

ES Appendix IV

Transport Statement

Transport Statement

**Proposed High Temperature Treatment Facility for Medical Waste,
Stopgate Lane, Simonswood**

Culzean W2E Limited (Trading as Community Power)

December 2021

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Cowlyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400
F: 0161 832 5111



E: info@scptransport.co.uk
W: www.scptransport.co.uk

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1.0 INTRODUCTION

Overview

- 1.1 SCP have been instructed by Culzean W2E Limited to provide highway, traffic and transport advice in support of a planning application for a medical waste thermal treatment plant on land to the south of Stopgate Lane, Simonswood.
- 1.2 This Transport Statement (TS) has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This report provides an assessment of the traffic and transport implications associated with the development proposals to inform the local planning and highway authority, regarding the nature and magnitude of their impact.

Planning Background

- 1.4 Given that the development proposals are for a medical waste thermal treatment plant, they fall under Schedule 1 of the Environmental Impact Assessment (EIA) regulations, an EIA is required to be submitted with the application. A scoping request was therefore submitted to both Lancashire County Council (LCC) and Knowsley Council (KC) in accordance with Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 1.5 LCC provided a separate pre-application response, dated 9th November 2020, and LCC and KC provided further comments following the EIA scoping request, dated 15th October 2020 and 24th November 2020 respectively. In summary, it was noted that the proposed development is relatively small scale and following an initial review, LCC stated that "*the local highway network can safely accommodate the proposed level of additional vehicles, as described, with no significant impact*" and that a "*simple transport statement would suffice to evaluate the highways and transportation impacts of any application*". A summary of the additional comments raised by LCC/KC, which have been addressed throughout this report, is provided below:
 - It should be demonstrated that the site is large enough for HGVs to turn within the site and a layout plan for car parking, including disabled parking, should be provided.
 - It was noted that there are historic and ongoing issues with HGVs contravening their prohibition of use of Shevington's Lane, located near the site access, and therefore clarification on HGV routing to and from the facility, as well as construction vehicle routes, has been requested.

- In addition, LCC would like to explore measures within this planning application to encourage / ensure that traffic from this development does not use routes that are unauthorised.
- It was also noted that the existing access to the industrial estate is in poor condition, which would benefit from some enhancement, and the highway surface on the access leads to issues of debris being tracked onto Stopgate Lane.

Structure of This Report

1.6 The structure of this report is as follows:-

- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
- Chapter 3 - defines the development proposals including servicing and parking arrangements;
- Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
- Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
- Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

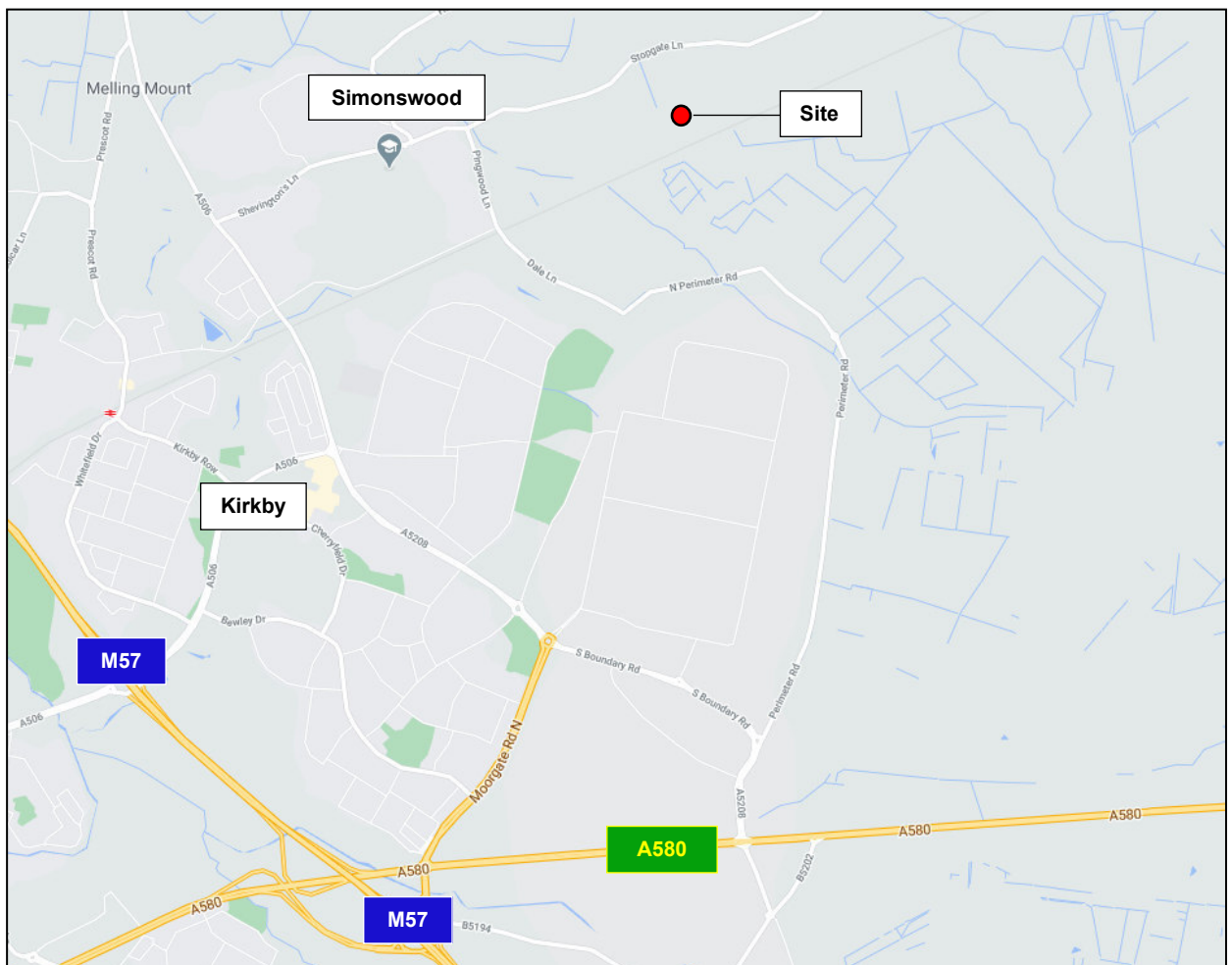
Overview

- 2.1 This Chapter provides a detailed description of the location of the site, its existing use, the local highway network and road safety record.

Site Location and Composition

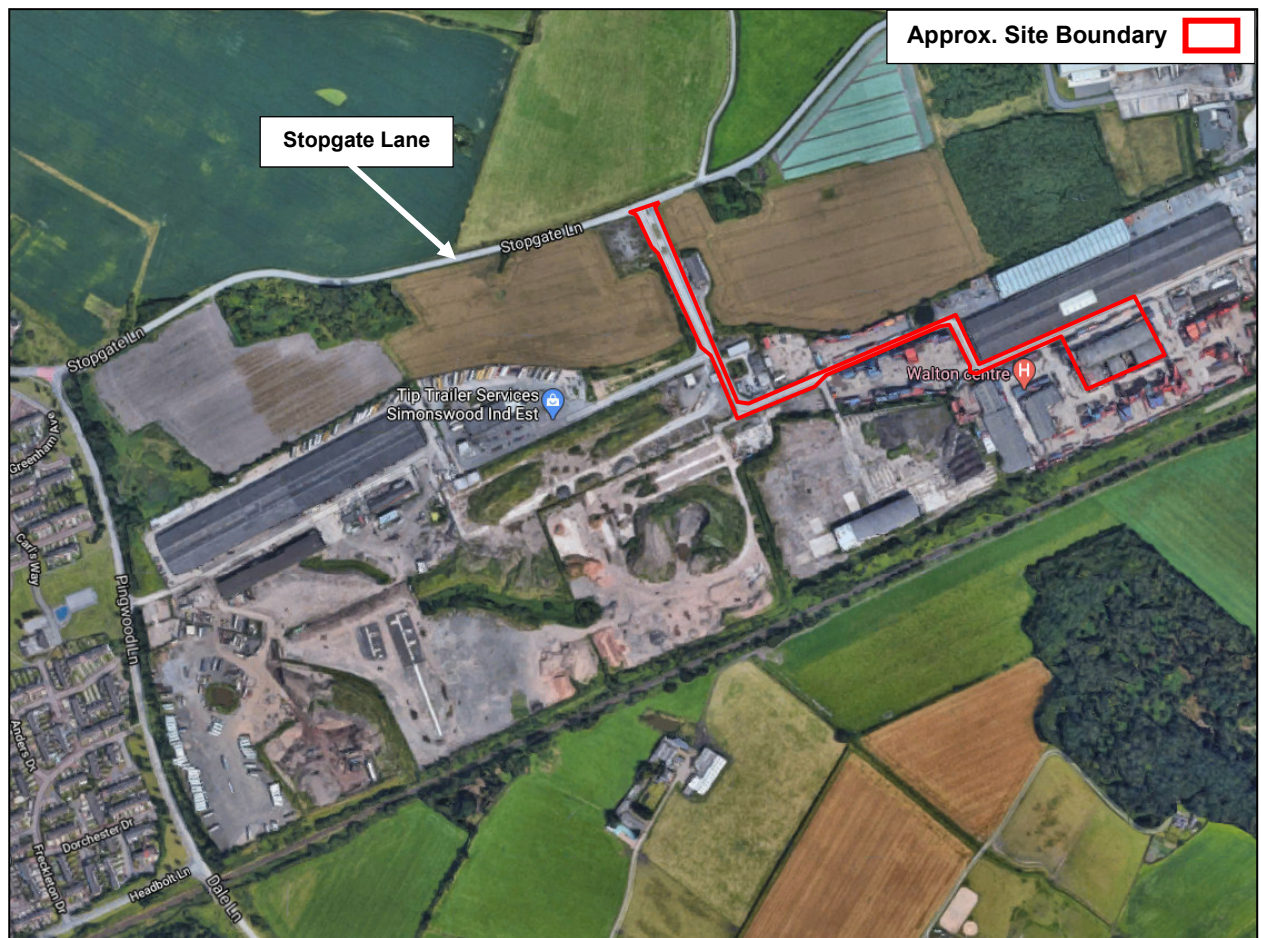
- 2.2 The application site is located on Simonswood Industrial Estate which is a well-established industrial area located on land to the south of Stopgate Lane, in Simonswood, approximately 2.8km north-east of Kirkby. **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.3 The application site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local Highway Network



- 2.4 The site has an area of circa 0.6 hectares and was previously used as part of a wider site for the storage of shipping containers. However, following the grant of planning permission (Application Reference: LCC/2020/0007) on 2nd January 2020, the site now forms part of a wider waste transfer site and is currently used for the storage of mounds of aggregate materials.
- 2.5 Simonswood Industrial Estate and the application site are currently accessed via a simple priority-controlled junction off Stopgate Lane, as show on [Figure 2.3](#) below. The existing access is well-established and benefits from a large bellmouth to accommodate the existing HGV movements generated by the industrial estate. The industrial estate access road measures approximately 22m in width which includes a vegetated/signed central island to separate the entry and egress movements.

Figure 2.3 – Simonswood Industrial Estate Access



Local Highway Network

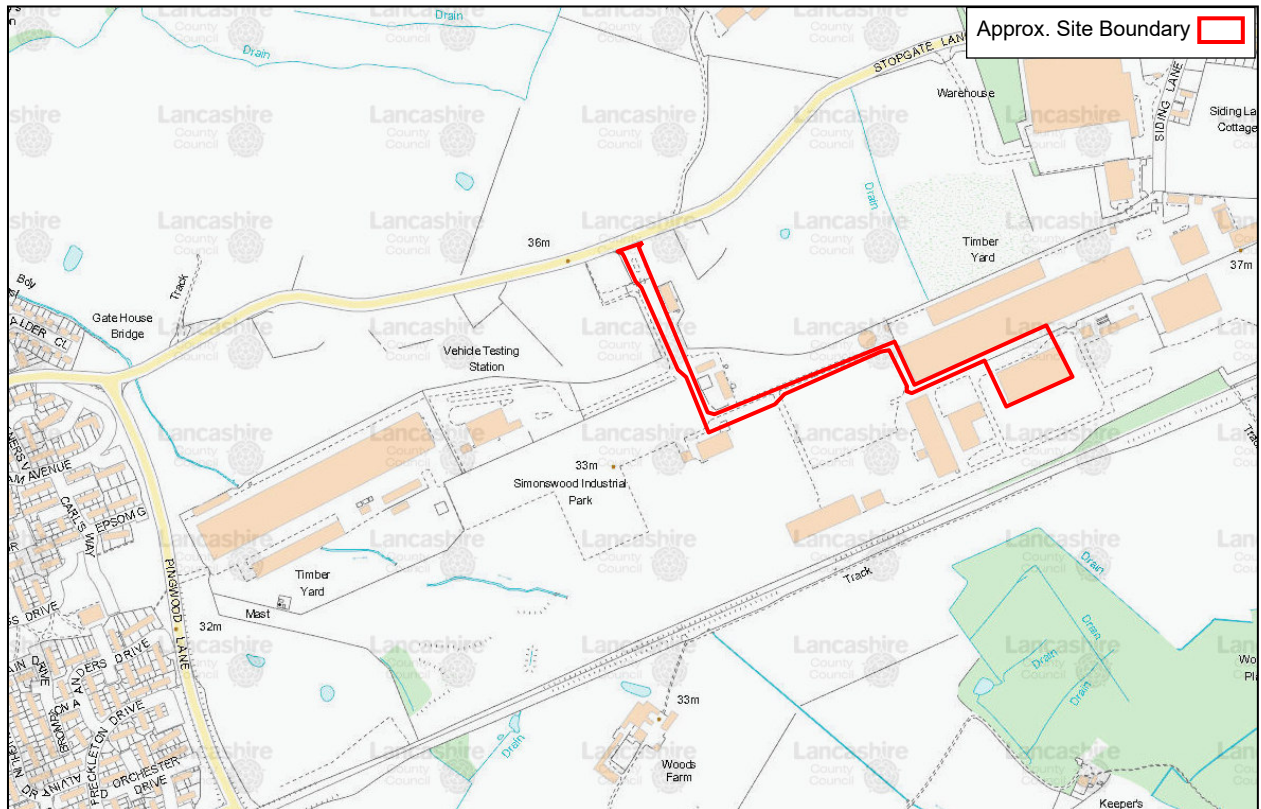
- 2.6 Stopgate Lane runs in a south-west to north-east direction and connects the Stopgate Lane / Pingwood Lane / Shevington's Lane junction, to the south-west, with the Coach Road / Moss Lane junction to the north-east, via Sineacre Lane and Moss Lane.
- 2.7 Within the vicinity of the Simonswood Industrial Estate access, Stopgate Lane is subject to a 40mph speed limit, has a carriageway width of approximately 5.5m and benefits from a footway on the northern section of the carriageway.

Road Safety Record

- 2.8 The NPPG states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"*.

- 2.9 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from Lancashire County Council's Maps and Related Information Online system. The location of the accidents in the vicinity of the site are shown in **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.10 The analysis shows that no accidents have been recorded at the site access or on Stopgate Lane in the vicinity of the site over the 5-year study period.
- 2.11 The evidence presented above and in **Figure 2.4** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals. Furthermore, the enviable accident record demonstrates that the existing access to Simonswood Industrial Estate operates safely for all users.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the demolition of the existing building and the construction of a medical waste thermal treatment plant on land to the south of Stopgate Lane, Simonswood.
- 3.2 The proposed development is shown on the site layout plan illustrated in **Appendix A**.

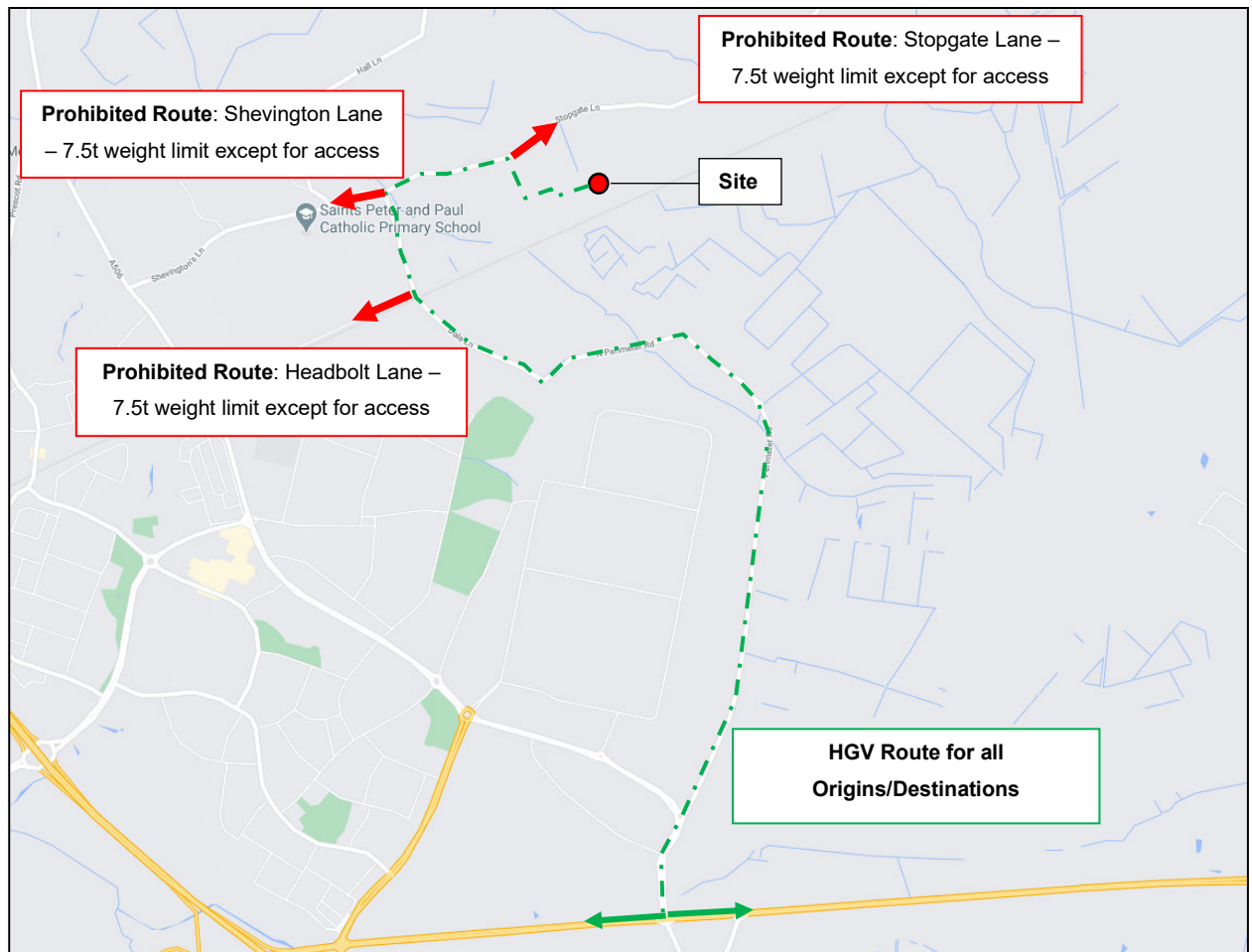
Proposed Operations

- 3.3 The applicant has confirmed that medical waste will be delivered to the site where it will be weighed, sorted and thermally treated at a total throughput capacity of 400kg/hour. The thermal treatment process will be operated on a continual basis, 24/7, except for periods of maintenance/shut down.
- 3.4 The development proposals will generate 12 full-time jobs and in addition to staff travelling to/from the site, it is envisaged that the thermal treatment plant will generate a maximum of 24 two-way vehicular movements, which will be a mixture of HGVs and 7.5t vehicles. It should be noted that all HGV movements for the delivery and export of materials will be between the hours of 06:00 and 20:00

Proposed Access Arrangement and Vehicle Routing

- 3.5 Vehicular access to the development will be provided via the existing access to Simonswood Industrial Estate, off Stopgate Lane. As detailed earlier, the access is a well-established access that accommodates frequent two-way HGV movements and has an enviable safety record.
- 3.6 KC and LCC noted that there are historic and ongoing issues with HGVs contravening the prohibition of use of Shevington's Lane. In addition to Shevington's Lane, there is a 7.5t weight limit restriction on Headbolt Lane and Stopgate Lane (east of Simonswood Industrial Estate). On this basis, a routing plan has been produced to inform drivers of the permitted route, via Pingwood Lane, as well as the aforementioned restricted routes, as shown on **Figure 3.1** below. The HGV routing plan can be conditioned as part of any planning permission.

Figure 3.1 – Vehicle Routing Plan



- 3.7 All routing information will be communicated to all construction contractors, displayed on-site and passed to all employed drivers who will also be informed that they will face disciplinary action if caught contravening.

Internal Site Layout and Parking

- 3.8 The internal site layout has been designed to accommodate the movements of a 16.5m articulated vehicle. Swept path analysis has been undertaken, as shown on drawing SCP/200834/ATR01 Rev B, presented in **Appendix B**, which demonstrates that a 16.5m articulated vehicle can safely turn at the proposed turning circle and exit the site in a forward gear.
- 3.9 Given the very specific operations that will take place at the site it is not appropriate to apply typical parking standards to the development. Instead, it is considered more appropriate for the proposed level of parking to be informed by the anticipated staff numbers at the site.

- 3.10 As detailed earlier, up to 12 full-time staff will be employed at the facility, with approximately 10 staff anticipated to travel to work by car, as detailed later. As can be seen from the site layout plan presented in [Appendix A](#), 12 parking spaces are provided, including 2 disabled bays and 2 EV bays, which is considered sufficient to accommodate the demand generated by the staff, along with any visitors. It should also be noted that the facility is 24-hour and only circa 4 staff are anticipated to be on site at any one time (circa 8 during the staff change over periods).

4.0 SUSTAINABLE TRANSPORT APPRAISAL

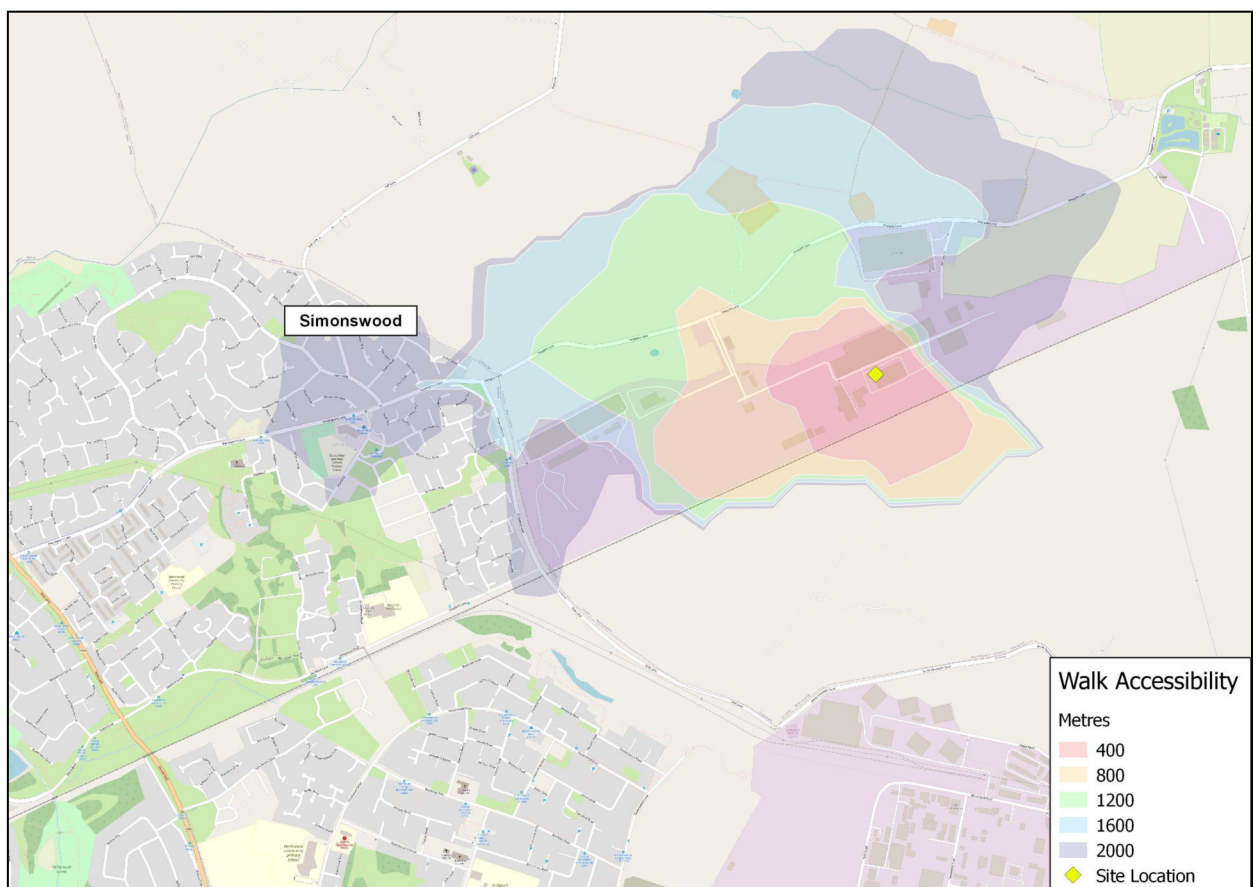
General

- 4.1 As detailed earlier, the site is located on a well-established industrial estate, however, this Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

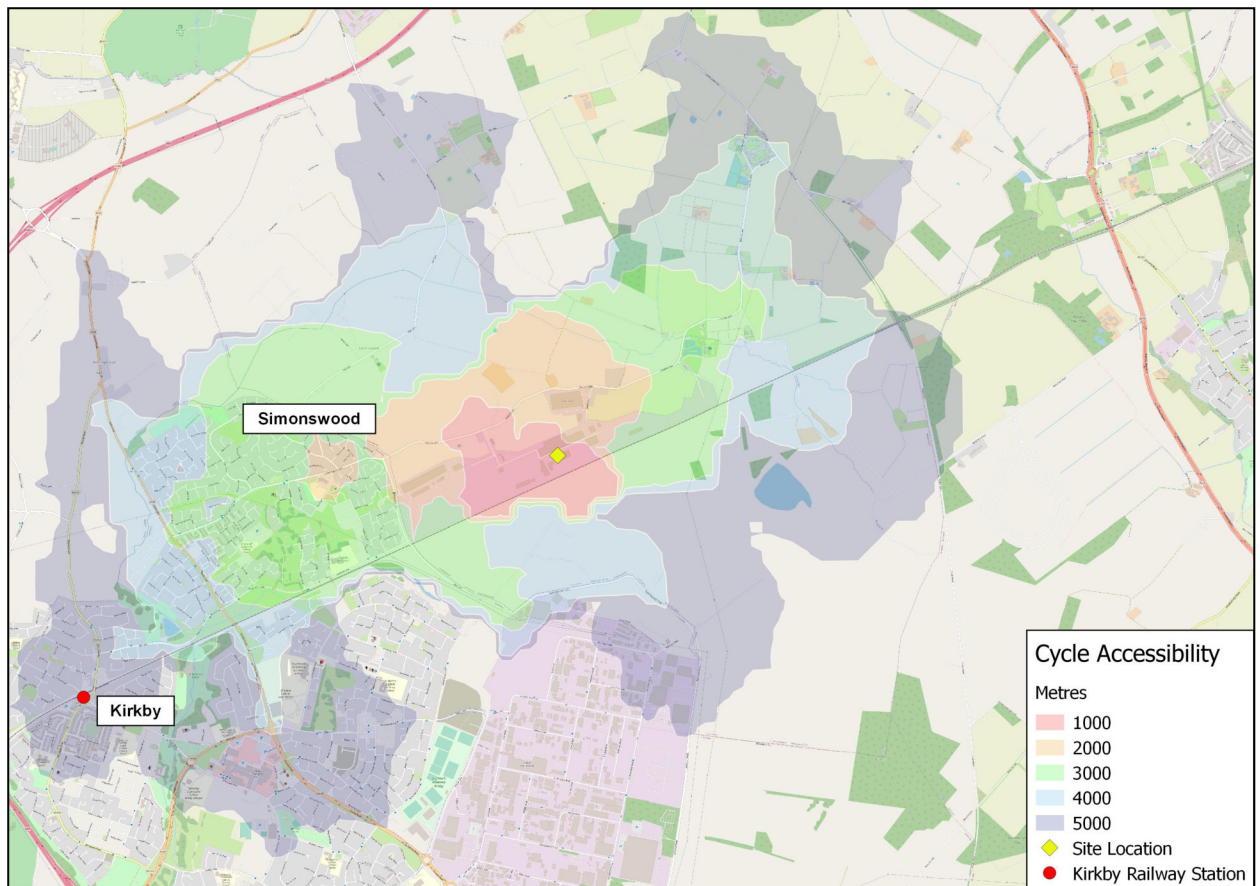


- 4.3 The site is within an acceptable walk distance of the nearby residential area of Simonswood, which provides a catchment for prospective staff members. Furthermore, Pats Truck Stop Café as well as Zoe's Choice Takeaway and a convenience store is located to the west of the site, all of which can be accessed by staff on foot during their lunchbreaks.

Cycle Accessibility

- 4.4 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.5 The plan demonstrates that the nearby areas of Simonswood and Kirkby are located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff to travel to/from work via bicycle.
- 4.6 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective staff.

Public Transport

- 4.7 The nearest bus stops to the site are located on both sides of Pingwood Lane, approximately 170m south of the Stopgate Lane / Pingwood Lane / Shevington's Lane junction. These bus stops are served by the number 20 bus which provide regular services, seven days a week, to numerous locations including Kirkby, Walton and Liverpool, amongst others. Furthermore, the number 20 bus offers prospective staff additional transport connections given that it also stops at Kirkby Bus Station and Kirkby Railway Station. Therefore, prospective staff of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
- 4.8 In terms of rail services, Kirkby Railway Station is located approximately 4.3km south-west of the site and is therefore well within an acceptable cycling distance. Furthermore, the number 20 bus service stops outside the railway station for staff that choose not to cycle. The railway station offers regular direct services throughout the week including services to Liverpool, Fazakerley, Kirkdale, Sandhills, Rainford, Wigan, Salford and Manchester, amongst others.
- 4.9 The site is therefore within a reasonable proximity to both bus and train services that serve both the local area and other destinations further afield.

Summary

- 4.10 The site is located on a well-established industrial estate and is considered to be acceptable in terms of its accessibility by all the major non-car modes of transport. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.

5.0 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the proposed development and draws conclusions on the anticipated impact of the development on the local highway network.
- 5.2 As detailed earlier, the site was previously used as part of a wider site for the storage of shipping containers and now forms part of a wider waste transfer site and is currently used for the storage of mounds of aggregate materials. Whilst it is not possible to accurately estimate the level of traffic movements generated by the existing site, it is clear that this would be significant and include a number of HGV's. The level of traffic generated by the previous/existing use has not been taken into account to allow for a robust assessment.

Trip Generation

- 5.3 The applicant has confirmed that the thermal treatment plant operations will generate a maximum of 24 two-way vehicular movements per day, which will be a mixture of HGVs and 7.5t vehicles. In addition, the development proposals will generate 12 full-time jobs.
- 5.4 The HGV movements for the delivery and export of materials will be between the hours of 06:00 and 20:00, and therefore, it is estimated that on average of circa 2 two-way HGV movements will arrive/depart the site per hour.
- 5.5 In order to estimate the number of staff that will travel by car, the 2011 census records for the West Lancashire 008 MSOA have been analysed and the results show that 79% of those who work in the West Lancashire 008 MSOA travel by car.
- 5.6 Applying the 79% single car occupancy rate to the level of staff proposed, approximately 10 staff are anticipated to travel to work by car. However, it should be noted that only circa 4 staff are anticipated to be on-site at any one time due to anticipated shift patterns (circa 8 during shift change over periods) and therefore, it is estimated that a maximum of 6-7 two way movements will arrive/depart the site when taking into account shift change over periods and having regard to the number of staff likely to travel by car.
- 5.7 The anticipated trip generation for the proposed development is therefore as follows:

Table 5.1 – Total Proposed Development Traffic Generation (Peak Hour)

Unit		Trips - Total Vehicles Per Hour	
		Arrivals (HGVs)	Departures (HGVs)
Hourly Trip Generation	AM	4 (1)	3 (1)
	PM	3 (1)	4 (1)

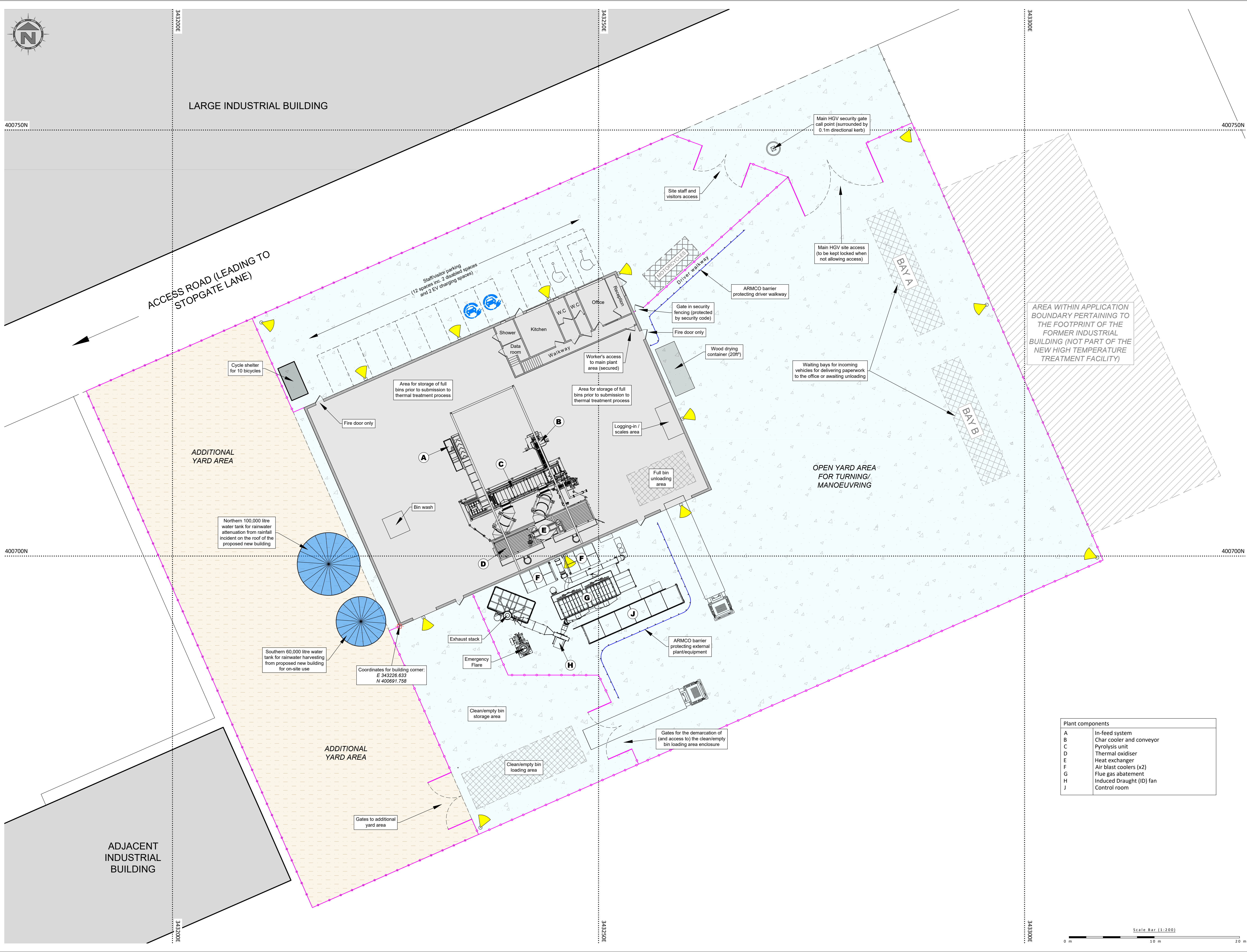
- 5.8 As can be seen from the above, the proposed development will result in a maximum increase of only 9 two-way vehicles (including 2 HGVs) during both the AM and PM peak hours.
- 5.9 Volumetrically, this equates to roughly one additional vehicle movement every 6-7 minutes in the peak hours. This increase in traffic will not have a material impact on the operation or safety of the local highway network. It should also be noted that majority of traffic generated by the site is likely to be outside of peak hours due to the facilities 24-hour operations and anticipated shift patterns.
- 5.10 Having regard to the above, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.
- 5.11 LCC noted that the existing access to the industrial estate is in poor condition, which would benefit from some enhancement. However, this is clearly an existing issue and, given the low volume of traffic the development will generate, it is not considered to be necessary or reasonable for the applicant to re-surface the industrial estate access where it meets Stopgate Lane.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Culzean W2E Limited to provide highway, traffic and transport advice in support of a planning application for a medical waste thermal treatment plant on land to the south of Stopgate Lane, Simonswood.
- 6.2 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing access to Simonswood Industrial Estate operates safely.
- 6.3 The site is located on a well-established industrial estate which offers satisfactory levels of accessibility to the site via walking, cycling and public transport facilities. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for to work.
- 6.4 Vehicular access to the development will be provided via the existing access to Simonswood Industrial Estate, off Stopgate Lane. A routing plan has been identified to inform drivers of the permitted route, via Pingwood Lane, which can be conditioned as part of any planning permission. This routing strategy will be communicated to all construction contractors, displayed on-site and passed to all employed drivers who will also be informed that they will face disciplinary action if caught contravening.
- 6.5 The internal site layout has been designed to accommodate the movements of a 16.5m articulated vehicle and the proposed parking provision is considered sufficient to accommodate the demand generated by the staff, along with any visitors.
- 6.6 The proposed development will not result in a material increase in vehicular trips and majority of traffic generated by the site is likely to be outside of peak hours due to the facilities 24-hour operations and anticipated shift patterns. The likely increase in traffic will not have a material impact on the operation or safety of the local highway network.
- 6.7 Having regard to the above, it is concluded that there is no highway-related reason to withhold planning permission for the scheme and the proposed development is therefore commended for approval.

S|C|P

APPENDIX A

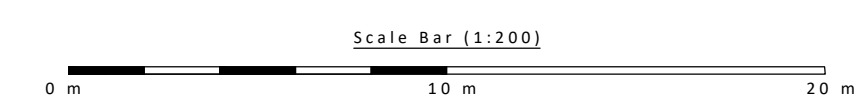


NOTES
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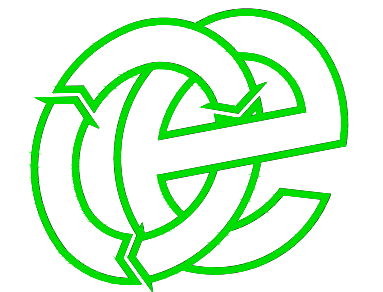
REVISION HISTORY			
Rev	Date	Init:	Description:
-	03.12.20	RS	Initial drawing
A	05.08.21	RS	Layout amended
B	11.08.21	RS	Wood drying container added
C	08.10.21	RS	Amended plant configuration
D	23.11.21	RS	Client comments
E	28.11.21	RS	Amendments; surfacing added
F	30.11.21	CG	Water tanks
G	01.12.21	RS	Amendment to water tanks
H	07.12.21	RS	Client comments (submission)

- KEY:**
- Fixed lighting
 - Electrical vehicle (EV) charging point
 - Perimeter security fencing (minimum 2.0m high)
 - Main site area (surfaced with concrete)
 - Additional yard area (surfaced with stone overlying existing concrete)

Plant components	
A	In-feed system
B	Char cooler and conveyor
C	Pyrolysis unit
D	Thermal oxidiser
E	Heat exchanger
F	Air blast coolers (x2)
G	Flue gas abatement
H	Induced Draught (ID) fan
J	Control room



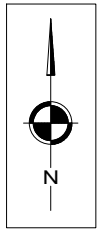
Oaktree Environmental Ltd
Waste, Planning and Environmental Consultants



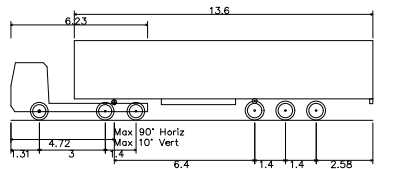
DRAWING TITLE PROPOSED LAYOUT PLAN		
CLIENT Culzean W2E Limited		
PROJECT/SITE Proposed High Temperature Treatment Facility, Stopgate Lane, Simonswood		
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Lime House, Road Two, Winsford, Cheshire, CW7 3QZ t: 01606 558833 e: sales@oaktree-environmental.co.uk		

S|C|P

APPENDIX B



NOTES



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 4.632m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.870m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	REVISED SITE LAYOUT	13.10.2021	ALM
B	REVISED SITE LAYOUT	01.12.2021	BH

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
CULZEAN W2E LIMITED
(TRADING AS COMMUNITY POWER)

Project Title:
STOPGATE LANE, SIMONSWOOD

Drawing Title:
SWEPT PATH ANALYSIS
- 16.5m HGV

Drawn By: BH Date: 08.12.2020

Checked: PT Scale: 1:500 @ A3

Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/200834/ATR01 Rev. B