

Interim Travel Plan

Indurent Park
Knowsley



Change list

Ver	Date	Description of the change	Reviewed	Approved by
01	24/07/2025	Final to Issue	IB	NJR
02	30/07/2025	Final to Issue - Reviewed	IB	NJR

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1 Introduction

1.1 Background

This Interim Travel Plan (ITP) has been prepared by Sweco on behalf of Indurent Management Limited (the Applicant), to support a proposed industrial and logistics development comprising B2 / B8 and relevant E (g)(iii) class land uses, including provision of access from Alchemy Way and all associated works of landscaping, car parking and servicing arrangements.

The proposed application site (the 'Site') measures approximately 4.5 hectares and is located to the south of Knowsley Business Park and to the east of Moorgate Point (also within the ownership of the Applicant). The Site is located approximately 1.5 miles east of Kirkby and 6.5 miles northeast of Liverpool and benefits from excellent connectivity to the local and strategic highway network by virtue of its adjacency to the A580 East Lancashire Road and M57 Junction 4 providing connections to Liverpool, Manchester and beyond.

The proposed development comprises two industrial warehouse units of circa 197,880 sq. ft / 18,384 sq. m (total GIA).

By producing this ITP, the Applicant confirms its intention to implement a clear strategy to address sustainable transport issues and travel patterns associated with the future use of the site. A separate Transport Assessment (TA) has also been prepared based on a scope agreed with Knowsley Council (the Council).

This ITP recognises the importance of giving practical and informed consideration to sustainable modes of travel for the occupants of the new development, with a particular focus on encouraging use of sustainable modes of transport and reducing the number of trips made by Single Occupancy Vehicles (SOV).

The proposed development is speculative, therefore the ITP will provide a foundation on which a more detailed Travel Plan can be developed once the Site occupiers have been identified.

1.2 BREEAM Compliance

The proposals will be assessed against the requirements for BREEAM UK 'New Construction V6.1 - Tra 01'; the Council's Ensuring a Choice of Travel SPD; and the Department for Transport's (DfT) 'Good Practice Guidelines Delivering Travel Plans through the Planning Process', (April 2009).

The design of the Site is being progressed with the intention of achieving BREEAM Excellent standard.

As noted in Tra 01, the aim of a Travel Plan is to encourage a reduction in user reliance on forms of travel that have the highest environmental impact. In line with Tra 01, this ITP will:

- Consider all types of travel relevant to the development;
- Be structured to meet the needs of the development; covering:
 - o Travel patterns of future users;
 - o Review of the current local environment;
 - o Disabled access;
 - o Public transport links;
 - o Current cycling facilities;
 - o Current walking facilities.
- Contain a package of measures to minimise car-based travel.

1.3 Travel Plan Benefits

Travel Plans are management tools designed to enable the users of a site to make more informed decisions about their travel to minimise any adverse impacts on the environment. This is achieved by setting out a strategy for eliminating the barriers to using sustainable transport modes and managing single occupancy private car use, where appropriate.

If well-designed and properly managed, the implementation of a Travel Plan can provide realistic access opportunities for travel to a site by sustainable modes such as public transport, walking and cycling.

Travel Plans can also:

- Improve the environmental credentials of the occupying organisation;
- Offset against the implications of reduced parking within developments;
- Reduce the carbon footprint of the organisation/development;
- Reduce the traffic impact on the surrounding road network;
- Improve the health and wellbeing of the employees through the use of active travel modes such as walking and cycling; and
- Reduce the adverse impacts of traffic on local residents and businesses.

1.4 Report Structure

Following this introduction, the report is structured as follows:

- **Chapter 2** presents a review of the prevailing transport planning policy and other applicable guidance;
- **Chapter 3** provides a baseline description of the site location and the accessibility of the site by non-car modes;
- **Chapter 4** sets out the detail of the proposed development, including, a description of the proposal, the access strategy and future parking provision;
- **Chapter 5** sets out the strategy, aims and objectives of the Travel Plan;
- **Chapter 6** details the measures and initiatives to be used to promote active travel, public transport and a reduction of SOV use;

- **Chapter 7** presents an interim action plan;
- **Chapter 8** discusses the proposed methods by which targets will be set for future travel mode split; and
- **Chapter 9** proposes a future monitoring strategy which is intended to ensure the Travel Plan remains relevant and effective.

2 Existing Conditions

2.1 The Site

The Site measures approximately 4.5 ha and comprises land situated to the east of Moorgate Road North, within Knowsley Business Park, north-east of the M57 J4. The Site is located approximately 1.5 miles east of Kirkby and 6.5 miles northeast of Liverpool.

The land is currently undeveloped and is bounded on its northern and western frontages by existing industrial development, on its southern frontage by the current termination of Alchemy Way and an Over Head Line (OHL) electricity cable corridor, and on its eastern frontage by undeveloped land.

The location of the Site is shown on **Figure 2.1**.

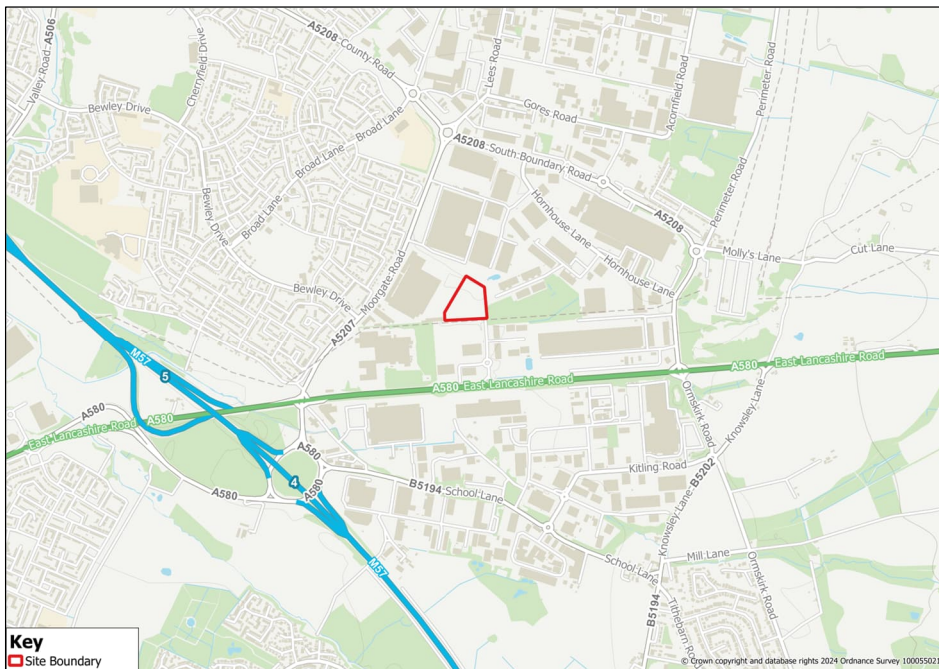


Figure 2.1 - Site Location Plan

The Site does not have an existing point of access, however the historical development of Alchemy Park and the Site's planning history confirm that the intention has always been that the land would be accessed via an extension to

Alchemy Way which is an adopted highway along its extent from its junction with the A580.

The area within the application boundary is wholly private land. There is no public access to the Site and no Public Rights of Way (PRoW) are located within the immediate vicinity.

The adjacent areas to the Site are predominately occupied by commercial and employment uses. Beyond the immediate vicinity of the Site, lie the largely residential districts of Northwood and Southdene to the northwest, and Gillmoss to the southwest.

2.2 Local Highway Network

A review of the immediate adjacent highway network has been undertaken and is summarised below.

Alchemy Way

Alchemy Road is a single carriageway road providing access to Alchemy Business Park via a signalised junction with the A580 East Lancashire Road to the south.

The road is adopted to the back of the footways on each frontage and to the current northern termination of the highway at a turning head, as shown in **Figure 2.2**.

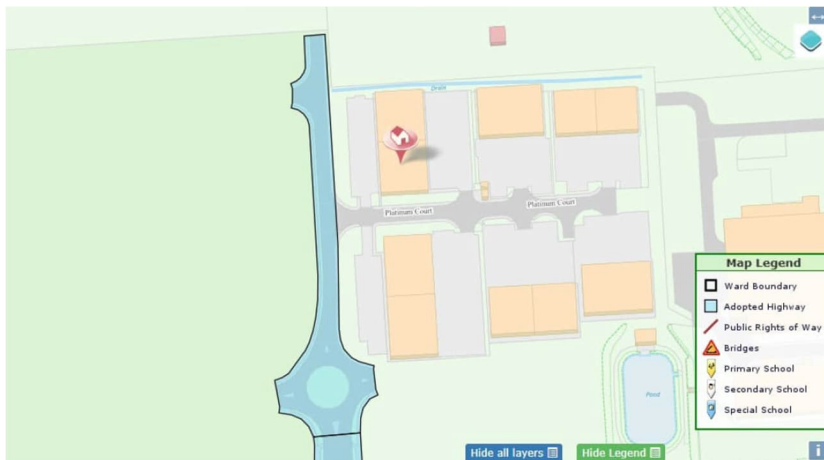


Figure 2.2 – Adopted Highway Boundary (extracted from the Council's website:

<https://highways.knowsley.gov.uk/>)

Alchemy Way is street-lit, with footways on both frontages. It is assumed that the road is subject to a 30mph speed limit although this is not signed. The footpath along its western frontage terminates at the southern side of the access stub approximately 60m to the south of the Site's southern boundary. Reference to historical images from 2008 show this footpath continuing across the access stub and extending further north towards the Site. However, it is currently overgrown with vegetation and totally obscured by a significant accumulation of dumped material and other debris and as such its current condition cannot be ascertained. The footpath along the eastern frontage extends as far as the unadopted section of carriageway at the road's northern end.

There are uncontrolled crossing points for pedestrians at each arm of the Alchemy Way roundabout and at each private access within the Business Park. Shared pedestrian / cycle paths are provided along the A580 which extend into Alchemy Way for a short section after which cyclists are required to rejoin the Alchemy Way carriageway, just north of its signalised junction with the A580.

There are no Traffic Regulation Orders (TROs) in force along the road's extent. As a result, Alchemy Way currently experiences on-street parking, as shown in **Figure 2.3**. The uncontrolled parking partially obstructs the footways and impedes visibility at crossing points.



Figure 2.3 – Alchemy Way Uncontrolled Parking (looking southbound towards the A580 junction)

A580 East Lancashire Road

The A580 East Lancashire Road is a dual carriageway road that runs in an east-west direction to the south of the Site. It is a local distributor road which provides access to neighbouring residential areas to the northwest as well as destinations further afield including Manchester to the east and Liverpool to the west. It provides a connection to the M57 J4 to the southwest of the Site and the M6 J23 approximately 15km to the east.

To the east, the A580 forms a signalised crossroads junction with the A5208 Coopers Lane and Ormskirk Road. The A5208 provides access to the northern areas of Knowsley Business Park.

To the west, the A580 forms another signalised crossroads with the A5207 Moorgate Road North / South. To the north, the A5207 provides access to local residential areas within Kirkby including Southdene, Northwood and West Vale. To the south, the road provides a connection to the M57 via J4 which comprises a partially signalised roundabout. Additionally, the M57 Northbound can be accessed directly from the A580 via the on / off slip roads just west from its junction with the A5207.

The A580 in the vicinity of the Site is street-lit with shared pedestrian / cycle paths on both sides and is subject to a 50 mph speed limit. The A580 / Alchemy Way junction provides a toucan crossing across Alchemy Way, and an uncontrolled pedestrian crossing over the western arm of the A580. Toucan

crossings are also provided to enable pedestrians and cyclists to negotiate the A580 / A5208 and A580 / A5207 junctions.

The Council is currently undertaking improvement works at the junction of the A580 / A5207 (Moorgate Road). Phase two, relating to Junction 4 of the M57 will commence in the summer of 2026. The works include:

- Improvements at the junction of Moorgate Road and East Lancashire Road (A580), with new separate cycle crossings constructed to improve the safety of cyclists whilst making their journey through the junction quicker and more efficient.
- A reduction in the speed limit of the East Lancashire Road from 50mph to 40mph between Alchemy Way and the boundary with Liverpool.
- Improvements for cyclists and pedestrians at Ribblers Lane, making it safer and easier to join existing cycle routes.
- Carriageway widening to create extra lanes and increase capacity and reduce congestion at both junctions.
- The full signalisation of Junction 4 of the M57 and upgrading the existing signals at Moorgate Road Junction East Lancashire Road (A580).

A 'No Stopping (Clearway)' TRO is in place along the A580's extent with restrictions in force at all times.

2.3 Sustainable Access Audit

2.3.1 Introduction

This section provides a baseline accessibility assessment to establish the existing transport provision serving the Site and its surroundings. The assessment considers travel by all modes of transport and provides details of available infrastructure and service provision.

The assessment recognises that the type of development proposed has a need for both local and longer distance travel and that the use of public transport is likely to be the primary non-car mode of transport to this development. It also recognises that walking and cycling are primary modes of travel, but can also be linked modes of travel for public transport users.

2.3.2 Pedestrian Accessibility

Reference to Table 3.2 of the IHT document, 'Providing for Journeys on Foot (2000)', suggests that the preferred maximum walking distance to common facilities is 1.2 km and up to 2 km for commuting. BREEAM guidelines recommend that development should ideally be located within 500m of a range of local amenities.

Figure 2.4 illustrates that there are no amenities within 1.2km of the Site. However, there are several amenities located just outside of the preferred catchment area at approximately 1.5km to the east of the Site. These include several fast-food establishments, a convenience store and an ATM which can be reached by foot via a safe pedestrian route.

There are no Public Right of Ways (PRoWs) immediately adjacent to, or within, the Site boundary.

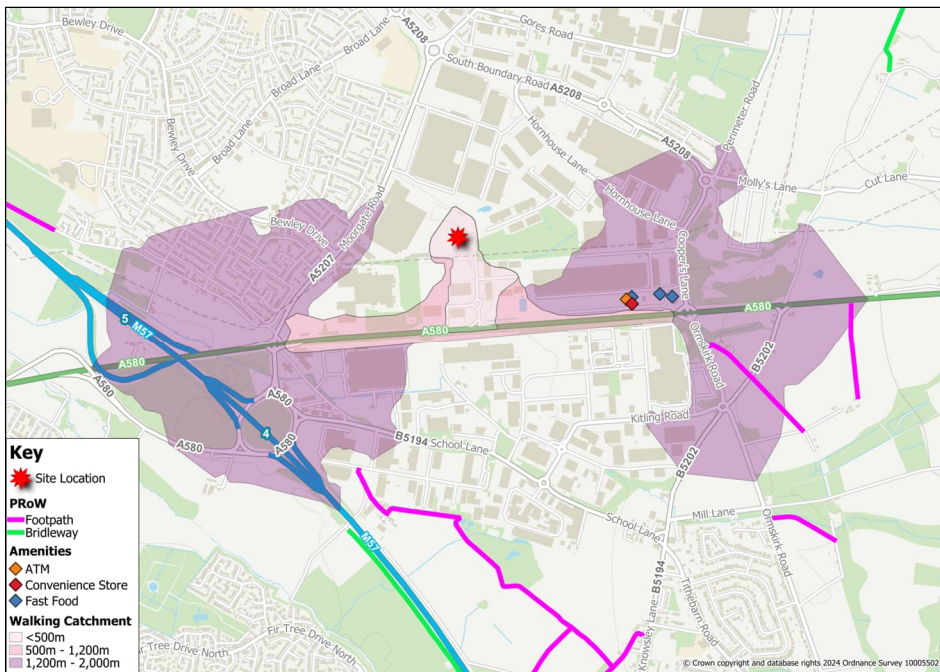


Figure 2.4 – Walking catchment

The 2km walking catchment area includes parts of the industrial estate and small parts of Southdene to the west of the Site. As such, the walking catchment for commuter trips is relatively limited.

In terms of pedestrian infrastructure, the footways along Alchemy Way and the A580 in the vicinity of the Site are of good quality. They vary in width with footways being approximately 2m wide and shared pedestrian / cycle paths being up to 3.5m. There is a short section of footpath along the western side of Alchemy Way, which is obstructed by overgrown vegetation and dumped material, and as such is unusable in its current state.

It should be noted that the only point of pedestrian access into the Site is via Alchemy Way as it is a cul-de-sac. There are no existing or proposed pedestrian links to the local highway network through adjacent land, or existing developments.

Several uncontrolled crossings are present at the private accesses along Alchemy Way. However, it was observed that the footways and pedestrian crossing points on the road are partially obstructed by uncontrolled on-street parking.

Pedestrian crossing facilities at the A580/ Alchemy Way junction are partially controlled, with signalised crossing facilities provided across Alchemy Way, and an uncontrolled staggered pedestrian crossing provided across the western arm of the A580. Fully controlled pedestrian crossing facilities are provided at both the A580/ A5208 (Ormskirk Road) and the A580/ A5207 (Moorgate Road) junctions.

As such, whilst pedestrian access to the site can only be taken from Alchemy Way, this is identical to the other consented development sites on Alchemy Way, not least the adjacent Network Space development which has recently been approved by the Council and reflects the layout of the established industrial area and surrounding highway network.

2.3.3 Cycle Accessibility

It is widely recognised that cycling is a potential substitute for short car trips, particularly those under 5 miles (8 km) and can form part of a longer journey by public transport.

Applying this criteria, **Figure 2.5** shows the area accessible by bike. At its furthest most reaches, this includes Kirkby to the north; Prescott to the south; and the outskirts of St Helens to the east and Liverpool to the west.

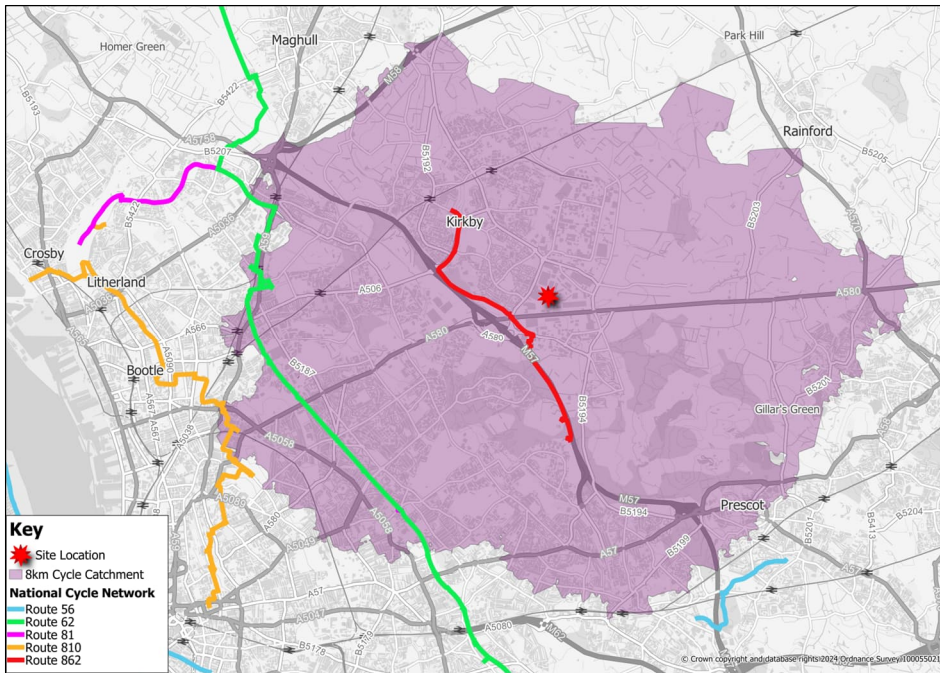


Figure 2.5 – Cycle catchment

An extract from the Knowsley Cycle Map is shown as **Figure 2.6**.



Figure 2.6 – Extract from Knowsley's Cycle Map

The existing cycle network is accessible directly from Alchemy Way. There is a shared pedestrian / cycle path that runs in an east – west direction to the south of the Site along both sides of the A580. To the west it joins the National Cycle Route (NCR) 862 at the A580 / A5207 junction, and to the east the path continues along the A580 past its junction with the A5208 towards St Helens. Additionally, there are shared pedestrian / cycle paths along the A5207 and the A5208 which provide access to other parts of the industrial estate, and further north-west into Kirkby.

Toucan crossings are provided at the A580 / Alchemy Way and A580 / A5208 junctions to facilitate east – west cycle movements. Toucan crossings are also provided at the A580 / A5207 junction along the eastern and northern arms to facilitate access to NCR 862. Highway improvement works currently being undertaken by the Council (detailed in *Section 2.2*) will further improve facilities for cyclists at this junction.

NCR 862 runs to the west of the Site in a north-western – south-eastern direction between Kirkby and Stockbridge Village, as illustrated on **Figure 2.5**. Further to the west, NCR 62 runs in a north-western – south-eastern direction providing access to residential areas on the outskirts of Liverpool.

With regards to future improvements, the Liverpool City Region Combined Authority (LCRCA) has prepared a Local Cycling and Walking infrastructure plan (LCWIP) which includes the existing cycle route on the A580 East Lancashire Road as a Phase 2a proposal. It also identifies as a Phase 3 proposal the improvement of the Knowsley Cycle Route (Kirkby to Speke) which runs north to south and crosses the A580 at the A5208 Ormskirk Road.

Cycle accessibility to the Site is good and the commitment in the LCWIP to improve the A580 route and the Knowsley Cycle Route in the future would further improve access by bike.

2.3.4 Public Transport Accessibility

Bus

Table 4 of the Chartered Institution of Highways and Transportation (CIHT) document 'Buses in Urban Developments (2018)' suggests a maximum recommended walking distance of 500m to a bus stop within a core bus corridor which provides two or more high frequency services; and 300m to a bus stop with less frequent routes.

The bus stops in the vicinity of the Site are shown in **Figure 2.7**.

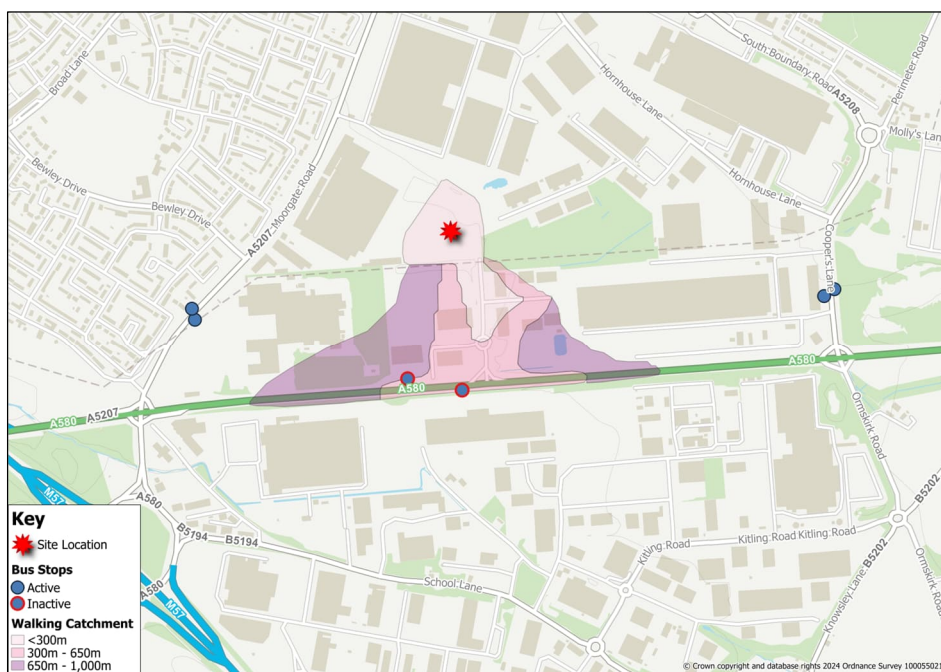


Figure 2.7 – Public Transport nodes accessible on foot

The closest active bus stops to the Site are located on the A5207 Moorgate Road North and the A5208 Coopers Lane, which are located approximately 1.5km from the Site.

The bus stops can be accessed via the footways along the A580. In addition to the controlled crossing facilities at the A5208 and the A5207 junctions, there are uncontrolled crossings adjacent to the bus stops providing access to services in the opposite direction.

The bus stops on the A5207 provide access to several bus services. These include three services that run hourly (898, 899, 17A/X), and three services that run more frequently (14A, 19, 97), every 15 to 45 minutes during the weekdays. The bus stops on the A5208 provide access to one additional service, namely the 217, which runs every 30 minutes during weekdays. There are additional bus services that can be accessed from these bus stops, however they are infrequent with only a few buses per day. The bus routes serve the neighbouring areas including, Knowsley, Kirkby, Bootle and Liverpool.

Whilst the bus stops in the area offer good service provision, they are located outside of the maximum recommended walking distance to a bus stop, so bus is unlikely to be a preferred mode of choice.

Rail

The Chartered Institution of Highways & Transportation (CIHT) document 'Planning for Walking' (2015) suggests that people will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.

The closest rail station is Kirkby, which is located approximately 5km to the west of the Site which is significantly outside of the preferred maximum walking distance. However, the station can be accessed by cycle, or via the bus services on the A5207 Moorgate Road North.

BREEAM Accessibility Index

BREEAM guidelines indicate that a compliant public transport node includes any bus stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route.

Figure 2.7 shows the location of active bus stops in the vicinity of the Site, all of which fall outside the preferred walking distance to a bus stop. Therefore, the BREEAM Accessibility Index for the Site is calculated to be 0.

Considering the walking distances to amenities, neighbouring residential areas and compliant public transport notes it can be concluded that the Site does not benefit from a notable accessibility rating for walking trips and public transport trips.

2.4 Existing Travel Patterns

It has been agreed with the council that trip distribution and mode shares will be based on NOMIS data. The selected dataset is "*Location of usual residence and place of work by method of travel to work (MSOA level)*" with the location of work set as "*E02001331 : Knowsley 005 (2011 super output area - middle layer)*".

Although more recent data are available, due to the uncertainty around the effects of the Covid-19 pandemic on the results of the Census 2021, it was concluded the Census 2011 data are more appropriate in this instance. More detail of the routes and modal split is included within the TA.

3 Transport Policy Review

3.1 Introduction

The following section details the findings of a review of the national, regional and local transport planning policies which are applicable to the Site.

3.2 National Policy

3.2.1 National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) sets out the Government's planning policy and its expectations in terms of the application of this policy. The purpose of the NPPF is to achieve sustainable development, with a presumption that development should be allowed to proceed without delay if it meets the criteria under the roles of delivering economic, social and environmental objectives. In addition, NPPF states that proposals according with an up to date development plan should also be approved.

At its core, NPPF requires the planning system to:

"...actively manage patterns of growth" to make fullest possible use of public transport, walking and cycling, and focus significant development in "locations which are or can be made sustainable."

"However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

Furthermore, paragraph 115 states that decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all users; and
- Improvements can be undertaken within the transport network that cost - effectively limits the significant impacts of the development.
Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 118 states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the*

application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

3.2.2 DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development ('The Circular')

The Secretary of State's policy document for the Strategic Road Network (SRN) sits alongside National Planning Policy Framework (NPPF), and other planning policy documents to help set policies and make decisions on planning proposals. It sets out the general principles of engagement with National Highways as a Statutory Consultee at an early stage to identify and, if necessary, resolve any issues as early as possible in the process.

The circular is applicable to the whole of the SRN, comprising motorways and their junctions with the major road network.

The document also emphasises the need to consider and maximise opportunities for walking, wheeling, cycling, public transport and shared travel.

The Council contacted National Highways as part of its pre-application consultation and they have provided a response which is considered as part of the TA.

3.3 Regional Policy

3.3.1 LCRCA Draft Local Transport Plan (2024) (under preparation)

The LCRCA Draft Transport Plan details the Combined Authority's vision for transport for the city region up to 2040. The Draft Plan has recently undergone consultation and is currently under review.

The core vision of the Strategy is to develop a transport system that is clean, safe and accessible. There are five strategic goals listed in the Strategy, focusing on supporting inclusive economic growth across the city region, achieving net-zero carbon, improving the health and wellbeing of the population, and securing a well-maintained and resilient transport network.

It should be noted that the Draft Plan does not provide information about the proposed Infrastructure Delivery Plan as this is currently under development.

3.3.2 LCRCA Draft Spatial Development Strategy (2023) (under preparation)

The LCRCA is currently developing a Spatial Development Strategy (SDS). The SDS is a statutory planning document that will set out the development and use of land for the next 15 years up to 2040. Once adopted, it will form part of the 'development plan' for the six City Region local authorities alongside their own Local Plans and Neighbourhood Plans. The SDS policies, when finalised, will therefore be a material consideration when determining planning applications across the City Region.

The key objectives detailed in the latest publication draft include tackling climate change, reducing health inequalities, boosting economic prosperity, creating sustainable places, and maximising social value from development by ensuring positive impacts for communities.

3.3.3 LCRCAs Local Cycling and Walking Infrastructure Plan (2020)

LCRCA's LCWIP details the plans for developing walking and cycling routes across the City Region. The main goals of the plan are to improve sustainable transport options, promote healthier lifestyles, and enhance safety for cyclists and pedestrians.

With regards to the area surrounding the Site, Phase 2a focuses on the A580 East Lancashire Road, aiming to develop an integrated and high-quality cycling and walking route from Haydock to Liverpool. Additionally, Phase 3 of the LCWIP includes the Kirkby to Speke route, among other key routes. Both of these route improvements are considered to be long-term commitments (March 2029) and are subject to securing the appropriate funding.

3.4 Local Policy

3.4.1 Knowsley Local Plan

The Knowsley Local Plan Core Strategy (the Core Strategy) was adopted in 2016, and sets out the vision, objectives and policies which will guide development within Knowsley up to 2028.

A review of the Core Strategy has revealed several transport planning policies relevant to the Site. Knowsley Industrial Park is recognised as a key regeneration area, with emphasis on the need for strategic accessibility improvements in new developments, including better access to rail freight and connections to Kirkby town centre.

It should be noted that there are no specific policies addressing the control, or restriction, of HGV traffic in the area and there are no committed highway schemes that would affect the Proposal (excepting the delivery of the current junction improvements works on the A580 detailed previously which are of wider benefit).

The following policies are particularly relevant to the Site:

Policy CS1: Spatial Strategy for Knowsley

One of Knowsley's spatial development priorities will be to enhance existing employment sites and provide a suitable range of sites and premises for new employment development. There are several principal regeneration areas identified where opportunities for regeneration and development will be maximised, including Knowsley Industrial and Business Parks.

Policy CS2: Development Principles

New development in Knowsley will be expected to support the following development principles:

- Promote sustainable economic development;
- Reduce carbon emissions;
- Reduce the need to travel and increase accessibility;
- Protect and enhance environmental assets; and
- Prioritise locations consistent with the spatial strategy.

The development principles will be implemented using development assessment tools including Transport Assessments and Travel Plans.

Policy CS7: Transport Networks

The overall transport strategy involves meeting the development needs of the borough through to 2028, enhancing road safety, and ensuring people can reach their destination by choice of walking, cycling and public transport.

New development will be required to be:

- Located and designed to prioritise accessibility and sustainable modes of travel, and incorporate access for private vehicles.
- Where subject to a planning application, accompanied by Transport Assessments and / or Travel Plans; and
- In compliance with adopted cycle, car, disabled and service vehicle parking standards.

Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks

Regeneration of Knowsley Industrial and Business Parks will be supported, encouraging a mix of new high quality employment development with a particular focus on the development of Class B2 'General Industrial' and B8 'Storage and Distribution' uses.

Policy CS19: Design Quality and Accessibility in New Development

New development within Knowsley will be expected to provide safe, secure and convenient routes for movement, with priority for walking, cycling and public transport, and integrate effectively with existing developments.

Development proposals will be required to avoid unacceptable impacts on existing residents, building occupiers, and future occupiers.

Policy CS27: Planning and Paying for New Infrastructure

Proposals for new development will be required to demonstrate that any negative impacts that the development may have on the improvement, replacement or provision of new infrastructure will be avoided and / or appropriately mitigated as part of the planning process.

New development will be expected (where necessary given the scale and nature of the proposal) to:

- Demonstrate compliance with Local Plan policies which specifically require developer contributions;
- Provide additional on-site or directly ancillary infrastructure as required to make the development acceptable in planning terms; and
- Provide financial contributions towards the provision of strategic infrastructure to support local communities together with borough-wide and other strategic development requirements.

The Knowsley Replacement Unitary Development Plan (the UDP) was adopted in 2006. Following a transition to the Local Plan system and subsequent adoption of the Core Strategy, the majority of the UDP policies have been

replaced. A number of UDP policies continue to be saved, which are detailed in the Core Strategy. The policies relevant to the Site include the following:

Policy EC3: Primarily Industrial Areas

The Site and surrounding area is identified as a primarily industrial area, and is an appropriate location for Business (Class B1), General Industry (Class B2), and Storage and Distribution (Class B8) uses.

Policy T6: Ensuring Choice of Travel to New Developments

Proposals for new development should provide or be served by a good choice of modes of travel which is appropriate to the scale and nature of the development, as follows:

- Well lit, safe, convenient and clearly sign-posted footways and cycle routes
- Cycle parking facilities in accordance with the Council's minimum standards;
- Car parking facilities which do not exceed the Council's maximum standards;
- Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council's minimum standards;
- Safe and convenient vehicular access to and from the highway and within the site; and
- Good provision of public transport to the site.

Policy T7: New Development and Walking & Cycling Routes

New development should preserve and where possible enhance the walking and cycling network.

Policy T8: Transport Assessments

Development proposals that would generate a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken.

Transport Assessments will be required for major traffic generating development proposals or proposals that would generate a material increase in traffic on any motorways, trunk roads or other primary routes.

Policy T9: Travel Plans

Travel Plans will be required for major traffic generating development proposals or proposals that would exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission.

Travel Plans will be encouraged to be as sustainable and innovative as possible and also provide inclusive access for all.

3.4.2 Ensuring a Choice of Travel Supplementary Planning Document (2019)

The Ensuring a Choice of Travel Supplementary Planning Document (SPD) was adopted by the Council in 2010 to provide detailed guidance about the Council's transport policies. The main objective of the SPD is to ensure a good choice of travel modes to all new developments in Knowsley.

The development is considered 'Major' based on the thresholds listed in the SPD for B2 (4,000 m²+) and B8 (5,000 m²+) uses. The SPD provides details on the parking standards, accessibility, and Transport Assessment and Travel Plan requirements for new developments.

Policies T6, T8 Transport Assessments (TAs) and T9 Travel Plans (TPs) detailed in the UDP are also listed within the SPD. The SPD provides further information on the thresholds for TAs and TPs, and what information is required.

More information on the relevant parking standards is provided in *Section 4.5*.

3.5 Summary

From the above, it is considered that the development location and proposed quantum accords with current national, regional and local policy.

Prevailing policy has a significant focus on sustainable development and, for obvious reasons, makes specific reference to access and proximity to sustainable transport infrastructure. This is typically focused on maximising the use of sustainable modes of travel to reduce the use of the private car.

The accessibility review presented in *section 2.3* acknowledges that the Site does not benefit from a notable accessibility rating for walking trips and public transport trips given its location at the end of a cul-de-sac, although cycle accessibility is good. This has not however been a barrier to the development of other adjacent employment sites on Alchemy Way, which have identical location characteristics in respect of sustainable transport. The Site is also designated in the Local Plan for employment uses and as such, the principle of development for the land use classes now applied for is established.

This ITP and the subsequent full Travel Plan that will be prepared for the Site will maximise use of the available non-car options and promote their use. A number of sustainable travel measures will be implemented as part of the development, including, showers and changing facilities to facilitate running and cycling commuter trips, covered and secure cycle parking and dedicated car share and EV spaces.

3.6 Other Applicable Guidance

3.6.1 BREEAM UK New Construction (v6.1)

The BREEAM UK New Construction V6.1 scheme can be used to assess the environmental life cycle impacts of new non-domestic buildings at the design and construction stages.

The transport category includes two assessment criteria:

- Tra 01 Transport assessment and travel plan (2 credits)
- Tra 02 Sustainable transport measures (10 credits)

The Transport Assessment shall cover current and future travel patterns, existing pedestrian and cycling infrastructure, existing amenities in the vicinity, and accessibility assessment. The Travel Plan shall consider measures such as provision of electric vehicle charging stations, cycle storage, pedestrian and cycle facilities, and car parking restrictions.

Tra 02 relates to the sustainable transport measures implemented at the proposed development, and the proximity to amenities and quality public transport services. Credits are awarded according to the existing Accessible Index (AI) of the project, calculated for Tra 01, and the total number of points achieved for the implemented measures.

4 Development Proposals

4.1 Development Description

The present application seeks full planning permission for the demolition of existing buildings / structures and erection of industrial & logistics warehouse units (Use Class B2 and/ or B8 and/ or E(g)(iii)), with ancillary offices, including provision of revised access arrangements from Alchemy Way and all associated works of landscaping, car parking and servicing arrangements. The Proposal is split between two units as follows:

- Unit K135 – 11,966 sq. m; and
- Unit K72 – 6,418 sq. m.

The largest of the units (Unit K135) is located to the north-west of the Site, whilst the smaller unit (Unit K72) is located to the south-west. Both comprise dedicated access from the internal (private) access road, servicing and staff / visitors parking areas.

As the development is speculative, the use classes of the future occupiers of the two units cannot be confirmed at this stage and therefore an open consent for the identified land uses is sought. Taking this into account, it has been agreed with the Council that for the purposes of assessing traffic generation and parking provision two development scenarios will be considered, comprising an all B2 development and an all B8 development, the former presenting the most robust assessment of future development impact.

Site Layout plans for each scenario are shown in the UMC Architects drawings included as **Appendix A**. The key differences between the scenarios relate to parking provision and service yard layout reflecting the differing characteristics of B2 and B8 operations. The main site infrastructure is common to both alternatives.

4.2 Proposed Site Access and Internal Road Network

There are no existing points of access to the Site for either vehicles or non-motorised modes. The adopted highway of Alchemy Way currently terminates just short of the Site's southern boundary.

Access to the Site will be provided via a connection with Alchemy Way which will link to a new internal private spine road extending from Alchemy Way into the Site, as shown on the Site Layout plans (**Appendix A**). This will facilitate

access to the Site for all car and HGV traffic as well as pedestrians and cyclists. An uncontrolled crossing point comprising dropped kerbs and tactile paving will be provided on Alchemy Way just south of the Site boundary to allow pedestrians to cross between the existing footway along the eastern side of the carriageway and the proposed footway leading into the Site along the spine road.

The new spine road and the internal access points will remain private and outwith the adopted public highway. Access to the individual service yards will be gated.

Access to the car park areas and service yards of each unit will be taken from the central spine road. Although the spine road will remain private, it will be designed to adoptable standards and can accommodate safe two-way movement of the largest anticipated vehicles (a 16.5m articulated HGV), with a carriageway width of 7.3m and single footway of 2m with flush crossing points provided.

4.3 Servicing Strategy

The spine road and service yards for each unit have been designed to accommodate the two-way movement of maximum length (16.5m) articulated HGVs.

It is anticipated that the service yards will be gated for security reasons, with sliding, or inwardly opening, gates to enable a vehicle to wait at the yard access whilst the gate is opened. The waiting zone in front of each gate is sufficient to enable a full length articulated HGV to wait without obstructing the operation of the spine road, or car park accesses. The larger unit can accommodate two HGVs waiting in separate lanes. In operational terms the gates are likely to be open during normal working hours and will be closed overnight.

4.4 Pedestrian and Cycle Facilities

Cycle parking will be provided as detailed in *Section 4.5.5* below. Covered cycle shelters are provided on paved, non-traffic areas at key locations throughout the Site as shown in **Appendix A**. Footways provide safe pedestrian routes from each parking area and cycle store into the individual units, and along the main spine road of the Site. Crossing points are provided along the main spine road and within the parking areas to allow pedestrians to cross safely. There are no stepped areas within the Site and all crossing points will comprise dropped kerbs to ensure easy access for all users.

Provision for lockers, showers and changing facilities are included within each building.

As detailed in *Section 4.2*, an uncontrolled crossing point will be provided along Alchemy Way just south of the site boundary to provide a connection to the existing footway along the eastern carriageway.

4.5 Parking Provision

Car parking is provided with reference to the standards set out in the Council's SPD Ensuring a Choice of Travel (2010). The applicable standards relate to

sites that are classed as located outside the Town Centre, and District or Local Centres.

4.5.1 Car Parking Requirements

As the occupiers are not known at the time of writing, a split between the use classes cannot be confirmed at this stage. However, it is noted that the Council requires adequate car parking provision for both B2 or B8 occupiers, to ensure that parking is sufficient for each scenario and can be contained within the Site.

Based on the applicable standards, a scenario where both units are occupied by B2 uses represents the 'worst case scenario' for parking provision. Office accommodation in each unit is ancillary to the principle uses and has therefore been excluded from the calculation of parking provision.

Table 4.1 details the proposed number of car parking spaces for each unit (individually) compared to the maximum standards.

Class Use	Car Parking Standards	Proposed Spaces
Unit 72		
B2 (General Industry)	143 (1:45)	94 (1:68)
B8 (Storage and Distribution)	64 (1:100)	64 (1:100)
Unit 135		
B2 (General Industry)	266 (1:45)	186 (1:64)
B8 (Storage and Distribution)	120 (1:100)	122 (1:98)

Table 4.1 – Proposed Car Parking Provision compared to the Car Parking Standards (ratio to GIA)

The total number of parking spaces proposed ranges between 186 – 280 based on the potential occupier scenarios identified above.

4.5.2 Disabled Parking

The standards state that provision for disabled parking spaces should be provided on a 1 to 1 basis for currently known disabled employees, plus 2 spaces or 5% of total capacity, whichever is greater (sub 200 spaces per unit). The number of future disabled employees cannot be determined at this stage, so 5% of the provided spaces have been assigned for disabled parking. Overall, this equates to a total of **11 parking spaces** for the B8 scenario, and **18 spaces** for the B2 scenario. The spaces are split between the two units proportionally based on the development quantum for each.

If a need for additional spaces is identified, standard car parking spaces can be converted as required. The spaces will be sited in the most accessible location relative to the pedestrian entrances to the units.

4.5.3 Motorcycle Parking

A development comprising 100% B2 would require a minimum requirement for **17 motorcycle spaces** and 100% B8 would require a minimum of **9 spaces**.

Motorcycle parking spaces have been provided for each unit in line with these standards. The provision of additional motorcycle parking can be revised if the demand increases such that it is needed.

4.5.4 Car Share Spaces

In accordance with the BREEAM guidance, 5% of the total parking capacity will be allocated as priority spaces for car sharers. This results in a total of **11 car share spaces** for the B8 scenario (which will be designated for use by employees who have chosen to car share), and **15 spaces** for the B2 scenario. These spaces are split between the two units proportionally based on the development quantum and will be located close to the building access points for additional convenience.

4.5.5 Cycle Parking

The proposals include a total of **84 cycle parking spaces**, provided across the Site. The provision has been derived using BREEAM cycle parking standards, calculated based on expected employee levels. The calculations utilise the “sliding scale of compliance” methodology defined in BREEAM guidance to identify the level of cycle parking for each unit. The resultant cycle parking levels significantly exceeds the Council’s minimum requirements.

The cycle parking will be provided within covered shelters suitable for long stay cycle parking. Once the Site is operational, cycle usage will be monitored to identify if further provision is needed.

4.5.6 Electric Vehicle Provision

Whilst the Council does not have formal parking standards for electric vehicle provision, the guidance states that EV charging infrastructure will be required at a level appropriate to the type and scale of the development.

BREEAM guidance suggests that 10% of the total car parking capacity should be provided for EV charging.

In total, **19 EV ready parking spaces** are proposed for the B8 scenario and **20 spaces** for the B2 scenario, which equates to 10% of the provision within the B8 scenario, or 7% for the B2 scenario.

An additional 10% of the proposed parking provision will have the necessary infrastructure in place to support easy conversion to EV spaces in the future, as necessary.

4.6 Predicted Traffic Impact

The Junction Impact Assessment detailed within the TA has identified that the development generated traffic will not result in any notable queueing on the highway network of interest and no junction mitigation works are required.

The TA also sets out a review of the likely trip generation and mode share. This identifies that the existing public transport, cycle and pedestrian infrastructure serving the Site has sufficient spare capacity to accommodate the expected development generated trips for each mode.

5 Travel Plan Strategy

5.1 Travel Plan Co-ordinator

Travel Plan Co-ordinators (TPC) will be appointed by the respective tenants who will occupy the two buildings once complete. The main roles and responsibilities of the TPC will be to:

- Oversee the implementation of the Travel Plan Measures and Objectives for their business;
- Consult, where appropriate, with relevant stakeholders, including the Council and main bus operators in the area; and
- Promote the Travel Plan to employees.

On occupation of the development, the Applicant will advise the Council of the named individuals who will act as the TPC on behalf of each tenant.

5.2 Aims and Objectives

The objectives of the TP will be to:

- Reduce the use of forms of travel with the highest environmental impact and in particular SOV;
- Raise awareness of the use of alternative means of travel which are more sustainable and environmentally friendly; and
- Promote a healthier lifestyle.

The aims of the TP will be to:

- Encourage walking;
- Encourage cycling;
- Encourage the use of public transport, where possible; and
- Encourage car sharing if no other option is available.

5.3 Marketing and Promotion

The Travel Plan will be promoted via information boards and internal communications. Additionally, an employee Travel Information Pack (TIP) will be issued to all the tenants' employees and will include information on the Travel Plan measures, its aims and targets. Promotion of the Travel Plan will be coordinated by each tenant's appointed TPC.

6 Proposed Travel Plan Measures and Initiatives

6.1 Introduction

This section sets out a proposed package of measures to be adopted and implemented by future tenants through the Travel Plan. The short, medium and long term measures outlined have been formulated to influence travel choices towards the use of sustainable forms of transport taking into account the available access options to the Site.

6.2 Active Travel

To ensure the promotion of informed travel choices for staff, the TPC should provide journey planning advice to staff on sustainable travel options from their home postcode, prior to, or shortly after, locating to the Site. This will encourage the use of sustainable transport modes before travel patterns are established. This should include the provision of route maps (walking and cycling) and bus timetables.

An information board should be provided in a communal area by each tenant which provides a central point for travel information for employees.

Information regarding walking times and simple route options for cycling and access to bus stops will be made freely available.

Links to websites such as those listed below will be provided and promoted to employees.

- [Sustrans.org.uk](https://www.sustrans.org.uk)
- [Merseytravel.gov.uk](https://www.merseytravel.gov.uk)
- Local cycle and walking forums

6.3 Walking

Maps showing walking routes in the vicinity of the site will be displayed on notice boards. Additionally, employees will also have access to shower, changing and locker facilities within each building.

6.4 Cycling

The tenant's and their appointed TPCs should promote the Government cycle to work scheme, whereby interest free loans can be taken out by employees to purchase a bicycle. The Government scheme deducts the cost price from wages before income tax and national insurance, enabling significant savings to be made on a bicycle and related equipment purchases, (including clothing, lights, etc). Information on the scheme will be provided to all employees.

The development will provide cycle parking provision in line with BREEAM guidelines. The site will also have changing / shower and locker facilities within each building allowing cyclists to change in a safe and secure environment.

Information on local cycle routes and cycling events such as 'National Cycle Week' will be provided and promoted to employees via information boards and other internal communication channels.

The TPCs should also investigate establishing a Site-wide Bicycle User Group (BUG).

6.5 Public Transport

The development lies outside of the preferred walking distance to bus stops and the preferred distance to a railway station. However, even though the nearest bus stops are further away than the recommended distance, the available services are good and therefore some future employees are expected to utilise these services. It should also be noted that the station can be accessed by bike, or via the bus services on the A5207 Moorgate Road North.

Bus / rail travel information will be provided to staff. Additional information will be provided for specific operators, as needed. These companies will include, but are not limited to:

- Arriva
- Stagecoach
- Nationalrail.com

Smart phone apps will also be promoted as they provide portable real-time information and travel updates which increase the ease and attractiveness of using public transport. These Apps include:

- Arriva
- Stagecoach Bus
- Merseytravel
- National Rail and the train operators

6.6 Car Travel

It is recognised that for some employees the private car will still be the preferred mode of transport to work if cycling, walking and using public transport are not realistic options. This also reflects the operational nature of B2 / B8 developments, which can have working patterns which are not necessarily conducive to the use of other modes (e.g. early start / late finish / shift working).

The focus will therefore be on promoting measures that will encourage a more sustainable use of this mode to increase car occupancy (car sharing) and therefore reduce the number of SOV trips.

A total of **11 car share spaces** for the B8 scenario will be designated for use by employees who have chosen to car share, and **15 spaces** for the B2 scenario. These spaces are split between the two units proportionally based on the development quantum and will be located close to the building access points for additional convenience.

The TPC will promote car sharing schemes such as liftshare.com and blablacar.co.uk. These schemes enable members to connect with other car sharers travelling a similar, or the same journey. This type of car share scheme

could be a very effective way for employees to share car journeys, reducing travel costs and the number of SOV trips to and from the Site.

No Car Club spaces are currently located within easy walking distance of the Site, although Enterprise operates in the region. Use of a Car Club vehicle allows access to a car when needed and reduces the need for employees to use their own vehicle for commuting only. The proximity and availability of Car Club facilities will be monitored and promoted to employees when the facility becomes available in the local area.

7 Action Plan

An Action Plan is provided below in **Table 7.1**. It includes information on each of the measures to be implemented, outlines actions required to ensure the measures are carried out, who is responsible for carrying out the actions and a timescale to complete the actions.

Action / Measure	Completion Date	Responsible Person
An appropriate member of staff will be appointed to act as the Travel Plan Co-ordinator (TPC)	Upon occupation	Occupier
The TPC will undertake an employee travel survey twelve months after the building is occupied. Thereafter, surveys will be undertaken bi-annually.	Twelve months after building is occupied. Bi-annually thereafter	TPC
Travel information will be displayed on notice boards.	On-going from occupation	TPC
All new staff will be provided with a staff induction pack which includes a Travel Information Pack, detailing the options to travel to work by means other than the private car.	On-going from occupation	TPC
The TPC will promote national and local sustainable travel events, including Bike Week, Walk to Work Week and National Lift-share Day.	On-going from occupation	TPC
The health and financial benefits of walking and cycling will be promoted to all staff through a variety of means (including the travel notice boards and staff induction packs).	On-going from occupation	TPC
Secure, covered cycle parking spaces will be provided.	Built into design	Developer
Showers and lockers will be accessible to all staff within the development.	Built into design	Developer
The TPC will encourage occupiers to support Cycle to Work salary sacrifice schemes for their respective staff.	On-going from occupation	TPC
Public Transport timetable information will be available for all staff.	On-going from occupation	TPC

Table 7.1 – Action Plan

8 Targets

For the purposes of understanding the likely demands on sustainable travel, the anticipated level of demand on each mode arising from the proposed development has been calculated. The modal split has been derived from the NOMIS data. The selected dataset is “*Location of usual residence and place of work by method of travel to work (MSOA level)*” with the location of work set as “*E02001331 : Knowsley 005 (2011 super output area - middle layer)*”. The data are presented in **Table 8.1**.

Mode	Existing %age Split	Proposed %age Split
Driver	71%	66%
Car Share	9%	11%
Taxi	1%	1%
Motorcycle	1%	1%
Bus	9%	9%
Train	1%	1%
Tram	0%	0%
Bicycle	2%	4%
Foot	5%	6%
Other	1%	1%
Total	100%	100%

Table 8.1 – Existing and Proposed Modal Split

Table 8.1 summarises the existing travel to work mode share for people working in the local area that includes the development Site.

The data presented in **Table 8.1** indicate that approximately 73% of trips to work are made using a private car, motorcycle or taxi with the remaining 27% using sustainable modes of transport, with walking and car sharing being the most prevalent methods of travel.

Table 8.1 also presents the initial proposed targets which aim to improve sustainable travel usage and reduce use of private car, in particular SOVs. These targets will be used to provide a benchmark at the point of the first travel survey.

In the absence of existing site-specific travel data, the NOMIS data have been used as a proxy baseline to define initial mode share targets, aiming for a 5% reduction in the SOV mode share. This will be refined once a travel survey has been undertaken. It is suggested that an initial survey should be undertaken within twelve months after first occupation although a specific date, or other milestone, will be agreed with the Council. Following the survey, site specific targets can be agreed and included in the final Travel Plan.

The targets will be Specific, Measurable, Achievable, Realistic and Timed (SMART) and will be aimed at:

- Reducing private car and, in particular, SOV journeys;
- Increasing public transport journeys;

- Increasing the number of journeys made on foot; and
- Increasing the number of journeys made by bicycle.

9 Monitoring and Review

The Travel Plan will be a live document with an evolving strategy. Regular monitoring is essential to ensure the measures and targets are current and relevant to the occupiers. Monitoring progress towards meeting the targets allows the success of the Travel Plan to be assessed. This also enables the identification of those measures that may have been less successful to enable the Plan to be refined and updated as needed.

The monitoring of the Travel Plan will involve an employee travel survey which should identify the following:

- Method of travel to work (mode share);
- Trip origins and destinations;
- Propensity to other modal preferences;
- Views on the practicability of the range modes of travel available; and
- The uptake of the range of initiatives promoted by the Travel Plan.

The results will be summarised in a report to be submitted to the Council, who together with the TPC, will review progress against the Travel Plan Objectives and Targets to identify any changes that may be needed to improve the effectiveness of the Travel Plan.

The monitoring schedule should be agreed between the tenants and the Council. However, it is suggested that monitoring be carried out within twelve months after first occupation and then bi-annually thereafter.

Appendix A – Site Masterplan

- This document is to be used for the stated purpose only and should not be used for any other.
- Dimensions are all in millimetres, unless stated otherwise.
- It is the recipient's responsibility to print this document to the correct size & scale.
- All relevant drawings and specifications should be read in conjunction with this document.
- Scaling of this document is not recommended.

10m SCALE 1:500

Unit K72		
Warehouse Area	65,056 ft ²	(6,044 m ²)
GF Core	708 ft ²	(66 m ²)
1F Office	3,314 ft ²	(308 m ²)
Total GIA	69,078 ft²	(6,418 m²)
Amenity Deck	3,411 ft ²	(317 m ²)
Total GIA (+Exp/Amn)	72,489 ft ²	(6,734 m ²)



This drawing is to be used for the stated purpose only and should not be used for any other



General Notes

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- Scaling of this document is not recommended.

North



Document Scale(s)

10m SCALE 1:500

Application Boundary
11.19 acres (4.53 Ha)

Schedule of Accommodation

Total GIA	197,880 ft ²	(18,384 m ²)
Total GIA (+Exp/Amn)	207,617 ft ²	(19,288 m ²)
Site Density GIA	40.58%	

Unit K135

Warehouse Area	121,431 ft ²	(11,261 m ²)
GF Core	1,220 ft ²	(113 m ²)
1 st Office	6,151 ft ²	(571 m ²)
Total GIA	128,802 ft²	(11,966 m²)
Amenity Deck	6,326 ft ²	(588 m ²)
Total GIA (+Exp/Amn)	135,128 ft ²	(12,554 m ²)

Unit K72

Warehouse Area	65,056 ft ²	(6,044 m ²)
GF Core	708 ft ²	(66 m ²)
1 st Office	3,314 ft ²	(308 m ²)
Total GIA	69,078 ft²	(6,418 m²)
Amenity Deck	3,411 ft ²	(317 m ²)
Total GIA (+Exp/Amn)	72,489 ft ²	(6,734 m ²)



Project Name

Indurent Park, Moorgate Point, Knowsley

Employer	Project Address		
Indurent	Moorgate Point Liverpool L33 7XW		
RIBA Workstage	Suitability		
3 - Spatial Coordination	S2 - Information		
Drawn	Checked	Created	Size
JWY	TDA	09.07.2025	A1
UMC Project Reference	Scale	LOD	LOI
22520	1:500	1	1

Document Title

**Proposed Site Plan - B2 Parking
Standards Layout**

Document Reference

22520 - UMC - ZZZZ - SI - DR - A - 0611

Revision Note

Key notes and drawing title amended

Issue Date Status Current Revision

24.07.2025

PLANNING
This drawing is to be used for the stated purpose
only and should not be used for any other

P04

Together with our clients
and the collective
knowledge of our 22,000
architects, engineers and
other specialists, we co-
create solutions that
address urbanisation,
capture the power of
digitalisation, and make our
societies more sustainable.

Sweco – Transforming
society together