

From: Gavin Winter <Gavin.Winter@spawforths.co.uk>
Sent: 14 February 2023 11:53:08 UTC+00:00
To: "Quinn, Mark" <mark.quinn@knowsley.gov.uk>
Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery
Attachments: 12211-AEW-XX-XX-DR-A-0508-Proposed Pedestrian Connectivity Plan.pdf

Hi Mark,

See attached the pedestrian circulation/connectivity plan. Are the draft conditions available?

Kind regards

GAVIN WINTER

Associate Director: Chartered Town Planner

Phone: 01924 873873 Mobile: 07939 037998

From: Quinn, Mark <mark.quinn@knowsley.gov.uk>

Sent: 13 February 2023 11:52

To: Gavin Winter <Gavin.Winter@spawforths.co.uk>

Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

Hi Gavin

Thanks for you E mail.

I have noted that the Pedestrian Connectivity Plan has not been updated. Is this information now included on one of the other revised plans ?

Regards

Mark Quinn

Principal Planner

Planning

Telephone: [0151 443 2223](tel:01514432223)

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From: Gavin Winter <Gavin.Winter@spawforths.co.uk>
Sent: 13 February 2023 11:35
To: Quinn, Mark <mark.quinn@knowsley.gov.uk>
Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

Hi Mark,

Yes please. See attached the updated landscape plan.

Kind regards
GAVIN WINTER
Associate Director: Chartered Town Planner
Phone: 01924 873873 Mobile: 07939 037998

From: Quinn, Mark <mark.quinn@knowsley.gov.uk>
Sent: 13 February 2023 10:57
To: Gavin Winter <Gavin.Winter@spawforths.co.uk>
Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

Hi Gavin

Thanks for the amended drawings. Do you wish to see the draft conditions prior to issuing the draft decision notice ?

Regards

Mark Quinn

Principal Planner

Planning

Telephone: [0151 443 2223](tel:01514432223)

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From: Gavin Winter <Gavin.Winter@spawforths.co.uk>
Sent: 10 February 2023 10:48
To: Quinn, Mark <mark.quinn@knowsley.gov.uk>
Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

Hi Mark,

Further to your email below, please find attached the revised plans including the amended redlines. The only other plan being updated is the landscape plan and this will be with you shortly.

I understand the S106 is now agreed and includes the TRO plan. Your solicitors are just waiting on a draft decision notice. Can you confirm timescales for sharing draft conditions and likely timescales for determination now all the issues are closed out?

Kind regards

GAVIN WINTER

Associate Director: Chartered Town Planner

Phone: 01924 873873 Mobile: 07939 037998

From: Quinn, Mark <mark.quinn@knowsley.gov.uk>

Sent: 01 February 2023 16:38

To: Gavin Winter <Gavin.Winter@spawforths.co.uk>

Subject: FW: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

Hi Gavin,

I note that you have not been copied in to these revised plans submitted by the transport consultant although you may well have had sight of them.

Could you please provide a revised site location plan to tie in with the revised site boundary on the revised masterplan. Could you also please update the external surfaces and landscaping drawings.

On the revised masterplan I note that there is a gap in between the additional car parking and the red line. Can you confirm what this will be used for i.e. landscaping ?

Regards

Mark Quinn

Principal Planner

Planning

Telephone: [0151 443 2223](tel:01514432223)

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From: Chris Peachey <ChrisPeachey@hydrock.com>
Sent: 24 January 2023 17:30
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>; Sam Denby <SamDenby@hydrock.com>
Cc: Quinn, Mark <mark.quinn@knowsley.gov.uk>
Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

Good afternoon Jon,

Hope you had a good weekend, please find attached the following which should address your points below:

- �. 12211-AEW-XX-XX-DR-A-0503-P12 which presents the amended car parking arrangements, and pedestrian routes through the site.
- �. 26263-HYD-XX-XX-TP-DR-1005-P02 which presents the updated proposed TRO plan.
- �. 26263-HYD-XX-XX-RP-TP-6001-P02-S4 – the updated Framework Travel Plan which addresses your previous comments. A full travel plan can be conditioned and more specific measures can be proposed once the initial surveys for the units have been undertaken.

We trust this satisfies your concerns, please let me know if you have any further comments or queries as we are happy to discuss further.

Thank you,

Chris.

Chris Peachey BA (Hons)

Principal Consultant | Transportation

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Hydrock

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From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 20 January 2023 11:19
To: Sam Denby <SamDenby@hydrock.com>
Cc: Chris Peachey <ChrisPeachey@hydrock.com>; Quinn, Mark <mark.quinn@knowsley.gov.uk>
Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

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Hi Sam,

Broadly speaking I am happy that we will be able to reach a conclusion once a few amendments are made to iron out some inconsistencies in the plans.

�. The Masterplan drawing erroneously states 84 parking spaces for units F1-6 (written on the access road) although the plan only shows 62. This drawing should provide 72 spaces (as in the maximised layout), as there is no benefit to artificially constraining the parking here.

�. The Masterplan drawing requires the pedestrian routes to be shown (which are shown on the maximised plan). Would it be possible to extend the path serving F1-6 northwards to directly meet Wilson Road, rather than the convoluted route to the eastern side of the access point?

The proposed TRO plan is ok with the exception of a discrepancy on the eastern extent of highway adoption. Please check at [Highways Mapping \(knowsley.gov.uk\)](https://www.knowsley.gov.uk/highways-mapping)

Thanks

Jon

From: Sam Denby <SamDenby@hydrock.com>

Sent: 12 January 2023 18:25

To: Parry, Jon <Jon.Parry@knowsley.gov.uk>

Cc: Chris Peachey <ChrisPeachey@hydrock.com>; Quinn, Mark <mark.quinn@knowsley.gov.uk>

Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

Hi Jon,

I hope you had a great Christmas and managed to avoid the flu bug that was doing the rounds....!

Further to our previous discussions we have been working with the team and have looked to amend the layout to be in-line with your requirements.

In this respect please find attached the following plans:

- 12211-AEW-XX-XX-DR-A-0509-P1-Maximised Parking Ratios Plan - showing an alternative option where parking provision is maximised without altering the site layout
- 12211-AEW-XX-XX-DR-A-0503-S2-P11_Proposed Masterplan - This shows the 50/50 B2/B8 parking provision and the amended application red line
- 26263-HYD-XX-XX-TP-DR-1008 – Vehicle tracking of the proposed site access
- 26263-HYD-XX-XX-TP-DR-1005 – proposed TRO extension plan, do you consider the extents proposed to be acceptable?

Can you confirm if these address your previous concerns?

If you do have any remaining queries please do not hesitate to get in touch and we are more than happy to have a quick call on Teams if that helps.

Many thanks

Kind regards

Sam Denby BA (Hons) MSc CMILT
Regional Director | Transportation

Hydrock

Northern Assurance Buildings, 9-21 Princess St, Albert Square, Manchester M2 4DN

Mobile: 07584 081 586

Email: SamDenby@hydrock.com

From: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Sent: 22 December 2022 16:00
To: Sam Denby <SamDenby@hydrock.com>
Cc: Chris Peachey <ChrisPeachey@hydrock.com>; Quinn, Mark <mark.quinn@knowsley.gov.uk>
Subject: RE: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

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Hi Sam, Chris,

Further to our meeting, I promised to take a look more closely at the layout you provided prior to the meeting. I've taken a look, and whilst the extra parking at units G1 and C is welcomed, and, with the flexible layouts we discussed, could potentially lead to an agreeable solution, I can't understand why parking spaces have now been removed from units G2 and F block. My last comments stated that those units were at about the right provision, so unfortunately the removal of parking now makes them somewhat deficient.

I trust this news won't ruin Christmas for you both, so please let me take this opportunity to wish you both the best for the festive season, and I'm sure we will speak in the new year.

Kind regards
Jon

From: Sam Denby <SamDenby@hydrock.com>
Sent: 12 December 2022 16:14
To: Parry, Jon <Jon.Parry@knowsley.gov.uk>
Cc: Chris Peachey <ChrisPeachey@hydrock.com>
Subject: External Mail: [Hydrock: 26263-TMBI] 22/00109/FUL - Sovereign Distillery

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Afternoon Jon,

I hope you are well.

Hydrock have recently been brought into the above project and we have been provided with a copy of your latest comments, which I attach for ease of reference.

Ourselves and the wider team have been reviewing comments and would it be possible to have a meeting to discuss your current queries which we believe can be overcome?

In the first instance we have set out some initial commentary that could be used as a discussion point and would welcome your thoughts.

Council Comment:

Pedestrian Connectivity:

The Technical note has highlighted the pedestrian access within the site, and states the following:

2.2.9 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

2.2.10 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).

Highways agree with the above paragraphs and acknowledge the recently submitted Pedestrian Connectivity Plan. The plan unfortunately does not demonstrate safe, segregated pedestrian access, which gives priority to those with disabilities and reduced mobility to units F2-F6 from the adopted highway. The proposed route passes across the face of loading bays, and therefore is not available when any of them are in use (e.g. loading/unloading vehicles, fork truck movements), and has numerous doors opening outwards onto the proposed pedestrian route. A new pedestrian route should be proposed.

Hydrock response: Can you clarify what you wish to see on the plan? We can provide additional footways, but the layout is in keeping with typical industrial types developments. We could put in additional footway links but this is likely to have an impact on the parking numbers.

Council Comment:

Parking:

The TN states that:

“No waiting at any time traffic regulation orders [TROs] in the form of double yellow lines are present on Wilson Road. The design of Wilson Road with grass verges, trees and bollards prevents over spill parking on to Wilson Road. “

Unfortunately, the statement is misleading as it does not take into account that the waiting restrictions terminate approximately 7m from the westernmost site access. Trees, verges and bollards do not prevent on-street parking. The introduction of a new TRO to extend the no waiting restrictions would be required, but is subject to third party consultations, and cannot be guaranteed, therefore the on-site parking provision is important

Hydrock Response: We note the above and our client wishes to understand if this is an absolute requirement when considering the parking numbers (which are discussed later in this email).

Council Comment:

The TN sets out an argument to justify a provision at an average of 1:68m², with individual units ranging from 1:48 m² to 1:86 m². The argument is underpinned by a TRICS interrogation and a car parking accumulation based upon it. KMBC highways do not accept the trip generation data and resultant accumulation profile. KMBC question why the trip rates used in the TN are not consistent with those in the Transport Statement

Hydrock Response: The trip rates within the original TS were generated from an older version of TRICS, Hydrock took the same sites identified within the TS albeit one site was removed from the TRICS database due to its age and validity, thus a minor change in the trip rates.

We have re-run the exercise using the previous trip rates and Hydrock's assessment and there is a difference of three vehicles, thus a negligible difference. We can represent this in an updated technical note to remove this query.

Council Comment:

KMBC do not expect the worst-case scenario (100% E use class) to arise, as it is reasonable to expect a range of uses from across the broad use categories sought, which would legitimately warrant a figure lower than the worst case, however, the TN fails to make any acknowledgement of the car parking requirement for the E use classes sought.

Hydrock Response: With these types of developments E (office use classes) are ancillary offices within the primary land uses. The planning consent being sought is for B2 and B8. These land uses do contain small amounts of office space, however this would not warrant a separate assessment as a) the sites within TRICS would contain the small office functions in the counts, and b) it is not realistic that a unit of these types of design would be used for an office development, as such it is deemed that the Industrial Unit trip rates derived from TRICS would already account for movements associated with the ancillary office uses.

Council Comment:

Where closely located units can share unallocated parking, such as F1-6, this will also lead to a higher utilisation of spaces. Units, C, G1 and G2 however can operate independently, and may not be available to users of other units. It is appropriate therefore to examine the rate of parking per individual unit for the purpose of comparison against the standards.

Unit C 1:77 msq -
Unit F1-F6 1:50-1:51 msq
Unit G1 1:86 msq
Unit G2 1:48 msq

Hydrock Response: The project team have considered the layout further and provided additional parking where possible. Hydrock have therefore broken down the car parking provision for the individual units by their proposed use classes for B2 and/or B8. This is presented in Table 1 Below.

Table 1 – Car Parking Provision

Unit	B2 Standards	B8 Standards	Unit Sqm	Proposed Parking	B2 Requirement	Difference	B8 Requirement	Difference	50 % B2 /B8	Difference
C	1:48	1:100	7,993 sqm	123	167	-44	80	+43	124	-1
F1-6			4,449 sqm	84	93	-9	44	+40	69	16
G1			3,096 sqm	47	65	-18	31	+16	48	-1
G2			2,340 sqm	36	49	-13	23	+29	36	0
Total	-	-	17,878	290	374	-84	178	+128	276	14

From the above table it is evident that in relation to the maximum parking standards the proposed level of parking proposed is within the usual level of tolerances for B2/B8 sites.

Council Comment:

Units C and G1 would be significantly deficient in parking if use classes E (g) (ii) (iii), or B2 were invoked. Furthermore, they are closely located to Wilson Road which would be likely to lead to overspill parking. The other units (F block and G2) are broadly acceptable.

Hydrock Response: It is Hydrock's view as per **Table 1** that the level of parking is suitable for sites of this scale and nature.

Council Comment:

It is worth noting that Highways are receptive to the implementation of multiple, alternative parking layouts are provided for individual units (secured via condition) so that, for example, a use with a higher demand for car parking for example (E(g)(ii), but which is likely to attract fewer and smaller service vehicles, could provide additional parking space at the expense of loading/servicing space, and vice versa.

To afford support, the applicant should provide revised parking arrangements at the two units to bring them in line with the others. Furthermore, highways would also seek a condition to prevent the change of use within the E use class under permitted development rights to other, non-specified uses, which may have a higher parking demand, for all units within the development. Highways also require the applicant to pursue the implementation of TRO extensions to prevent parking on Wilson Road, via s106, at their own expense.

Other Design Issues:

Swept path plots will need to be provided for HGV movements into the access road serving plots G1 and G2 due to the substandard industrial access kerb radii and the tight chicane approximately 20m into the site.

Hydrock Response: We note that the original TS did not contain any swept path analysis for the proposed site layout. Hydrock will provide this tracking in an updated technical note.

Council Comment:

Travel Plan:

The Travel Plan remains generic in parts, especially sections 6, 7 & 8, and should be tailored towards the multi-occupancy site in question. For example, Units F1-6 individually would not meet the criteria for a TP on their own merit and would not be practicable to administer in reality. Instead, a collective TP could be produced for Block F which is funded and co-ordinated by the developer or site managing agent. The other units should each have a TP, which is administered and promoted by the tenant themselves to ensure a tailored approach.

Hydrock Response: The Travel Plan submitted is a Framework Travel Plan, and can be updated to be site specific once constructed and be secured by condition.

Council Comment:

A number of specific issues are brought to the applicant's attention:

Access by bus. A table of destinations and frequencies would be useful. –

Hydrock Response - This can be provided and we will update the TP accordingly.

Council Comment:

TP states that the tenants appoint a TPC, but the developer provides the budget – is this correct?

Hydrock Response – This is the approach which has been agreed, but can be adjusted if required.

Council Comment:

Section 6 – please clarify what the sustainable travel steering group is. –

Hydrock Response: This would be the Travel Plan Co-ordinators for the difference units working together to share best practices etc.

Council Comment:

Section 7.5.1 should read a ‘minimum of 5 years’

Hydrock Response: Noted.

Council Comment:

Table 8.1 states that a travel survey will be carried out ‘Upon full occupation and operation of the individual units’ – this is unacceptable as although somewhat ambiguous, it implies that the entire site should be fully occupied prior to surveys. If the site is slow to attract tenants this could render the TP obsolete. The wording should be changed to state that each individual unit will be surveyed within 3 months of occupation. –

Hydrock Response: KMBC have miss understood what the reports states as we note that the individual units should be surveyed once occupied, we can make this clearer in the updated report.

Hopefully the above information is of use and we’d be more than happy to have a quick teams call to discuss if you are free this week at all?

Many thanks

Kind regards

Sam Denby BA (Hons) MSc CMILT
Regional Director | Transportation

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