

Appendix A – Scoping Correspondence

Transport Assessment Scoping Statement – Pall Mall, Liverpool

Author: Nigel Robson
Date: 1st June 2018
Document Ref 119272_SS_01

Revision:0

1 Introduction

A commercial development is proposed at Pall Mall, Liverpool. The site area comprises the overspill part of the Pall Mall Pay & Display Car Park, which is currently accessed via the main NCP access with Pall Mall, and the public realm area immediately adjacent to the Exchange Station office development (see enclosed site boundary plan).

The site is bounded to the north by the NCP car park, to the east by Pall Mall, to the west by Bixteth Street and to the south by the Exchange Station development.

The intention is to submit a hybrid planning application for three office buildings (with ancillary uses at ground floor), a hotel, plus associated infrastructure and public realm. At the time of writing, the development mix and anticipated quantum is as set out below:

- Block A (B1 office): 16,373sqm GEA (10,000sqm (NIA).
- Block B (Hotel): 14,697sqm GEA, approx. 270 rooms.
- Block C (B1 office): 17,500sqm GEA
- Block D (B1 office): 15,900sqm (GEA)

The detailed part of the hybrid application will comprise the Block A office and potentially the Block B hotel. Blocks C and D will be submitted in outline.

As indicated above, the scheme will result in the redevelopment of the Pall Mall overspill car park. It is unmarked and roughly surfaced. The capacity which will be lost (c 200 spaces) will not be re-provided as part of the development, or off-site.

The emerging masterplan envisages a largely vehicle free development, (with the key exceptions of disabled parking and servicing), which takes advantage of and enhances the sustainable linkages through the local area. Some limited parking provision may be provided for the office development, however at the time of writing this is yet to be determined.

Scoping discussions were held with Liverpool City Council (LCC) at meetings at Cunard House on 4th and 10th May 2018. The content of this Scoping Statement has been informed by these meetings and subsequent clarification discussions. The key assessment parameters are set out below for agreement.

2 Scope of the Transport Assessment

A **Transport Assessment** (TA) will be produced to support the hybrid planning application. Given that the intention is for the scheme to be largely car free, the TA will focus upon sustainable transport options and pedestrian / cycle / public transport accessibility. The content of the TA will follow standard accepted guidance, with a particular focus on the key elements discussed with the Council and highlighted below.

The Council is supportive of the concept of a car free development, however a **Car Parking Study** of the off and on-street parking provision and available capacity within the surrounding area is required as part of the TA. This should seek to demonstrate that the existing parking provision removed by the redevelopment plus any parking demand generated by the Pall Mall development can be accommodated in existing provision elsewhere, or is off-set by sustainable travel options.

A **Review of existing Traffic Regulation Orders** will be carried out. This will identify any changes to resident's and Pay & Display (P&D) parking on Pall Mall and P&D parking on Bixteth Street necessary to enable the development to proceed. Any revisions to loading restrictions and bus stops will also be examined.

A Travel Plan for the development is required. Due to the hybrid nature of the application to be submitted and the fact that the end users are not currently known, we suggest that it is appropriate to prepare a **Framework Travel Plan** (FTP) in support of the hybrid planning application. This will enable the Council to append a condition to the planning consent for a full Travel Plan to be submitted when the tenants are known, prior to occupation of the first office building. The FTP will be an Appendix to the TA

A **Sustainable Travel Review** will be undertaken to assess the available pedestrian / cycle routes to the site, review public transport provision and to identify any infrastructure gaps based on the existing and future desire-lines through the area. Where a need to upgrade any pedestrian and / or cycle facilities in the immediate area is identified we will seek to agree the form of these with the Council.

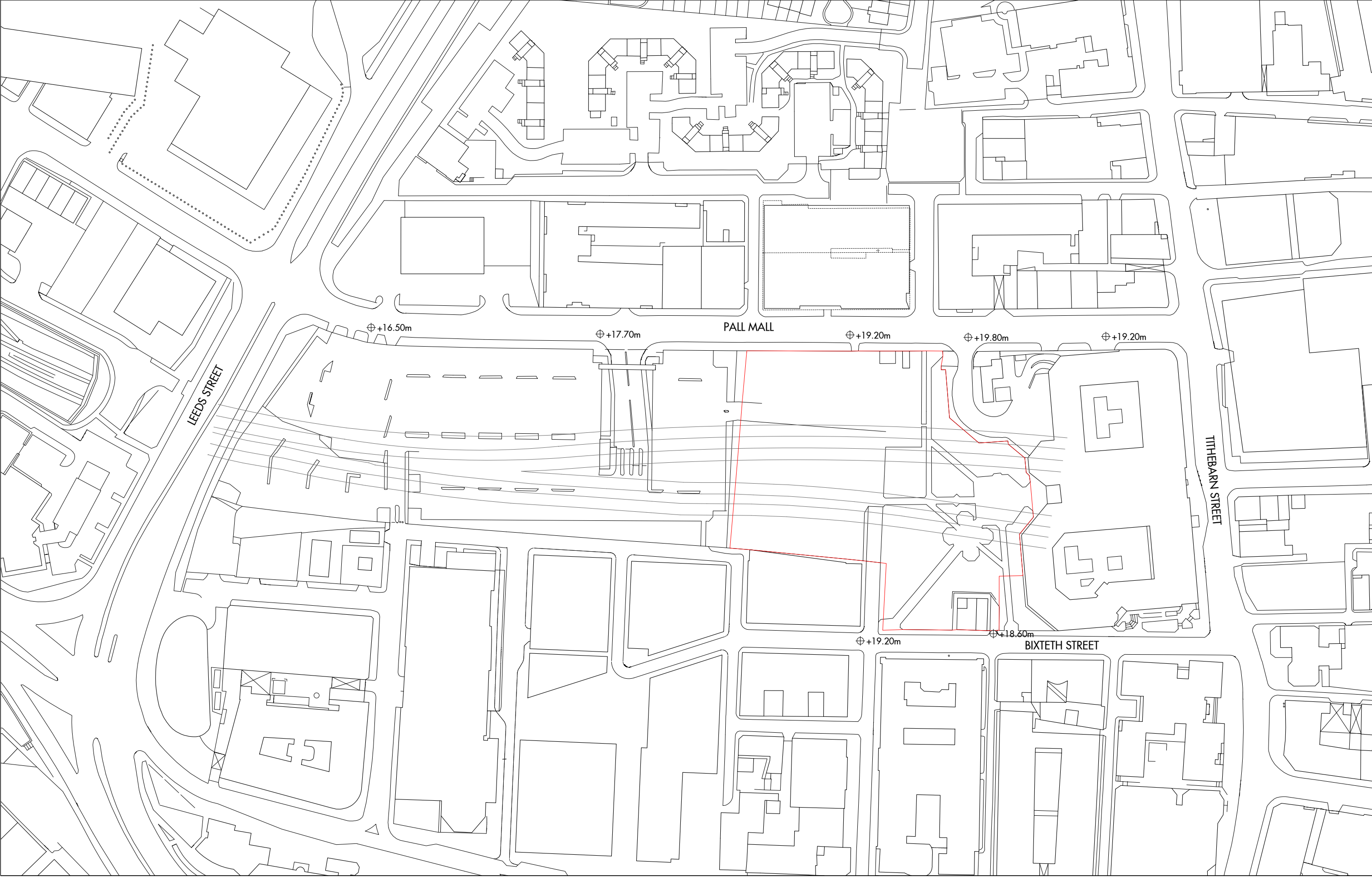
Taking the above factors into consideration LCC has confirmed that there is no requirement to undertake operation analyses of any junctions on the adjacent highway network.

Accident Analysis – A review of the last 5 full years PIA data will be carried out to identify any road safety issues on the highway network of interest.

A **Servicing Management Plan** will be prepared and included as an appendix to the TA.

The development will be implemented in a phased manner. As such, a **schedule of proposed highways works** linked to the anticipated development programme will be prepared to assist the identification of the S278 scheme of works.

LCC identified its interest in proposals for public realm improvements on the Pall Mall and Bixteth Street frontages, including, improvements to the existing footways and bus stops on Pall Mall. Treatments should be consistent with recent works in the area (e.g. Tithebarn Street) although traffic calming and on-carriageway cycle lanes would not be supported on Pall Mall.



EXISTING CONDITION

SITE PLAN

Sands, Jamie

Subject: FW: Pall Mall Liverpool - Scoping Note

From: Walker, Stephen <Stephen.Walker@liverpool.gov.uk>
Sent: 21 June 2018 12:39
To: Robson, Nigel <Nigel.Robson@sweco.co.uk>
Cc: Dingwall, Andy <Andy.Dingwall@liverpool.gov.uk>
Subject: Pall Mall Liverpool - Scoping Note

Nigel,

Thank you for your recent scoping note providing details of the forthcoming transport assessment submission associated with the proposed hybrid planning application for B1 and C1 development at land to the rear of Exchange Station.

I can confirm that the content and proposed methodology of the scoping note are agreed and look forward to receiving the transportation and parking assessment in due course.

I trust this is satisfactory, if you require further details please contact me.

Regards,

Stephen Walker | Highways Development Control

Liverpool City Council | Cunard Building | Water Street | Liverpool | L3 1AH

T: 0151 233 0323 | E: stephen.walker@liverpool.gov.uk

[Liverpool City Council | Cunard Building | Water Street | Liverpool | L3 1AH](#)

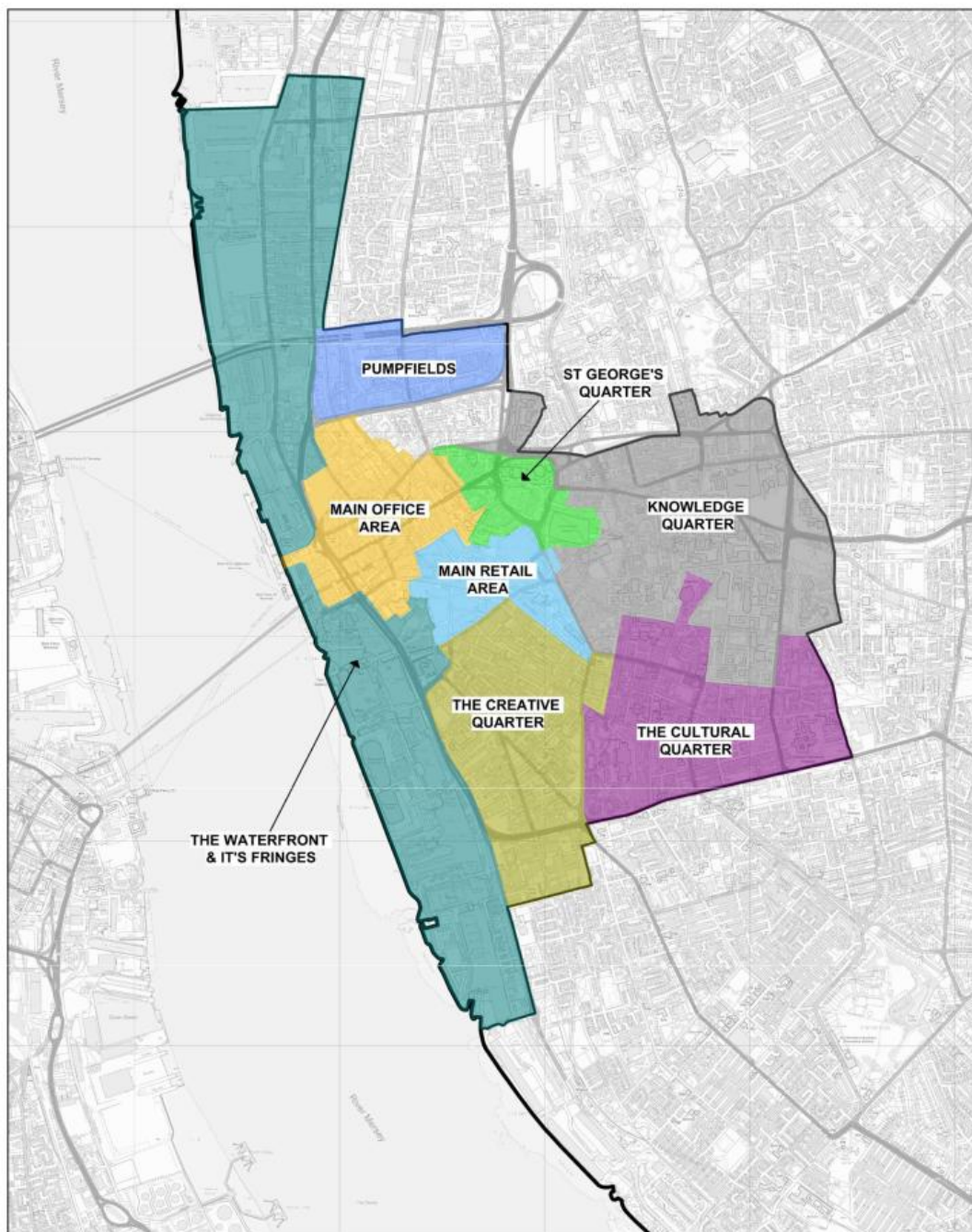


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Appendix B – Main Office Area Location



City Centre Character Areas			
Development Plans Team Planning & Building Control Service	Date: 6/11/2017		
© Crown copyright and database rights 2017 Ordnance Survey 100018351	Scale: N/A		

Picture 2

Appendix C – Accident Data

ACCIDENT DATA (REFER TO FIGURE 4.2 FOR LOCATIONS)

Location Ref	Road	Date	Severity	Vehicles	Casualty	Type
1	A5053/Pall Mall	03/01/2014	Slight	2	4	
2	A5053/Pall Mall	25/04/2014	Slight	2	2	
3	A5053/Pall Mall	18/04/2015	Slight	2	1	
4	A5053/Pall Mall	20/12/2015	Slight	2	1	
5	A5053/Pall Mall	03/05/2017	Slight	2	2	
6	A5053	29/11/2014	Slight	2	4	
7	A5053	25/04/2015	Slight	2	2	
8	A5053	17/05/2016	Slight	1	2	
9	Tithebarn Street/Bixteth Street	09/09/2014	Slight	1	1	pedestrian
10	Tithebarn Street	05/09/2014	Slight	1	1	single vehicle
11	Tithebarn Street	16/09/2014	Slight	2	2	
12	Tithebarn Street/Moorfields	19/04/2018	Slight	1	1	pedestrian
13	Tithebarn Street/Pall Mall	29/08/2018	Slight	2	1	motorcycle

22

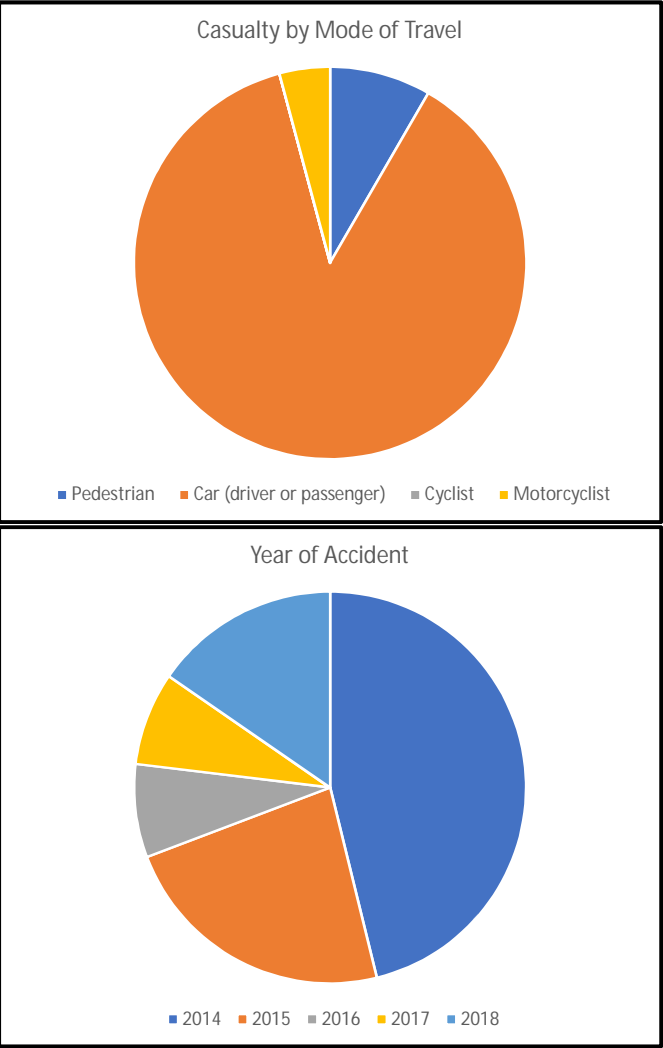
24

Year				
2014	2015	2016	2017	2018
6	3	1	1	2

13

Casualty			
Pedestrian	Car (driver or passenger)	Cyclist	Motorcyclist
2	21	0	1

24



Appendix D – LCC Cycle Map

Liverpool City Centre



Appendix E – MASA

Address: Pall Mall, Liverpool, L3 6AL				
Completed By: Sweco				
Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes / No
Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes / No
Location	<u>Housing Development</u> : Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) <u>Other development</u> : Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1
		No	0	
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility)e.g. <ul style="list-style-type: none"> No dropped kerbs at crossings or on desire lines; Steep gradients; A lack of a formal crossing where there is heavy traffic; Security concerns, e.g. lack of lighting. 	There are barriers	-2	1
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes / No
			Total (B)	4
Summary	Box A: Minimum Standard (from Table 3.1)	B1 Office - 2 C1 Hotel - 2	Comments or action needed to correct any shortfall	
	Box B: Actual Score	4		

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes / No
Location	<u>Housing Development:</u> Is the development within 1 mile of a district or local centre (see Accessibility Map 1) <u>Other Development:</u> Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	1
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?	1	1	
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)	-1		
Other	Development includes shower facilities and lockers for cyclists	Yes	1	1
		No	0	
			Total (B)	5
Summary	Box A: Minimum Standard (From Table 3.1)	B1 Office - 5 C1 Hotel - 5	Comments or action needed to correct any shortfall	

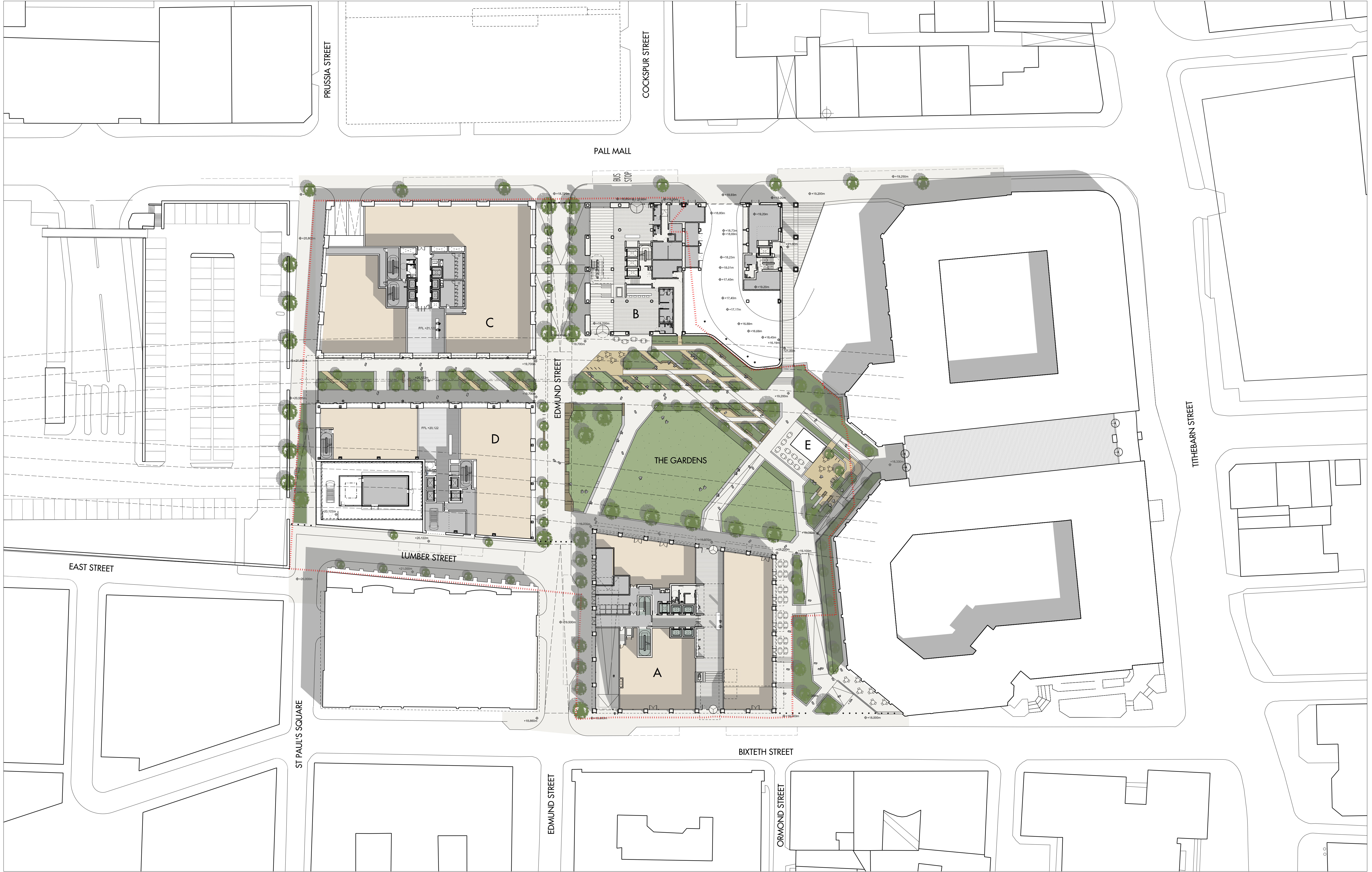
3 Minimum Accessibility Standard Assessment

	Box B: Actual Score	5		
Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	2
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. • A lack of dropped kerbs; • Pavements less than 2m wide; • A lack of formal crossings where there is heavy traffic; or • Bus access kerbs.	There are barriers	0	1
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	2
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	
	The proposal contributes to an existing or new bus service		1	
			Total (B):	5

Summary	Box A: Minimum Standard (from Table 3.1)	B1 Office - 5 C1 Hotel - 5	Comments or action needed to correct any shortfall	
	Box B: Total Score	5		
Vehicle Access and Parking			Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.			Yes / No
	Can the site be adequately serviced? If no, you must address service issues.			Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.			Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.			Yes / No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.			Yes / No
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.			Yes / No

[illegible]

Appendix F – Masterplan Layout



Figured dimensions are in millimetres unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The Architect must be notified of any discrepancy. Boundaries are indicative only and are to be verified by others.

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REV	DATE	DESCRIPTION	CKD	REV	DATE	DESCRIPTION	CKD
P1	10/05/2018	Initial draft for discussion	PS	P8	08/02/2019	For information	PS
P2	07/06/2018	For information	PS	P9	25/03/2019	RE-START DIM	PS
P3	28/06/2018	For information	PS	P10	16/04/2019	Office A moved 2m toward Exchange station M&G	PS
P4	13/07/2018	For information	PS	P11	11/06/2019	For information	PS
P5	07/08/2018	For information	PS	P12	26/06/2019	For information	PS
P6	10/10/2018	For information	PS				
P7	25/11/2018	For information	PS				

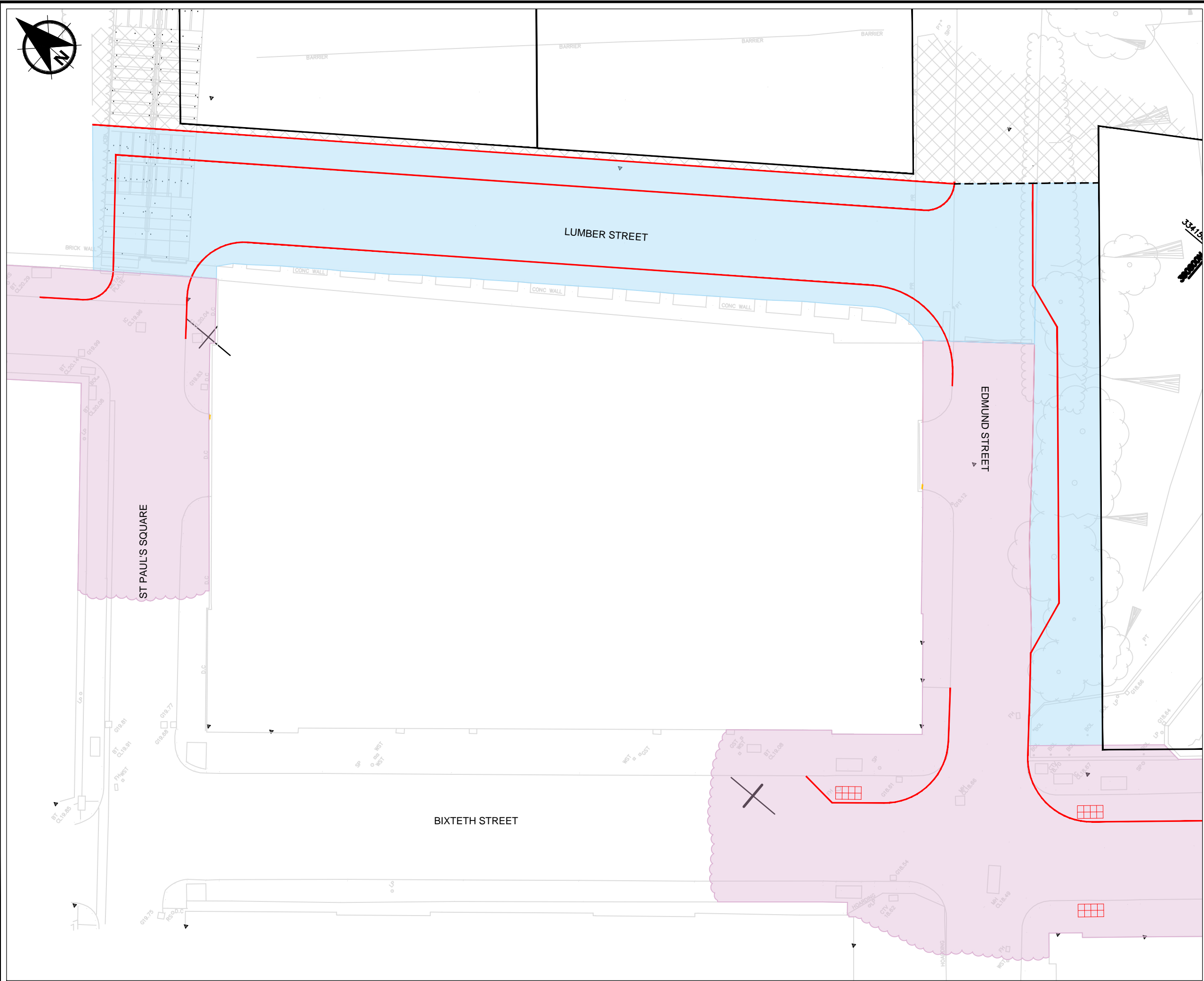
Allies and Morrison
85 Southwark Street
London SE1 0HX
020 7921 0100
020 7921 0101
info@alliesandmorrison.com
A&M JOB NO: 16161

PALL MALL EXCHANGE
GROUND FLOOR PLAN_OPTION A
ILLUSTRATIVE SITE PLAN
16161_04_001

SCALE 1:400@A1 1:800@A3

P12
Revision

Appendix G – Adopted Highway Boundary Plan



NOTES

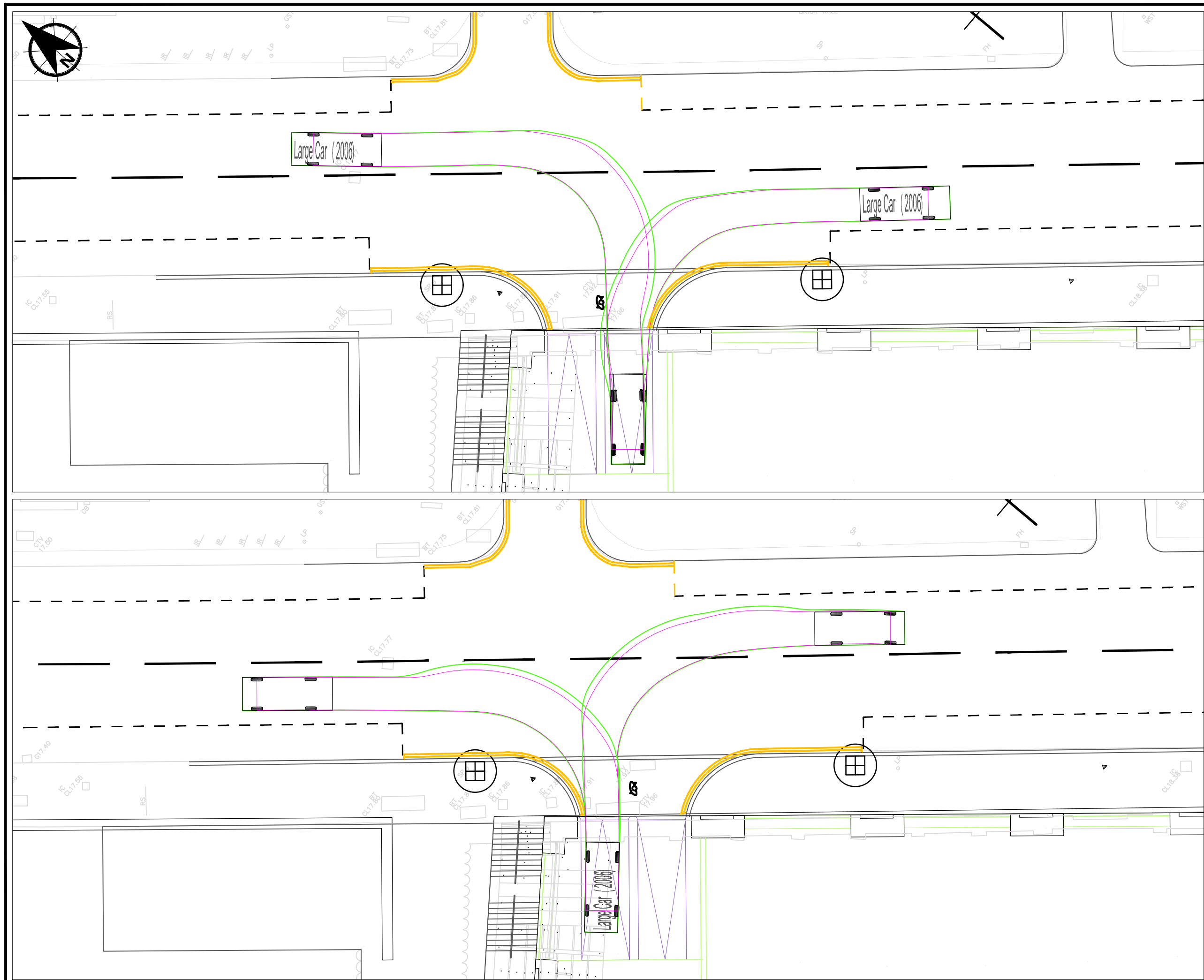
EXISTING ADOPTED HIGHWAY

PROPOSED HIGHWAY TO BE ADOPTED

PRIVATE

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
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Client Kier Property Developments Limited CTP Limited					
Drawing Status PLANNING					
Project Title Pall Mall, Liverpool					
Drawing Title ILLUSTRATIVE EXTENT OF ADOPTED HIGHWAY BOUNDARY					
Scale 1:250	Designed JS	Drawn JS	Checked MD	Approved MD	
Original Size A3	Date 31.05.19	Date 31.05.19	Date 26.06.19	Date 26.06.19	
Drawing Number 119272_AHB_001				Revision	

Appendix H – Swept Paths of Car Park Accesses



NOTES



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd

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CTP Limited

Drawing Status

PLANNING

Project Title

Pall Mall, Liverpool

Drawing Title

Drawing Title

**BUILDING C - CAR PARK ACCESS
SWEPT PATH
ANALYSES**

Scale 1:200	Designed JS	Drawn JS	Checked MD	Approved MD
Original Size A3	Date 14.05.19	Date 14.05.19	Date 26.06.19	Date 26.06.19

Drawing Number

119272_SPA_006

vision

Appendix I – TRO Changes Plans



NO WAITING AT ANY TIME

RESIDENT PERMIT HOLDERS ONLY
8am - 6pm

RESIDENT PERMIT HOLDERS ONLY
8am - 6pm

NO STOPPING EXCEPT LOCAL BUSES

NO WAITING AT ANY TIME

NO STOPPING EXCEPT LOCAL BUSES

LIMITED WAITING 8am - 6pm

NO WAITING AT ANY TIME

NO WAITING AT ANY TIME

RESIDENT PERMIT HOLDERS ONLY
8am - 6pm

LOSS OF 4
RESIDENT PERMIT
SPACES

NO WAITING AT ANY TIME

LOSS OF 2
RESIDENT PERMIT
SPACES

RESIDENT PERMIT HOLDERS ONLY
8am - 6pm

RESIDENT PERMIT HOLDERS ONLY
8am - 6pm

BUILDING C CAR PARK ACCESS

EDMUND STREET ACCESS

NO WAITING AT ANY TIME

BUS STOP RELOCATED

LOADING ONLY
8am - 6pm
MAX STAY 30min
(LOSS OF 3 RESIDENT PERMIT SPACES)

NOTES

LOSS OF RESIDENT PERMIT PARKING

TOTAL RESIDENT PERMIT PARKING LOSS = 9 SPACES

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd

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Client

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CTP Limited

Drawing Status

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Project Title

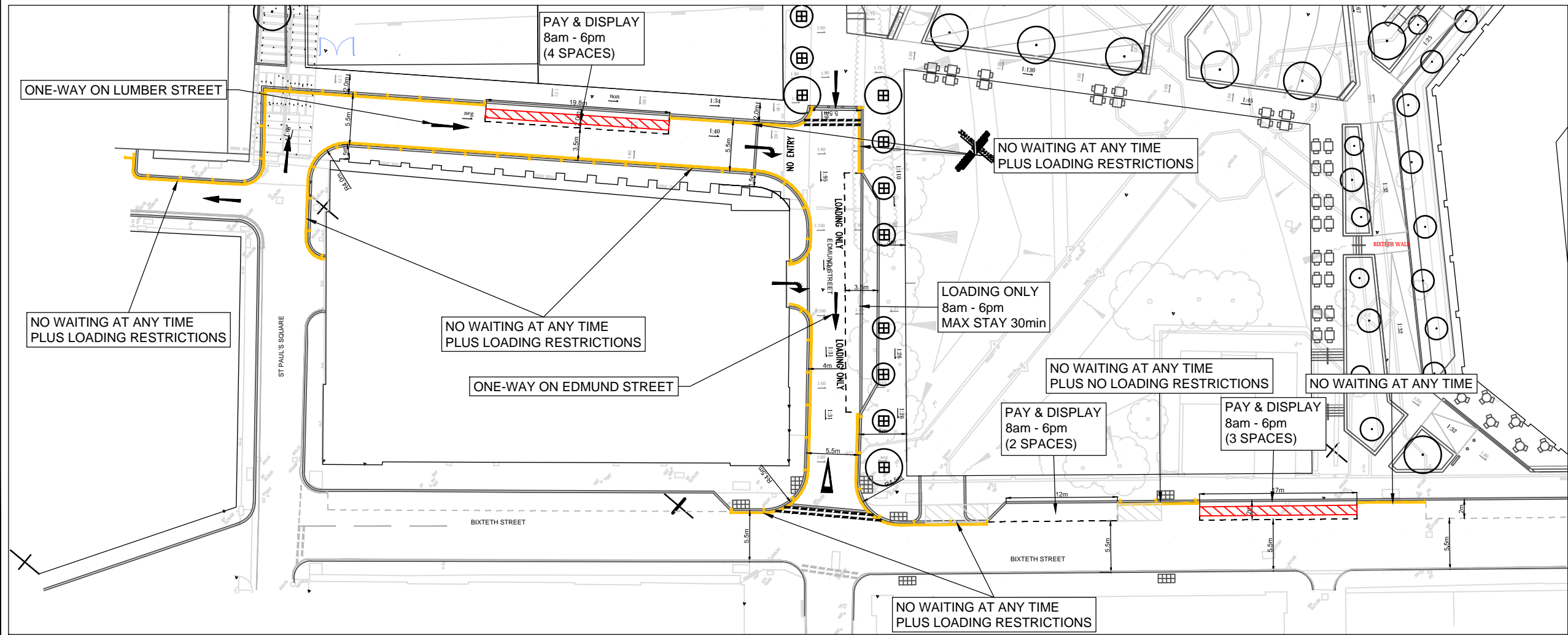
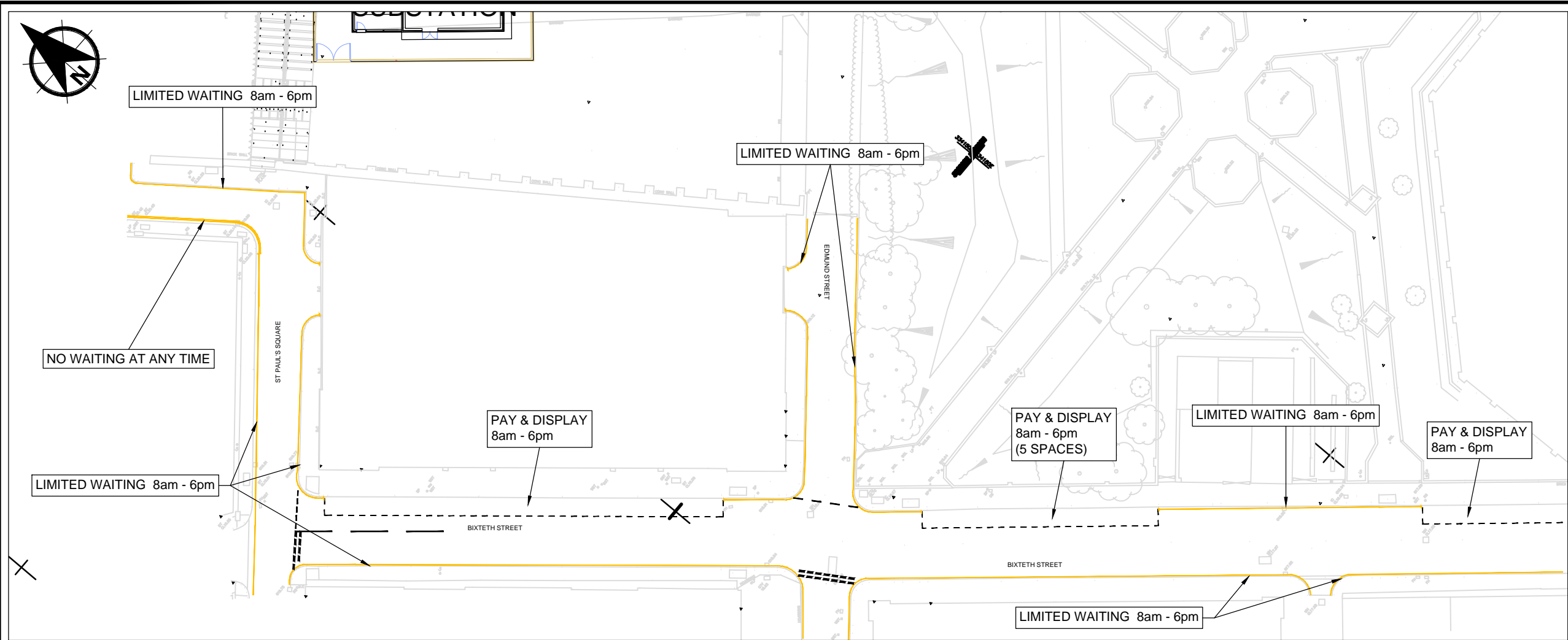
Pall Mall, Liverpool

Drawing Title

Pall Mall, Liverpool
TRO CHANGES

Scale	Designed	Drawn	Checked	Approved
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Original Size	Date	Date	Date	Date
A3	14.05.19	14.05.19	26.06.19	26.06.19

Drawing Number	Revision
119272_TRO_001	



NOTES

- LOSS OF PAY & DISPLAY PARKING
- NEW PAY & DISPLAY PARKING

PAY & DISPLAY PARKING
GAIN = 4 SPACES

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
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CTP Limited**

Drawing Status
PLANNING

Project Title
Pall Mall, Liverpool

Drawing Title
**BIXTETH ST, EDMUND ST
& ST PAUL'S SQUARE
TRO CHANGES**

Scale	1:500	Designed	JS	Drawn	JS	Checked	MD	Approved	MD
Original Size	A3	Date	14.05.19	Date	14.05.19	Date	26.06.19	Date	26.06.19
Drawing Number	119272_TRO_002								Revision

Appendix J – Servicing Management Plan

Pall Mall, Liverpool

Servicing Management Plan

1 Introduction

This Servicing Management Plan (SMP) outlines the servicing requirements and routing arrangements for the four buildings proposed within the Pall Mall masterplan area.

1.1 Servicing Routes and Locations

Given the location of the site relative to the primary highway network, it is envisaged that the majority of service and delivery vehicles will arrive at and depart the site via Pall Mall and Leeds Street.

Plans A to D, included as Addendum A, outline the intended route to the service point/loading facility for each of the four buildings in the masterplan area.

Details of the service point and the form of the loading facility for each building are summarised below:

- Building A (Office) – The service doors for Building A are located on the Edmund Street frontage with all servicing operations undertaken from a new on-street loading bay accessed via the proposed new Lumber Street;
- Building B (Hotel) – All servicing operations will be undertaken from a new on-street loading bay located on the Pall Mall frontage immediately to the south of the Exchange Building service access;
- Buildings C & D (Office) – All servicing operations for these buildings will be undertaken from the private section of Edmund Street, with access from Pall Mall and egress via Bixteth Street. All access to and egress from the private section of Edmund Street will be controlled by a barrier and intercom system, or similar.
- Substation – Service access will be via St Paul's Square and the proposed new Lumber Street. All servicing operations will be undertaken from a dedicated off-street service area. Note: the substation does not form part of this planning application and has already been granted consent by LCC. The details are therefore for information only.

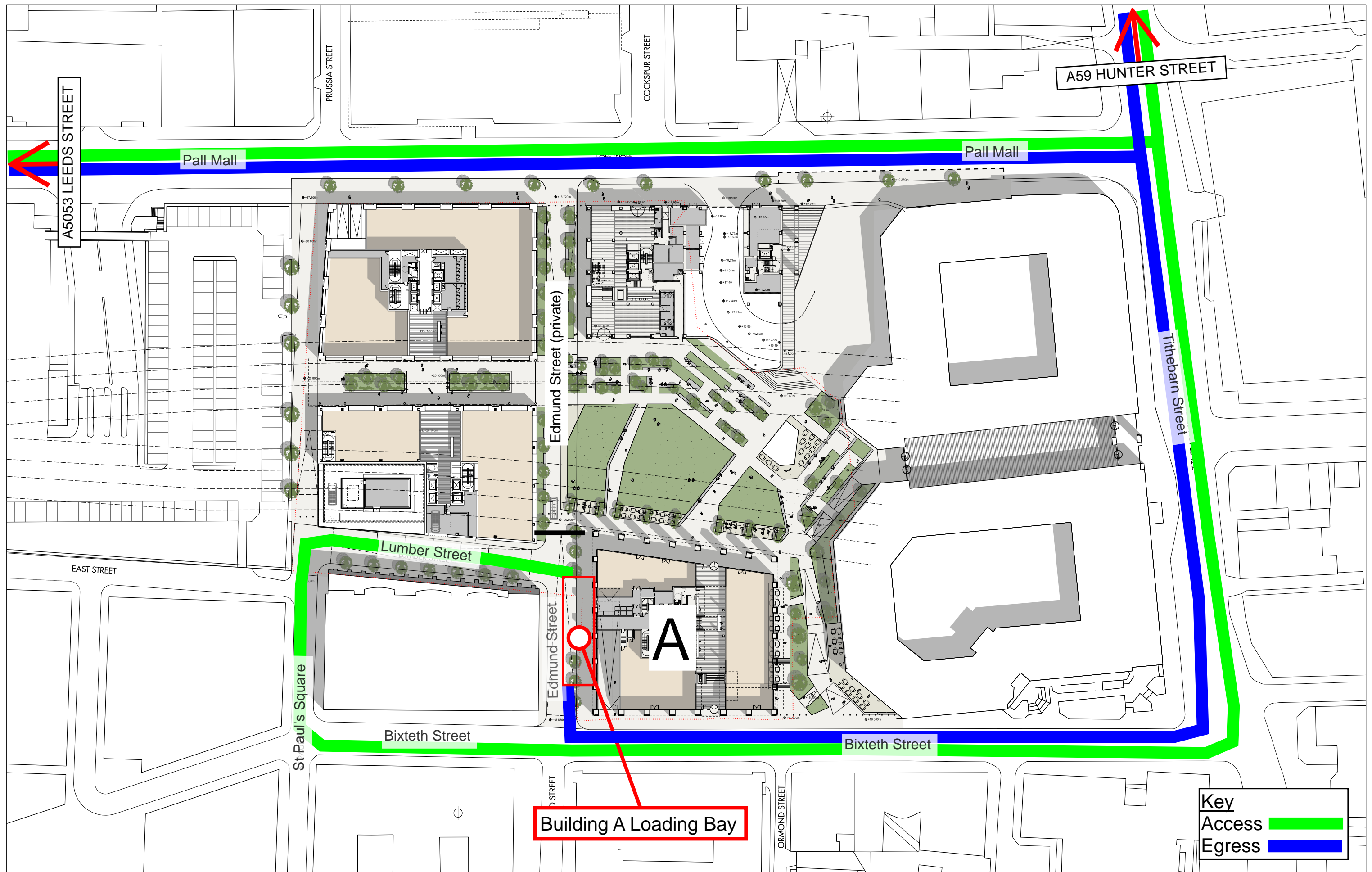
Use of the on-street loading bays on the adopted highway will be controlled by a Traffic Regulation Order, which will limit loading operations to 30 minutes, between 8am and 6pm, Monday to Sunday.

2 Maximum Size Vehicles and Swept Path Analyses

Swept path analyses showing the maximum size vehicles likely to require access to each service point are shown on the plans included as Addendum B. Additional details are provided below:

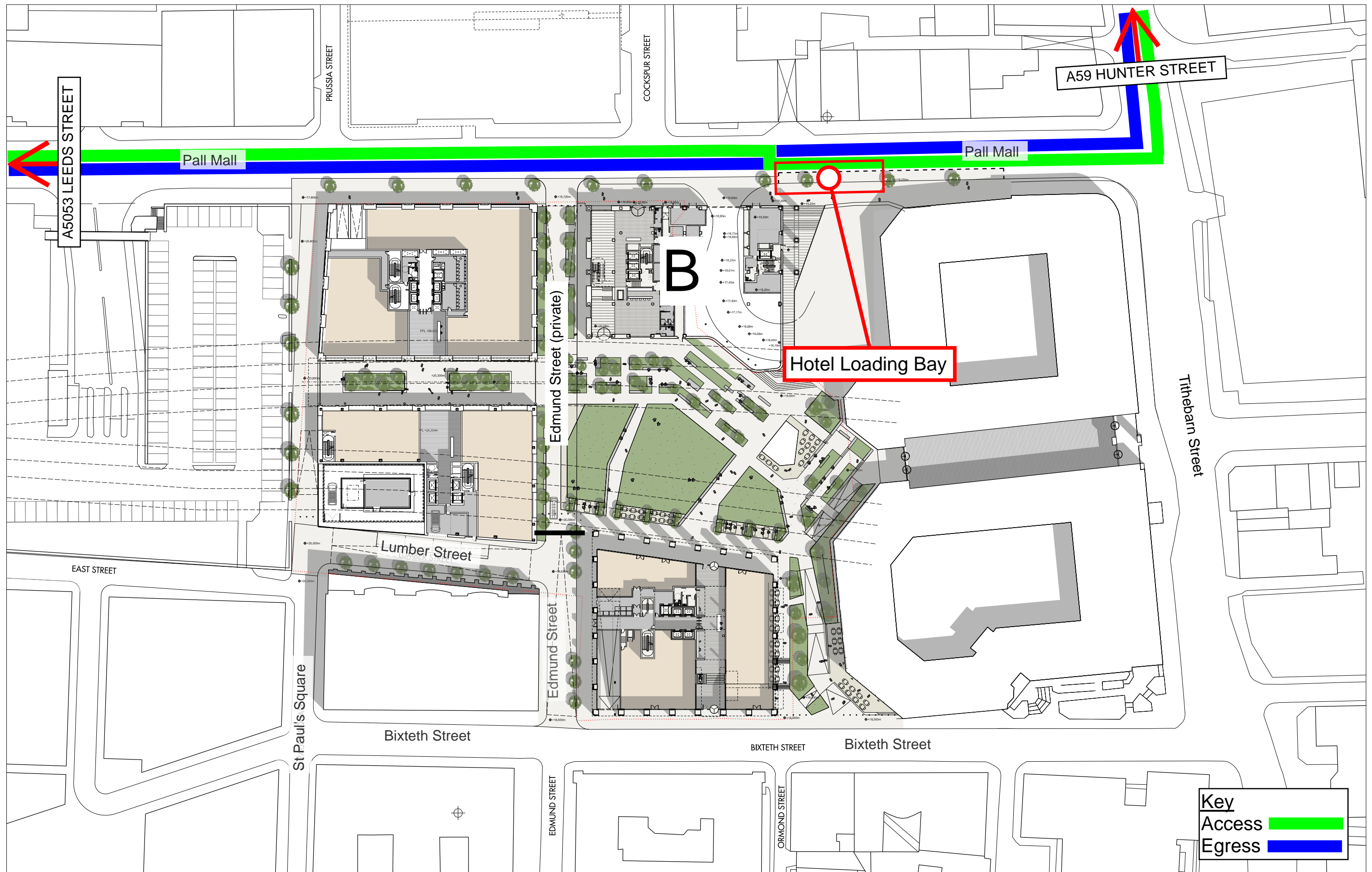
- Building A – Swept path analyses for both a 10m rigid HGV and a 11.2m 3-axle refuse vehicle are shown in Drawing 119272_SPA_001 in Addendum B. It should be noted that the loading bay on Edmund Street has been positioned to ensure that there will be no conflict between vehicles entering/exiting the adjacent residential building (X Building) car park and a service vehicle parked in the loading bay.
- Building B – Swept path analyses for a 16.5m articulated HGV accessing/egressing the loading bay on Pall Mall in either direction are shown in Drawing 119272_SPA_002 in Addendum B.
- Building C & D – Swept path analyses for both a 10m rigid HGV and 11.2 m 3-axle refuse vehicle are shown in Drawing 119272_SPA_003 in Addendum B. The analyses show all access to the private section of Edmund Street via Pall Mall. Access to the private section of Edmund Street will be controlled by a barrier and intercom system, or similar, with the controls situated such that vehicles will be fully clear of the running carriageway of Pall Mall whilst waiting to proceed.
- Substation – Swept path analyses for a 7.5t panel van are shown in Drawing 119272_SPA_004 in Addendum B. The swept path shows both access and egress to the service area provided within the substation boundary. Note: the substation does not form part of this planning application and has already been granted consent by LCC. The details are therefore for information only.

Addendum A – Routeing Plans

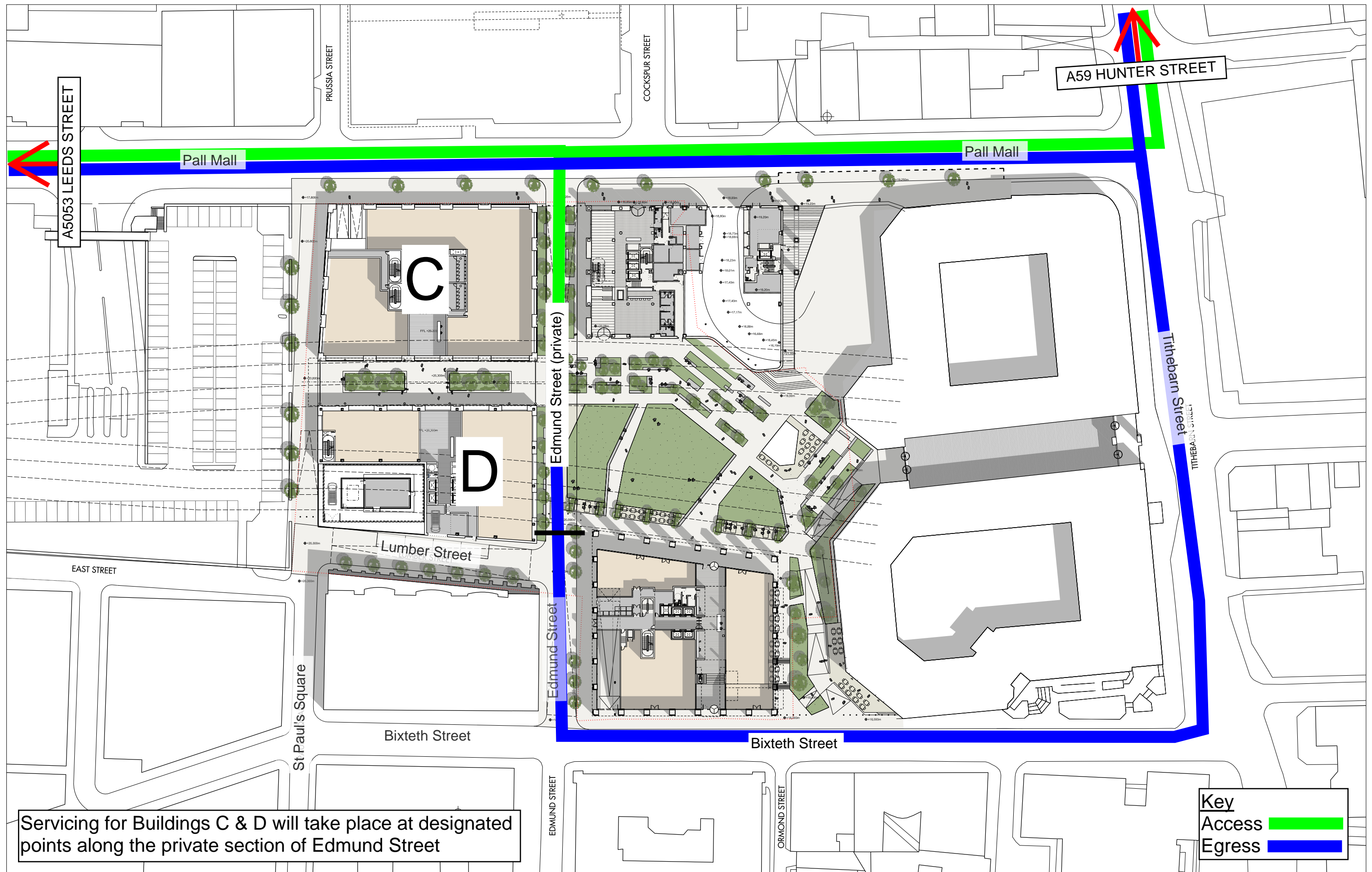


Plan A

Servicing and Delivery Access Routes for Building A

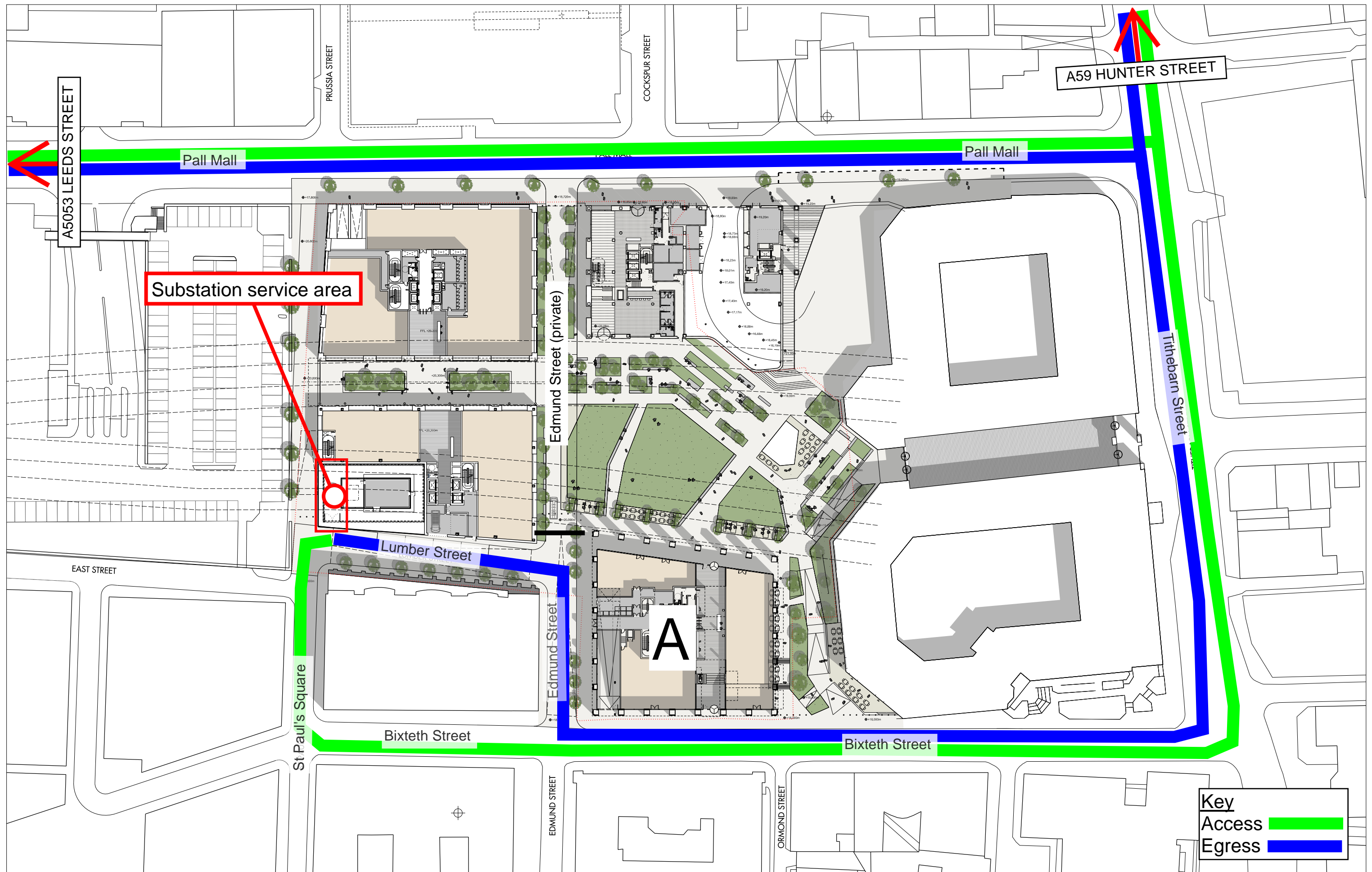


Plan B Servicing and Delivery Access Routes for Building B (Hotel)



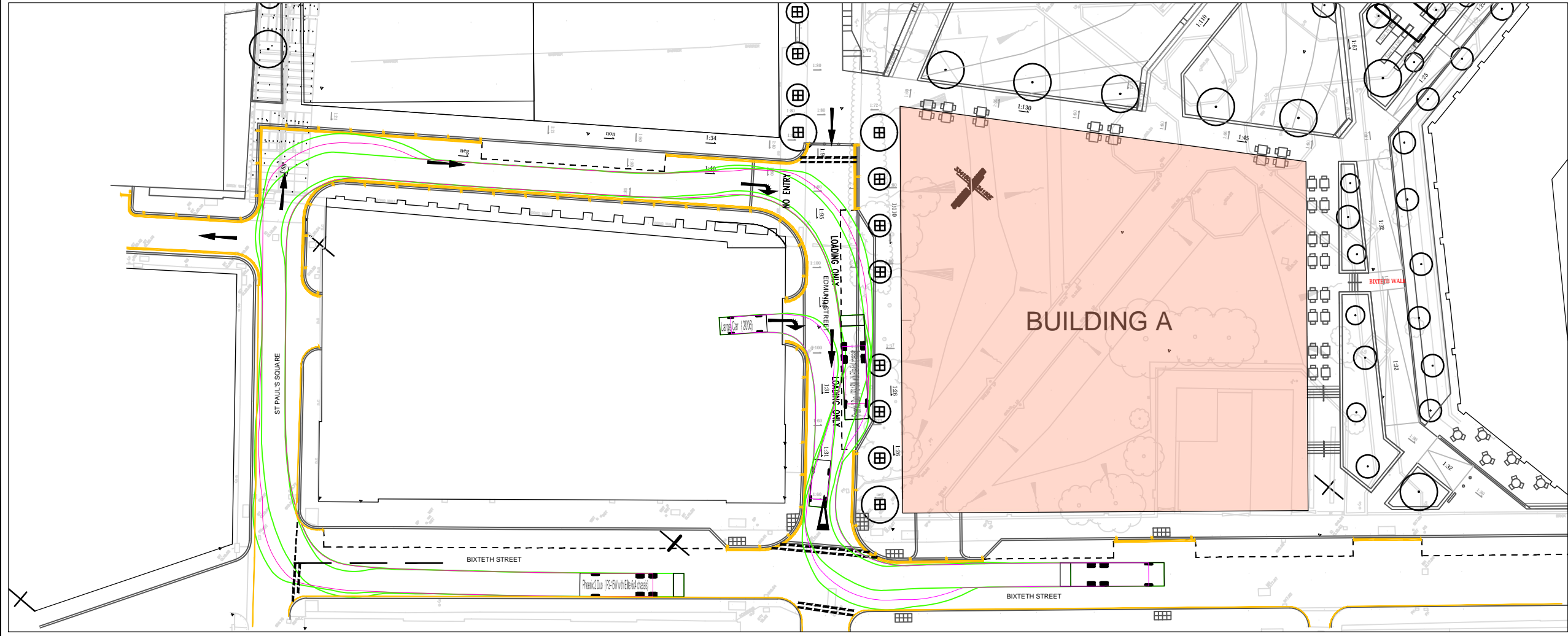
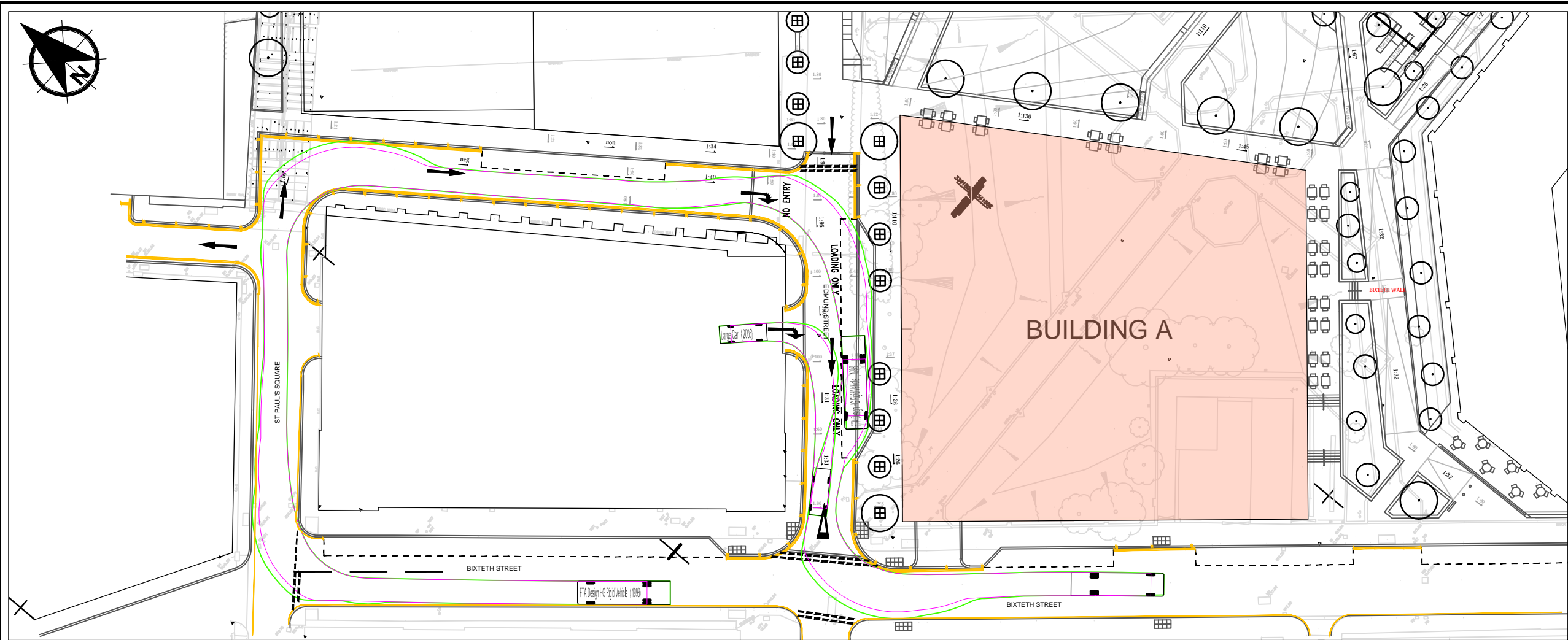
Plan C

Servicing and Delivery Access Routes for Buildings C & D

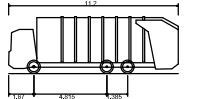


Plan D Servicing Route for Substation

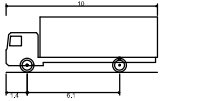
Addendum B – Servicing Swept Paths



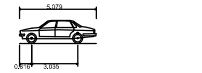
NOTES



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.300m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



FTM Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.800m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.30s
Kerb to Kerb Turning Radius 11.000m



Large Car (2008)
Overall Length 5.079m
Overall Width 1.912m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
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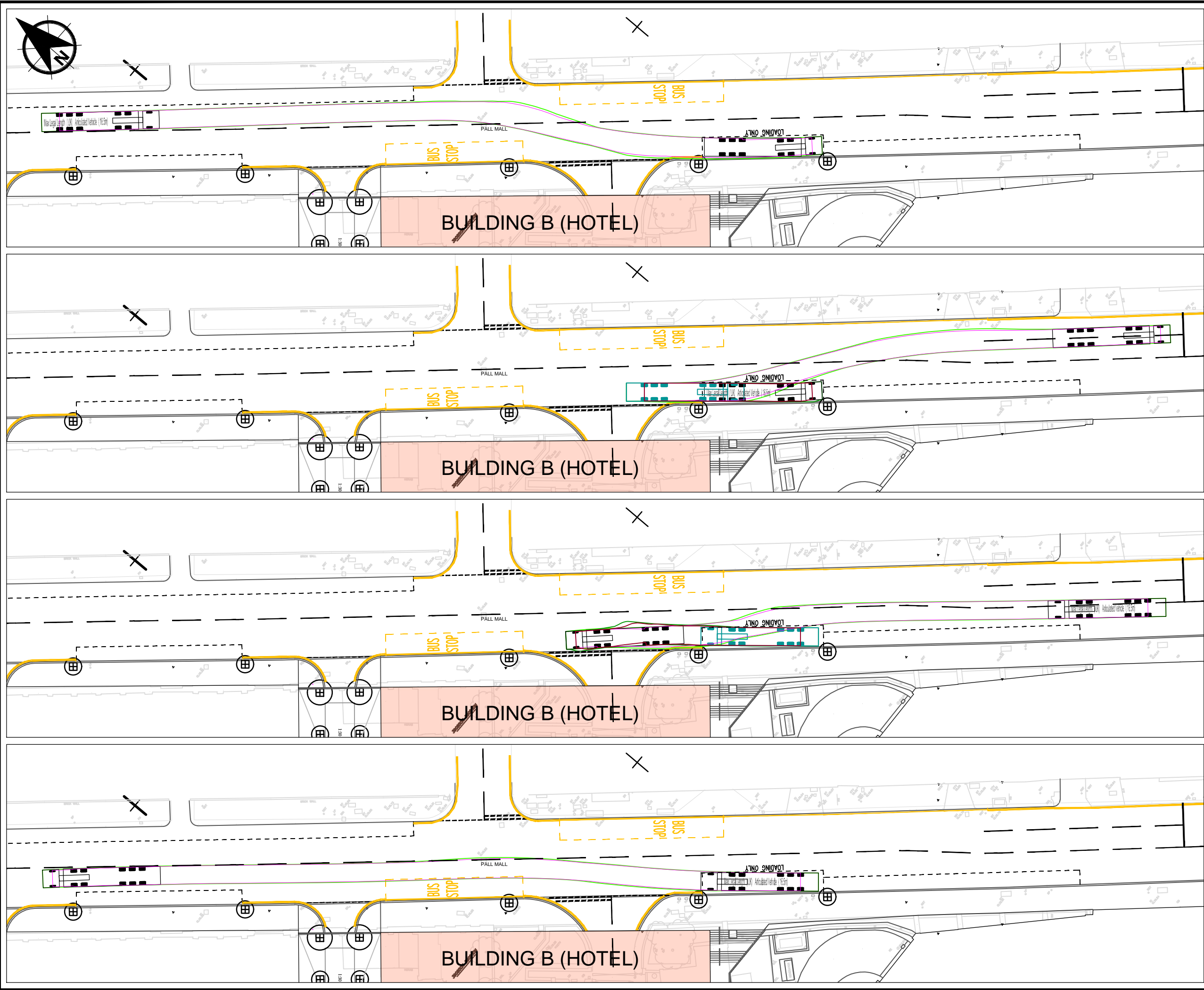
Client
**Kier Property Developments Limited
CTP Limited**

Drawing Status
PLANNING

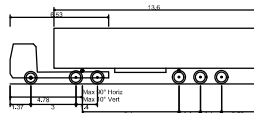
Project Title
Pall Mall

Drawing Title
**BUILDING A - SERVICING
SWEPT PATH
ANALYSES**

Scale 1:500	Designed JS	Drawn JS	Checked MD	Approved MD
Original Size A3	Date 14.05.19	Date 14.05.19	Date 26.06.19	Date 26.06.19
Drawing Number 119272_SPA_001	Revision			



NOTES



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
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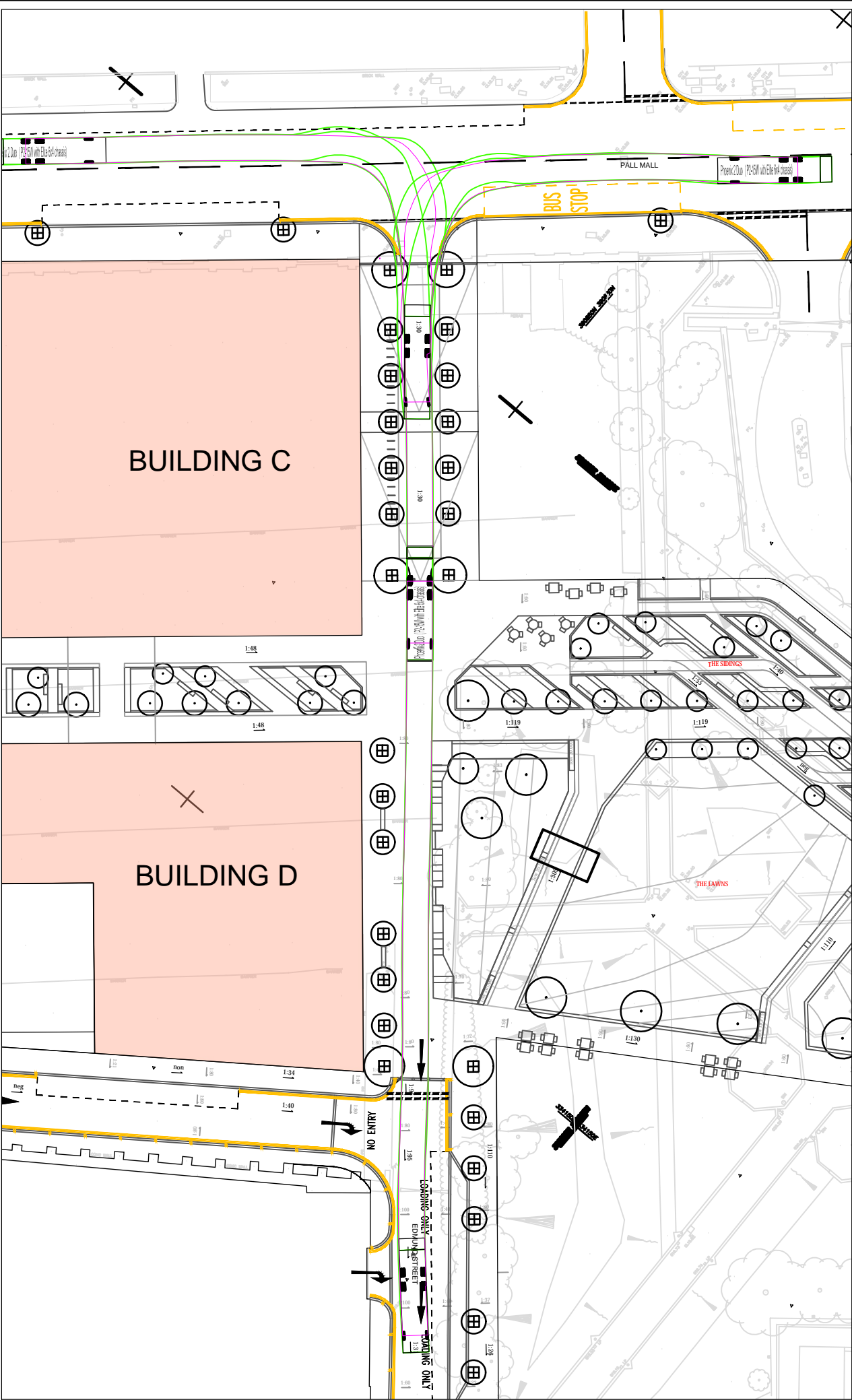
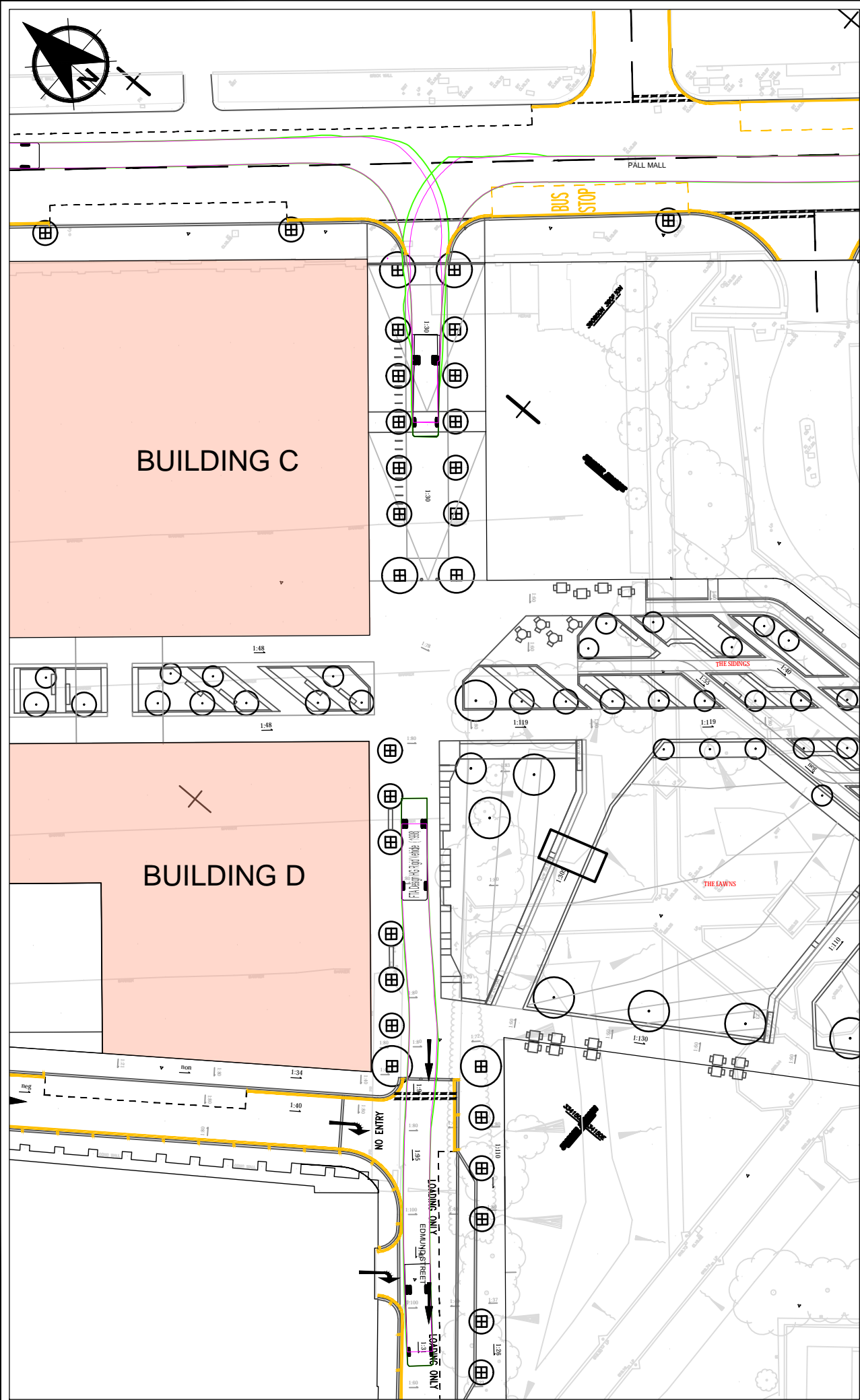
Client
Kier Property Developments Limited
CTP Limited

Drawing Status
PLANNING

Project Title
Pall Mall

Drawing Title
BUILDING B (HOTEL) - SERVICING
SWEEP PATH
ANALYSES

Scale 1:500	Designed JS	Drawn JS	Checked MD	Approved MD
Original Size A3	Date 14.05.19	Date 14.05.19	Date 26.06.19	Date 26.06.19
Drawing Number 119272_SPA_002	Revision			



NOTES

10

1.5

6.1

FTA Design HG Rigid Vehicle (1998)

Overall Length10,000m

Overall Width2,500m

Overall Body Height3,645m

Min Body Ground Clearance0,440m

Track Width2,470m

Lock to lock time3,00s

Kerb to Kerb Turning Radius11,200m

11.2

1.5

6.15

6.15

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length11,200m

Overall Width2,530m

Overall Body Height3,751m

Min Body Ground Clearance0,344m

Track Width2,500m

Lock to lock time4,00s

Kerb to Kerb Turning Radius9,500m

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd

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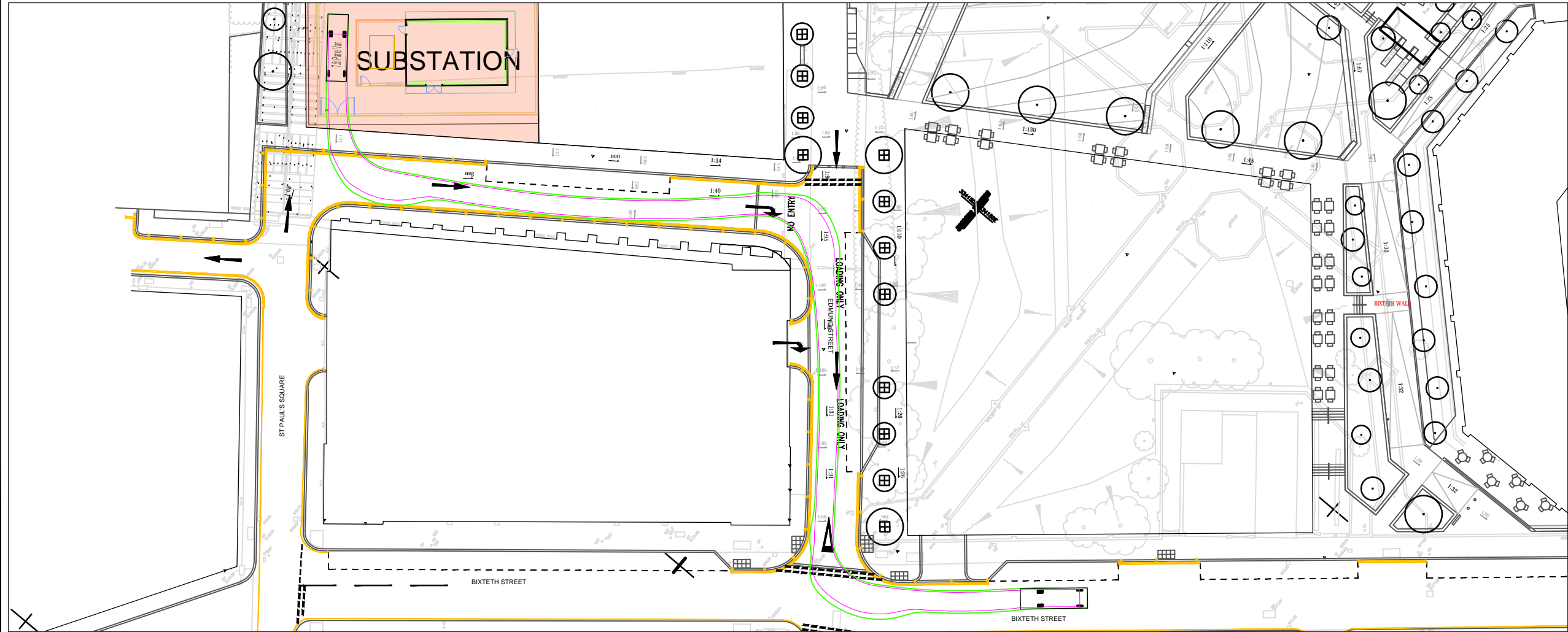
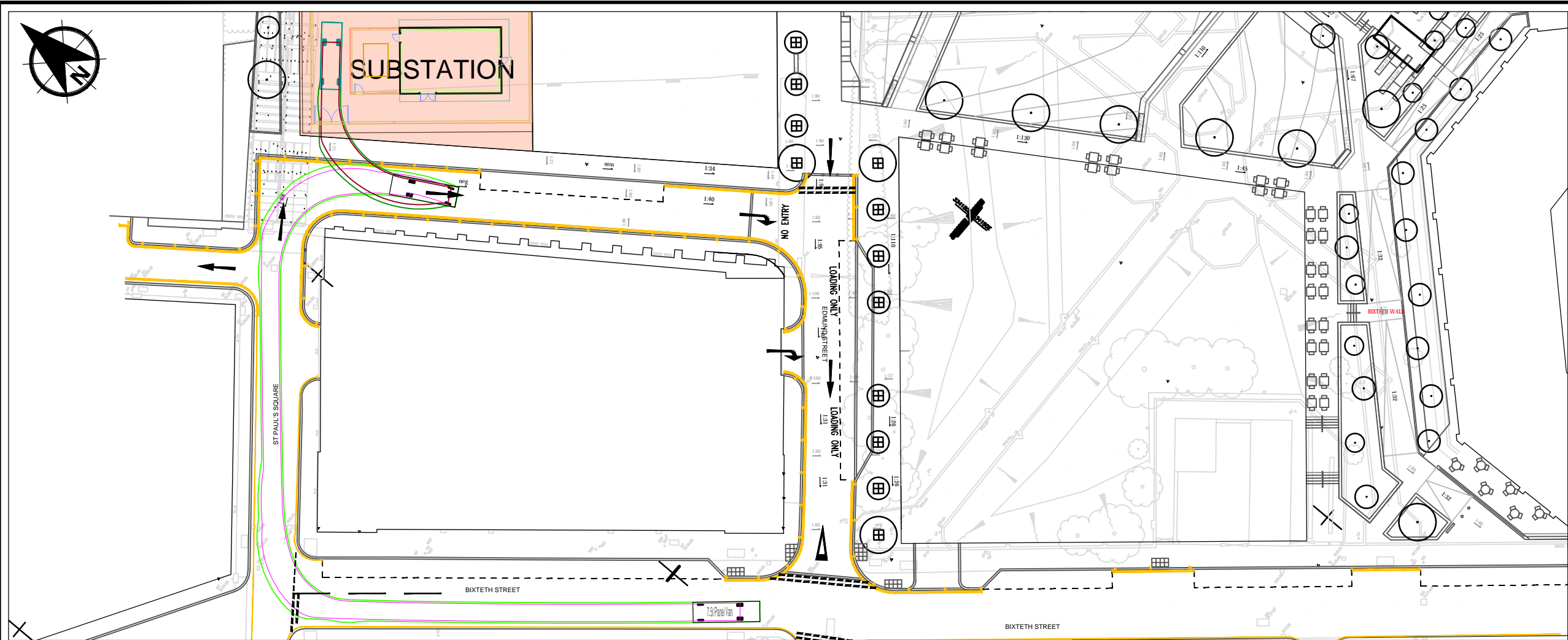
Drawing Status
PLANNING

Project Title
Pall Mall

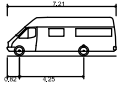
Drawing Title
**BUILDINGS C & D - SERVICING
SWEPT PATH
ANALYSES**

Scale 1:500	Designed JS	Drawn JS	Checked MD	Approved MD
Original Size A3	Date 14.05.19	Date 14.05.19	Date 26.06.19	Date 26.06.19
Drawing Number 119272_SPA_003				Revision

W:\U2012\proj\119272 Pall Mall_Liverpool\Project\Design\Drawings\ 119272_TP_012 Rev D.dwg



NOTES



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.182m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

kerb to kerb turning radius

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
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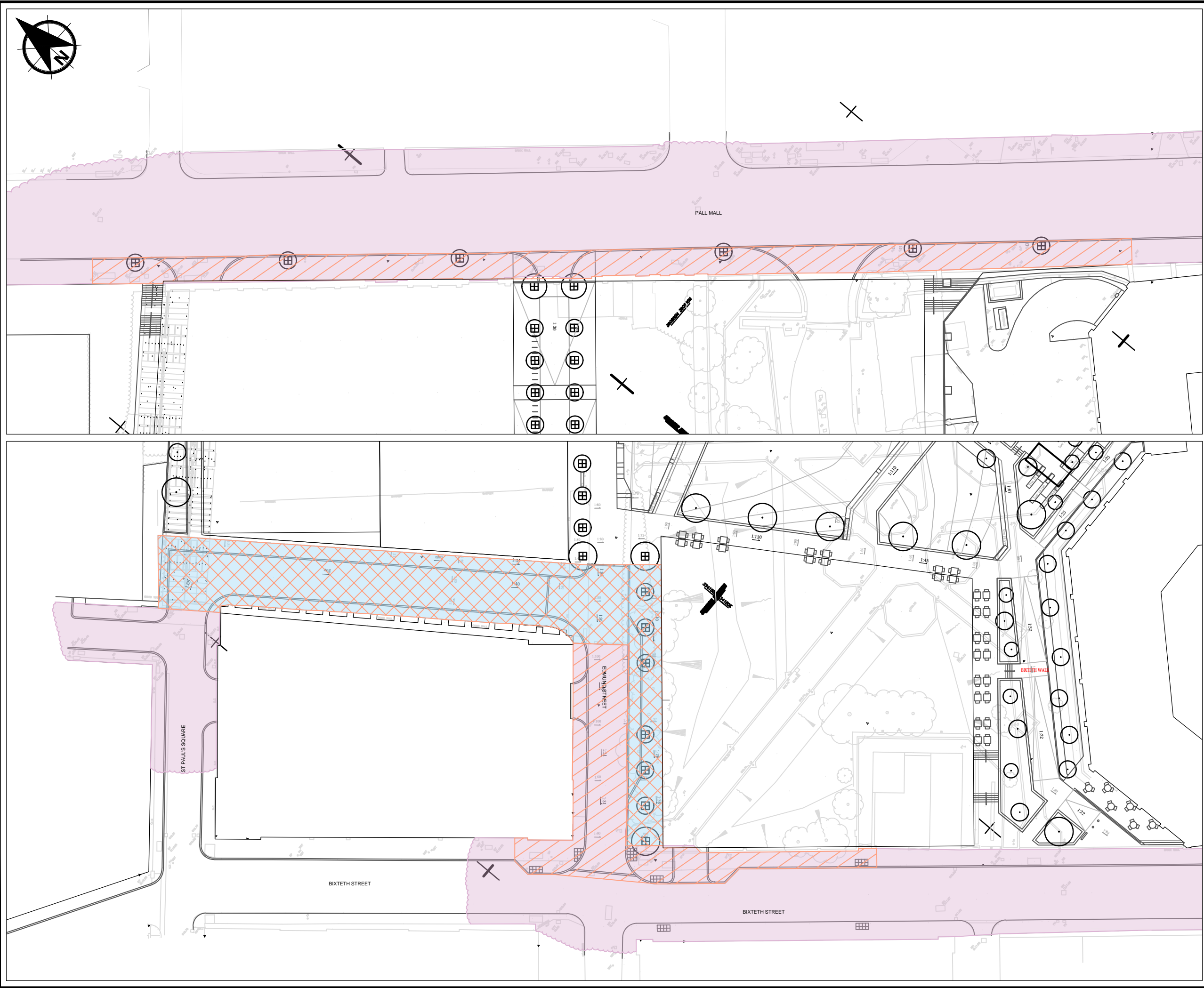
Drawing Status
PLANNING

Project Title
Pall Mall

Drawing Title
**SUBSTATION
SWEEP PATH
ANALYSES**

Scale	1:500	Designed	JS	Drawn	JS	Checked	MD	Approved	MD
Original Size	A3	Date	14.05.19	Date	14.05.19	Date	26.06.19	Date	26.06.19
Drawing Number	119272_SPA_004								Revision

Appendix K – Illustrative Highway Works Extent



NOTES

- EXISTING ADOPTED HIGHWAY
- PROPOSED HIGHWAY TO BE ADOPTED
- ILLUSTRATIVE S278 WORKS
- ILLUSTRATIVE S38 WORKS

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
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CTP Limited

Drawing Status
PLANNING

Project Title
Pall Mall, Liverpool

Drawing Title
ILLUSTRATIVE
EXTENT OF HIGHWAY WORKS

Scale	1:250	Designed	JS	Drawn	JS	Checked	MD	Approved	MD
Original Size	A3	Date	31.05.19	Date	31.05.19	Date	26.06.19	Date	26.06.19
Drawing Number	119272_HW_001							Revision	