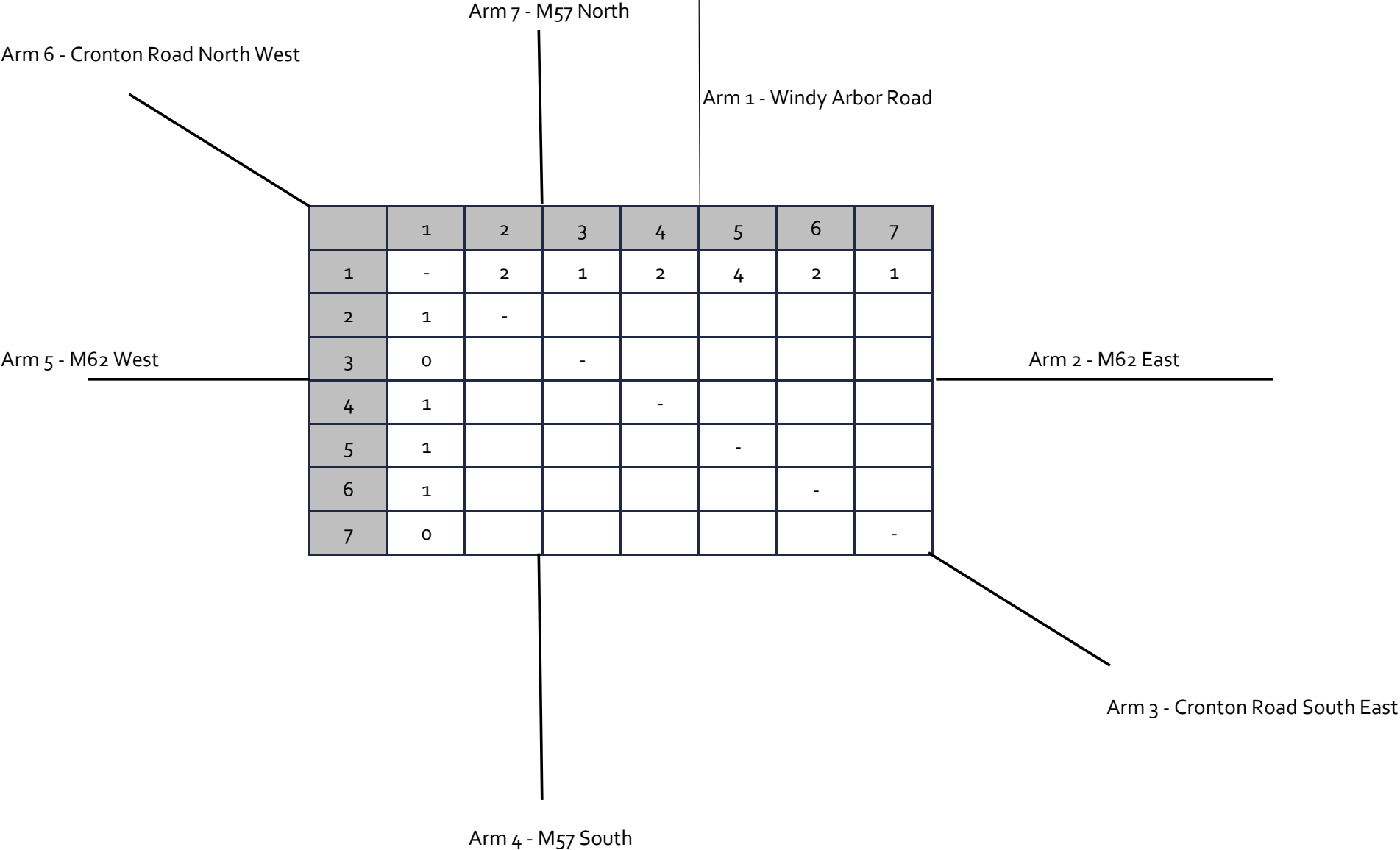
4.2 In summary, it provides additional information to allow NH to consider whether or not this application need to be considered against this threshold, taking in to consideration committed and emerging developments.

APPENDIX 2

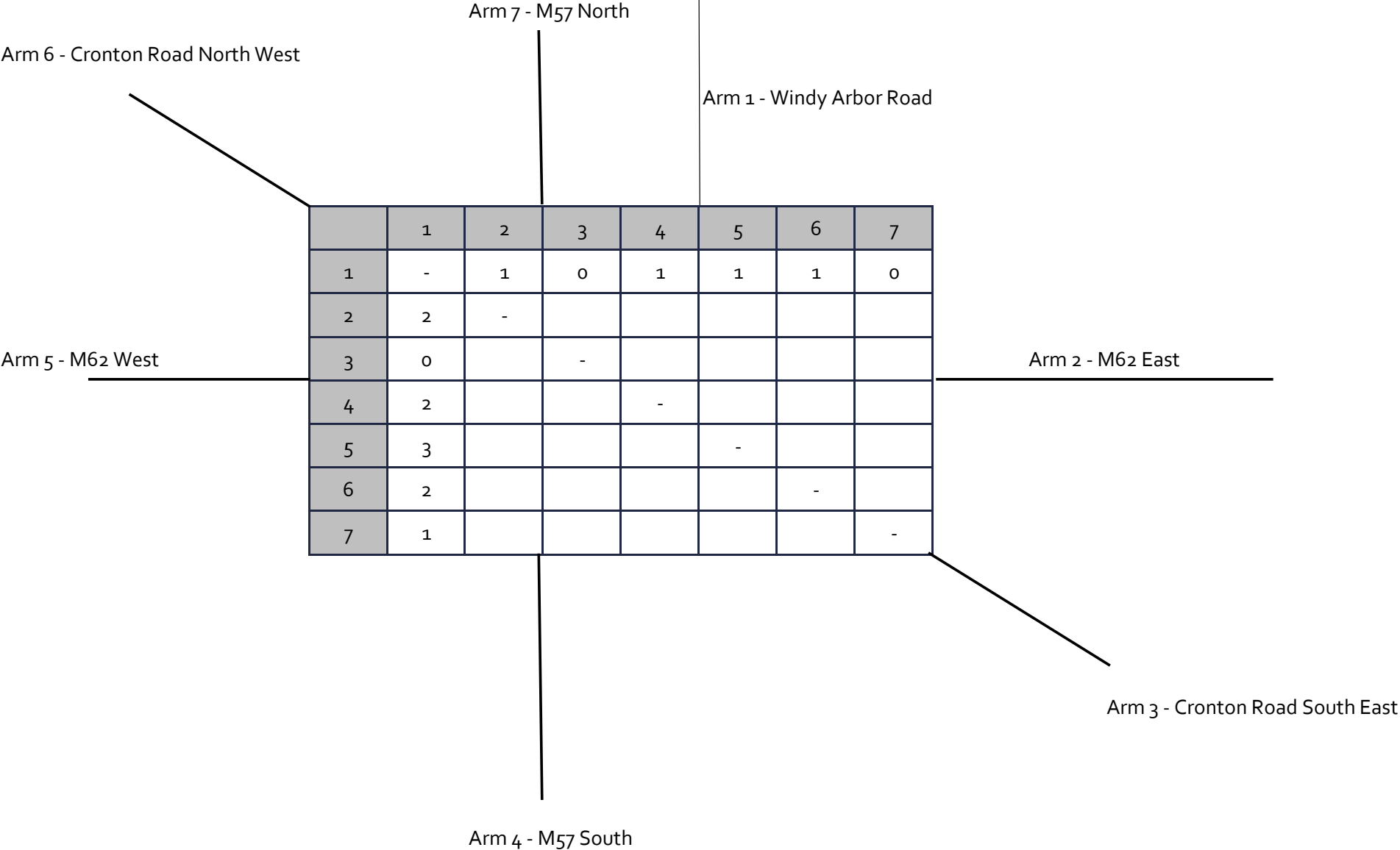
O/D Matrices at Tarbock Island

(AM and PM Peak Hours)

AM PEAK



PM PEAK



APPENDIX 3

Halsnead Garden Village Buildout Assumptions

Halsnead Garden Village Anticipated Occupations Vs Tarbock Island Improvement Works

Projected Occupation Rates Assuming 50 units per year per developer

Developer	No units	% Occ 22	% Occ 23	% Occ 24	% Occ 25	% Occ 26	% Occ 27	% Occ 28	% Occ 29	% Occ 30	% Occ 31		Planning Status
Bloor Homes Phase 1	123	25	75	23	0	0	0	0	0	0	0	123	Consented
Bloor Homes Phase 2	208	0	0	28	50	50	50	30	0	0	0	208	Consented
Taylor Wimpey	350	0	25	50	50	50	50	50	50	25	0	350	Consented
YHG Plot A	277	0	0	25	50	50	50	50	52	0	0	277	Subejct to S106 and RM
YHG Plot B EC	100	0	0	0	0	100	0	0	0	0	0	100	Subject to S106 and RM
Taylor Wimpey Optioned tbc	100	0	0	0	0	0	0	0	0	50	50	100	Allocation in HGV Masterplan
CPL MCW	120	0	0	25	50	45	0	0	0	0	0	120	Detailed Application
Morris Optioned	186	0	0	0	25	50	50	50	11	0	0	186	Allocation in HGV Masterplan
Porth Homes (Windy Arbor Rd)	43	0	0	43	0	0	0	0	0	0	0	43	Consented
Councils Land	230	0	0	0	25	55	50	50	50	0	0	230	Allocation in HGV Masterplan
Total No Dwellings	1737	25	100	194	250	400	250	230	163	75	50	1737	
Cumulative Occupations		25	125	319	569	969	1219	1449	1612	1687	1737		
Percentage Occupied		1.44%	7.19%	18.36%	32.75%	55.78%	70.18%	83.41%	92.80%	97.12%	100.00%		

Antic 40 % Triggered @ 695 occupations Feb-26

Tarbock Island Improvement works start 30 months Apr-23

Tarbock Island Improvement works Complete Oct-25 Dec-31

HGV Anticipated Completion

Occupation rates assumed subject to Developer confirmations



Croft Transport Planning & Design

340 Deansgate

Manchester

M3 4LY

0161 837 7380

croftts.co.uk

Offices across the UK

