

East Hub, Knowsley

Air Quality Assessment – Traffic Data

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1. Introduction

1.1 Preamble

- 1.1.1 This Transport Note (TN02) has been prepared by Mode Transport Planning ('Mode') in response to Knowsley Metropolitan Borough Council's (KMBC) Air Quality consultation response to the proposed 4,645sqm industrial unit (Use Class B2/ B8) on the East Hub site off South Boundary Road at Knowsley Business Park (Ref: 23/01197/FUL).
- 1.1.2 KMBC's consultation response stated that no information had been submitted in relation to the Air Quality Assessment, and that depending on the traffic generated by the proposed development, an Air Quality Assessment may be required. If an Air Quality Assessment is not required, evidence has been requested by KMBC to justify this decision, in accordance with the Institute of Air Quality Management (IAQM) guidance document '*Land-Use Planning & Development Control: Planning For Air Quality*', published in January 2017.
- 1.1.3 According to the Department for Environment Food and Rural Affairs' (DEFRA) online mapping, the development site is not located within or near to an Air Quality Management Area (AQMA). The nearest AQMA (Liverpool City) is located c. 2.5km to the southwest of the development site.
- 1.1.4 This TN sets out the relevant IAQM guidance, development trip generation and traffic impact, and justification for not providing an Air Quality Assessment as part of the planning application.

2. IAQM Guidance

2.1 Criteria for an Air Quality Assessment

- 2.1.1 The indicative criteria (relevant to the development's traffic generation) for requiring an Air Quality Assessment is set out in the IAQM guidance document (Table 6.2). The IAQM criteria, together with details of the development's traffic impact, is summarised in [Table 2.1](#).

2.1.2 The proposed development's trip generation is derived from trip rates set out in the Transport Assessment (dated 20th June 2023) that was produced by Mode and included with the planning submission.

2.1.3 The trip rates have been calculated using the TRICS database, using the '*Employment – Warehousing (Commercial)*' land use category. The TRICS trip rates have been reviewed and approved by KMBC Highways.

Table 2.1 : IAQM Assessment Criteria and Development Trip Generation

Will the Development:	Indicative Criteria	Trip Generation / Traffic Impact	Above Threshold for AQA?
1. Cause a significant change in Light Duty Vehicle (LDV) traffic flows on local road in relevant receptors.	A change of LDV flows of: - More than 100 AADT within or adjacent to an AQMA - More than 500 AADT elsewhere.	246 AADT flows (total vehicles including LDVs)	No
2. Cause a significant change in Heavy Duty Vehicle (HDV) flows on local road with relevant receptors.	A change of HDV flows of: - More than 25 AADT within or adjacent to an AQMA - More than 100 AADT elsewhere.	78 AADT flows (HDVs only)	No
3. Realign road, i.e. changing the proximity of receptors to traffic lanes	Where the change is 5m or more and the road is within an AQMA.	No highway realignment proposed.	No
4. Introduce a new junction or remove an existing junction near to relevant receptors.	Applies to junctions that cause traffic to significantly change vehicle accelerate/ decelerate, e.g. traffic lights, or roundabouts.	Only development site access junction on Gale Road proposed – no significant change to traffic behaviour.	No
5. Introduce or change a bus station.	When bus flows will change by: - More than 25 AADT within or adjacent to an AQMA - More than 500 AADT elsewhere.	Bus stop to be relocated but no change to bus flow.	No
6. Have an underground car park with extraction system.	The ventilation extract for the car park will be within 20m of a relevant receptor. Coupled with the car park having more than 100 movements per day (total in and out).	No underground car parking proposed.	No

3. Summary and Conclusion

3.1 Summary

- 3.1.1 As shown in [Table 2.1](#), the LDV and HDV traffic flow expected to be generated by the proposed industrial unit falls below the threshold defined by IAQM for an Air Quality Assessment outside of an AQMA.
- 3.1.2 It has also been shown that the proposed development will not result in any highway realignment, significant changes in traffic behaviour or bus movements or include an underground car park, which are also criteria for an Air Quality Assessment.

3.2 Conclusion

- 3.2.1 In conclusion, based on the expected trip generation / traffic impact and development proposals, the proposed development does not satisfy any of the six IAQM criteria for an Air Quality Assessment.