



Client:

NW1 IOS 3 Unit Trust

Project:

**Open Storage Facility,
Knowsley**

Transport Statement

March 2026

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1 INTRODUCTION

- 1.1 NW1 IOS 3 Unit Trust has commissioned Pulsar to prepare a Transport Statement in support of a planning application for the proposed use for open storage (Class B8) at a site known as the Land to the West of Faraday Road and East of Alchemy Way, Knowsley Industrial Park, Kirkby, Knowsley.

Background/Overview

- 1.2 The site is located at the western end of Brintonwood Trading Estate, at the western extent of Faraday Road. It is situated within the Metropolitan Borough of Knowsley, to the north of Knowsley village and to the south of the town of Kirkby. Whilst it is a constituent council of the Liverpool City Region Combined Authority, Knowsley Council are the Local Planning Authority and Local Highway Authority.
- 1.3 The existing site consists of an area of undeveloped land between Faraday Road and Alchemy Way. There is no existing formal access to the site, however the site boundary meets both the western end of Faraday Road and the northern end of Alchemy Way.
- 1.4 A recently constructed van park occupied by Amazon is located directly to the southeast, whilst the site is generally bordered by industrial development associated with the Brintonwood Trading Estate and Alchemy Business Park.
- 1.5 It should be noted that this Transport Statement has been prepared alongside a Travel Plan Statement to support the application.

Proposed Development

- 1.6 The proposed development involves the proposed use of the site for open storage (class B8), the provision of new hardstanding and all other associated works. The site would have two access points: one from Faraday Road and one from Alchemy Way. The proposed layout is shown on the architect's plans in **Appendix A**.

Transport Statement Structure

- 1.7 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.

- **Section 5: Trip Assessment** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located on an area of undeveloped land between Faraday Road and Alchemy Way, to the north of the village of Knowsley. It is situated between Brintonwood Trading Estate and Alchemy Business Park. **Figure 1** shows the site location plan, and **Figure 2** illustrates the strategic site location in relation to the wider surrounding area.

Figure 1 Site Location Plan



2.3 There is no formal access to the site, however the site is bounded to the east and west by the Faraday Road and Alchemy Way carriageways respectively. The Faraday Road frontage meets the northern and western sides of the turning head, with the southern side providing access to the Amazon Van Park to the southeast. **Photo 1** shows a view looking north on the Faraday Road turning head, towards the direction of the proposed site access.

Figure 2 Strategic Site Location

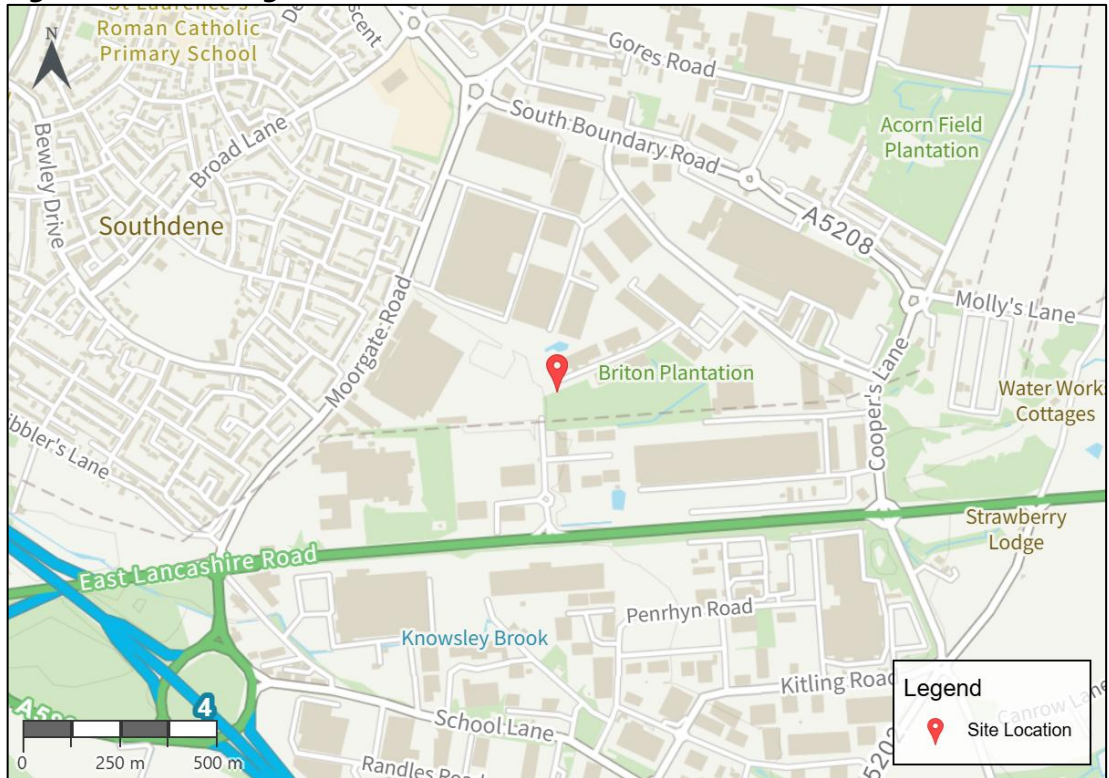


Photo 1 Faraday Road Looking Towards the Proposed Site Access Location



Accessibility

- 2.4 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

- 2.5 In the National Travel Survey 2024, 81% of journeys shorter than 1 mile were made wholly on foot, a level which as reported in the CIHT document 'Planning for Walking' (2015) has hardly changed in the past thirty years indicating that if destinations are within a mile, it is highly likely that walking will be the preferred trip.
- 2.6 The topography in the area is generally flat which helps promote walking and cycling activity. Faraday Road provides footways on both side of the carriageway, as well as on the western and eastern sides of the turning head connecting to the site (see **Photo 1** above). These footways continue on both sides of Abercrombie Road, Owen Road and Hornhouse Lane, providing good pedestrian connections through Brintonwood Trading Estate to the north and east.
- 2.7 Likewise, to the west of the site, Alchemy Way currently provides a footway on the eastern side of the carriageway across the site frontage in the southwestern corner. Approximately 40m south of the site, footways are provided on both sides of Alchemy Way, providing links to the East Lancashire Road to the south.
- 2.8 Informal crossing points are provided throughout Alchemy Way with dropped kerbs and tactile paving, whilst a signalised crossing is provided at the junction with the East Lancashire Road, including a connection to the southern side of the dual carriageway.
- 2.9 In terms of cycling, The CIHT guidance "Planning for Cycling" notes that cycling should be considered a potential mode for trips up to 5 miles (8km). Therefore, areas including Kirkby, Huyton, Eccleston and the wider Knowsley area are considered to be accessible by bicycle. **Figure 3** below illustrates the areas considered to be accessible from the site by bike.

Local Amenities and Facilities

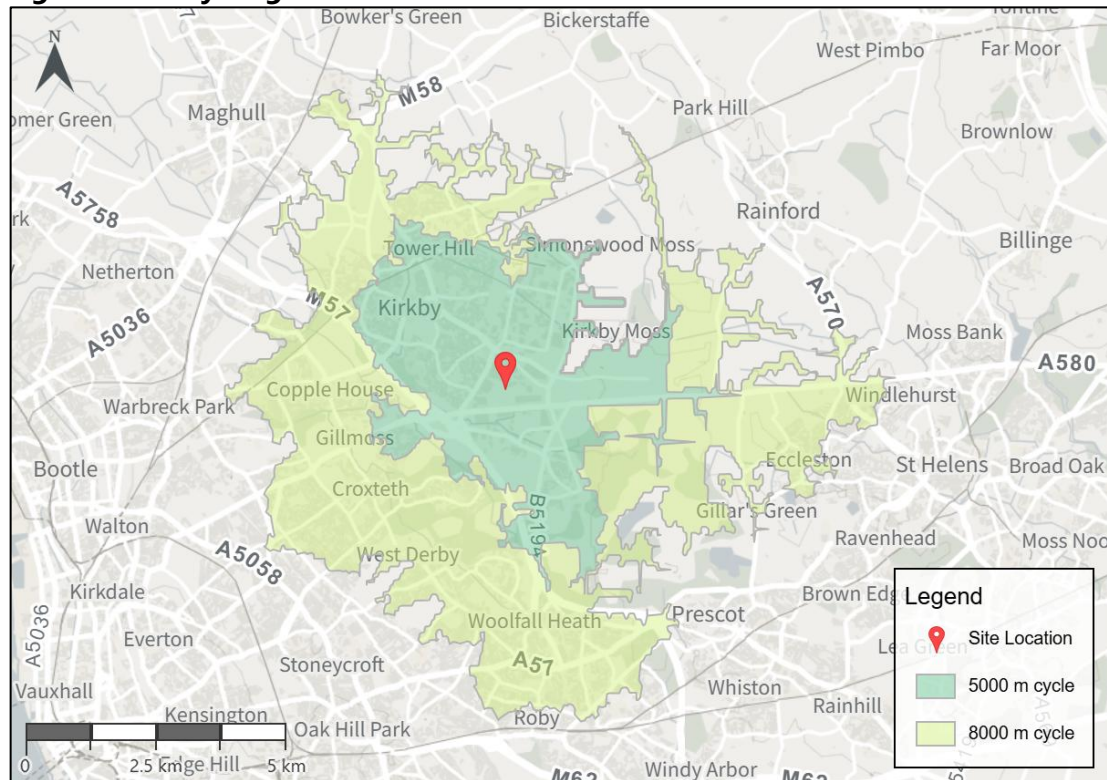
- 2.10 As noted above, the National Travel Survey suggests that trips that are shorter than 1 mile are normally made by foot. The site is therefore considered to be well connected to a number of local facilities and amenities, that could be utilised by staff at, for example, lunchtime. **Table 2.1** outlines a selection of these facilities and amenities that are within a 1.6km (approximately 20-minute) walking distance.

Table 2.1 Facilities and Amenities within Walking Distance of the Site

Facility / Amenity	Walking Distance from Site
The FoodBox Snack Bar	550m
McDonald's	1.3km

Facility / Amenity	Walking Distance from Site
Copper Pot Public House	1.4km
Starbucks	1.4km
Spar (inc. Greggs)	1.5km
Popeyes	1.6km
Wendy's	1.6km
Subway	1.6km

Figure 3 Cycling Catchment Plan

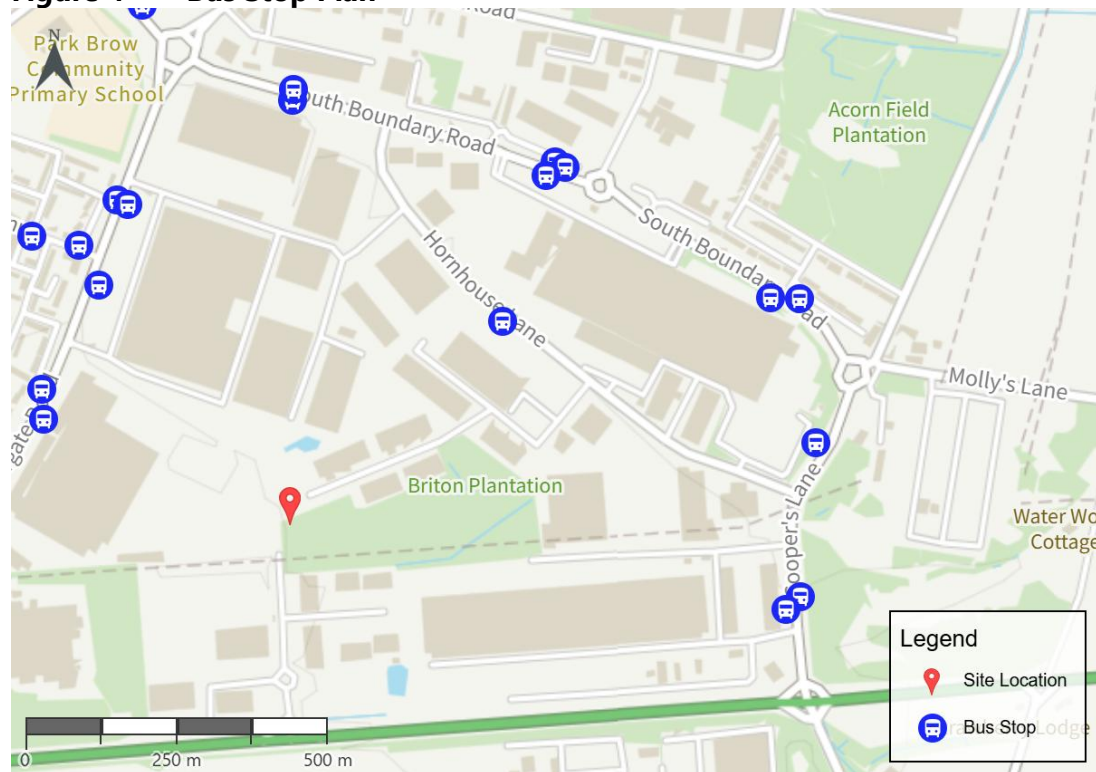


Local Bus Services

- 2.11 The closest bus stops to the site are located on Coopers Lane. A stop is also provided on Hornhouse Lane, however, it is understood that this stop is not operational for public buses.
- 2.12 The Coopers Lane bus stops are located 1.0km (northbound) and 1.3km (northbound and southbound) to the east of the site. These stops provide access to the 217, 289, 898 and 899 bus routes. One of the northbound stops is provided with sheltered seating, whilst all stops are marked with a bus flag.
- 2.13 Further information on the accessible bus services is provided in **Table 2.2**.

Table 2.2 Accessible Bus Services: Typical Frequencies (mins)

No.	Route	Week	Sat	Sun
217	Tower Hill – Bootle Bus Station – Kirkby Station – Kirkby Bus Station – Knowsley – Huyton Bus Station – Halewood Shopping Centre	30	30	120
289	St Helens – Rainhill Station – Prescot – Knowsley – Kirkby Bus Station	60	60	N/A
899	Woodfall Heath – Knowsley – Woodfall Heath	90	N/A	N/A

Figure 4 Bus Stop Plan


Rail Services

- 2.14 The closest National Rail station to the site is Headbolt Lane, located approximately 4.2 km from the site. This corresponds to a 14-minute cycle, or is accessible via the 217 bus route noted above. Kirkby Station is also located 4.5km from the site, located on the same line and also accessible via the 217 bus route (earlier in the route). Cycle parking is available at both stations, with 80 cycle storage spaces available at Headbolt Lane Station and 20 spaces at Kirkby Station.
- 2.15 Both Headbolt Lane and Kirkby are served by Merseyrail services, which operate approximately every 30 minutes throughout the day towards Liverpool Central, via Kirkdale and Moorfields.

- 2.16 Northern Rail services are also available from Headbolt Lane. These operate on an hourly basis throughout the day between Headbolt Lane and Blackburn, connecting to destinations including Rainford, Wigan Wallgate and Manchester Victoria.

Local Highway Network

- 2.17 As noted above, the site connects to both Faraday Road to the east and Alchemy Road to the west. It is proposed that the site will provide an access point from either frontage. The vicinity of the site is largely industrial, with the roads designed to cater for larger HGVs.
- 2.18 Both Faraday Road and Alchemy Way are single carriageway roads operating in both directions, providing access to the commercial and industrial units in Brintonwood Trading Estate and Alchemy Business Park respectively. Both are provided with carriageways suitable to cater for large HGVs, owing to the nature of the units in the area. Both roads are subject to a 30mph speed limit and form part of Knowsley's adopted highway network. They both have limited on-street parking restrictions, with the exception of the various accesses and dropped kerbs associated with the industrial units.
- 2.19 Faraday Road is accessed from Abercrombie Road to the northeast, which is in turn accessed from Owen Road, forming the main vehicular routes through Brintonwood Trading Estate. Brintonwood Trading Estate is accessed from the southern side of Hornhouse Lane, which, whilst outside of the Trading Estate, also provides access to a number of industrial units in the area. Hornhouse Lane has double red lines in place on both sides of the carriageway, preventing stopping at any time, and links the Coopers Lane and South Boundary Road sections of the A5208.
- 2.20 Alchemy Way is accessed from the A580 East Lancashire Road to the south, which is a major dual carriageway road linking Liverpool to Manchester. Access to the M57 is available within 1.6km of the site.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was updated in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.
- 3.3 The NPPF, at paragraphs 7 and 11, states that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 109 states that
- Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.*
- 3.5 Paragraph 109 also notes that plan-making and development proposals should involve the following:
- a) making transport considerations an important part of early engagement with local communities;*
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

3.6 Paragraph 110 states that the planning system should actively manage patterns of growth in support of the above objectives, whilst paragraph 115 states that in assessing specific applications for development, the following should be ensured:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

3.7 Paragraph 116 goes on to state:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

3.8 The NPPF states at paragraph 118 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 vision-led transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *“encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

Regional Policy

Third Local Transport Plan for Merseyside (LTP3)

- 3.12 The Third Local Transport Plan (LTP3) for Merseyside provides the statutory transport framework for the Liverpool City Region, including Knowsley. It establishes a long-term strategy to 2030, with a focus on supporting sustainable economic growth, reducing carbon emissions and improving accessibility to employment and essential services.
- 3.13 LTP3 emphasises the integration of land-use and transport planning, identifying Travel Plans as a critical mechanism for managing the transport impacts of new developments. Supplementary Planning Documents (SPDs) adopted by local authorities require developers to ensure a sustainable choice of transport through accessibility standard assessments and targeted travel planning.
- 3.14 The plan prioritises the efficient movement of goods via a Strategic Freight Network (SFN) while mitigating the impacts of Heavy Goods Vehicles (HGVs). Objectives include keeping HGV traffic away from residential areas to reduce noise and pollution, alongside promoting best practice and the uptake of low-emission vehicles within freight fleets.
- 3.15 Regarding traffic management, the strategy seeks to reduce motorised vehicle volumes in residential areas through speed reductions and modal shift.

Liverpool City Region Combined Authority Draft Local Transport Plan (2025–2040)

- 3.16 The Draft Fourth Local Transport Plan (LTP) sets out a strategic vision for a net-zero carbon city region by 2035. A central pillar of the strategy is the Sustainable Movement Hierarchy, which prioritises walking, wheeling, and public transport to reduce the dominance of private vehicles and proactively lower overall traffic levels across the network.
- 3.17 Travel Plans for residents, schools and workplaces are identified as important tools to be negotiated through the planning process to secure sustainable travel patterns. The plan also highlights the use of the Department for Transport’s Connectivity Tool to assess accessibility, while Policy G2-1 requires all transport proposals to provide an

assessment of whole-life carbon impacts for both construction and operational phases.

- 3.18 Regarding logistics and distribution, Policy G2-6 seeks to reduce the adverse impacts of freight by supporting the uptake of clean, zero emission fuels for freight vehicles and vans and consolidating deliveries onto fewer vehicles. These measures aim to improve HGV efficiency by reducing congestion and delays for essential commercial trips.

Local Policy

Knowsley Local Plan Core Strategy (January 2016)

- 3.19 The Knowsley Local Plan is comprised of several documents, including the Core Strategy, which sets the strategic framework for the growth and development of Knowsley in the period up to 2028.
- 3.20 Policy CS7 relates to 'Transport Networks' and states the following in relation to the location, design and management of new development:

New development will be required to be:

- a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;*
 - b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;*
 - c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;*
 - d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;*
 - e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate.*
- 3.21 As noted in Section 1, this Transport Statement has been prepared alongside a Travel Plan Statement, which seeks to set out a number of measures from the outset to encourage sustainable travel.
- 3.22 Further references to sustainable transport are made in relation to the Ensuring a Choice of Travel SPD, outlined below.

Knowsley Replacement Unitary Development Plan (January 2006)

3.23 The Unitary Development Plan (UDP) set out the Council's previous strategy for the physical development of the Borough. Whilst the adoption of the Local Plan Core Strategy (above) lead to the subsequent deletion or replacement of policies, 39 UDP policies remain in effect. Appendix C of the Local Plan Core Strategy lists the policies of the UDP that are currently saved or deleted.

3.24 Of the policies saved, Policy T7 (New Development and Walking & Cycling Routes), Policy T8 (Transport Assessments) and Policy T9 (Travel Plans) remain in effect.

3.25 Policy T7 states the following:

New development should preserve and where possible enhance the walking & cycling network, as it can help enhance and provide access to green corridors & the countryside as well as promoting and encouraging exercise and healthy living for all.

3.26 Policy T8 states the following:

Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:

- a) Major traffic generating development proposals as defined in table 8.1;*
- b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;*
- c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline level;*
- d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and*
- e) Proposals that would impact on the bus network.*

3.27 The development site is not considered to meet any of this criteria above.

3.28 Policy T9 states the following:

The following forms of development will require the submission and implementation of a Travel Plan:

- a) Major traffic generating development proposals as defined in table 8.1 (other than housing); and*
- b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would:*

- *Generate significant amounts of vehicular traffic in or near to Air Quality Management Areas; or*
- *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.

3.29 The development site is not considered to meet any of this criteria above.

Knowsley Council Supplementary Planning Document: Ensuring a Choice of Travel (September 2010)

3.30 This Supplementary Planning Document (SPD) was adopted in September 2010 and seeks to ensure a good choice of travel modes to all new development. The document provides advice which supplements the policies of the Knowsley Local Plan.

3.31 Chapter 6 and Policy T8 makes reference to when a planning application should be supported by a Transport Assessment or Transport Statement. It states the following:

Development proposals that would prejudice the primary function of any part of the highway network (i.e. the motorway, trunk road, primary and local highway network) by generating 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.

Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:

- a) Major traffic generating development proposals;*
- b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;*
- c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;*
- d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and*
- e) Proposals that would impact on the bus network.*

3.32 The proposed development is not considered to meet any of these criteria.

3.33 Chapter 6 goes on to provide specific thresholds for when a Transport Assessment should be submitted for various types of developments. However, there is no

reference to open storage in this table. It also makes reference to the content that is expected to be included within a Transport Assessment or Transport Statement. This report has been prepared with due regard to this advice.

- 3.34 Chapter 7 and Policy T9 refers to when a planning application should be supported by a Travel Plan. It states the following:

The following forms of development will require the submission and implementation of a Travel Plan:

- a) Major traffic generating development*
- b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would generate significant amounts of vehicular traffic in or near Air Quality Management Areas; or exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission.*

- 3.35 It is considered that the proposed development does not meet either of these criteria.

- 3.36 Chapter 7 goes on to provide specific thresholds for when a Travel Plan should be submitted for various types of developments. However, as with the Transport Assessment thresholds, there is no reference to open storage in this table.

- 3.37 As noted above, a Travel Plan Statement has been prepared to support the planning application, rather than a full Travel Plan. The Travel Plan Statement sets out a number of initial measures proposed to be implemented that will seek to encourage sustainable travel. However, the document does not include any ongoing monitoring or target setting. This is considered to be appropriate for the scale and type of development proposed, whereby only 15 members of staff are anticipated at the site.

- 3.38 The SPD also provides car and cycle parking standards within an appendix. However, there is no reference to open storage within these standards.

Summary

- 3.39 The focus of transport and land use planning policy is on the development and encouragement of sustainable travel measures by creating development proposals which widen the accessibility of sustainable travel to site users as well as the wider community. These national, regional and local planning policies will be referred to throughout this report to assess the development proposals.

4 THE PROPOSED DEVELOPMENT

- 4.1 The development proposals consist of the proposed use of the site for open storage (class B8), the provision of new hardstanding and all other associated works. The open storage plot would be approximately 10,908sqm in size. The site would be accessible from both Faraday Road and Alchemy Way, with parking spaces provided at the northern end of the site (adjacent to the Faraday Road access).
- 4.2 Whilst the operator has not yet been confirmed, it is understood that there are expected to be approximately 15 staff on site at one time.
- 4.3 The Architect's Layout in **Appendix A** outlines the proposed site plan.

Access Arrangements

- 4.4 As noted above, two access points are proposed. The Faraday Road access will connect to the northern side of the existing turning head. The existing Faraday Road carriageway is approximately 6.7m wide and already caters for a number of large goods vehicles accessing other plots on the Trading Estate.
- 4.5 The Alchemy Way access will connect to the eastern side of the carriageway, at the northern extent of the road. As with Faraday Road, it already caters for a large number of HGVs.
- 4.6 Swept path analysis drawings for both accesses is included in **Appendix B**.
- 4.7 The main pedestrian access point will be provided from Alchemy Road, connecting to the existing footway on the eastern side of the carriageway. In addition, pedestrians will be able to utilise the vehicular access from Faraday Road to access the site from the west. Given the location at the end of Faraday Road, the only vehicular traffic in this location will be associated with the development itself, and can therefore be safely managed. Safe pedestrian routes will be established through the site to ensure pedestrians arriving from either access can access the various areas of the site, whilst it is likely that site management will be trained to safely manage the arrival and departure of large vehicles at the site accesses.

Car and Cycle Parking

- 4.8 A total of 11 car parking spaces (including two disabled bays and two electric vehicle charging points) are to be proposed in the northeastern corner of the site.
- 4.9 It should be noted that, as outlined in Section 3, Knowsley's Parking do not specifically relate to open storage developments. As noted above, an approximate number of staff on site has been identified, therefore it has been considered appropriate to calculate a suitable provision of car parking on a 'first principles' basis. Census Journey to Work data indicates that approximately 70% of people working in this area drive to work. Therefore, for the estimated 15 members of staff, it is estimated that

approximately 11 of these would drive. The provision of 11 car parking spaces is therefore deemed appropriate.

- 4.10 In terms of cycle parking, Knowsley's Cycle Parking Standards also do not refer to open storage. It is noted that the neighbouring authority (St Helens) do include a cycle parking standard for open storage sites: one space per five employees. This would equate to a provision of three cycle parking spaces.
- 4.11 To ensure a robust provision of cycle parking, a total of four cycle parking spaces are proposed, in the form of two covered Sheffield stands.

Servicing and Deliveries

- 4.12 As noted above, the only regular vehicular access to the site is likely to be generated by the loading and unloading of storage materials, as well as any site staff movements. It is proposed that vehicles delivering or collecting storage materials will turn around within the site, so that they enter and depart from the site in a forward gear (without reverse manoeuvres on/off the public highway).
- 4.13 It is anticipated that the largest vehicles requiring access to the site will be a 16.5m articulated lorry. Swept path analysis showing an articulated lorry manoeuvring into and out of the site, as well as turning around within the site, is shown in **Appendix B**.

5 TRIP ASSESSMENT

- 5.1 This section considers the likely number of trips associated with the development proposals.

Proposed Trip Generation

- 5.2 The proposed development will comprise open storage (Class B8) use.
- 5.3 It should be noted that a specific occupier has not yet been identified for the site. As no specific occupier has been identified it is challenging to gauge the precise nature of the operation and their trip generation characteristics.
- 5.4 However, the applicant has undertaken a survey at a site that is considered to represent a similar characteristic to the proposals here, which has been utilised and accepted for other open storage developments around the country.
- 5.5 Trip rates were derived from a survey of an existing and similar open storage site occupied by Muztrans on Church Manorway, Erith. A classified vehicle count survey of the Muztrans sites was undertaken between Wednesday 12th July and Thursday 13th July 2023. The Muztrans site has an approximate area of 12,990sqm. **Table 5.1** below summarises the results of the survey at the site. The raw data is included in **Appendix C**.

Table 5.1 Muztrans Site Surveyed Vehicle Count – Total Vehicles

Period	Total Vehicle Movements (12,990sqm)		
	In	Out	Total
08:00 – 09:00	2	5	7
17:00 – 18:00	8	8	16
07:00-19:00	110	118	228
00:00-23:59	156	158	314
24 hour HGVs	72	72	144

- 5.6 Given that the proposed site is 10,908sqm, and the Church Manorway site is 12,990sqm, a factor of 0.8397 has been applied to the above survey results to determine the trip generation for an open storage use for the proposed site. **Table 5.2** below shows the expected trip generation for the proposed site.

Table 5.2 Proposed Open Storage Trip Generation – Total Vehicles

Period	Total Vehicle Movements (10,908sqm)		
	In	Out	Total
08:00 – 09:00	2	4	6
17:00 – 18:00	7	7	13*
07:00-19:00	84	89	173
00:00-23:59	131	133	264
24-hour HGVs	60	60	121*

*Arithmetical discrepancies due to rounding

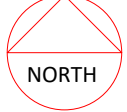
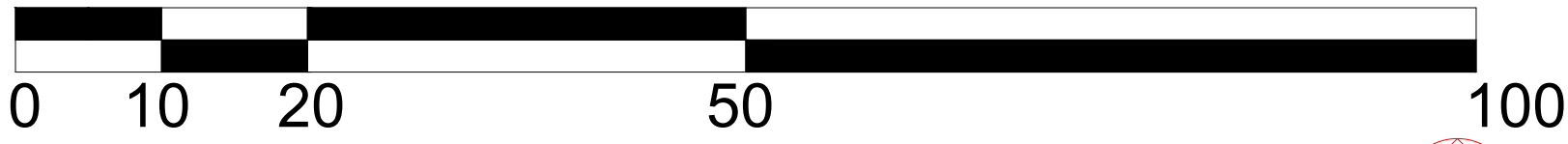
- 5.7 **Table 5.2** above shows that for the proposed open storage use, approximately 6 two-way vehicle trips are expected in the AM peak (08:00-09:00), with 13 two-way vehicle trips in the PM peak (17:00-18:00). 173 vehicle movements are predicted between 0700-1900, whilst 264 are predicted in an average 24-hour period.
- 5.8 This anticipated trip generation is not expected to have a significant impact on the local highway network, particularly given the existing industrial nature of the vicinity of the site. It is generally accepted that traffic increases below 30 vehicle trips per hour on a link or junction are relatively minor and do not require traffic modelling. Further analysis is therefore not considered necessary.

6 SUMMARY & CONCLUSIONS

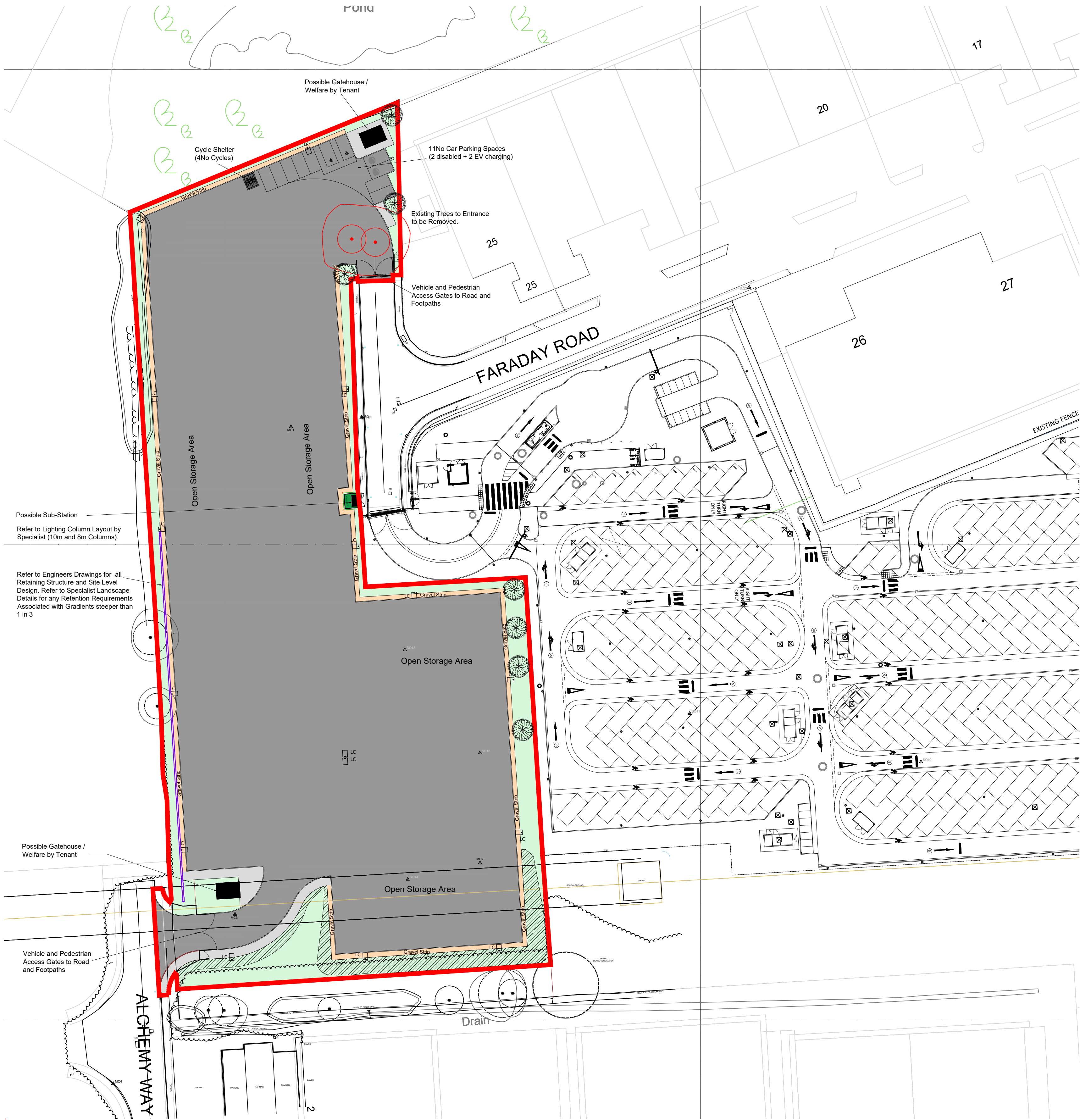
- 6.1 This Transport Statement has considered the transport planning aspects of the proposed development through the assessment of the sustainability of the site and its impact on the local transport network in accordance with local and national policies.
- 6.2 The site is located between Brintonwood Trading Estate and Alchemy Business Park, to the north of the village of Knowsley. The proposals involve the provision of an open storage space (approximately 10,908sqm in size) with two access points: one from Faraday Road to the east and one from Alchemy Way to the west.
- 6.3 A total of 11 car parking spaces are proposed within the site, which has been calculated from a 'first principles' approach given there are no adopted car parking standards for open storage in Knowsley. Given the type of development proposed, the vast majority of trips to the site are likely to be related to the loading and unloading of materials, rather than remaining on site for a longer period of time.
- 6.4 Some sustainable access opportunities have been identified in Section 2, however it is acknowledged that given the nature of the development, most trips to the site are likely to be made by car, van or HGV. Notwithstanding this, visitors and any potential staff would be able to make use of the bus services available in the vicinity of site, as well as cycle access (including access to Kirkby and Headbolt Lane Stations).
- 6.5 A trip generation assessment has been undertaken, utilising survey data collected at a site that has been used by this applicant at other open storage applications. The surveyed site is considered to represent similar characteristics to the proposed development site.
- 6.6 The trip generation assessment shows that the impact of the proposed development is likely to be fairly low, particularly when considering the existing industrial nature of the vicinity of the site.
- 6.7 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach; and
 - The proposals do not lead to an unacceptable impact on highway safety, and the residual cumulative impact of the development is not severe, taking into account all reasonable future scenarios.

- 6.8 From a transport perspective, the site is expected to meet the tests of the NPPF and local policy. On the basis of the above, the proposed development should not be prevented on transport and highway grounds.

APPENDIX A – ARCHITECT’S LAYOUT



SCALE BAR 1:500



Site Area

Site Area = 10,907.975m² / 117,412.470ft² / 2.695 Ac / 1.090 Ha

Site Finishes Legend

- Landscape Area - Refer to Specialist Drawings
- Gravel Margin
- Pedestrian Footpath
- Storage Hard Surface - Concrete
- Retaining Structure - Refer to Engineers Details
- Hatch Area - Slope for levels for cut and fill areas by Engineer.

PROPOSED SITE PLAN - OPEN STORAGE
1:500

Scale this drawing for planning purposes only
ashton smith to be notified of discrepancies in figured dimensions
Contractors must check all dimensions from site
This drawing is copyright and is for use on this site only
For other information refer to the latest revision of any cross referenced drawing



LOCATION PLAN:

NOTES:

P06	2026/03/26	Updated ownership boundary (blue) and renamed Plot to Site Area.
P05	2026/03/23	Updated to additional comments received.
P04	2026/03/18	Updated to comments received and Teams call 17/03/2026.
P03	2026/03/09	Updated to comments 04 & 05/03/2026 and various documents received
P02	2026/02/27	Updated to comments received 25/02/2026
P01	2026/02/18	Initial Issue

REV	DATE	DESCRIPTION
REVISIONS		

D.L.	R.B.
D.L.	R.B.
D.L.	R.B.
D.L.	R.B.
D.L.	R.B.

DRAWN BY	CHECK BY
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PROJECT TITLE Marchmont Open Storage Facility, Knowsley					
DRAWING TITLE Proposed Site Plan Open Storage					
RIBA STAGE N/A	STATUS PLANNING	DRAWN BY DL	CHECKED BY RB		
SHEET A1	SCALE 1 : 500	DATE 2026/02/18	SUITABILITY S0	REVISION P06	
DRAWING NO. MAR2 - ASA - 00- EX.SI - D - A - 0003_ (S0 - P06)					

CLIENT 	
 Beyond Design	
Ashton Smith, Belvedere House, 2 Victoria Avenue, Harrogate, North Yorkshire, HG1 3EL Tel: 01423 522882 Fax: 01423 565104 www.ashtonsmith.co.uk	

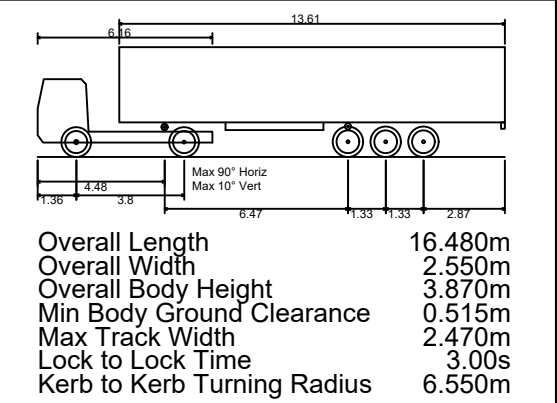
JOB NO.
24040

APPENDIX B – SWEPT PATH ANALYSIS DRAWINGS



- NOTES:**
- 1. Do not scale from this drawing.
 - 2. This drawing to be read & printed in colour.
 - 3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

A	Site layout updated.	DW	AH	23.03.2026
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT
Marchmont

PROJECT
Open Storage Facility, Knowsley

DRAWING TITLE
Vehicular Swept Paths Analysis using FTA Design Articulated Vehicle

SCALE
1:500

SIZE
A3

DRAWN BY
DW

CHECKED BY
AH

DATE
18.03.2026

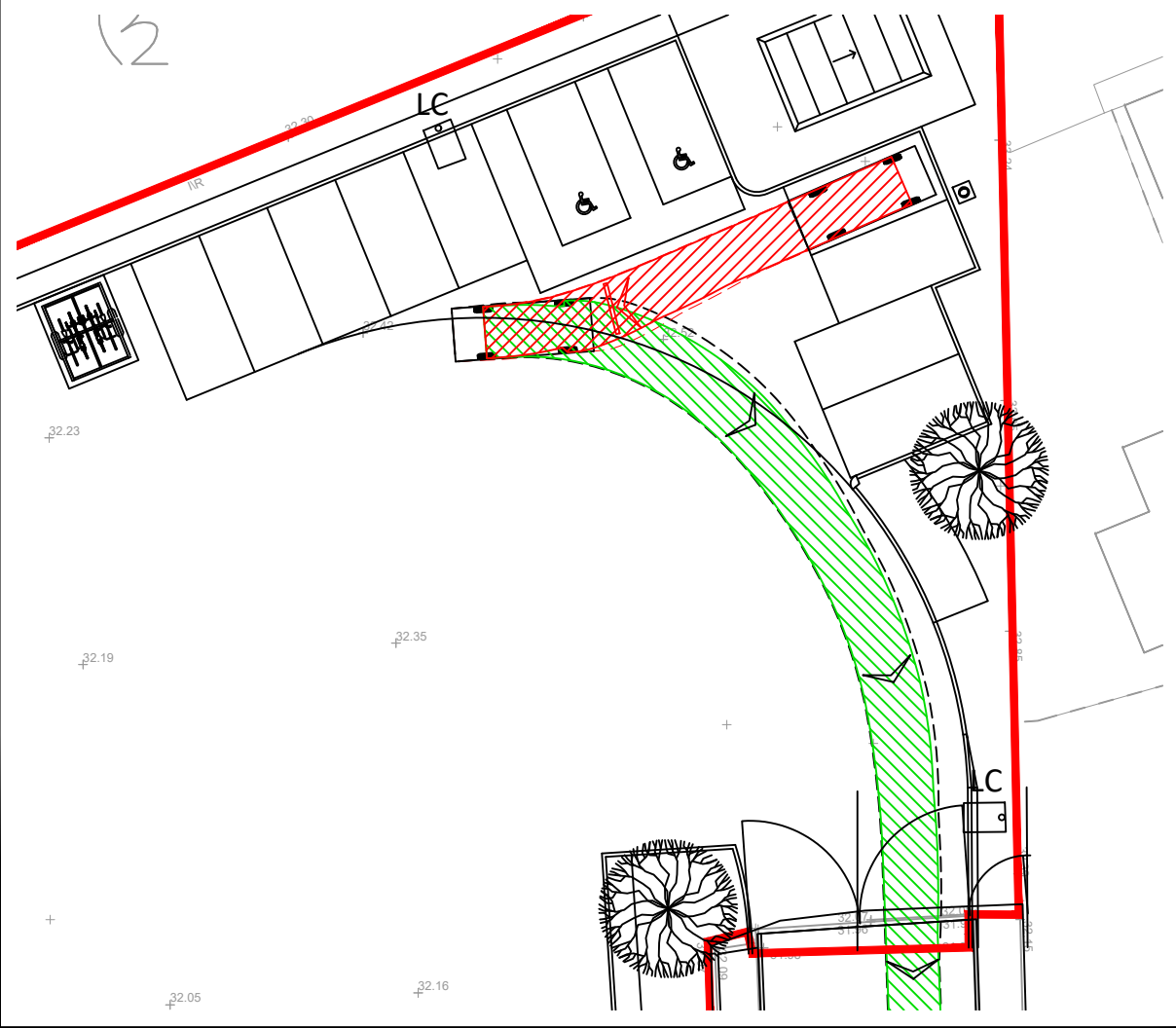
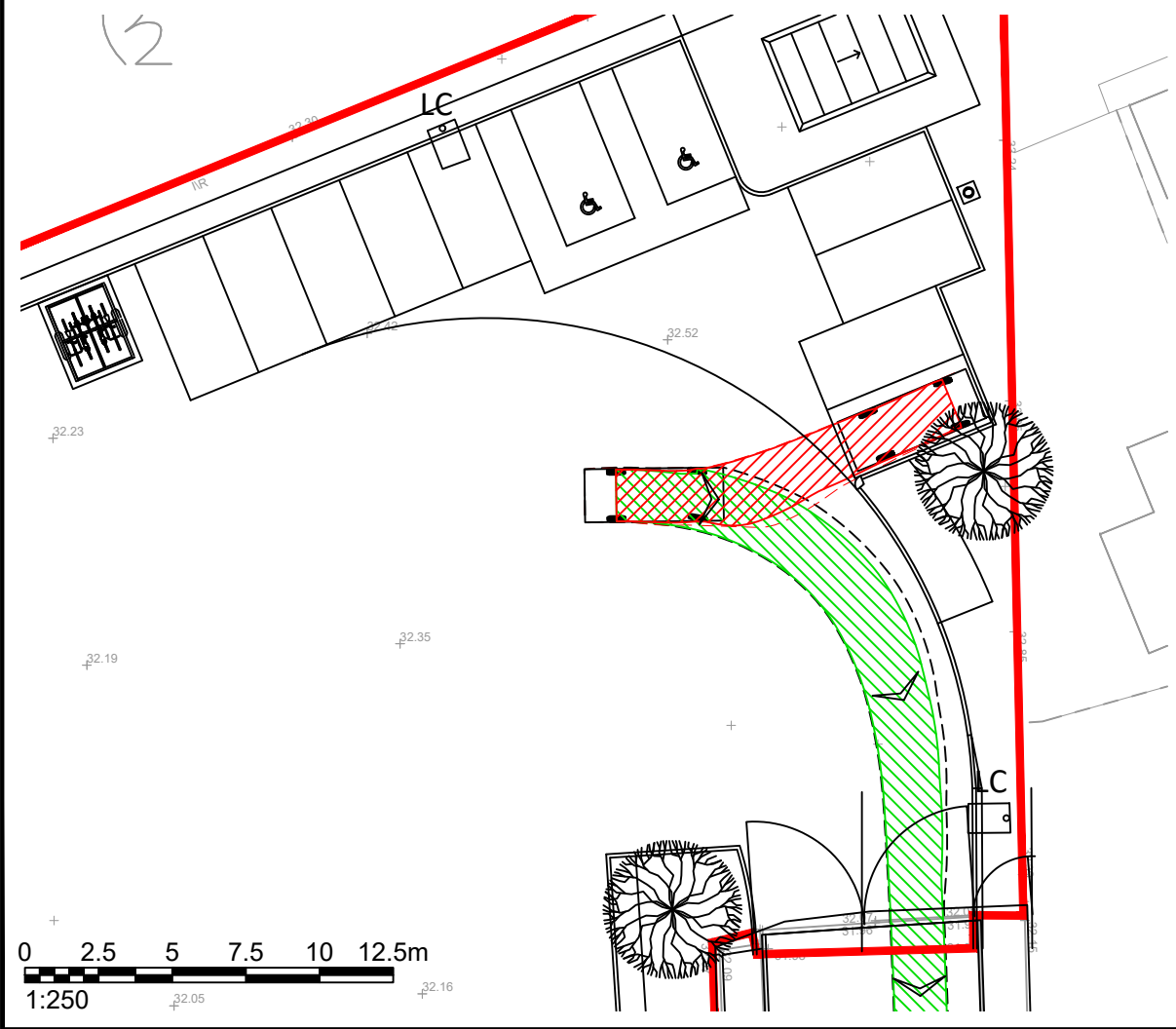
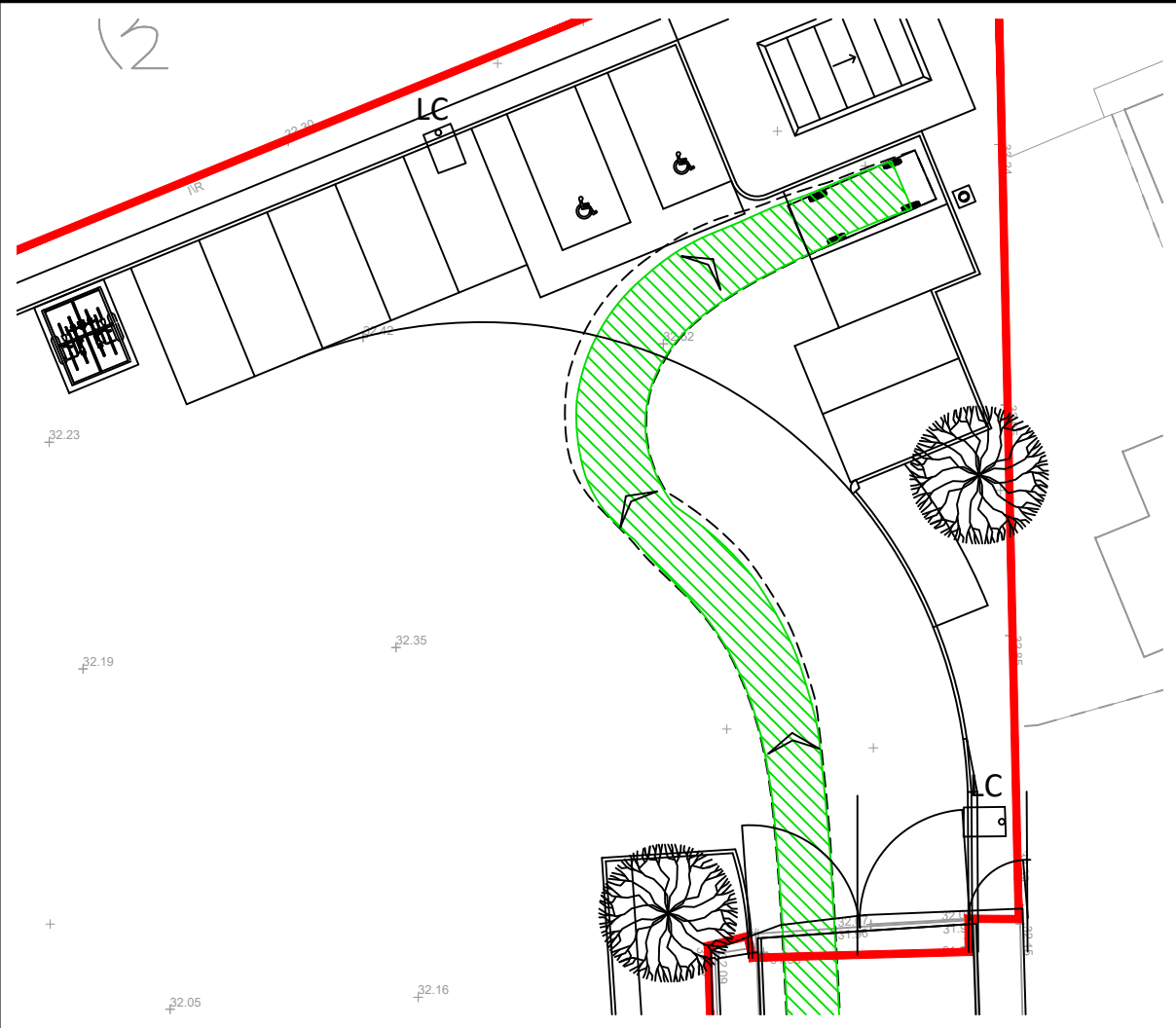
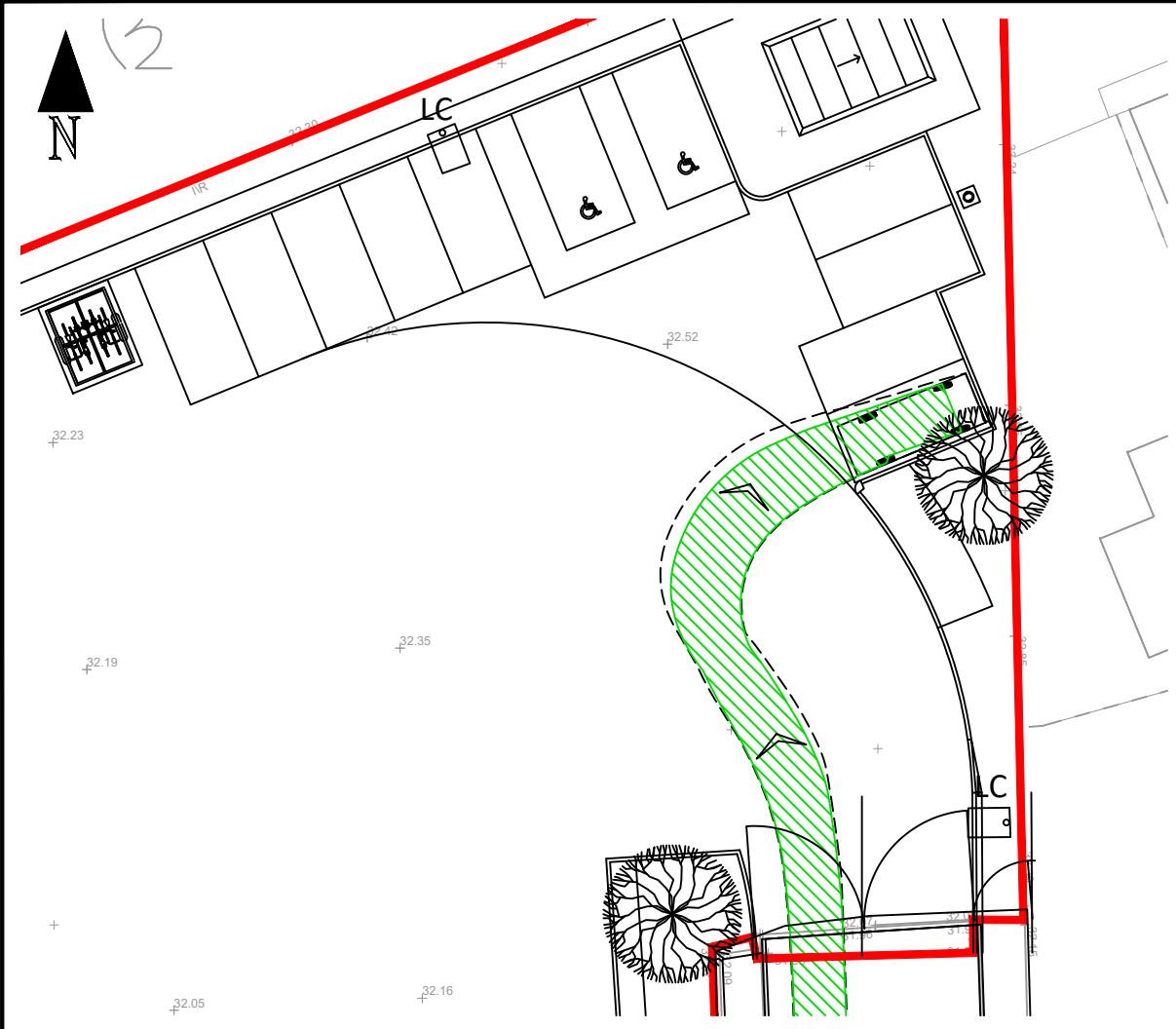
 **PULSAR**

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PROJECT REF
26016

DWG NO
TR01

REV
A



NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR (2006 Volvo 70)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

A	Site layout updated.	DW	AH	23.03.2026
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT

Marchmont

PROJECT

Open Storage Facility,
Knowsley

DRAWING TITLE

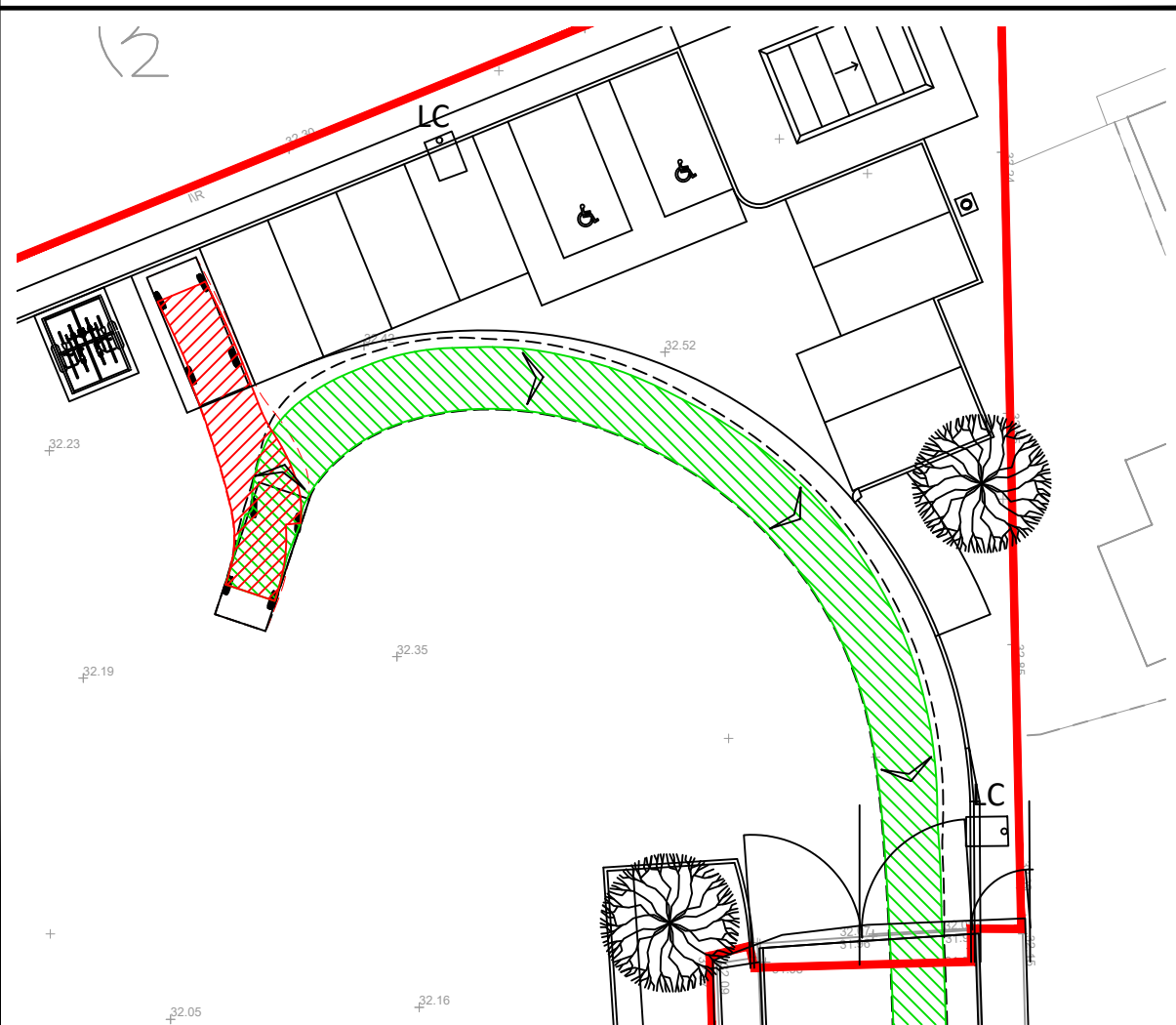
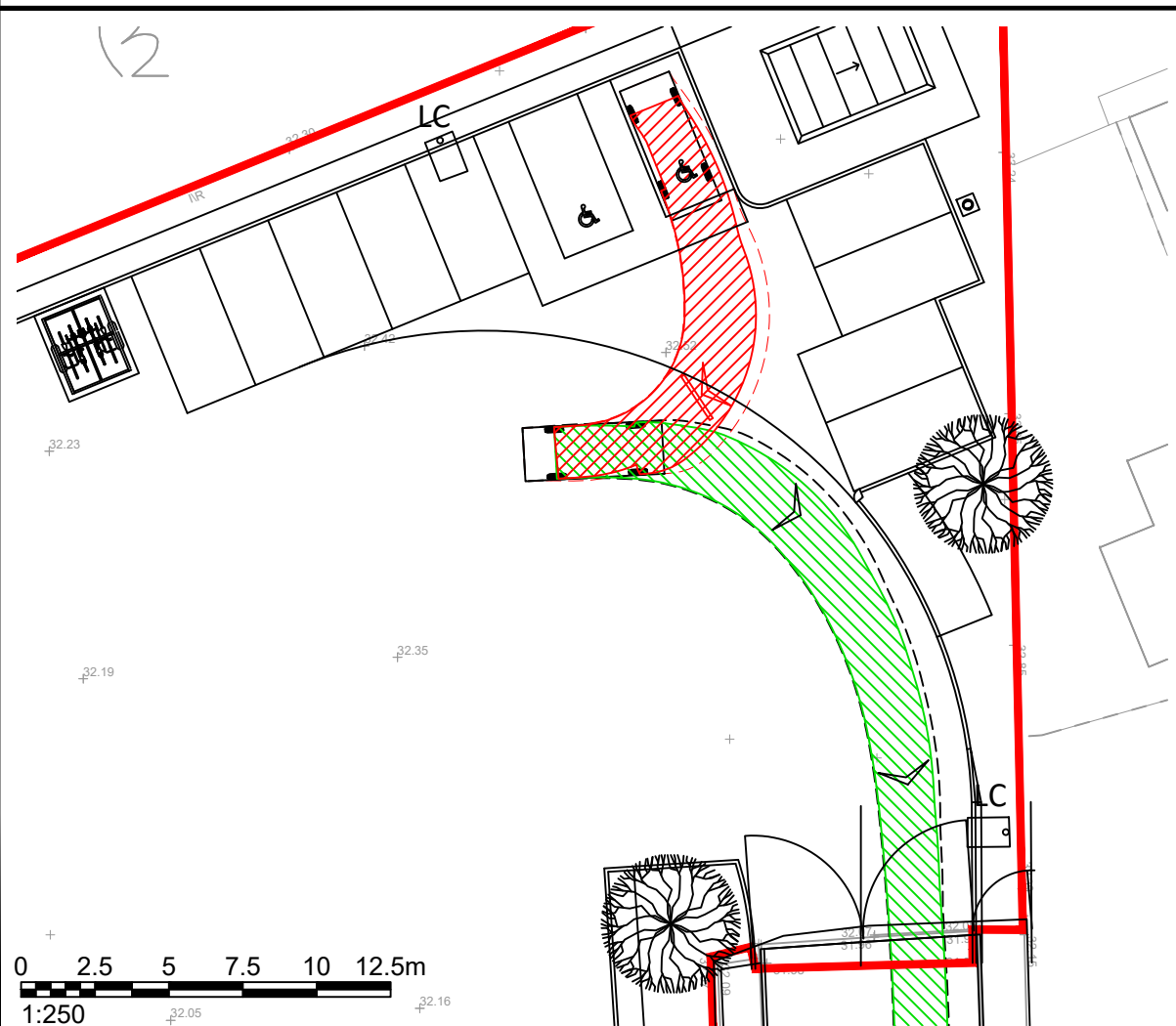
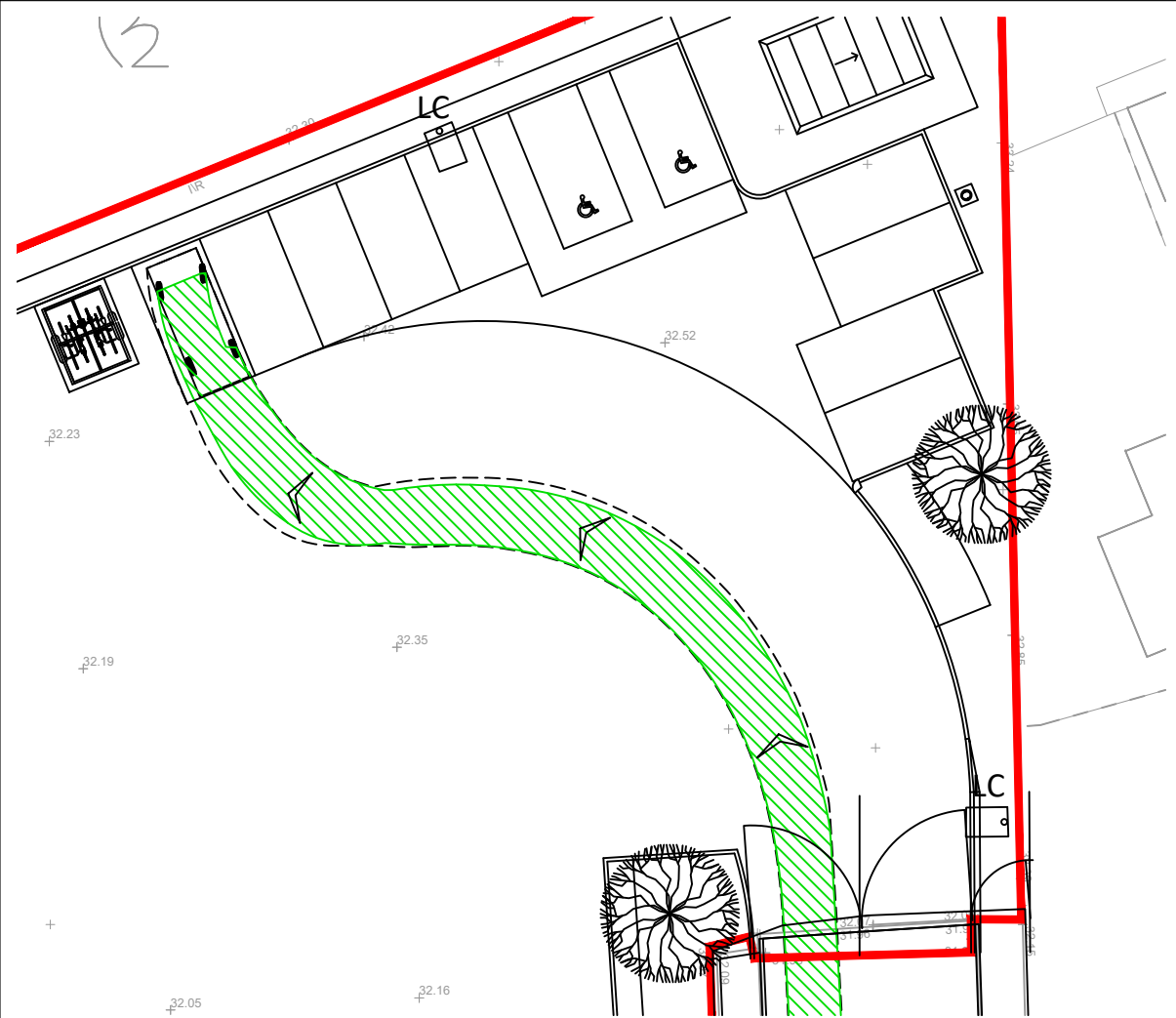
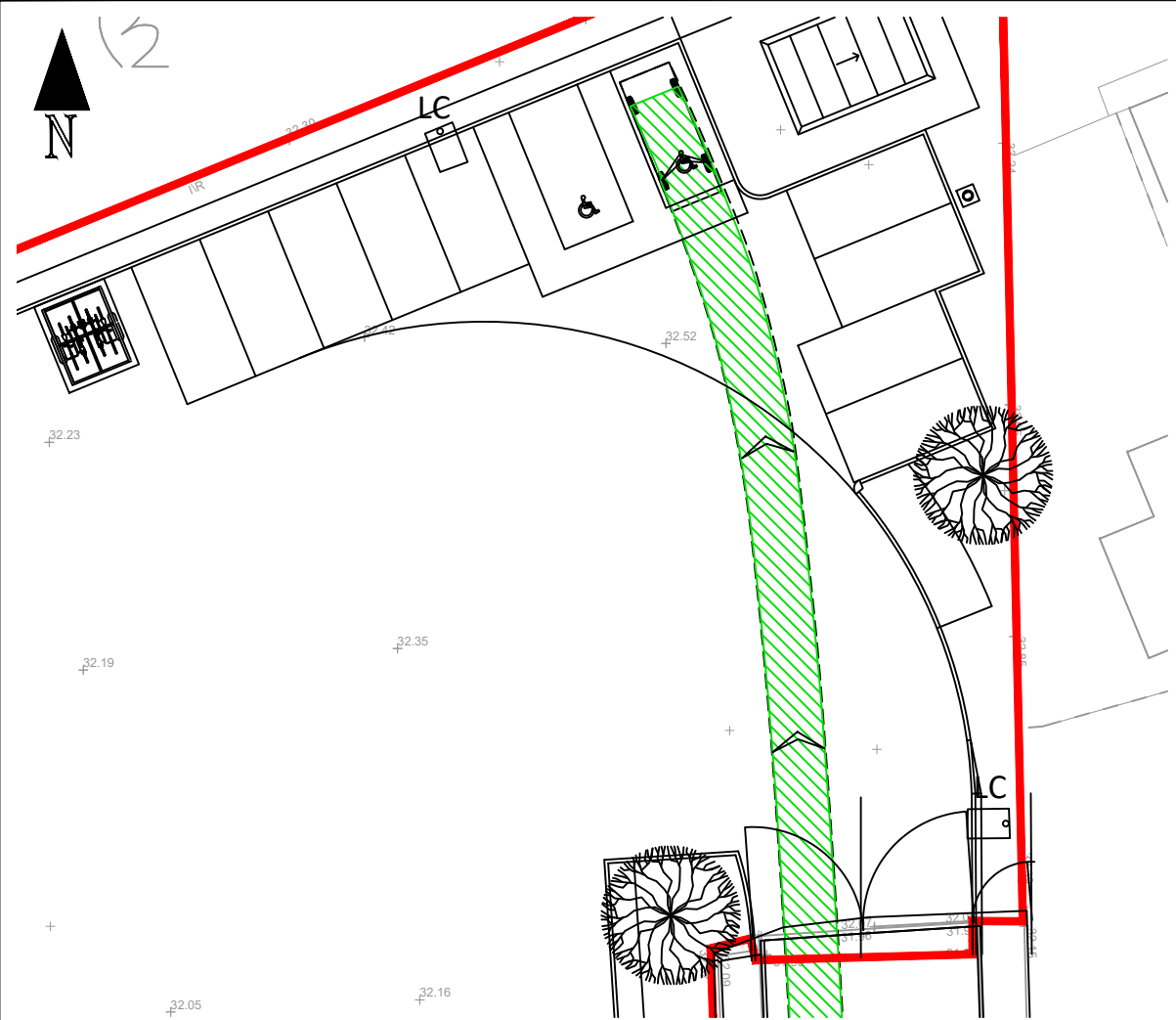
Vehicular Swept Paths Analysis
using Estate Car
(Sheet 1 of 2)

SCALE	1:250	SIZE	A3
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DRAWN BY	DW	CHECKED BY	AH	DATE	19.03.2026
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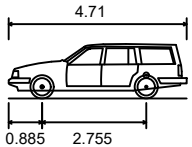
Gilmoora House, 57-61 Mortimer Street, London, W1W 8HS
www.pulsartransport.co.uk

PROJECT REF	26016	DWG NO	TR02 (1)	REV	A
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- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR (2006 Volvo 70)



Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

 FORWARD MOVEMENTS
(design speed - 5kph)

 REVERSE MOVEMENTS
(design speed - 2.5kph)

A	Site layout updated.	DW	AH	23.03.2026
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT

Marchmont

PROJECT

Open Storage Facility,
Knowsley

DRAWING TITLE

Vehicular Swept Paths Analysis
using Estate Car
(Sheet 2 of 2)

SCALE

1:250

SIZE

A3

DRAWN BY

DW

CHECKED BY

AH

DATE

19.03.2026

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PROJECT REF

26016

DWG NO

TR02 (2)

REV

A

APPENDIX C – MUZTRANS SURVEY DATA

K&M TRAFFIC SURVEYS

DATE : 13th July 2023

DAY : Thursday

LOCATION : Muztrans, Bronze Age Way, Erith DA8 1AX



K&M TRAFFIC SURVEYS

DATE : 12th & 13th July 2023

DAY : Wednesday & Thursday

LOCATION : Muztrans, Bronze Age Way, Erith DA8 1AX

	MOVEMENT 1								MOVEMENT 2							
	FROM BRONZE AGE WAY								FROM ACCESS							
	LEFT TURN INTO								LEFT TURN OUT TO							
	ACCESS								BRONZE AGE WAY							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL
2000-2015	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
2015-2030	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
2030-2045	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
2045-2100	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2100-2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2130-2145	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
2200-2215	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2230-2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0000-0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415-0430	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
0430-0445	0	1	0	0	0	0	0	1	0	1	1	0	0	0	0	2
0445-0500	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
0500-0515	1	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0
0515-0530	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
0530-0545	4	0	1	0	0	1	0	6	0	0	0	0	0	0	0	0
0545-0600	5	0	0	0	0	0	0	5	1	0	2	2	0	0	0	5
2000-0600	20	2	2	4	0	3	1	32	11	2	3	4	0	1	0	21

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10

K&M TRAFFIC SURVEYS

DATE : 13th July 2023

DAY : Thursday

LOCATION : Muztrans, Bronze Age Way, Erith DA8 1AX

	MOVEMENT 1								MOVEMENT 2							
	FROM BRONZE AGE WAY								FROM ACCESS							
	LEFT TURN INTO								LEFT TURN OUT TO							
	ACCESS								BRONZE AGE WAY							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL
0600-0615	6	2	0	0	0	0	0	8	0	1	3	1	0	0	0	5
0615-0630	3	0	0	0	0	0	0	3	1	2	6	2	0	0	0	11
0630-0645	0	0	0	1	0	0	0	1	1	0	1	5	0	0	0	7
0645-0700	1	2	0	0	0	1	0	4	0	1	2	1	0	0	0	4
0700-0715	1	0	0	0	0	0	0	1	0	1	1	1	0	0	0	3
0715-0730	2	1	2	1	0	0	0	6	0	2	1	2	0	0	0	5
0730-0745	1	1	0	0	0	0	0	2	0	0	0	3	0	0	0	3
0745-0800	4	0	0	1	0	0	0	5	0	0	1	0	0	0	0	1
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0830-0845	1	0	1	0	0	0	0	2	0	0	2	0	0	0	0	2
0845-0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0900-0915	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0915-0930	2	0	1	0	0	0	0	3	0	0	1	0	0	0	0	1
0930-0945	0	1	0	1	0	0	0	2	1	0	1	0	0	0	0	2
0945-1000	2	0	1	0	0	0	0	3	0	1	0	0	0	0	0	1
1000-1015	1	0	0	1	0	1	0	3	0	1	0	0	0	0	0	1
1015-1030	1	3	0	1	0	0	0	5	0	0	0	1	0	0	0	1
1030-1045	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1
1045-1100	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1
1100-1115	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1115-1130	0	2	0	1	0	0	0	3	1	1	1	2	0	0	0	5
1130-1145	0	0	2	0	0	0	0	2	1	2	1	0	0	0	0	4
1145-1200	0	2	2	1	0	0	0	5	0	2	0	0	0	0	0	2
1200-1215	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
1215-1230	1	0	3	0	0	0	0	4	0	0	3	1	0	0	0	4
1230-1245	0	0	3	0	0	0	0	3	1	0	1	0	0	0	0	2
1245-1300	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1
1300-1315	0	0	2	0	0	0	0	2	0	1	1	2	0	0	0	4
1315-1330	0	0	1	1	0	0	0	2	2	0	1	0	0	0	0	3
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1415-1430	0	1	0	1	0	0	0	2	0	1	0	1	0	0	0	2
1430-1445	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1445-1500	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
1500-1515	0	0	2	1	0	0	0	3	4	0	0	1	0	0	0	5
1515-1530	1	1	0	1	0	0	0	3	2	1	0	0	0	0	0	3
1530-1545	0	0	1	1	0	0	0	2	3	0	2	0	0	0	0	5
1545-1600	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1600-1615	0	0	4	0	0	0	0	4	1	0	1	0	0	0	0	2
1615-1630	0	0	0	0	0	0	0	0	4	0	1	0	0	1	0	6
1630-1645	0	0	2	1	0	0	0	3	2	1	0	0	0	1	0	4
1645-1700	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	3
1700-1715	0	1	1	1	0	0	0	3	0	1	0	0	0	0	0	1
1715-1730	0	1	0	0	0	0	0	1	2	1	0	0	0	1	0	4
1730-1745	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	3
1745-1800	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
1815-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
1845-1900	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1900-1915	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
1915-1930	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1930-1945	0	1	0	2	0	0	0	3	0	2	0	0	0	0	0	2
1945-2000	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
0600-2000	33	23	36	30	0	2	0	124	43	25	36	29	0	4	0	137

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