

Transport Statement to Support Development at Mulberry Waste Ltd Transfer Station, Stockpit Road, Knowsley



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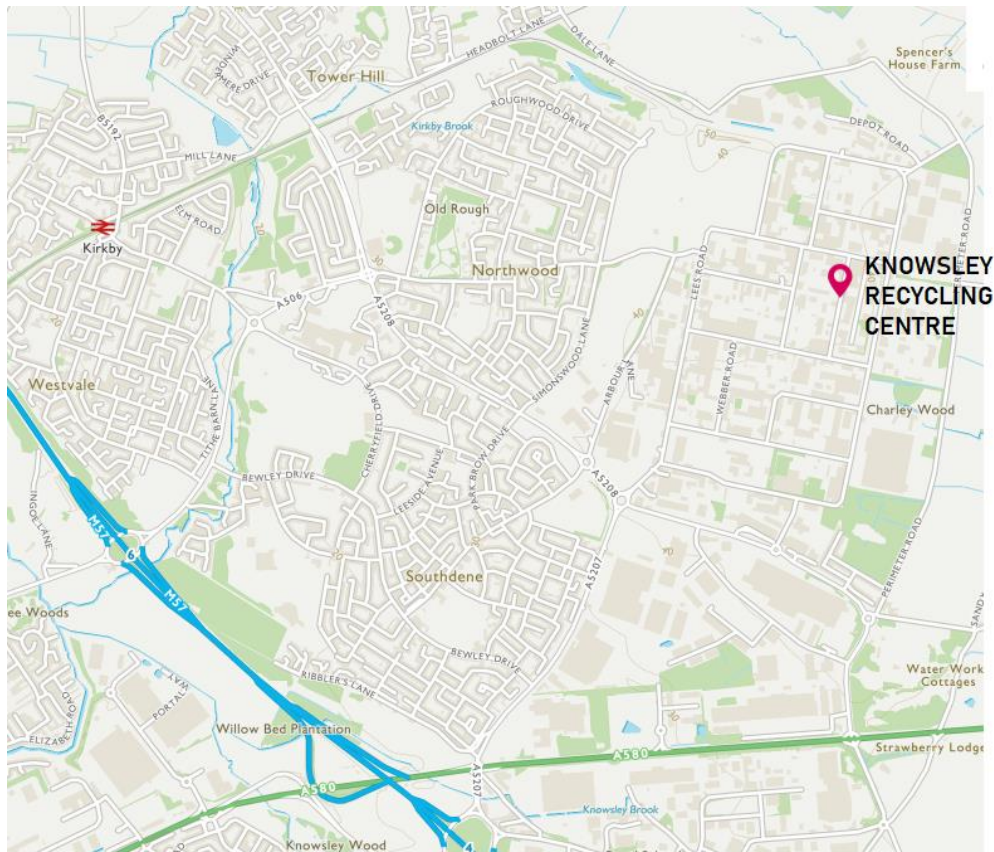
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1 Introduction

1.1 The Study Introduction

- 1.1.1 The Knowsley waste management recycling centre, Stockpit road has been in existence since 2007 when the first permit was first granted.
- 1.1.2 The site is located on the established Knowsley Industrial Estate, situated just off the M57 and with close links to the M58 and M62. Details of existing on-site operations are shown on Drawing 21-647-00-04. Figure 1.1 shown at the end of this chapter, shows the approximate location of the site in relation to the adjacent road network.
- 1.1.3 Mulberry Waste collects waste from all over the country including the Merseyside District. Mulberry waste currently services 90% of all household recycling centres for Waste fluorescent tubes and other waste electronics



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2 Knowsley Industrial Estate

2.1 The Site

- 2.1.1 Mulberry Waste operates from a site located on Stockpit Road which is part of the Knowsley Industrial Estate, which in general, is currently home to various B2 and B8 activities including other waste management facilities and chemical manufacture. Geographically, the site is located to the North East of Liverpool approx. 10km away. In relation to the local highways, it is within 10km of the national trunk road network (M57, M62, M58- leading to the M6). The route does not pass through any significant residential or urban areas.
- 2.1.2 Knowsley Industrial Estate is a purpose built, well established, industrial area. It mainly comprises of industrial premises and warehouses with some properties having associated offices.
- 2.1.3 The site has been operational as a waste treatment and transfer station since 2007 and has the appropriate permits to accept a wide range of hazardous and non-hazardous materials. Mulberry purchased the site in 2016 Similar activities at this site have been undertaken by previous owners since 2007.
- 2.1.4 Details of the existing site layout are shown on the following plan 21-647-00-02

3 The Local Highway Network

3.1 Current Highway Conditions

- 3.1.1 The site is located between Stockpit Road and Draw well Road, Knowsley Industrial Estate. It is accessed off the circular industrial estate road which connects to the A5207 which links to the A580 and then the M57.



Looking South and North, respectively, on Stockpit Road

- 3.1.2 Draw Well Road is the entrance to the site and Stockpit Road is the Exit of a one way system. Both roads are two-way single carriageway road, approximately 7m wide and restricted to a 30mph speed limit. Street lighting and footways are present.



North on Draw Well road and Entrance onto the site from Draw Well Road

- 3.1.3 Many of the industrial premises have their own on-site car parking areas, though shared car parking areas and on-street parking is also permitted.
- 3.1.4 There is sufficient space on Draw Well Road on-site to accommodate any waiting HGVs.

4 The Development and Associated Highway Impact

4.1 Introduction

- 4.1.1 As identified in paragraph 1.1.1, this Transport Statement has been produced to support the associated planning application which seeks permission for the reinstatement of the existing building and waste treatment and transfer facility, operated by Mulberry Waste Limited.
- 4.1.2 Mulberry Waste Ltd has operated at this site since 2016 and this application is for reinstatement of previously fire damaged buildings.

4.2 Future Traffic Volumes

- 4.2.1 Future traffic volumes generated by the proposed development will reflect conditions as experienced in the general economy, and consequently demand will fluctuate in response to markets, though the associated variation in hourly traffic flows is unlikely to be that substantial. In addition, any increases in demand usually only results in an intensification of traffic over a relatively short period of time. However, even in such instances, the associated number of vehicles is unlikely to have any significant impact on the operational capacity of the local highway network and operations at the site are only capable of accommodating a maximum number of vehicles per day and numbers are scheduled accordingly. The improvements are not intended to accommodate any future increases in HGV numbers.
- 4.2.2 Ninety percent of generated HGV traffic is owned by Mulberry Waste Limited. Some 30% of Mulberry Waste Ltd customers are located within the north-west, with the remainder being made up covering the rest of the UK.
- 4.2.3 The site usually only generates/accepts some 8-10 HGVs per week, carrying payloads ranging from 10 – 25 tonnes, which if averaged over a 7 day week, only represents 1-2 movements per day. Where possible the same vehicle will be used for outgoing waste movements as well as incoming further improving efficiencies and decreasing traffic movements. The proposals at the site will not result in an increase in the amount of waste processed and thus will not lead to any increase in existing HGV traffic volumes. We are limited to the amount of waste we can process by the Environment agency and the bespoke site permit.
- 4.2.4 Whilst the aforementioned traffic movements represent 'average' trip numbers generated by the site, daily numbers will vary in accordance with demand. However, the associated HGV volumes are extremely low and subsequently will not have any significant impact on the operational capacity of the adjacent highway network.

- 4.2.5 In addition to HGVs, the site will also generate trips by car by employees and visitors. However, the site does not employ significant numbers of staff and thus associated generated traffic volumes will not prove significant. On-site car parking spaces will be provided to accommodate vehicles generated by operatives and visitors, and spaces will be identified for use by any mobility impaired drivers. In addition, provision will be made for the safe storage of cycles should any employees choose to cycle to work.
- 4.2.6 The generation of such low traffic volumes will not have any significant impact on highway capacity as the daily variation in background traffic volumes is likely to be greater than the numbers generated by the site.

4.3 Mitigating Measures

- 4.3.1 In addition, supporting traffic management measures to ensure safe and efficient on-site operations and to reduce any potential conflict with other road users are currently in place and include:
- 10 mph on-site speed limit, 5mph for FLT's;
 - Informing drivers of the need to comply with speed limits, to be considerate to other motorists and to pay particular attention to the more vulnerable road users e.g. pedestrians, cyclists and equestrians;
 - Ensuring that all contractors are fully aware of the need to comply with the site's operational traffic management regime. The requirement for compliance is made an integral part of their contracts.

4.4 Management of Worker Traffic

- 4.4.1 Whilst the development will not generate a significant number of private car trips measures will also be required in order to manage and reduce the impact of traffic generated by employees, and initial proposals (some common to HGV movements) include:
- Car sharing to reduce vehicle numbers will be encouraged;
 - Secure cycle parking facilities will be provided;
 - Details of bus timetables regarding local bus services will be displayed on staff notice boards; and
 - The operator will ensure that all drivers will be informed of the requirement to drive safely and within the prevailing speed limits on all approaches to the site.

5 Summary and Conclusion

5.1 Summary

- 5.1.1 Mulberry Waste Ltd has been successfully operating at the site since 2016 and thus the generation of traffic, including HGVs, from the site is already established. The proposals are required to replace a pre-existing building and maintain on-site operations. In addition, improved on-site one way systems will be in place to facilitate a safer working environment and manoeuvring area for HGVs.
- 5.1.2 The site is located on a purpose built industrial estate and operations generated by Mulberry Waste Ltd are consistent with the intended land-uses. Neighbouring land-uses in the area will also generate HGV traffic and thus the suitability of the highway network to accommodate such vehicle types is proven.
- 5.1.3 The proposed on-site building reinstatements are not intended to accommodate any increase in the future volume of HGVs and cars which the site will generate, and thus associated traffic flows are unlikely to have any adverse impact on the operational capability of the existing highway network. In addition, generated HGV movements are distributed throughout the site's daily operational period, thus minimising any potential highway impact.

5.2 Conclusion

- 5.2.1 HGV and car traffic generated from the existing site are already well established and the proposals will not change the existing volume of traffic movements.
- 5.2.2 Overall, the amount of traffic the site currently accepts and generates, is minimal, and is likely to be substantially less than the variation in daily traffic volumes on the adjacent highway network and associated junctions.
- 5.2.3 Based on the information provided in relation to existing and future operations at the site, it is evident that there are no highway grounds on which to oppose the associated planning application.