

1 INTRODUCTION

1.1 Background

- 1.1.1 This Technical Note (TN) has been prepared by Prime Transport Planning (Prime) on behalf of Caddick Developments (Caddick) to support a minor amendment to the previously approved employment development at Knowsley Lane, Knowsley.
- 1.1.2 The original Transport Assessment (TA) accompanied the detailed planning application for a three-unit employment led development comprising B8/B2 Uses with ancillary offices (Use Class E(g)(i)), along with associated access, parking, servicing areas and infrastructure works. The assessment was reviewed and approved by Knowsley Metropolitan Borough Council (KMBC) under application reference 22/00348/FUL. The TA concluded that the development would not have a material impact on the operation or safety of the surrounding highway network.
- 1.1.3 The applicant now seeks to make a minor amendment to the approved scheme, which involves a modest increase in first-floor office accommodation within the proposed units. This amendment results in a small uplift in total gross floorspace and an associated increase in trip generation and parking provision. This TN has therefore been prepared to confirm that these changes do not materially alter the conclusions of the previously approved TA.

1.2 Development Overview

- 1.2.1 The approved development comprises three employment units (Buildings 1–3) accessed from a new priority junction on Knowsley Lane. The consented scheme was assessed on the basis of a mix of B2 (General Industrial) and B8 (Storage and Distribution) floorspace.
- 1.2.2 The applicant now proposes a modest increase in first-floor office accommodation within each unit. A comparison of the approved and updated floor areas is provided in Table 1.1 below.

Table 1.1: Comparison of Approved and Updated Floor Area

Building	Approved GFA (m ²)	Updated GFA (m ²)	Change (m ²)
1	6,835	6,913	78
2	2,929	3,091	162
3	4,877	5,038	161
Total	14,641	15,042	401

2 TRIP GENERATION

- 2.1.1 The same trip rates and methodology which were agreed with KMBC in support of the approved TA have been utilised for the following assessment, which assumes a mix of 70% B8 and 30% B2 floorspace. Separate calculations have been undertaken for light and heavy vehicles to provide a robust assessment of traffic impact.
- 2.1.2 The following tables summarise the trip generation for each land use and the resulting combined totals.

Table 2.1: Vehicular Trip Rates and Trip Generation for B8 (General Industrial) - 10,529.40 m²

Time	Light Vehicle Trip Rate	Heavy Vehicle Trip Rate	Total Vehicle Trip Rates	Light Vehicle Trips	Heavy Vehicle Trips	Total Trips (70% of 15,042m ²)
08:00-09:00	0.107	0.076	0.183	11	8	19
17:00-18:00	0.104	0.052	0.156	11	5	16

Table 2.2: Vehicular Trip Rates and Trip Generation for B2 (General Industrial) - 4,512.60 m²

Time	Light Vehicle Trip Rate	Heavy Vehicle Trip Rate	Total Vehicle Trip Rates	Light Vehicle Trips	Heavy Vehicle Trips	Total Trips (30% of 15,042m ²)
08:00-09:00	0.369	0.028	0.397	16	2	18
17:00-18:00	0.349	0.002	0.351	15	0	15

Table 2.3: Total Vehicular Trip Generation

Time	Total Light Vehicle Trips	Total Heavy Vehicle Trips	Total Trips
08:00-09:00	27	10	37
17:00-18:00	26	5	31

- 2.1.3 The peak hour trip generation remains unchanged from the original TA, confirming that the minor increase in floorspace does not affect expected trips.

3 PARKING PROVISION

- 3.1.1 The proposed level of parking for each unit is shown in Table 3.1 below. The level of parking is based on the applicant's knowledge of the operational requirements for such developments having delivered numerous schemes across the North West of England and the wider UK.

Table 3.1 Proposed Parking Provision

Category	Building 1	Building 2	Building 3	Total
GFA (m²)	6,913	3,091	5,038	15,042
Car Park Spaces (B8)	73	45	52	170
Potential Flexible Spaces (B2)	22	0	17	39
Total Parking Provision	95	45	69	209
Accessible Spaces (5%)	5	3	4	12
EV Spaces (10%)	10	5	7	22
External Cycle Spaces	16	8	12	36
Internal Cycle Spaces	15	8	12	35
Motorcycle Spaces	7	3	6	16

3.1.2 In accordance with the methodology adopted within the TA, the parking provision shown in Table 3.1 is based a 70% B8 use and 30% B2 use split for each unit. An examination of the layout which has been produced by Fletcher Rae architects and included in Appendix A of this TN shows a mixture of car park spaces and potential ‘flexible’ spaces within the service yards for units 1 and 3. The provision of 45 full spaces has been shown at unit 2 to accommodate the circa 70:30 B8:B2 split given the proposed site layout, size of service yard and positioning of the building entrance. With regards to units 1 and 3, the 73 and 52 spaces shown are slightly over the parking provision requirements for a solely B8 development, and land within the service yards has been identified to show that additional ‘flexible’ spaces can be implemented should B2 use of up to 30% be introduced for each unit.

3.1.3 Prime have undertaken a comparison of the approved and updated parking provision in Table 3.2 below.

Table 3.2: Comparison of Approved and Updated Total Parking Provision

Building	Total Parking – Approved	Total Parking – Revised	Change
1	93	95	2
2	43	45	2
3	67	69	2
Total	203	209	6

3.1.4 The above demonstrates that the proposals include an additional 6 car parking spaces across the site.

3.2 Car Park Accumulation

3.2.1 Given it has been demonstrated that the proposed increase in floor space will not result in additional peak period trips, and only a small uplift in parking, the proposed parking provision remains appropriate for the development.

- 3.2.2 To provide evidence and comfort that the proposed level of parking is appropriate for the quantum of development, an overly car park accumulation exercise has been undertaken using solely B2 trip rates and trip generation for the total floor space. For the purpose of a robust assessment, we have estimated that the car parking will be 50% full overnight, and the figures have been based on the 170 car park spaces only.

Table 3.3 Total Trip Generation and Car Park Accumulation 100% B2

Time Range	B2 Trip Gen			Car Park Accumulation	Spaces Remaining
	Arrivals	Departures	Total		
07:00-08:00	30	4	34	111	59
08:00-09:00	51	5	56	157	13
09:00-10:00	14	6	20	165	5
10:00-11:00	9	6	15	168	2
11:00-12:00	4	6	10	166	4
12:00-13:00	9	13	22	162	8
13:00-14:00	21	11	32	172	-2
14:00-15:00	8	20	28	160	10
15:00-16:00	6	12	18	154	16
16:00-17:00	6	28	34	132	38
17:00-18:00	5	48	53	89	81
18:00-19:00	3	20	23	72	98

- 3.2.3 The results indicate that even if the development provided 100% B2 use, which is a purely hypothetical situation given the applicant is applying for a mixed use (mainly B8) scheme, the car park spaces would be over capacity by up to 2 spaces between the hours of 13:00-14:00, which is an improvement compared to the figures presented in the TA. Given it has been demonstrated that an additional 39 spaces can be provided within the service yards, there is more than sufficient parking capacity to accommodate this theoretical demand and any overspill parking.

4 SUMMARY & CONCLUSION

- 4.1.1 This TN has been prepared to assess the implications of a modest increase in first-floor office accommodation at the approved employment development on Knowsley Lane. The revised total floorspace of 15,042 m² represents a minor uplift compared to the approved 14,641 m².
- 4.1.2 Updated trip generation calculations, undertaken using the same methodology agreed with KMBC for the original TA, confirm that peak hour vehicle trips remain unchanged. The minor increase in floorspace therefore does not affect the operational performance of the site access or the surrounding highway network.
- 4.1.3 The revised site layout incorporates 6 additional parking spaces, increasing the total provision from 203 to 209 spaces. A sensitivity test based on 100% B2 use demonstrates that parking demand would

still be accommodated within the site, with additional flexible capacity available within the service yards.

- 4.1.4 It is therefore concluded that the proposed amendments do not materially alter the findings of the approved TA or affect the acceptability of the development in transport terms.

APPENDIX A

SITE LAYOUT



Site Area 62,254 sq.m. / 6.25 hectares / 15.3 acres (Area Excludes Tinkle Peg Farm)			
Accommodation Schedule (GIA)			
Building 1			
Warehouse Area	6,507m ²	(70,040 ft ²)	
First Floor Office Area	406m ²	(4,370 ft ²)	
Total GIA	6,913m²	(74,410 ft²)	
Building 2			
Warehouse Area	2,782m ²	(29,945 ft ²)	
First Floor Office Area	309m ²	(3,326 ft ²)	
Total GIA	3,091m²	(33,271 ft²)	
Building 3			
Warehouse Area	4,641m ²	(49,955 ft ²)	
First Floor Office Area	397m ²	(4,273 ft ²)	
Total GIA	5,038m²	(54,228 ft²)	

Total Unit Area
Approx. 149,940sqft Excl. Offices at First Floor Level
Approx. 161,909sqft Incl. Offices at First Floor Level

Parking Schedule

Building 1
Car parking spaces (Based on B8:B2 70:30 Split): 95
Including 5% accessible spaces (B2 Standards): 5
Including 10% EV spaces: 10
Cycle spaces (BREEAM): 16 external, 15 internal, total: 31
Motorcycles at 1 space per 1000sq.m (B2 Standards): 7

Building 2
Car parking spaces (Based on B8:B2 70:30 Split): 45
Including 5% accessible spaces (B2 Standards): 3
Including 10% EV spaces: 5
Cycle spaces (BREEAM): 8 external, 8 internal, total: 16
Motorcycles at 1 space per 1000sq.m (B2 Standards): 3

Building 3
Car parking spaces (Based on B8:B2 70:30 Split): 69
Including 5% accessible spaces (B2 Standards): 4
Including 10% EV spaces: 7
Cycle spaces (BREEAM): 12 external, 12 internal, total: 24
Motorcycles at 1 space per 1000sq.m (B2 Standards): 5

General Notes

Do not scale from this drawing. Only work to written dimensions.
All site dimensions shall be verified by the Contractor on site prior to commencing any works.
This drawing is the property of Fletcher-Rae (UK) Limited (t/a Fletcher-Rae) and copyright is reserved by them. The drawing is not to be copied or disclosed by or to any unauthorised persons without the prior written consent of Fletcher-Rae (UK) Limited.

Site Plan Key

- Site Boundary Line
- Unit Demarc Boundary Line
- Concrete slab with brushed finish to all yards (refer to Civil Engineer's details)
- Vehicular macadam to roads (refer to Civil Engineer's details)
- Pedestrian macadam to pavements (refer to Civil Engineer's details)
- Concrete block paving to pavements (refer to Civil Engineer's details)
- Crushed gravel (to PROW footpath), (refer to Civil Engineer's details)
- Soft landscaping (refer to Landscape Architect)
- Retaining wall to SE design
- 2.5m high Jakoustic® 12K Envirofence® Reflective acoustic timber fence. (NBS Q40/171)
- 2.0m high Jakoustic® 12K Envirofence® Reflective acoustic timber fence. (NBS Q40/171)
- Steel paladin fencing 2.4m high and pedestrian/vehicle gates in RAL 7016 to service yards (NBS Q40/355A)
- 1100mm high wooden post and rail fencing (NBS Q40/210)
- Close boarded feather edge timber fencing. 2.0m high with timber gravel board and timber posts set in 600mm deep footings. (NBS Q40/310)
- 1100mm high Key Clamp Railing System to retaining walls around ramp
- Armo Barrier to perimeter of dock leveller ramp
- Dock Leveller Wheel Guides - 1800mm long, 140mm diameter x 5mm thick steel tube, bolted to concrete yard - to Cadlick Developments' requirements

- A1 Building 1 - Broxap Wardale bicycle shelter (PPC colour RAL 7016) with 8x stainless steel Sheffield cycle stands, to shelter minimum 16 bicycles.
- A2 Building 2 - Broxap Wardale bicycle shelter (PPC colour RAL 7016) with 4x stainless steel Sheffield cycle stands, to shelter minimum 8 bicycles.
- A3 Building 3 - Broxap Wardale bicycle shelter (PPC colour RAL 7016) with 8x stainless steel Sheffield cycle stands, to shelter minimum 12 bicycles.
- C1 Building 1 - Waste Compound area to be provided: 14sqm
- C2 Building 2 - Waste Compound area to be provided: 10sqm
- C3 Building 3 - Waste Compound area to be provided: 14sqm
- D Proposed Substation
- E Public Right of Way (PROW)
- F Condenser Compound

P04	Accommodation schedule updated, parking schedule added, 2no car parking spaces added to each unit as a consequence of increased office areas	06.10.25	AT	AT
P03	Drawings updated to suit regulation updates and client specification changes	26.08.25	AT	AT
P02	Tender Issue	22.07.22	JAB	AT
P01	Preliminary issue for review and comments	06.07.22	MC	AT
Rev.	Description	Date	ISS	APP
Scale	As indicated @ A0			
Status	D1 Tender			
Drawn By	JAB			
Checked By	AT			
Date	31.05.2022			
Client:	Caddick Developments			
Project:	Knowsley Lane, Knowsley			

Sheet Name:
Proposed Site Masterplan