



Construction Waste Recycling Centre, Formby Transport Statement

For Merebridge Construction

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DOCUMENT CONTROL SHEET

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1. INTRODUCTION

1.1 Overview

1.1.1 Hydrock has been appointed to provide transport planning advice for a retrospective planning application for the temporary siting of a Construction Waste Recycling Centre located at Altcar Road, Formby, Liverpool. The proposal consists of the provision of waste storage bays, staff parking spaces and administration buildings with access from Altcar Road, shared with Formby Football Club. There is no public use of the facility.

1.1.2 The development is anticipated to be in use for up to five years.

1.1.3 The site is located on the B5195 Altcar Road, around 1.4km east of the centre of Formby. A Veolia managed Household Waste Recycling Centre is to the west, and a grouping of football pitches to the east. A Site Location plan is included below as Figure 1.1.

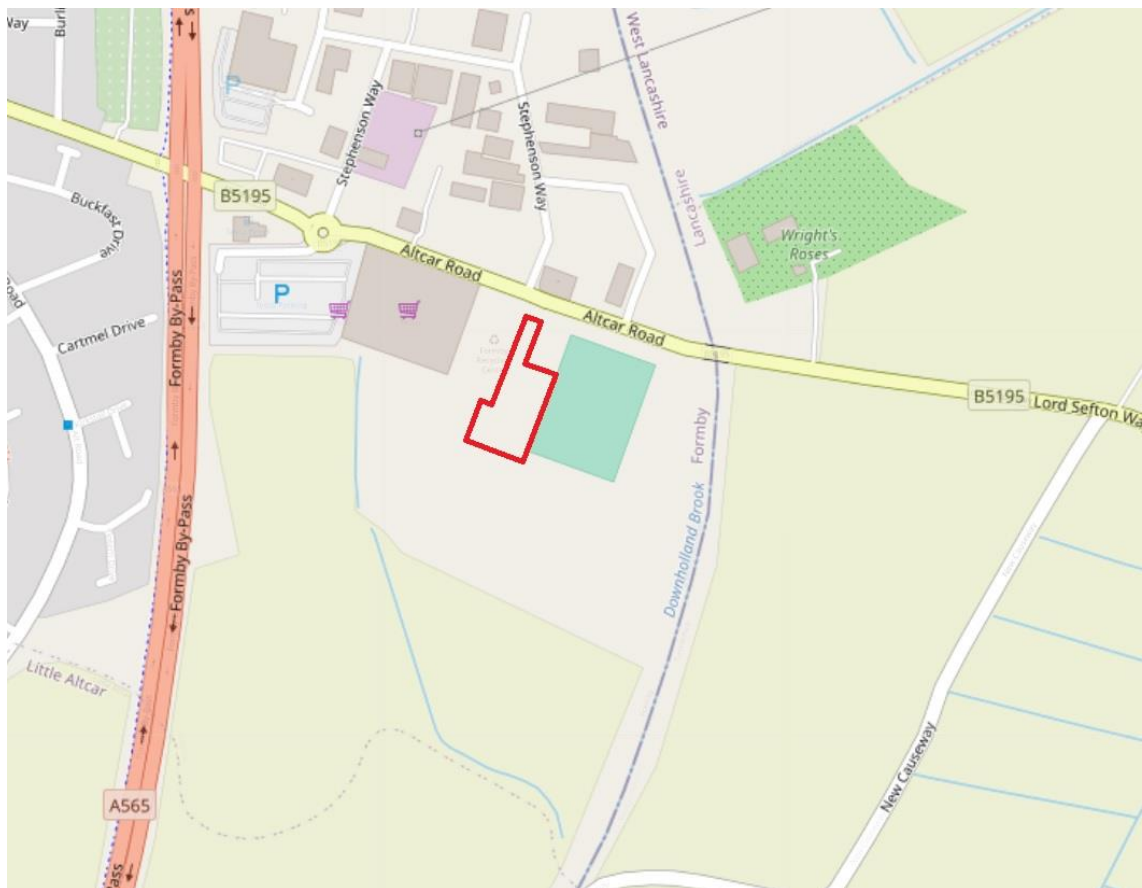


Figure 1.1: Site Location Plan

1.2 Scope and Planning History

1.2.1 A retrospective planning application (reference DC/2020/00986) for this Construction Waste Recycling Facility was refused by Sefton Council in September 2020. The reasons for refusal included the following:

"It has not been demonstrated that the proposal will have safe and easy vehicle movement to the highway, which is contrary to the requirements of Local Plan policy EQ2 'Design' and policy ESD2 'High

Quality Design' of the Formby and Little Altcar Neighbourhood Plan. The proposal is therefore unacceptable."

1.2.2 This short Transport Statement (TS) has been prepared to provide the information required by Sefton Council to address this reason for refusal. The scope of the TS has been agreed with Highways Development Control officers ahead of the submission of this planning application and pre-application comments have been considered and addressed in this document.

1.2.3 This TS demonstrates that safe and suitable access is achievable for all modes, that the proposed parking and servicing arrangements will operate safely and the proposal will not have any material impacts on highway capacity or safety requiring mitigation.

1.3 Policy

1.3.1 This TS considers the National Planning Policy Framework (NPPF, 2019) and the associated National Planning Practice Guidance (NPPG), as well as the Sefton Local Plan (2017) and the Formby and Little Altcar Neighbourhood Plan (2019).

1.3.2 Of particular relevance are:

- Local Plan policy EQ2 which states: "Development will only be permitted where... The arrangement of buildings, structures and spaces... Ensures safe and easy movement into, out of, and within the site for everyone, including pedestrians, cyclists and those with limited mobility"
- Neighbourhood Plan Policy ESD2, which states: "Proposals should demonstrate consideration of... Safety of movement and circulation of walkers, cyclists, vehicles and people with limited mobility/disability, both within and to/from the site".

1.3.3 Sefton Council's Sustainable Travel and Development SPD provides considerations for sustainable travel from new developments and the authority's parking standards.

1.4 Structure

1.4.1 The remainder of this TS has been set out as follows:

- Section 2 sets out the **Existing Conditions**, including sustainable travel conditions, highways information and a summary of road safety in the vicinity of the site;
- Section 3 describes the **Development Proposal** including the proposed site layout, details of the proposed vehicular access and visibility, delivery access, parking and access by non-car modes;
- Section 4 considers the **Trip Generation** of the development and sets out the negligible impact on the local highway network; and
- Section 5 provides a **Summary and Conclusions**.

2. EXISTING CONDITIONS

2.1 Sustainable Travel

- 2.1.1 The site is a waste recycling facility and demand for access by non-car modes will be very limited. Nevertheless, this matter is briefly considered below.
- 2.1.2 The site is well connected to the surrounding residential area. Pedestrian access is via a footway which runs immediately outside the site on Altcar Road. Pedestrians from the site would then cross to the northern side of the road, where the footway provides a continuous pedestrian link to the nearby Tesco, Little Altcar and onwards into Formby.
- 2.1.3 While there isn't any cycle infrastructure in the immediate area, Altcar Road towards Formby is subject to a 30mph limit and is at least 6.0 metres wide along its length. These conditions are suitable for safe cycling towards Formby.
- 2.1.4 Buses to Formby town centre are available from the stop on Altcar Road, approximately 870 metres west of the site.
- 2.1.5 A wider range of services are available at Three Tuns Lane, around 1.1km west of the proposed development. Services from this stop serve destinations including Liverpool, Crossens and Preston.
- 2.1.6 Formby Station is around 2.1km west of the proposal site (a 25-minute walk or an 8-minute cycle). Services are run by Merseyrail and run north to Southport and south to Hunts Cross.
- 2.1.7 The local area therefore offers opportunities for sustainable travel for staff and visitors to the site.

2.2 Local Highway Network

- 2.2.1 The site is accessed from B5195 Altcar Road, which connects Formby to the A59, south of Ormskirk. It is subject to the national speed limit at the point of access, reducing to 30mph immediately to the west of the access.
- 2.2.2 A speed gun survey was undertaken on the approaches to the site access in early October 2020. The survey recorded 200 vehicle movements in each direction and identified the following 85th percentile speeds:
- Westbound: 35 mph
 - Eastbound: 32 mph
- 2.2.3 The speed survey data is provided in full in Appendix A.

2.3 Road Safety

- 2.3.1 Collision information database Crashmap was interrogated for the five years up to 2020. The results are shown in Figure 2.1 below and provided in more detail in Appendix B

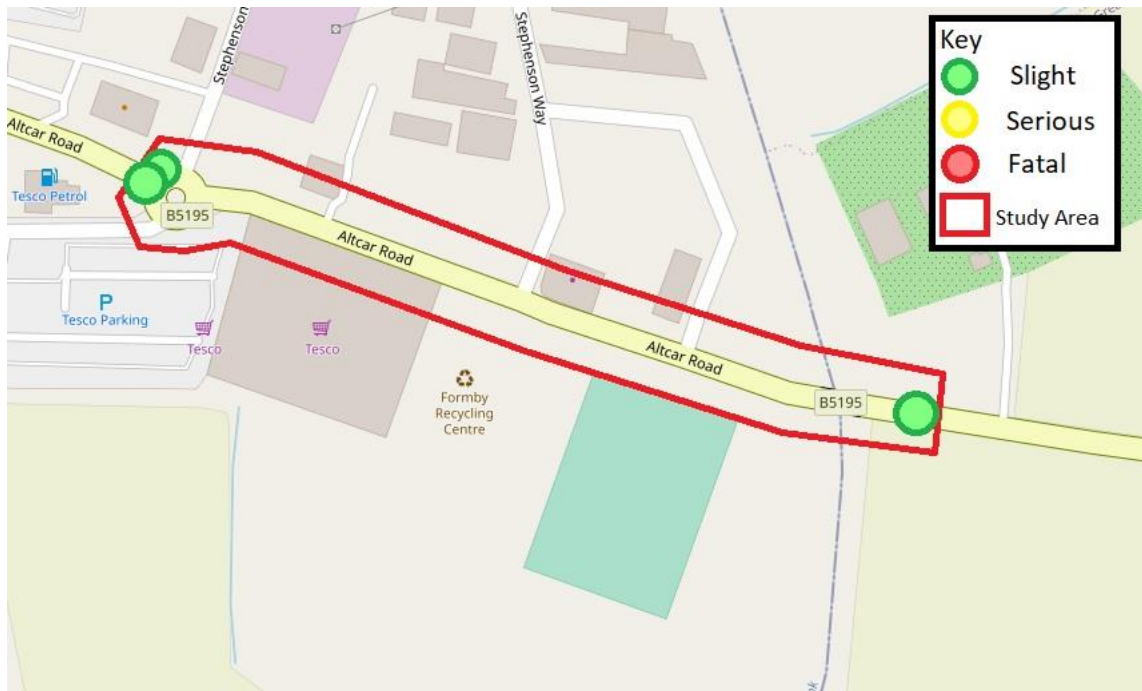


Figure 2.1: Road Safety Data

- 2.3.2 In the study area for the five years investigated, three incidents with a slight severity were recorded. Two accidents were at the Altcar Road/Stephenson Way/Tesco roundabout, while the third was located east of the bridge on Altcar Road.
- 2.3.3 Neither of these incidents involved pedestrians and one, reported in 2018, involved a cyclist.
- 2.3.4 None of the incidents reported occurred within the immediate vicinity of the site access. As such, it can be concluded that there are no highway safety issues associated with the geometry or layout of the highway at this location.

3. DEVELOPMENT PROPOSAL

3.1 Overview

- 3.1.1 The application is for retrospective planning permission for a Construction Waste Recycling Facility comprising of three waste bays, storage areas and administration buildings. Wheel washing facilities will be present for vehicles exiting the site.
- 3.1.2 The administration buildings are comprised of a temporary small office building, a toilet block and kitchen area for the on-site staff.
- 3.1.3 The site will operate Monday to Friday from 8am to 4.30pm. There will be no weekend or evening use and no public use of the facility.
- 3.1.4 The proposed site layout plan is provided in Appendix C.

3.2 Access

- 3.2.1 Access will be from the existing access on Altcar Road, shared with Formby Football Club. The review of highway safety information demonstrates that the site access is operating safely at present.
- 3.2.2 The access is located on the boundary of the 30mph speed limit. Speed survey data reported in Section 2 of this report shows 85th percentile speeds of 35 mph westbound and 32 mph eastbound on Altcar Road in the vicinity of the access.
- 3.2.3 Accordingly, it is appropriate to calculate visibility provision in line with standards in Manual for Streets, as detailed below:

Stopping Sight Distance (SSD)

$$SSD = vt + v^2 / 2d$$

V = Speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

A further 2.4m has been added to account for Vehicle Bonnet Length.

- 3.2.4 The SSD calculation for this location indicates that the following visibility splays are required:
 - 2.4m x 47.0m to the west;
 - 2.4m x 53.6m to the east.
- 3.2.5 These visibility splays are shown on drawing 16008-HYD-XX-XX-DR-0001 in Appendix D, which demonstrates that these can be achieved within with applicant's land control and the public highway.
- 3.2.6 As set out above, it is important to note that the Waste facility operates on weekdays only between the hours of 8.00am and 4.00pm. The football club operation covers evenings and weekends, with training starting at 5pm on weekdays i.e. the facilities operate at separate times, with no overlap in hours of operation. It is understood that there has recently been some use of the football club car park during the day - this is unauthorised use of this area and steps are being taken by the landowner to prevent unauthorised use of the car park.

3.3 Internal Layout

3.3.1 The layout of the development ensures that vehicles using the facility can enter and exit the site in a forward gear. Vehicle tracking diagrams have been attached in Appendix E.

3.4 Parking

3.4.1 The proposal is a bespoke use and the parking standards given in the Sustainable Travel and Development SPD are not relevant.

3.4.2 The site layout includes five car parking spaces for staff only and this is considered sufficient for the proposal.

3.5 Summary

3.5.1 Adequate visibility is achievable from the site access, which is operating safely at present. Swept paths demonstrate that heavy vehicles can access, egress and turn within the site. Adequate car parking is provided for the small number of staff that will be based on the site.

4. TRIP GENERATION AND IMPACT

4.1 Proposed use

- 4.1.1 The hours of operation for the site are from 08:00 to 16:30 on weekdays only.
- 4.1.2 The operation is a bespoke use and is not covered by surveys in the TRICS trip generation database. A first principles approach to calculating trip generation has therefore been used, using information supplied by the applicant based on their current operation.
- 4.1.3 Typically, the site generates 10 Heavy Goods Vehicles per day. It is anticipated that these vehicles would be 12-metre-long rigid tippers, weighing 20 tonnes. Each vehicle will make a 2-way trip, and this therefore equates to 20 additional two-way trips on the network between 08:00 and 16:30, i.e. two to three two-way HGV trips per hour over an 8.5-hour period.
- 4.1.4 Three members of staff will be working at the site. Assuming a 'typical day' whereby they are all on-site at once, this equates to three one-way trips arriving at around 8am and three one-way trips departing the site at around 4.30pm. The hours of operation are earlier than standard working hours, indicating that these trips will be on the network before the conventional morning and afternoon highway network peak hours.
- 4.1.5 In total, this development can be expected to generate 26 two-way trips on the network between 8am and 4.30pm. This equates to up to circa three trips per hour over the course of a day, with the majority taking place outside of the highway network peak periods.
- 4.1.6 It should be noted that this is a retrospective planning application and these trips are already occurring safely and without detrimental impact to the local highway network.

4.2 Adjacent Uses

- 4.2.1 The land adjacent to the site is under the same landownership and provides football pitches operated by Formby Football Club. The football club uses the pitches during the evenings and at weekends, with training starting from 5pm. There is therefore no crossover between the hours of operation of the Waste Recycling Facility and the football club.

4.3 Summary

- 4.3.1 The proposal is expected to generate 26 two-way trips on the network between 8am and 4.30pm, equating to up to 3 trips per hour. These trips are already occurring safely and without detrimental impact to the local highway network. The hours of operation of the facility differ sufficiently from the adjacent football club, such that there is no crossover of uses.

5. SUMMARY AND CONCLUSION

- 5.1.1 Hydrock has been appointed to provide transport planning advice in support of an application for the development of a Construction Waste Recycling facility on land at Altcar Road, Kirkby.
- 5.1.2 The development consists of three waste bays and associated administration facilities, with access from Altcar Road. The site will operate from 8am-4.30pm on weekdays only.
- 5.1.3 The local transport network offers opportunities for staff to walk and cycle to the site, especially to and from Formby. Additionally, local public transport routes allow for staff to use bus or rail to access the site.
- 5.1.4 Adequate visibility is achievable from the site access, which is operating safely at present. Swept paths demonstrate that heavy vehicles can access, egress and turn within the site. Adequate car parking is provided for the small number of staff that will be based on the site.
- 5.1.5 The proposal is expected to generate 26 two-way trips on the network between 8am and 4.30pm, equating to up to 3 trips per hour. These trips are already occurring safely and without detrimental impact to the local highway network. The hours of operation of the facility differ sufficiently from the adjacent football club, such that there is no crossover of uses.
- 5.1.6 As such, it is not anticipated that this development will have any significant impact on the safety or operation of the local transport network.
- 5.1.7 Overall, the TS demonstrates that the site is a suitable location for the proposed use, that the proposed access, parking and servicing arrangements are safe and suitable and that the proposal will not have any material impacts on highway capacity or safety requiring mitigation.

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Appendix A Speed Survey Data

The following lists the speeds in mile per hour of the 200 vehicles recorded at each location on the 2nd October 2020. The weather conditions were fine and cloudy. The road surface was dry.

Westbound

37	24	33	27	30	39	34	29	39	23
37	26	29	32	30	38	27	32	35	28
25	34	23	28	32	27	35	31	27	22
31	28	30	25	29	36	33	26	29	35
29	32	26	31	34	26	29	18	30	32
32	30	35	31	36	30	32	46	29	32
28	33	27	31	34	29	32	30	26	33
32	26	29	31	28	38	30	35	19	32
30	27	31	28	33	26	30	34	26	30
26	30	43	29	31	35	39	30	34	28
33	30	27	31	29	31	33	29	36	32
29	32	25	31	36	31	36	33	27	30
40	33	37	27	32	27	31	36	33	28
26	37	31	27	36	33	23	37	28	35
25	27	35	30	40	29	35	26	31	28
30	26	40	33	31	23	44	42	30	33
28	37	33	29	26	30	24	35	27	34
30	33	27	35	29	37	31	29	34	28
26	30	37	28	32	22	28	34	31	37
29	32	40	31	36	32	28	31	27	32

Eastbound

24	30	22	27	31	22	27	32	28	26
23	28	32	37	32	26	33	28	36	32
29	33	27	24	30	21	40	33	29	25
26	23	29	32	24	29	23	27	34	29
21	25	34	29	32	27	24	32	27	32
30	26	30	23	38	30	27	31	23	30
25	35	24	28	33	24	29	22	31	27
36	30	23	20	30	23	28	32	29	25
29	22	28	31	24	31	26	30	21	30
23	28	30	27	23	27	32	29	26	32
27	30	27	32	26	23	20	27	30	20
32	27	23	28	32	35	26	29	32	25
27	32	35	29	26	29	33	30	22	28
30	26	24	32	26	31	24	27	35	25
27	29	26	20	27	29	25	28	35	23
21	26	24	27	23	30	23	33	28	26
28	32	23	28	22	26	23	25	31	28
33	27	28	21	27	42	32	23	27	30
28	22	34	22	28	24	27	32	28	31
30	24	37	26	33	28	32	26	20	30

Appendix B PIA Data

The following details the three PIAs recorded in the study area.

Incident 1:

Thursday 01 September 2016, 18:10

Severity: Slight

Weather: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Unknown

Junction Control: Not Applicable

Number of Casualties: 2

Number of Vehicles: 2

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	2	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	Kerb	Other permanent object
1	Car (excluding private hire)	11	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

Incident 2:

Wednesday 28 November 2018, 22:30

Severity: Slight

Weather: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

Number of Casualties: 1

Number of Vehicles: 2

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
1	Car (excluding private hire)	-1	Unknown	36 - 45	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Incident 3:

Thursday 16 May 2019, 03:00

Severity: Slight

Weather: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

Number of Casualties: 2

Number of Vehicles: 1

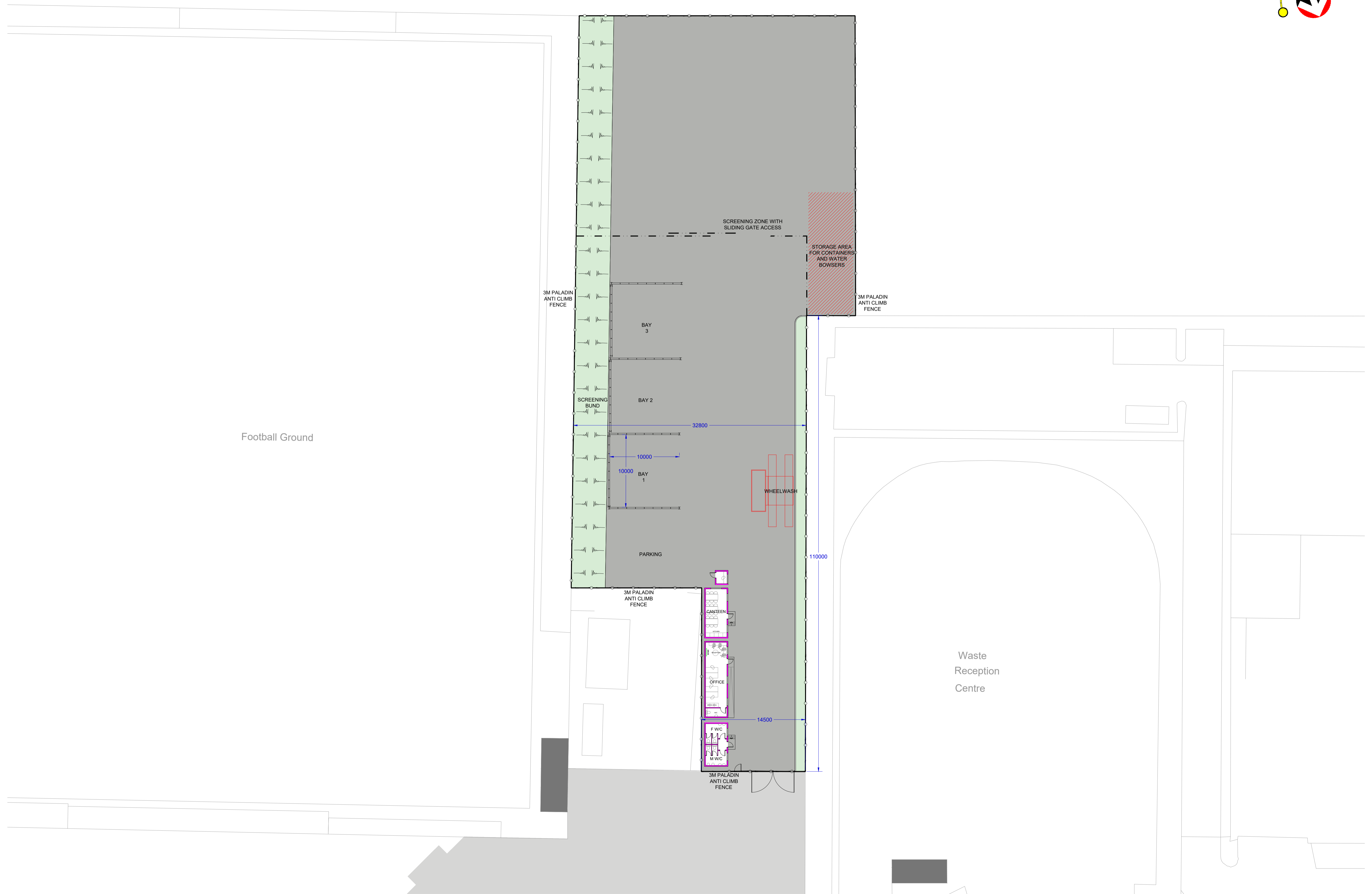
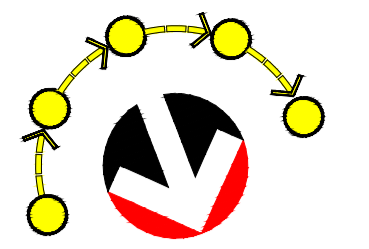
Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	25 - 34	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Journey as part of work	Kerb	Wall or Fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	25 - 34	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 24	Unknown or other	Unknown or other

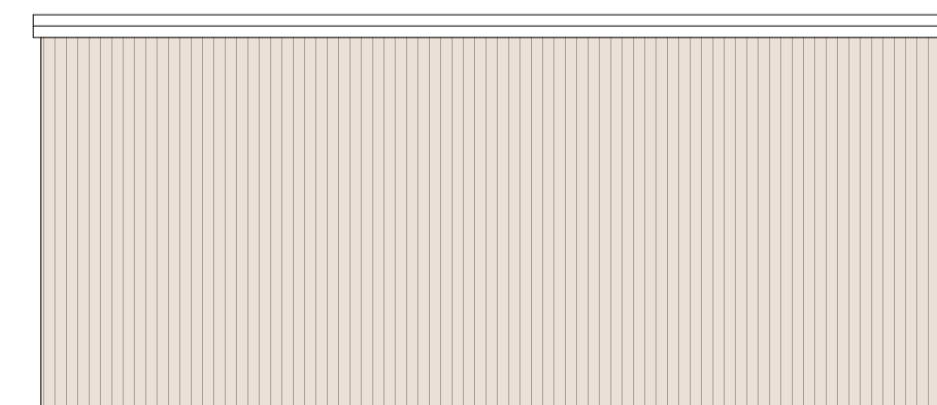
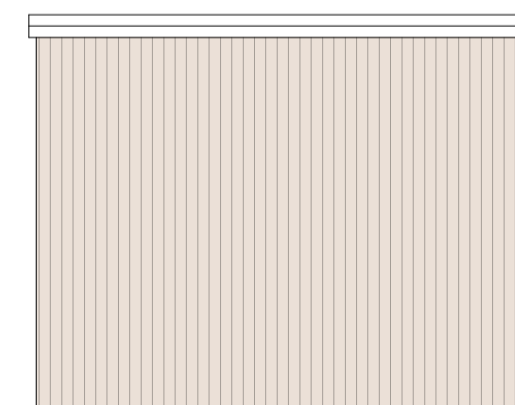
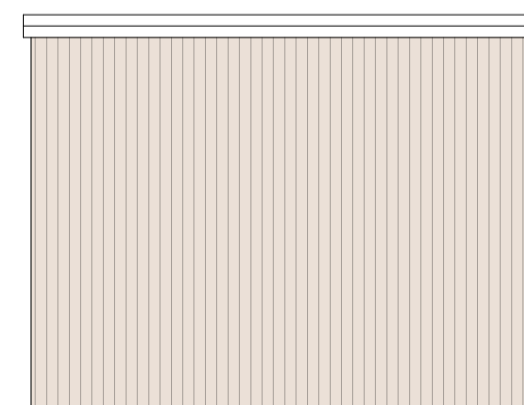
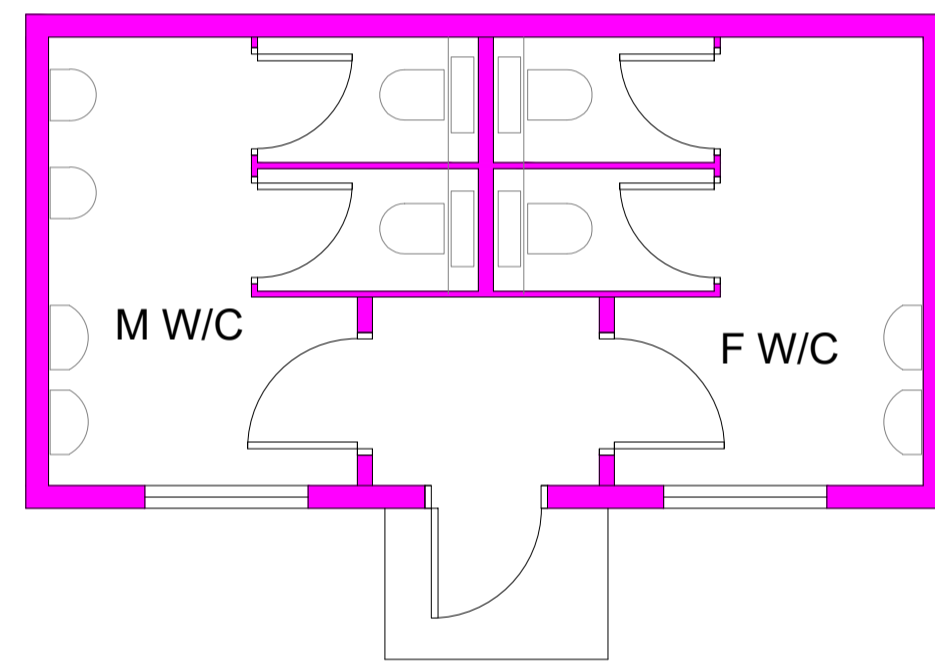
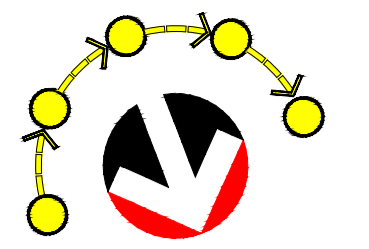
Appendix C Proposed Site Layout Plan



Notes
 Four Architects Limited (11613893)
 Note:
 This drawing is copyright.
 Do not scale dimensions from drawings.
 All dimensions must be checked on site by
 contractor or suitable qualified individual.
 Contractor to report any discrepancies, errors or
 omissions prior to commencing work.

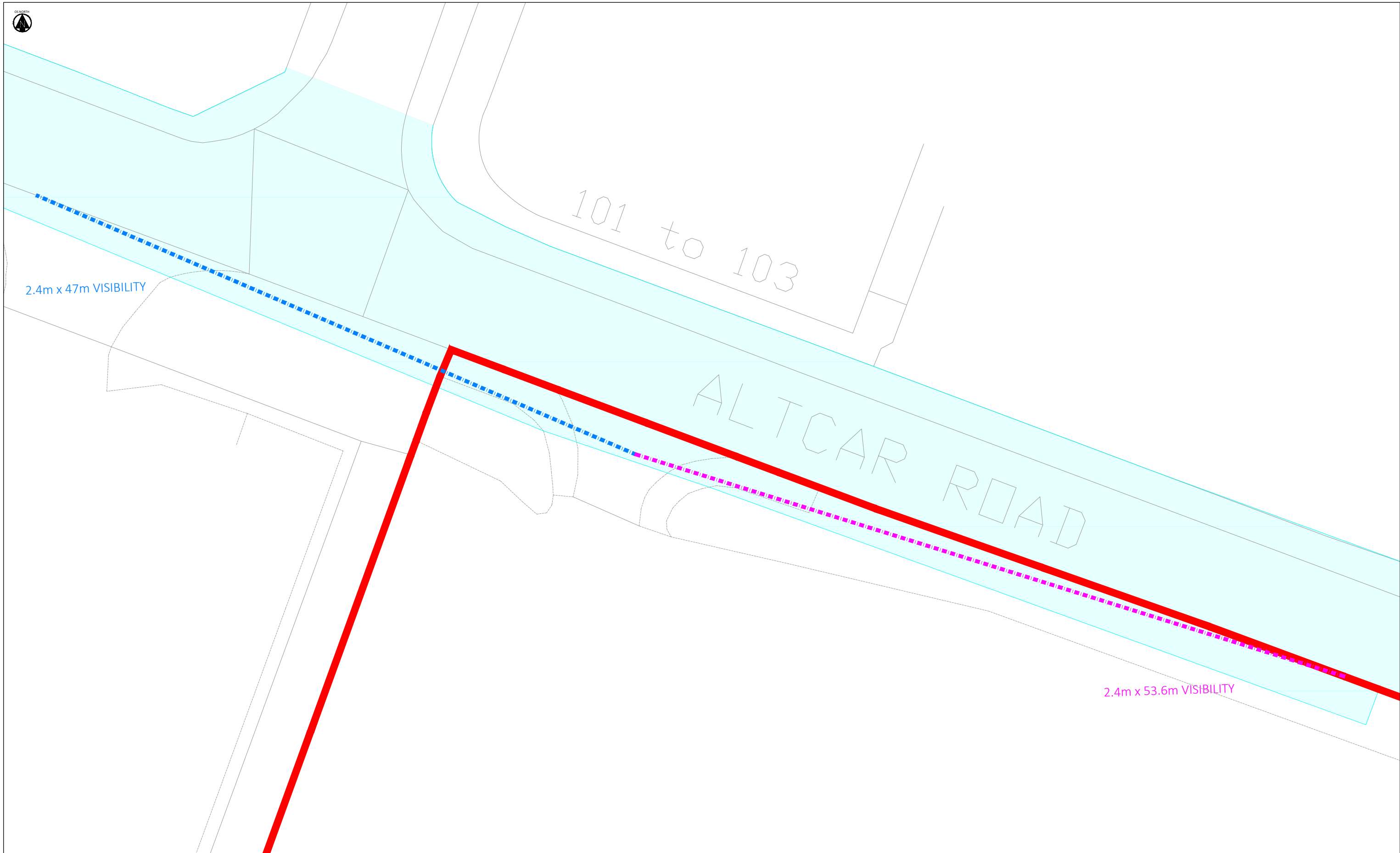
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Location: FORMBY		Scale: 1:250 @ A1	Date: 26.05.2020
Drawing Title: Sketch Site Plan	Job Number: 20-030	Drawing Number: 02-DR-001	Revision: -



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Ground Floor Plans

Appendix D Visibility Splays



KEY PLAN	
	PUBLIC HIGHWAY OWNERSHIP
	CLIENT OWNERSHIP BOUNDARY

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

Rev	Date	Description	By	Ckd	App
P02	22/10/2020	Second Issue.	AC	EP	EP
P01	05/10/2020	First Issue.	AC	EP	EP

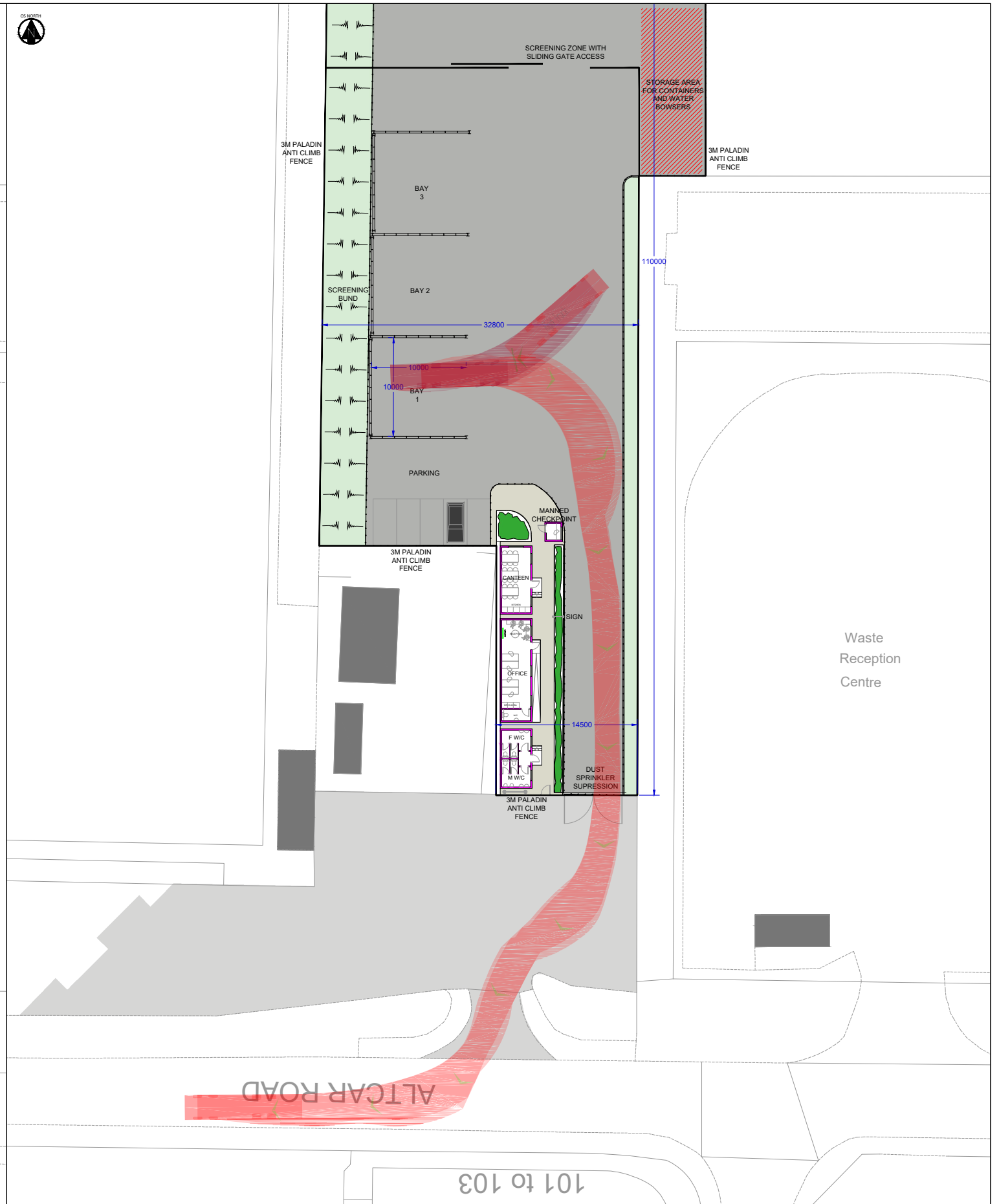
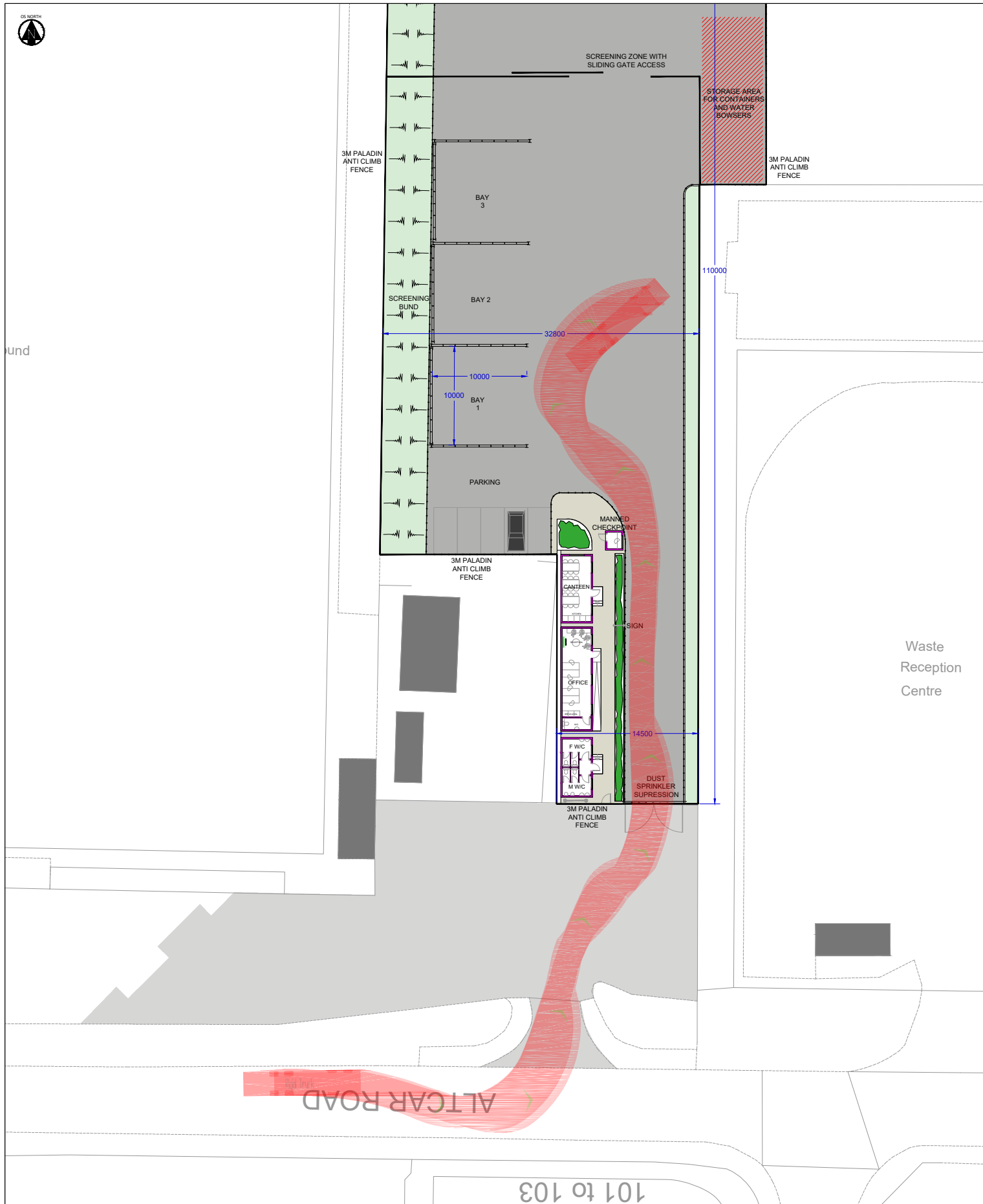
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CLIENT
FOUR ARCHITECTS

PROJECT
**WASTE RECYCLING CENTRE,
 FORMBY**

TITLE	
VISIBILITY SPLAYS	
HYDROCK PROJECT NO. C-16008-C	SCALE @ A3 1:250
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 16008-HYD-XX-XX-DR-TP-0301	REVISION P02

Appendix E Vehicle Tracking



KEY PLAN

Rigid Truck

Overall Length	12000m
Overall Width	3280m
Overall Body Height	3528m
Min Body Ground Clearance	412m
Track Width	471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11900m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

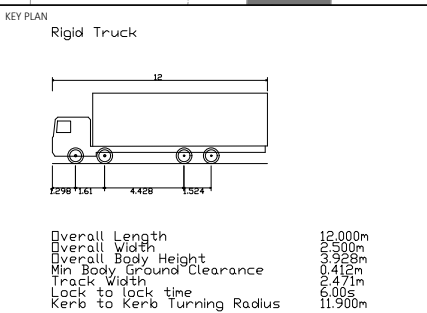
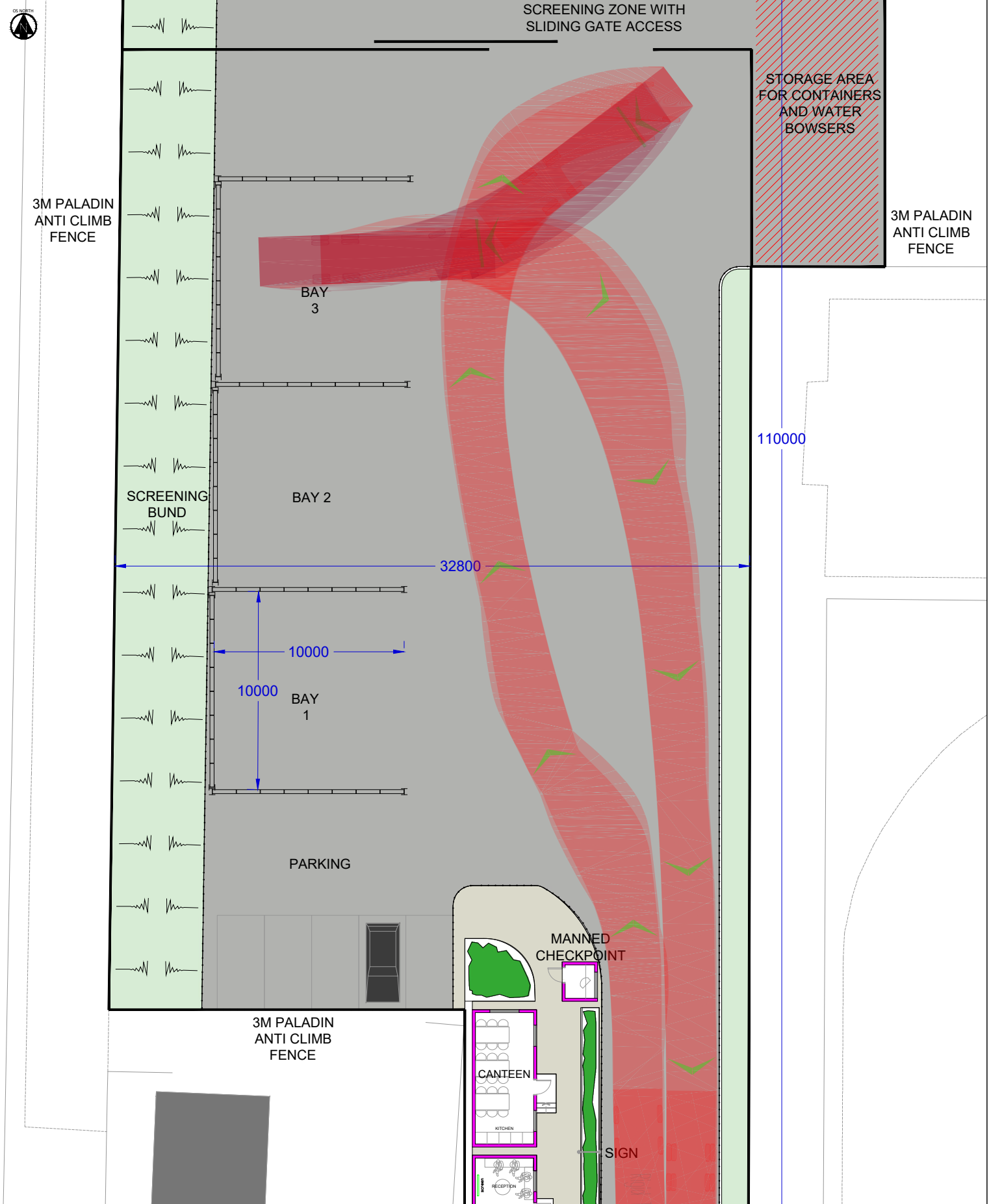
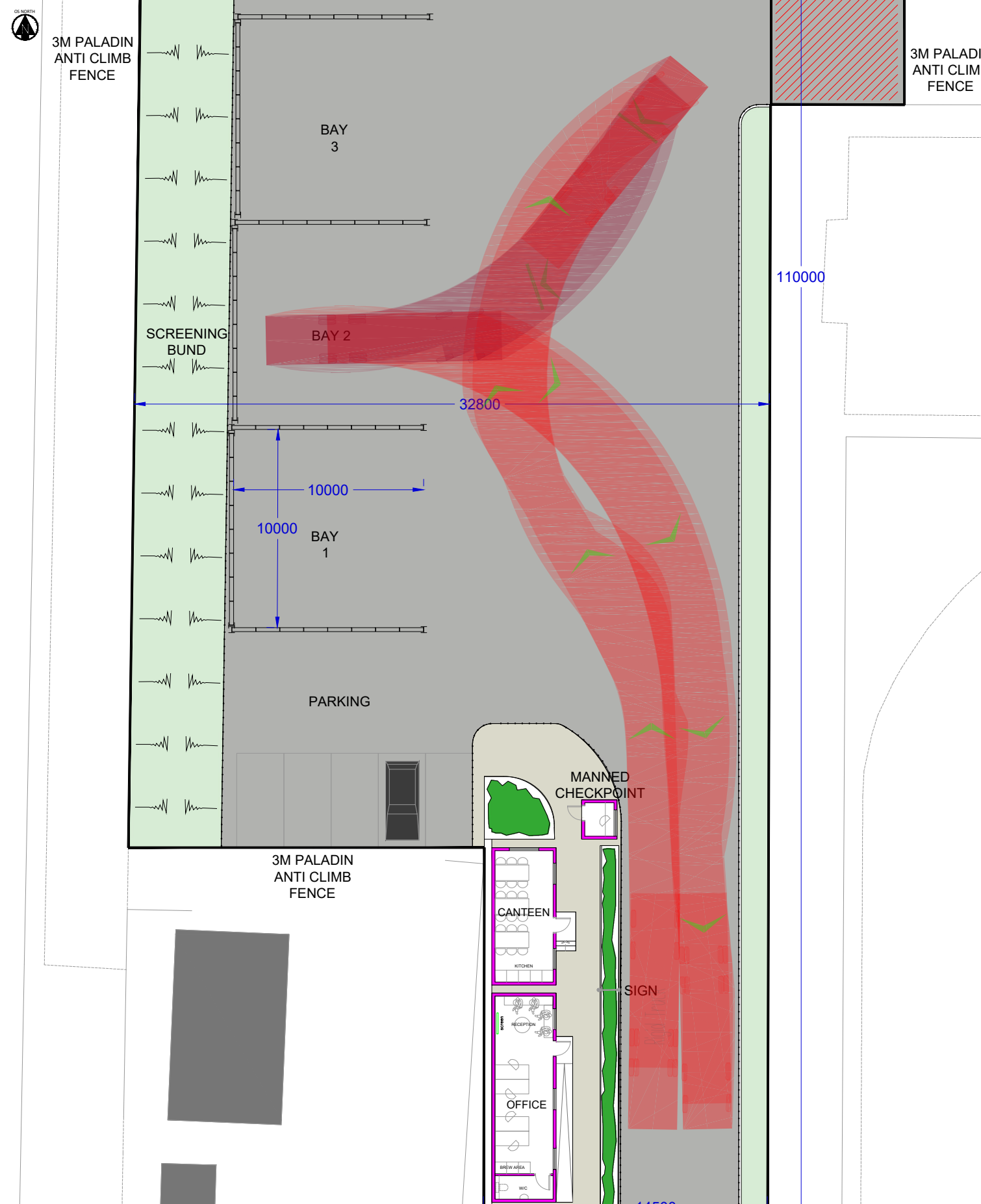
PO1	12/10/2020	First Issue.			
Rev	Date	Description	By	Ckd	App

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CLIENT
FOUR ARCHITECTS

PROJECT
WASTE RECYCLING CENTRE,
FORMBY

TITLE SWEEP PATH ANALYSIS	
HYDROCK PROJECT NO. C-16008-C	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 16008-HYD-XX-XX-DR-TP-0101	REVISION P01



NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	12/10/2020	First Issue.			

Hydrock

FIRST FLOOR, CASTLEBRIDGE 5
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CLIENT
 FOUR ARCHITECTS

PROJECT
 WASTE RECYCLING CENTRE,
 FORMBY

TITLE
 SWEEP PATH ANALYSIS

HYDROCK PROJECT NO. C-16008-C	SCALE @ A3 1:250
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 16008-HYD-XX-XX-DR-TP-0102	REVISION P01