



Mr A Kilroe
Knowsley Metropolitan Borough Council
Municipal Buildings
Huyton
L36 9UX

Our Ref: 70073767

11 June 2021

Dear Alan,

Former Sonae site, Moss Lane, Kirkby, Knowsley, L33 7XQ – Application for a Non-Material Amendment to full planning permission ref: 20/00124/FUL

On behalf of PLP, please find enclosed details of a Non-Material Amendment (NMA) application in relation planning permission 20/00124FUL at the former Sonae site, Moss Lane, Kirkby, Knowsley, L33 7XQ, for the following development:

“ERECTION OF B8 WAREHOUSE/DISTRIBUTION CENTRE INCLUDING MEZZANINE FLOOR, ANCILLARY OFFICE AND WELFARE FLOORSPACE, TRUCKERS FACILITIES PLUS GATEHOUSE, ACCESS, PARKING AND SERVICING AREAS TOGETHER WITH ASSOCIATED WORKS AND INFRASTRUCTURE”

The NMA application has been submitted directly to the Council. The application fee is £234.00 and has been paid directly to the Council. This letter accompanies the application, together with the submitted plans as listed in the Table below.

BACKGROUND

As you are aware, Section 96A of the Town and Country Planning Act 1990 allows Local Planning Authorities (LPAs) to make changes to planning permissions if they are satisfied that the change is not material. In determining whether a change is material, the LPA must have regard to the effect of the change, together with any previous changes made on the planning permission originally granted.

Due to the latest occupier requirements a number of minor amendments are required to the approved development. The main amendments relate to increasing the number of HGV parking spaces available, a reduction in the number of car parking spaces and relocation of two access points along Marl Road. Whilst the number of HGV parking spaces would increase, there will not be an increase of vehicle movements to and from the site.

The amendments to the layout plan to accommodate these additional spaces requires a relocation and reconfiguration of the bus depot, and amends to the car parking area. The balancing pond will also be slightly amended with a revised landscaping scheme submitted.

The mezzanine floorspace is proposed to be increased by approximately 14,000 sqft, which is a very minor uplift in the context of the overall floorspace approved.

The amendments involve revising a small number of the planning drawings, mainly to ensure that the development being built out reflects the approved planning drawings listed under Condition 2 and Schedule 1 on the Decision Notice.

Increase in HGV Parking Spaces/Reduction in Car Parking Spaces

As part of an on-going assessment of working practices across their UK sites, the operator has identified that the calculations used to inform the design and operational requirements of their HGV yards currently underestimates the space needed to operate at an optimal level.

In addition to the revisions being made across the UK to the yard requirements, a new HGV checking system is being implemented to further improve on-site efficiencies during the check-in process. The implementation of this new Automatic Licence Plate Reader (ALPR) is part of a focus to move toward no-man yards in the future and has the added benefit of decreasing check-in times for HGVs.

It is currently forecast that the implementation of the ALPR systems will reduce individual check-in times for HGVs from 4 minutes to 1.5 minutes. One of the impacts of this reduction in check-in time is that there will be a greater number of vehicles in the yard at any single time, with fewer queueing on the access road within the site waiting to be checked-in at the gatehouse.

The HGV yard will provide an increase in parking spaces to allow an additional 40 HGVs to park within the yard at any one time. This is a requirement demanded by the improvements to the check-in system which reduces the overall time a HGV is required to wait before clearing security checks.

At the same time, the operator has also re-assessed the required number of car parking spaces based upon its operations elsewhere and in particular, use of non-car means of transport by employees to get to and from work. As a result, the number of car parking spaces are proposed to be reduced to 478 spaces.

As noted in the original application, the site is well located to make use of sustainable modes of travel including existing public transport links and pedestrian / cycle routes. The general topography of Knowsley is reasonably flat, with a number of on-road and traffic-free cycle routes, in addition to 3.5m shared pedestrian / cycleways along Arbour Lane and Moss Lane within the vicinity of the site, all of which provides encouragement for staff and visitors to walk and cycle to the site. There are a number of residential areas within 2km of the site with potential employees living in these areas whom are likely to walk or cycle to work.

Furthermore, the site benefits from good public transport facilities and connections. In terms of buses, there are a number of bus stops within the Knowsley Industrial Park, accessible within 800m walking distance of the site, with the closest bus stop located along Ashcroft Road less than 50m from the site. These bus stops are served by a bus and coach service, with 87 buses passing the site in the weekday and 44 on Saturday, which offer regular and convenient opportunities to travel to neighbouring parts of Knowsley, Kirkby and Liverpool. This is without accounting for the additional services at other bus stops within the 800m threshold. These services link the site to a number of residential areas. There is the potential for these residential areas to provide a significant percentage of the development's workforce and, as such, be a strong factor in encouraging bus to travel to and from work. The early start times and the availability of services in the peak hour are conducive to commuters to travelling to the site during the peak hours. Further to

the public bus services available within the vicinity of the site, a 'seasonal' bus depot / drop off will be provided within the site boundary to enhance the sustainable travel options for the site.

Kirkby Railway Station is located approximately 3.2km to the west from the site and therefore, is accessible within the 5km cycle catchment. The station is operated by Merseyrail and has 2 platforms, providing services to Liverpool Central, Wigan and Manchester Victoria. The station can be accessed via the 97A and 98A bus services. Services from this station operate frequently, running every 15 minutes Monday-Friday and every 30 minutes on Sundays. This offers the potential for sustainable linked trips using a variety of modes.

The approved scheme includes a requirement to submit a Full Travel Plan in accordance with the approved Framework Travel Plan (Condition 18) which will include a range of specific measures to encourage employees to utilise these non-car modes of transport. This is further enhanced by the Local Employment strategy which will actively target local residents for new jobs within the development.

Notwithstanding all of the above, as part of the approved scheme, the Council requested the introduction of a Traffic Regulation Order (TRO) in the form of double yellow lines along the western side of Marl Road (the eastern boundary of the site) to safeguard the site accesses and visibility splays for the site. Although not its initial primary objective, this TRO would also provide further mitigation to prohibit any on-street parking within the area, and therefore remove any residual concerns in relation to any overspill car parking from the site.

The revised car park now provides 478 car parking spaces, a minor reduction from the approved scheme which Hydrock concludes is still a sufficiently large volume of parking to serve a development site of this nature. This is based on experience of similar existing operational sites elsewhere in the country.

To summarise, the revisions proposed as part of this NMA are required to meet the operational requirements of the proposed development but do not, in any way increase the total number of forecast vehicle movements to and from the site.

NON-MATERIAL AMENDMENTS

The following changes are proposed:

- Amendments to yard to increase truck spaces from 104 to 144 (including those on the south west elevation adjacent to the sprinkler tanks),
- Amendments to car park and reduction in spaces from 508 to 478;
- Relocation of 2 no. access points from Marl Road;
- Relocation of bus depot to other end of offices which also requires widened access point off Ashcroft Road;
- Increasing mezzanine floorspace by approximately 14,000 sqft;
- Amendments to the balancing pond in the SE corner of the site;
- Amends to the office layout- "mirroring" the offices;
- Removal of substation on Marl Road;
- Amendments to elevations and window positions and internal stairs;
- Amends to the levels and yard areas layout, additional safe zone in the yard; and
- Consequential amendments to the landscaping within the development

The following table clarifies which new revised plans should replace previous iterations:

Plan Title	Approved Reference	Revised Reference
Proposed Site Plan	B8391-AEW-XX-XX-DR-A-0503_P15	B8391-AEW-XX-XX-DR-A-0503_P17
Proposed Ground Floor Plan	B8391-AEW-XX-XX-DR-A-0507_P3	B8391-AEW-XX-XX-DR-A-0507_P5
Proposed Mezzanine Floor	B8391-AEW-XX-XX-DR-A-0508_P3	B8391-AEW-XX-XX-DR-A-0508_P5
Proposed Roof Plan	B8391-AEW-XX-XX-DR-A-0509_P4	B8391-AEW-XX-XX-DR-A-0509_P5
Proposed Elevations	B8391-AEW-XX-XX-DR-A-0510_P8	B8391-AEW-XX-XX-DR-A-0510_P9
Proposed Building Sections	B8391-AEW-XX-XX-DR-A-0511_P4	B8391-AEW-XX-XX-DR-A-0511_P5
Boundary Treatment Plan	B8391-AEW-XX-XX-DR-A-0504_P8	B8391-AEW-XX-XX-DR-A-0504_P9
External Finishes Plan	B8391-AEW-XX-XX-DR-A-0517_P5	B8391-AEW-XX-XX-DR-A-0517_P6
Landscape Proposal Plan (1 of 2)	BCA 2029-19-05-D	BCA 2029-19-05-F
Landscape Proposal Plan (2 of 2)	BCA 2029-19-06-E	BCA 2029-19-06-G
Tree Retention Protection and Removal Plan (1 of 2)	BCA 2029-19-03-C	2029-19-03-G
Tree Retention Protection and Removal Plan (2 of 2)	BCA 2029-19-04-B	2029-19-04-F
Soft Landscaping Maintenance and Management Statement	2029/19-RP01-B	2029/19-RP01-C
External Lighting Report	20-010 External LED	20-010 External LED Lighting Assessment Report P3
External Lighting Layout	20-010 EX 001	20-010 EX 001-T4
Noise Assessment	A116561	A116561 – Rev 3

The following additional plans are also submitted in support of the NMA application in respect of visibility splays and swept path analysis;

Plan Title	Approved Reference	Revised Reference
Visibility Splays (Multiple)	N/A	11647-HYD-XX-XX-DR-TP-0001-P01.06 11647-HYD-XX-XX-DR-TP-0002-P01.06 11647-HYD-XX-XX-DR-TP-0003-P01.06 11647-HYD-XX-XX-DR-TP-0004-P01.06
Swept Path Analysis (Multiple)	N/A	11647-HYD-XX-XX-DR-TP-0005-P01.06 11647-HYD-XX-XX-DR-TP-0006-P01.06 11647-HYD-XX-XX-DR-TP-0007-P01.06 11647-HYD-XX-XX-DR-TP-0008-P01.06 11647-HYD-XX-XX-DR-TP-0009-P01.06 11647-HYD-XX-XX-DR-TP-00010-P01.06 11647-HYD-XX-XX-DR-TP-00011-P01.06 11647-HYD-XX-XX-DR-TP-00012-P01.06 11647-HYD-XX-XX-DR-TP-00013-P01.06

Please can you ensure that the above amended drawings supersede those listed in Condition 2 and Schedule 1 of planning permission ref: 20/00124/FUL.

CONDITION WORDING

A number of planning conditions attached to the consent reference plans/documents which are being superseded as part of this NMA application. The table below provides an overview of which conditions require amending;

Condition No.	Revised Plan Reference
9	A116561 – Rev 3
11	B8391-AEW-XX-XX-DR-A-0504_P9
13	20-010 External LED Lighting Assessment Report P3

CONCLUSION

The amendments proposed as part of this NMA application are minor when considered against the overall layout, design and scale of the scheme and will not materially affect the proposed development.

We look forward to receiving confirmation that this application is validated and that the non-material amendments have been approved within the statutory 28-day period.

Should the Council require any further information this regard, please do not hesitate to contact me.

Yours Sincerely



Alec Drake
Senior Planner

Encl.- As above