

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



Mayfair Motor Group T/A Motorology and
Nice Investments Ltd
Kings Business Park
Transport Statement

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1.0 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by Mayfair Motor Group trading as Motorology and Nice Investments Ltd to provide traffic and transport planning advice in support of the repurposing of an existing “at-grade” car park at the Kings Business Park in Knowsley. The site location is shown in **appendix a**.
- 1.2 The development proposals look to use an existing “overflow” car park at the business park for a motor vehicle retail facility. It is understood that this car park has never been used for any business site parking for employer, employee or visitor use at the site. It has essentially been a “mothballed” hardstanding parking area since the facility was granted planning permission in 2003.
- 1.3 The proposals follow the relatively new model of car purchasing, moving away from the traditional car showroom/retail operation to the online vehicle purchase/delivery model. Further information on this retail model is provided later in this document.
- 1.4 The purpose of this Transport Statement (TS) is to provide information on the traffic and transport planning aspects of the development proposals and to consider the traffic impact likely to arise. The assessment also reviews the impacts of the loss of the existing car parking area on the overall operation of the business park.
- 1.5 Having reviewed the development proposals, the lack of any extant parking use on the development site and the expected traffic generation from the development proposals, a TS is considered to be the most appropriate level of appraisal to undertake.
- 1.6 The content of this TS demonstrates that this level of detail is the most appropriate level of technical assessment, based on the business operation, the number of staff working at the site and the expected number of vehicle movements to/from the site on a typical day.
- 1.7 Comparable evidence from the client’s other operational car retail site is included in this assessment, to demonstrate that the car retail proposals on this existing car park will be low, and certainly not of a level that would be expected to generate a level of traffic that would have a material impact on the access routes within the business park, or on the wider highway network.
- 1.8 To assist with the preparation of this TS a site visit was undertaken on the 13th July 2023, to review the existing access arrangements to the site and review any displaced parking that currently takes place within the business park that would require any part of the car park that makes up the development site to be retained.
- 1.9 This TS concludes that the repurposing of the existing “at-grade” car park for the proposed use requires no modifications to the access routes to and from this space on the business park, the site visit confirmed there was no demand for any additional parking over and above what is already provided in the main business park area, and this “mothballed” car park can be repurposed for an alternative, positive use.
- 1.10 This document also confirms that the proposed car retail operation is a very low traffic generator, and certainly a lower traffic generator than if the extant car park was ever fully occupied for parking associated with the business park.
- 1.11 Accordingly, the scheme will not have any material impact on the highway network in the TS study area, and that the scheme’s impact will not be ‘severe’, the test taken from the National Planning Policy Framework (NPPF).

2.0 EXISTING SITUATION

Site Location & Local Highway Network

- 2.1 The application site is located on the eastern side of the pedestrian, cycle and vehicular access to Kings Business Park. To the north, the treelined area that surrounds the car park abuts Liverpool Road and to the east is the M57 motorway. The site cannot be seen from these surrounding highway corridors.
- 2.2 Kings Business Park is accessed via a large five arm roundabout junction. Pedestrian, cycle and vehicular access to the business park is provided from this main access point, which also has a gatehouse immediately to the south of the roundabout junction, on the business park arm. This junction arm is known as Kings Drive and provides access to the application site and the wider business park, which is made up of a range of office, research and development and leisure uses.
- 2.3 The business park layout is shown in **figure 2.1** and shows the overflow car park in the far north-eastern sector of the site.



Figure 2.1: Kings Business Park Development Layout

Planning History and Parking Requirements

- 2.4 The business park has an extensive planning history, which is summarised in **table 2.1**.

- 2.5 The first planning application for the wider business park was approved in 1991, and included business park units and a 100 bed hotel (with leisure and conference facilities). Following on from this planning approval, a range of applications to vary the consent or discharge Planning Conditions, have been submitted.
- 2.6 A summary of the relevant planning applications is provided in **table 2.1**.

Ref.	Proposal	Decision (date)
74/12427/HIST	Former CF Mott Campus Liverpool Road Prescot :- Change of Use of existing buildings from educational to business and residential uses with associated car parking and access	Approved (22.03.1991)
74/13408/HIST	Former CF Mott Campus Liverpool Road Prescot :- Change of Use to business park including 100 bed hotel with leisure and conference facilities laying out of new roads and landscaping	Approved (17.07.1991)
94/00476/APP	Renewal of outline planning permission for the redevelopment of redundant teacher training college to create business park class A2 and B1 uses (financial and professional services and business uses), including 100 bedroom hotel with leisure and conference facilities and ancillary retail use, comprising redevelopment and refurbishment of selected premises, erection of new units and laying out of new roads and landscaping	Approved (17.11.1994)
95/00130/APP	Redevelopment of redundant teacher training college to create a mixed development, including housing, business uses (Class B1) and open space	Approved (21.02.1996)
97/00100/APP	Proposed 21 hectare business park including access to roundabout (M57 junction 2/Liverpool road). Structural landscaping & internal road layout. 7 hectares of residential development with access to Liverpool road and 2.4 hectares of public open space	Approved (18.08.1997)
01/00613/APP	Outline planning application – proposed business park	Approved (15.06.2001)
02/00615/FUL	Construction of 110 space car park and access road	Approved (11.06.2003)
04/00678/OUT	Renewal of outline planning permission for the remainder of the proposed business park	Approved (06.08.2004)

Table 2.1: Kings Business Park Planning Application/Consent Summary

- 2.7 Of specific reference to the development proposals is planning application 02/00615/FUL, which was for the construction of a 110 space car park and access road. As shown in **appendix b**, this planning application looked to provide a large car park at the north-eastern end of the business park site.
- 2.8 The decision note provided in **appendix b** confirms:
- ☐ A lighting scheme was required and needed to be approved by the LPA (Planning Condition 5)
 - ☐ An appropriate landscaping scheme was required (Planning Condition 6)

- ☐ There was no restriction or link to the car parking facility only needing to be available for business park employer/employee use
- 2.9 The site visit confirmed that there is no evidence of historic signage or any parking charges in place that control the usage of the parking area for employee or visitor use. With the site recently fenced off, pedestrian and vehicular access is controlled in any event.
- 2.10 The site visit also confirmed that the access route that serves the car park from Kings Drive was designed and implemented to provide appropriate access to the site by vehicular traffic, as shown in **photo 2** below.



Photo 2.1: Existing Development Site Access Route from Kings Drive

- 2.11 The site visit also confirmed that there are segregated pedestrian routes that link the site to the wider pedestrian network and that at the side access onto Kings Drive, motorists already benefit from visibility splays in excess of 43m in both the leading and trailing traffic directions, as shown in **photos 2.2 and 2.3**.



Photo 2.2: Existing 2.4m x 43m Visibility Splay (Leading Traffic Direction)



Photo 2.3: Existing 2.4m x 43m Visibility Splay (Trailing Traffic Direction)

3.0 PARKING REVIEW

- 3.1 Having confirmed that the existing parking facility, that is the subject of this application, is not restricted through planning as an overflow car park for the business park, a high level parking review of the business park was undertaken on the 13th July 2023.
- 3.2 The review confirmed that the parking areas within the business park are not operating at capacity, and there was no evidence of any parking on the access routes through the business park site.
- 3.3 With the development site car park being gated and therefore unoccupied there is clearly no need or requirement for this 110 space car park to be retained as part of the business park operations. In addition, the car park is somewhat disconnected from the rest of the business park and because of this is not considered to be an attractive facility for employees and visitors to the office buildings to use. This is borne out by the car park understood to never have been formally used for business park parking.
- 3.4 To ensure that the car park did not become a location for any undesirable activities that would have a negative effect on the business park, the end occupiers and of course the surrounding landscaping, the site has been securely fenced, as shown in **photo 3.1**.

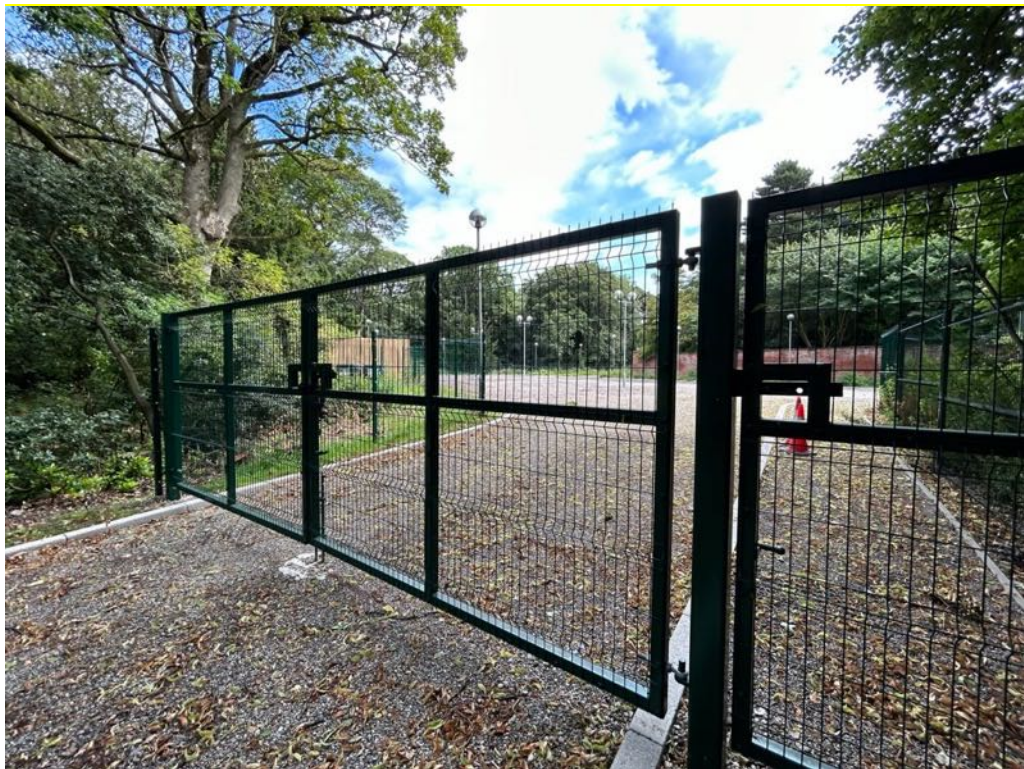


Photo 3.1: Development Site Parking Facility

- 3.5 Having confirmed that the application site has never been used for business park employer/employee parking, and that there is no evidence of any significant or material parking demand across the site that cannot be accommodated within the dedicated parking areas around the building, there is no evidence that this 110 space car park needs to be retained.
- 3.6 The next section of this report provides commentary on the development proposals.

4.0 CAR RETAIL DEVELOPMENT PROPOSALS

- 4.1 To provide an accurate assessment of the proposed site operation, a review of the car sales business has been undertaken. This review has been prepared by the applicant and is based on a 'first principles' approach making reference to their existing car sales business in Chadderton, Manchester.
- 4.2 The Mayfair Motor Group is committed to providing high-quality vehicles, exceptional customer service, and a safe and enjoyable shopping experience. Their business model follows the new format of car purchasing, moving away from the traditional car showroom model and towards the online car showroom/purchasing format.
- 4.3 The existing 110 space car park is already fenced off and the parking area is already laid out to easily provide vehicle storage/retail facilities. The proposed site opening hours will be between 0900 to 1800 hours Monday to Sunday. These hours of operation are designed to provide customers with convenient shopping times.
- 4.4 As shown on the proposed development layout in **appendix c** the site will provide a secure car storage area and office. The existing gated access will provide pedestrian, cycle and vehicular access to the facility. Pedestrians will have direct access to the site via the existing pedestrian footway on the eastern side of Kings Drive. A pedestrian gate will provide direct access to the application site.
- 4.5 The layout within the fenced area will provide parking/storage space for 85 vehicles, including five spaces reserved for staff and visitor parking. The layout also provides a disabled space.
- 4.6 As shown on the attached layout, space has been left to retain the internal access routes within the site to allow a delivery/collection vehicle to enter, route through the site and then leave in a forward gear. This will ensure that all deliveries take place within the fenced site area and single flatbed delivery vehicles will be able to enter and leave in a forward gear.
- 4.7 Returning to the car sales business, the majority of the Mayfair Motor Group's customers visit on an appointment basis only. The potential purchaser will view the vehicle online, and if they want to inspect the vehicle they will then email or call the office and book an appointment. This ensures that the customer has a one-to-one retail experience, and can make an informed choice as to whether to purchase the vehicle whilst visiting the site.
- 4.8 The business very rarely has walk-in customers. These are not encouraged as staff may already be committed to meetings with other prospective purchasers, who are visiting to view a specific vehicle that they want to purchase. The business model provides a personalised customer experience by providing purchasers with a dedicated time to visit and personalised attention during their appointment.
- 4.9 Approximately 25% of the car sales take place where the purchaser does not physically visit the site to view their desired vehicle. Instead, they receive all the necessary information over the phone or by email, receive a video of the vehicle, make the payment, and the vehicle is delivered to them.
- 4.10 This new model of car purchasing, moving away from the traditional car showroom/retail operation to the online vehicle purchase/delivery model, provides convenience to customers while still maintaining the businesses commitment to providing high-quality vehicles and exceptional customer service.
- 4.11 In terms of other elements of the business, all major mechanical repairs or bodywork will be undertaken in local garages, supporting other businesses in the area and minimising any travel distances required for these specific business operations. Reputable local mechanics and body shops will be used to ensure that all repairs are carried out to the highest standards. The preparation of all the

vehicles will take place at the site in a dedicated valet area. Local businesses that will be supported by the proposed development include:

- ☐ Huyton Lane Garage
- ☐ The Tyre Outlet
- ☐ Prescott Hand Car Wash
- ☐ Total Car Cosmetics
- ☐ Earlsfield Services

- 4.12 Once delivered and serviced the vehicle will not leave the site until it has been purchased.
- 4.13 To ensure that customers can access their purchased vehicle easily, the business offers delivery services using a single vehicle flatbed vehicle. Delivery drivers will transport the vehicle to the site for preparation and then once purchased deliver the vehicle to the requested destination. The business will work with local car transport companies to undertake these collection and delivery vehicle movements.
- 4.14 As with many car retailers, in addition to providing delivery services the business offer financing options to customers, helping them purchase a vehicle that they may not have been able to afford otherwise. The business works with a network of lenders to provide customers with competitive rates and flexible payment options that cover all costs, including vehicle delivery.
- 4.15 To ensure the safety of customers and employees, the business has implemented safety protocols and procedures, including regular cleaning and sanitisation of vehicles and facilities. The business also follows all relevant health and safety guidelines to ensure that customers can shop safely when visiting the site.
- 4.16 The applicant also strives to be a responsible member of the community. They already take steps to minimise their environmental impact, by recycling and disposing of waste responsibly, and striving to minimise their carbon footprint through efficient energy use. As a local business the applicant also places great weight on supporting other local businesses, charities and community organisations. This extends to looking to recruit staff from the local area, to support those living in the local area and also reducing staff commuting distances.
- 4.17 In summary, the proposed car retail operation is based on a new purchasing model, which is designed around providing customers with high-quality vehicles, exceptional customer service, and a safe and enjoyable shopping experience. The purchasing model is an efficient one, focusing on purchasers reviewing and choosing their vehicle online, avoiding the need for speculative trips to site to view and purchase the vehicle.

Proposed Development Trip Generation

- 4.18 As set out above, the actual number of vehicle movements to and from the site each day will be significantly lower than the extant use of a circa 110-space car park that could have been used by employees and visitors on a 24/7 basis, if there had been the demand to do so.
- 4.19 The current position is that the car park could generate up to 220 vehicle trips to and from the site each day, assuming business park employees and visitors would use the car park for long stay car parking each day. The number of trips could be

higher, if there was a greater turnover of car parking spaces, i.e. spaces are used by more than one motorist/vehicle each day.

- 4.20 In comparison, as explained earlier in this report, vehicles that will be sold through the business will be brought to site via a single vehicle flatbed vehicle. That vehicle will deliver the vehicle, entering and leaving the site in a forward gear. Space will be provided within the site to allow this vehicle to reverse, for the vehicle to be unloaded within the gated access area.
- 4.21 Once within the site the vehicle will be valeted, photographed and then stored in one of the car parking spaces within the secure area. Purchasers will be able to view the vehicle online, and either purchase the vehicle and arrange for the delivery to their home, or arrange to collect the vehicle from the business park. Based on comparable evidence from other car retailers who offer online purchasing and home delivery the expected proportion of collection/delivery purchases are set out below.

- ☐ circa 25% of vehicles will be delivered to a home address
- ☐ circa 75% of vehicles will be collected from the business park site

- 4.22 A summary of the expected vehicle movements associated with the car sales operation is provided below.

- ☐ with average sales of circa 10 vehicles a week, this will generate an expected 20 flatbed delivery/collection vehicle movements per week, circa four vehicle movements each weekday
- ☐ with three staff being based at the site, and even in a worst-case scenario where they all drive to/from site each day the total number of daily two-way vehicle movements is not expected to exceed six each day
- ☐ with circa 75% of purchased vehicles each week collected from the site, if purchasers are driven to the site this would generate circa 15 two-way movements each week, or three vehicle movements per day
- ☐ purchasers driving their new vehicles away from the site would generate circa eight vehicle movements each week, less than two vehicle movements per day

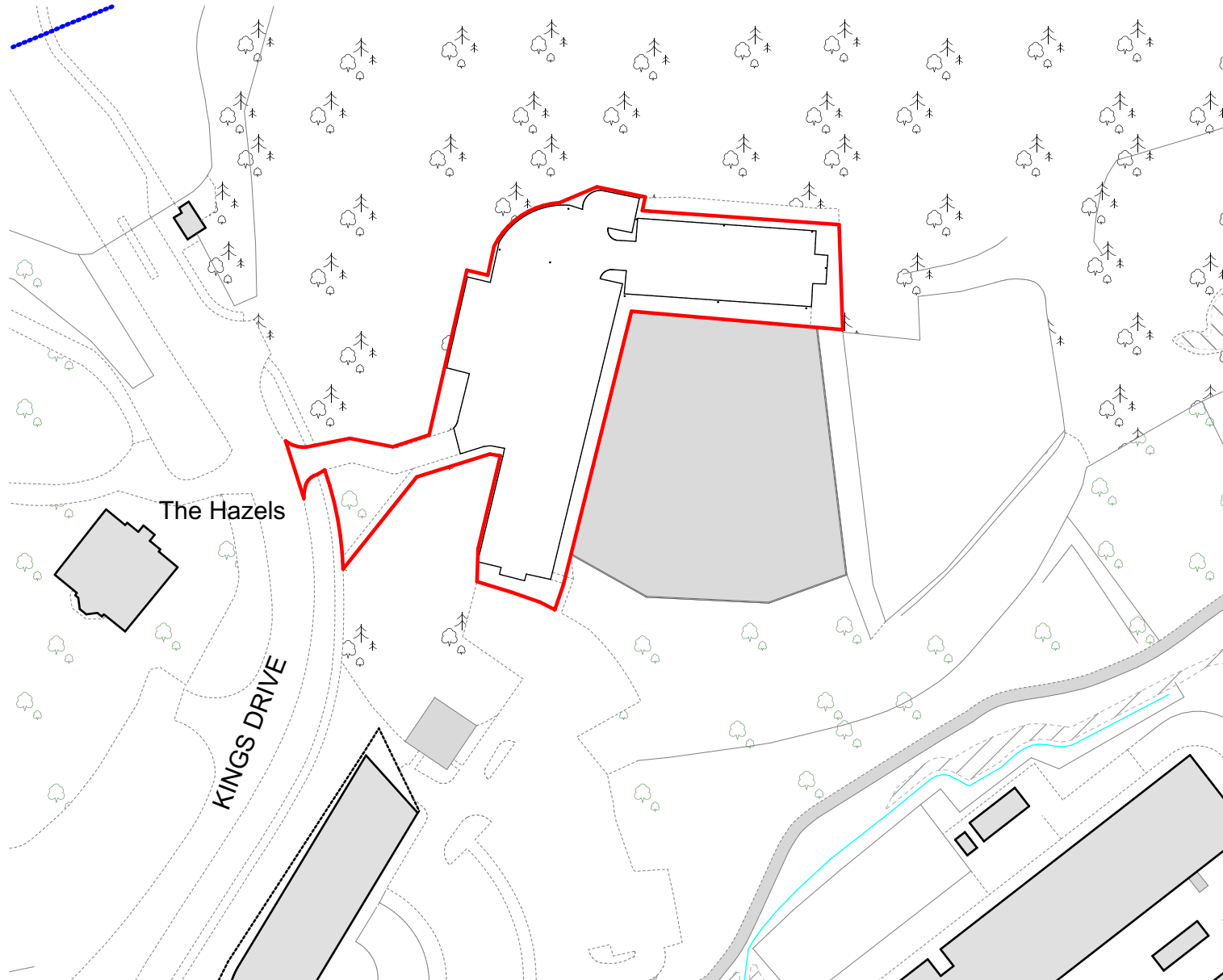
- 4.23 Based on above summary, the development proposals are predicted to generate circa 15 vehicle movements each day, a figure significantly lower than if the existing circa 110-space car park was fully operational and utilised.

5.0 CONCLUSIONS

- 5.1 SK Transport Planning Ltd (SKTP) has been commissioned by Mayfair Motor Group trading as Motorology and Nice Investments Ltd to provide traffic and transport planning advice in support of the repurposing of an existing "at-grade" car park at the Kings Business Park.
- 5.2 The development proposals look to use the existing overflow car park for the business park for a motor vehicle retail facility. The proposals follow the relatively new model of car purchasing, moving away from the traditional car showroom/retail operation to the online vehicle purchase/delivery model.

- 5.3 The report confirms that the existing car park is an underutilised facility at the Kings Business Park site. A high level parking review in July 2023 confirmed that there was no evidence of any displaced business park parking on surrounding streets and the existing parking provision within the business park can accommodate parking demands.
- 5.4 This assessment presents an estimate of the expected vehicle movements generated by the proposed car sales scheme, compared with the potential usage of the circa 110-space car park if it were fully operational. The findings from this review confirm that the development proposals would generate a lower number of vehicle movements than the extant car park use.
- 5.5 Repurposing part of the site as a car retail business will also ensure that an appropriate use takes place on this site. Having a managed facility, which generates a level of passive surveillance in this area will ensure the area is used appropriately.
- 5.6 To conclude, there is no evidence to suggest that the repurposing of this 110 space car park for part of the facility to be used as a car sales operation would have a material, adverse or "severe" (the National Planning Policy Framework test) impact in this location.
- 5.7 Based on the findings in this Transport Statement there are no traffic or transport reasons why the car retail proposals could not proceed in this location. The report concludes that the scheme will not have any material impact on the surrounding highway network and will bring a positive and appropriate use to this unused parking area.

APPENDIX A



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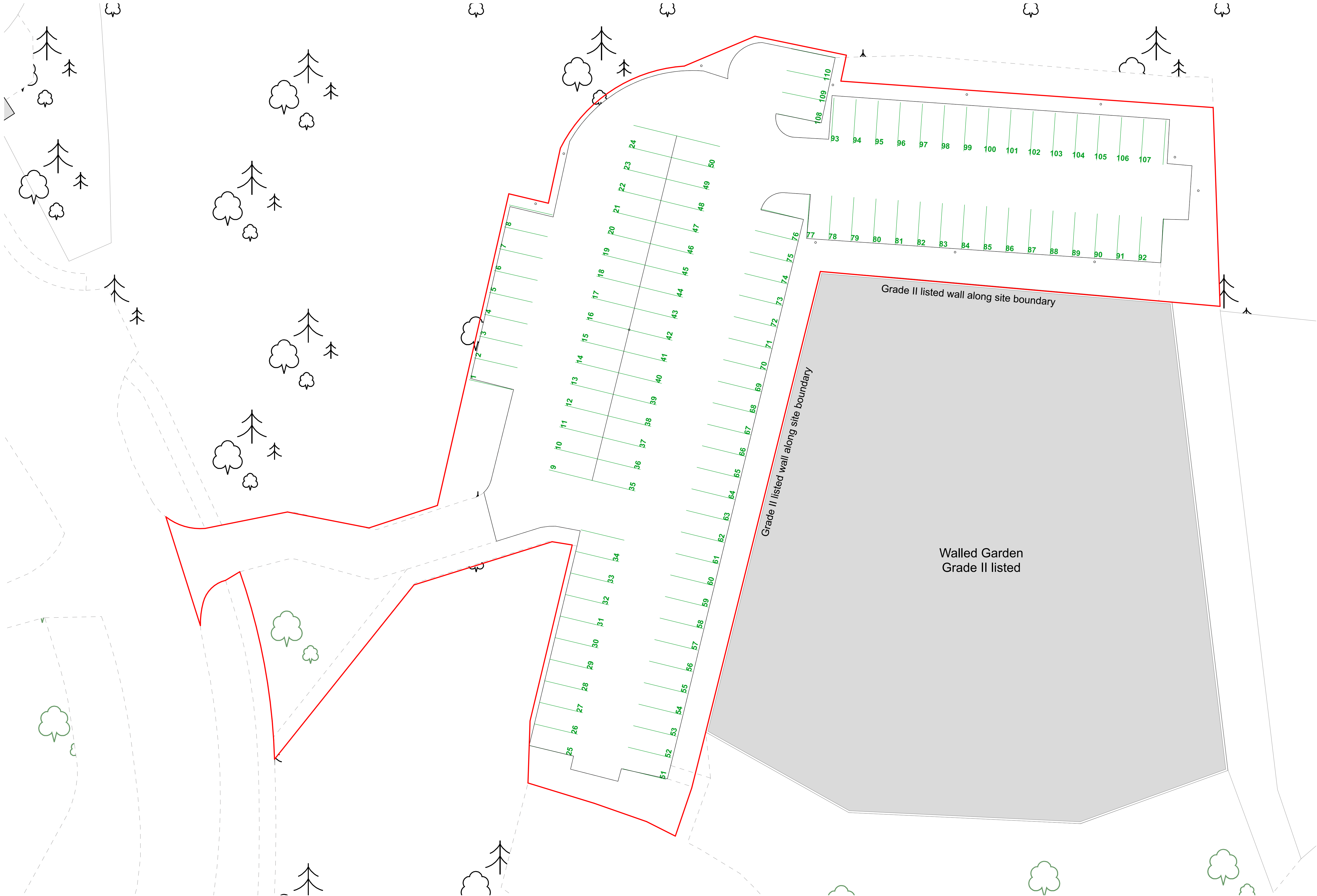
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Location Plan

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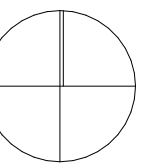
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Revision	
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Contract	Kings Business Park, Kings Drive, Prescot L34 1PJ
Drawing	Location Plan
Drawing no. 2311_01	Revision
Scale 1:1250@A4	Date 13/09/2023
Drawn By DE	Checked By JP
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Area approx 3,534sqm/ 0.87 acres
Existing layout 110 car park spaces



KEY
— Site boundary

N



1:200
0 1 2 3 4 5

concept design			
Revision			
Client		Mayfair Motor Group	
Contract		Kings Business Park, Kings Drive, Prescot L34 1PJ	
Drawing		Site Plan-Existing	
Drawing no. 2311_02		Revision -	
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Drawn By DE		Checked By JP	
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APPENDIX B



**DEPARTMENT OF REGENERATION AND DEVELOPMENT
TOWN AND COUNTRY PLANNING ACT 1990**

Knowsley Council

**PLANNING PERMISSION
Application No: 02/00615/FUL**

Name and address of applicant

Hazels Development Company
C/o Westbury House
Lansdown Road
Cheltenham
GL50 2WH

Name and address of agent

Austin Smith Lord
6 Bowood Court
Calver Road
Warrington
WA2 8QZ

Date of Receipt: 08.07.2002

Date Valid: 04.04.2003

Address/Location Of Development

Kings Business Park Liverpool Road Prescot Knowsley Merseyside

Nature And Particulars Of Application

CONSTRUCTION OF 110 SPACE CAR PARK AND ACCESS ROAD -

The Council of the Metropolitan Borough of Knowsley hereby give notice in pursuance of the above Act(s) that Planning Permission has been **granted** for the carrying out of the development referred to above in accordance with the application and plans submitted subject to the following conditions:

1. The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. No part of the development hereby permitted shall commence until a structural survey and schedule of repair works for the northern and western elevations of the Walled garden have been submitted to and approved in writing by the Local Planning Authority. The repair works contained within the schedule should be implemented in full prior to the commencement of development.

Reason : To ensure the safety of the wall and to preserve the character and appearance of the listed building and to comply with Policy En10 of the Knowsley Unitary Development Plan.

3. No part of the development hereby granted permission shall be commenced until a survey has been conducted by a person, the identity of whom has been previously agreed in writing by the Local Planning Authority, to investigate whether the trees are or have been utilised by bats or barn owls, and the survey results passed to the Local Planning Authority. If such a use is established, a scheme for the protection of the wildlife habitat shall be submitted to and agreed in writing by the Local Planning Authority before any tree felling commences. The approved scheme shall be wholly implemented before any works to the trees commences and thereafter.

Reason: To ensure the protection of habitat of bats and barn owls, which are protected species under the Wildlife and Countryside Act 1981 and to comply with policy En 25 of the Knowsley Unitary Development Plan, adopted June 1998

4. Tree felling shall only take place outside the period of the end of February to the end of July.

Reason : To protect breeding/nesting birds and to comply with Policy En25 of the Knowsley Unitary Development Plan adopted June 1998.

5. No part of the development hereby permitted shall commence until full details of the lighting to the car park have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the approved scheme.

Reason : In the interests of visual amenity.

6. Notwithstanding the landscaping details on the submitted layout plan received 28/05/03 ref L(V)003 Rev E the development hereby permitted shall not be commenced until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be submitted at a scale of 1:200 and shall include the following:-

- a. the exact location and species of all existing trees and other planting to be retained;
- b. all proposals for new planting and turfing indicating the location, arrangement, species, sizes, specifications, numbers and planting densities per sq. m of all new planting;
- c. an outline specification for ground preparation;
- d. the proposed arrangements and specifications for initial establishment maintenance and longer term maintenance of all planted and/or turfed areas.

The scheme shall be wholly implemented in its finally approved form within the first available planting season following the substantial completion of development. Any tree or other planting which is lost, felled, removed, becomes diseased, or is substantially damaged within a period of five years thereafter shall be replaced in kind during the first available planting season following the date of loss or damage.

Reason: In the interests of visual amenity and to ensure the development complies with Policy En25 and G5 of the Knowsley Unitary Development Plan adopted June 1998.

7. No part of the development hereby permitted shall be commenced until full details and method statement of the access road construction have been submitted to and approved in writing by the Local Planning Authority. The road should be designed to allow the successful retention of the trees along its path. The access road shall be constructed in accordance with the approved details.

Reason: To ensure the successful retention of the trees adjacent to the access road in the interests of visual amenity and to comply with Policy En25 of the Knowsley Unitary Development Plan, adopted June 1998.

8. The development hereby permitted shall be carried out only in accordance with the amended plan referenced L(V)003 Rev E received on 28th May 2003 which indicate a revised position of the access road and layout of the car park.

Reason: For the avoidance of doubt and to accord with the terms of the application as amended.

9. No trenches or pits shall be constructed for the purpose of drainage or other purposes.

Reason: To ensure the satisfactory protection of trees in accordance with Policy En25 of the Knowsley Unitary Development Plan, adopted June 1998.

10. No part of the development hereby permitted shall be commenced until all existing trees/hedges to be retained on site (as indicated on drawing No L(V)003 RevE; received on 28th May 2003;) have been protected by fencing, of a minimum height of 1.2 metres, which shall use vertical and horizontal scaffolding poles or equivalent stout fencing with the uprights driven well into the ground. The fencing shall be erected in a location to be submitted to and agreed in writing beforehand by the Local Planning Authority and retained in the approved position until the development is completed.

No storage of plant or material (including soil), works (including movement of soil, changes in ground level, vehicular movements, siting of temporary buildings or other works), lighting of fires or tipping of liquids shall take place within the protective fencing thereby defined for the duration of the development works.

Reason: To protect existing trees within the site in the interests of visual amenity and to comply with Policy En25 of the Knowsley Unitary Development Plan, adopted June 1998.

11. At least two working days written notice shall be given to the Local Planning Authority of the intention to commence development. The protective fencing referred to in condition 9; shall be in place prior to the written notice of the start of development being given to the Local Planning Authority and shall be retained on place until the development is complete.

Reason: To ensure that the proper protection of trees has been carried out in the interests of visual amenity and to comply with Policy En25 of the Knowsley Unitary Development Plan, adopted June 1998.

NOTE FOR APPLICANT: The applicant's attention is drawn to the attached comments of the Coal Authority also this permission does not confer approval for the signage wall or CCTV indicated on Dwg. no. L(v)003 REVE for which a separate planning permission/advertisement consent may be required.

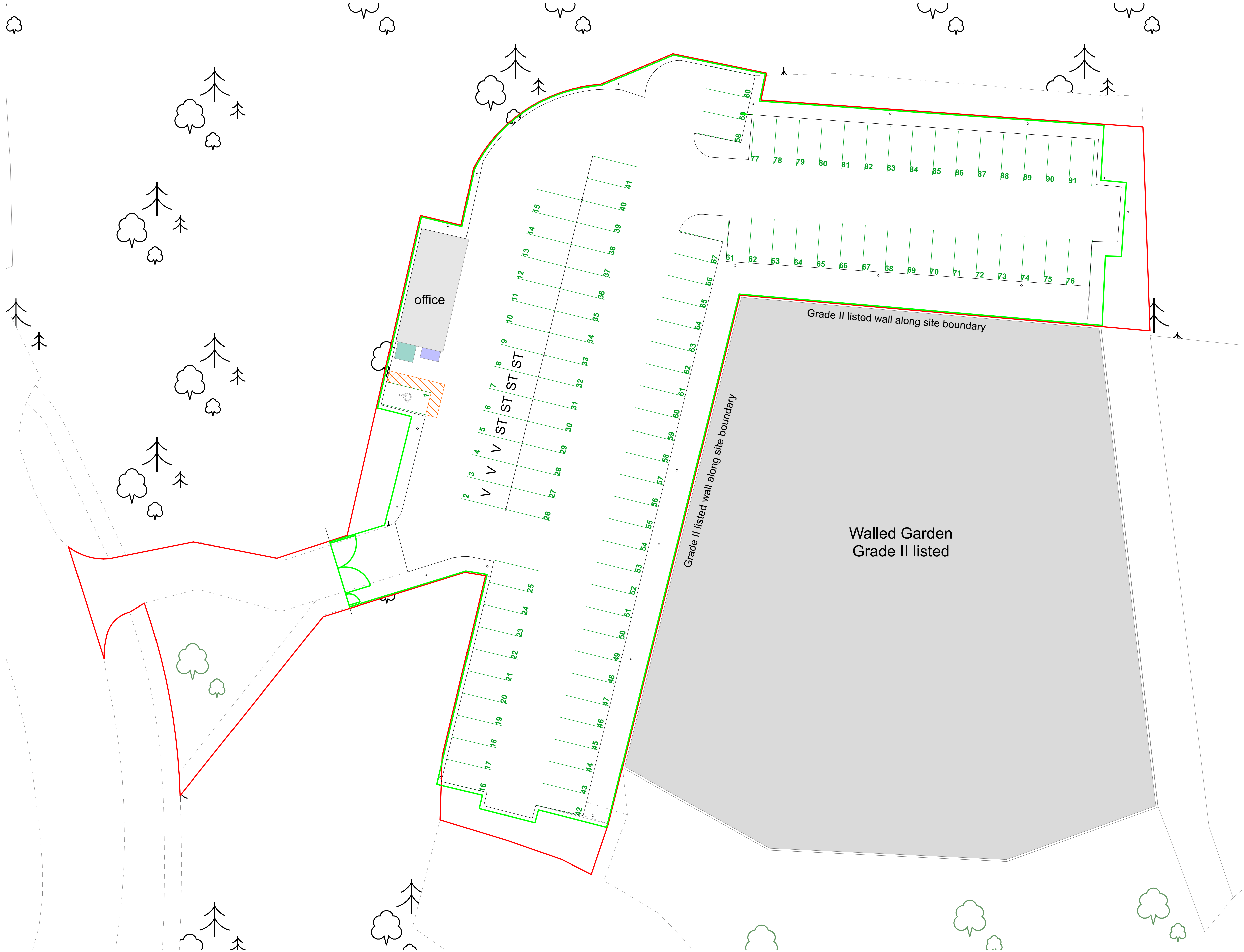
on G. Smith

Director Of Regeneration And Development

Date: 11.06.2003

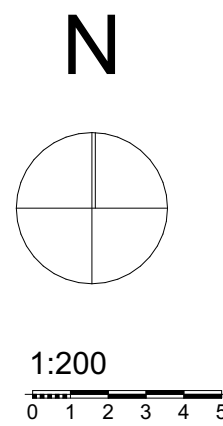
APPENDIX C

Area approx 3,534sqm/ 0.87 acres
Proposed commercial area approx 2,977sqm/ 0.73 acres
Proposed layout 91 car park spaces



KEY

- Site boundary
- Commercial fenced area
- Office
- Bin store
- Bike store



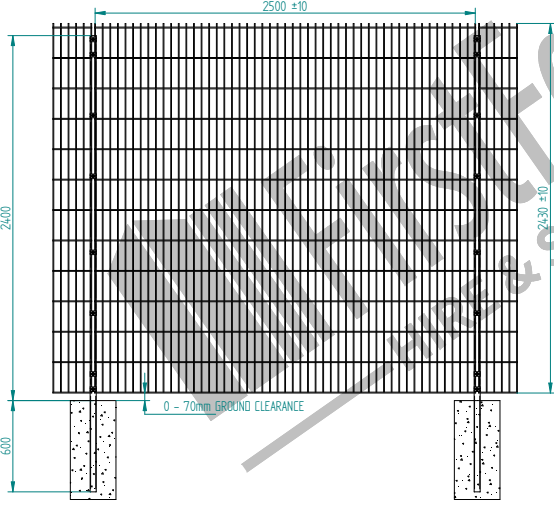
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Revision		PR architects	
Client			
Contract			
Drawing			
Mayfair Motor Group		Kings Business Park, Kings Drive, Prescott L34 1PJ	
Site Plan-Proposed			
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Scale 1:200@A1		Date 13/09/2023	
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Parking layout reworked to allow for office.
Provision of 91 parking spaces within the commercial boundary to include
1 accessible space, 3 spaces reserved for visitors and 4 for staff.

Existing lamp post retained throughout the site

Drainage to connect to existing network

Provision of Sheffield stands adjacent to the office for secure bike storage



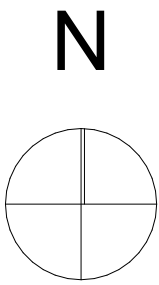
2.4m mesh fence, to enclose the commercial area
(green boundary)
Double leaf 6m car gate & 1.2m pedestrian gate

03

Site Plan Proposed

1:250

NOTE: Dimensions to be confirmed on site prior to commencement of works.

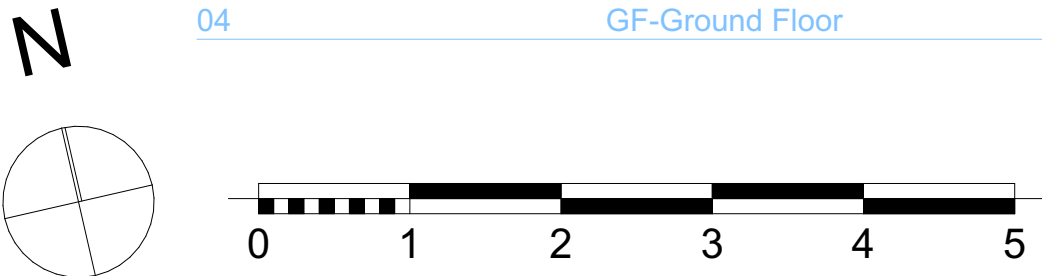
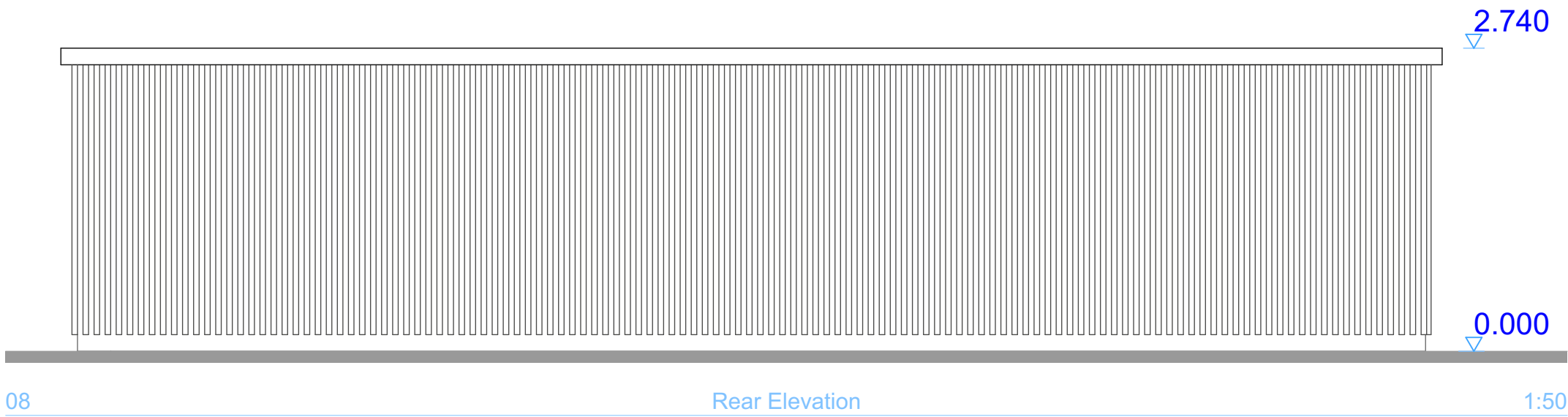
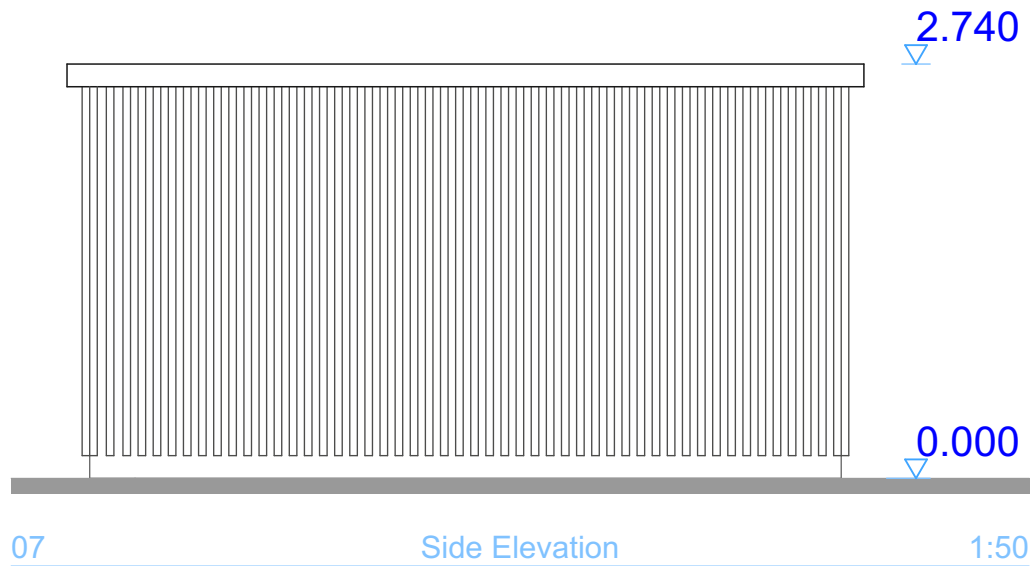
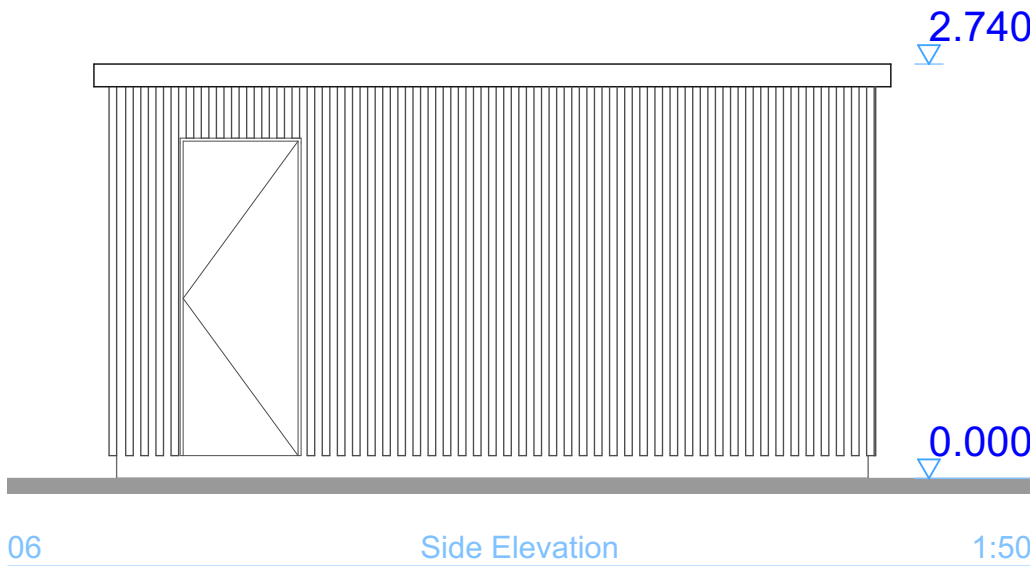
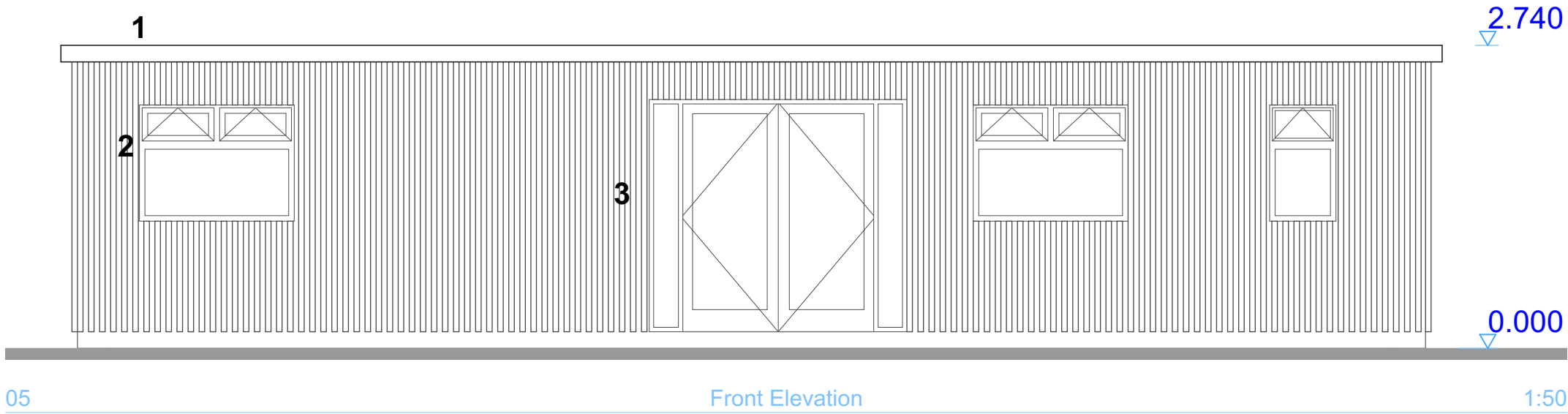
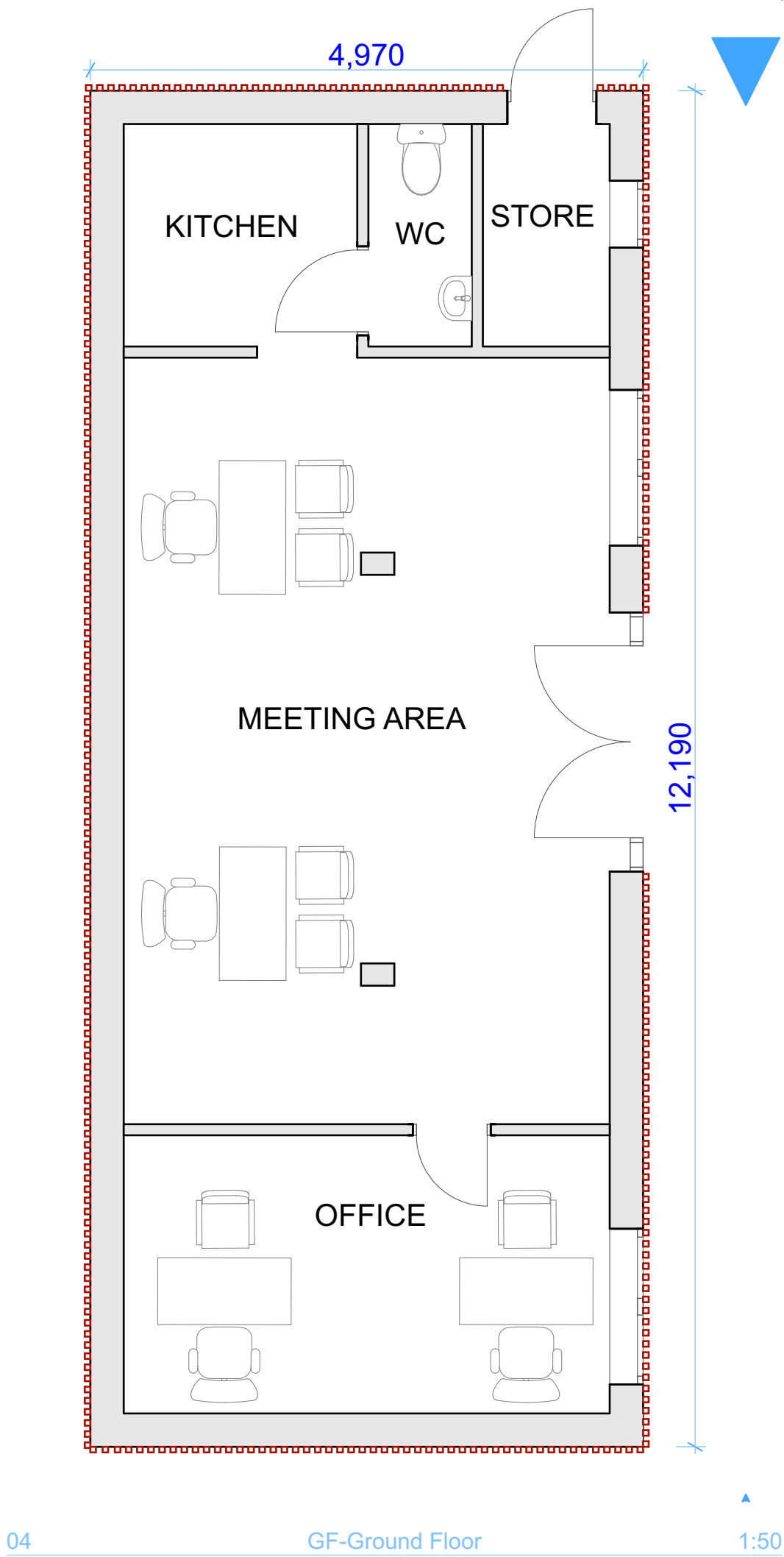


- KEY
- Site boundary
 - Commercial fenced area
 - Office
 - Bin store
 - Bike store

concept design			
Revision			
Client		Mayfair Motor Group	
Contract		Kings Business Park, Kings Drive, Prescot L34 1PJ	
Drawing		Site Plan-Specs	
Drawing no. 2311_04		Revision	
Scale 1:3.98, 1:250@A1		Date 13/09/2023	
Drawn By DE		Checked By JP	
PR Architects Ltd, Studio 504, Hope Mill, 113 Pollard St, Manchester M4 7JA tel: 077898965165 email: john@prarchitects.co.uk			
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Proposed Office
Area approx 60sqm/ 645sqft

- 1. Roof: Insulated fibreglass, colour to be anthracite
- 2. Cladding: Vertical hardwood timber battens
- 3. Windows & Doors: UPVC or aluminium, colour to be anthracite



concept design			
Revision			
Client	Mayfair Motor Group		
Contract	Kings Business Park, Kings Drive, Prescott L34 1PJ		
Drawing	Office Layout		
Drawing no.	2311_05	Revision	
Scale	1:50@A2	Date	13/09/2023
Drawn By	DE	Checked By	JP
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