

Your Ref : 16F/0083
Our Ref : 2016-02-22 Sheridan
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Cc: sarah.harris@railwaypaths.org.uk

Dear Joanne

FORMER ERNEST COOKSON SCHOOL, MILL LANE, WEST DERBY – LIVERPOOL LOOP LINE

Further to your email last week dated 18 February 2016 regarding the above matter, I have set out below our response to the queries / concerns raised by Sustrans and the Railway Paths Limited. For expediency I have copied this letter directly to Sarah Harris at the Railway Paths Limited as I am aware she sent her consultation response directly to the applicant, Redrow.

You will note that accompanying this letter are two drawings which should be read in conjunction with the contents of the letter and are formally submitted as part of the planning application submission. These drawings are:

- Eastern Boundary Sections: Drawing Reference 4363/ENG 030.
- Detailed Site Layout: Drawing Reference DSL-001_Rev E.

The queries raised are set out in bold with my response underneath.

- 1. The distance from new buildings and any excavations to the retaining wall in order to understand the additional loading and effects on the retaining structure.**

Please find attached the Eastern Boundary Sections: Drawing Reference 4363/ENG 030.

This drawing confirms that the dwellings will be a substantial distance away from the existing stone wall, and that the foundations for the proposed dwellings will be constructed off the existing sandstone strata. As a consequence, there will be no additional loading to the existing wall.

- 2. RPL request the developers provide a civil engineer report demonstrating what effect the new development and the construction process will have on the retaining structure.**

See response to Point 1 above.

3. Confirmation the cycle path will not be used as access during the development.

It is confirmed that at no point will the cycle path be used during the construction phases.

4. Details for the new cycle link off Mill Lane, and in particular who will maintain it; and how will it be signed; how will they minimise the accumulation of litter.

The new cycleway link would be surfaced with tarmac and separated from the adjacent open space (within the development) with railings. Signage will need to be provided to replace the existing signage which will need to be moved. The details of this signage could be agreed with the Local Planning Authority if required.

With regards management, I understand that during the pre-application site visit, discussions took place about the possibility of the Council taking ownership of the cyclepath as part of the Section 38 agreement. In the event that this is not acceptable, Redrow would instruct a management company accordingly. It is not considered necessary or appropriate that the developer should be expected to provide any litter bins as this is not directly associated with the proposed development.

5. Details of how the public access to the cycle path from Mill Lane will be affected during the construction works.

Redrow has considered this matter at length and has discussed it with both their construction team and their health and safety department. The existing link currently discharges directly onto a footpath that runs parallel with the boundary wall.

It is proposed that the new footpath / cycleway is realigned from that previously shown on the proposed site layout. Please refer to revised Detailed Site Layout Drawing DSL-001_Rev E enclosed with this letter. The revisions show that the footpath/cycleway will now be provided along the same alignment as existing. It is proposed that Redrow would construct and surface the cycleway early on in the construction process and safely separate it from the rest of the development during construction. This would mean there would only be one closure required for a very short period of time (during its construction / improvement) and the cycleway would then be in full use again.

The benefit of the realignment is if it were retained in the previously proposed alignment, which showed it crossing the front of the dwellings and discharging onto the footpath within the development, it would be subject to numerous closures whilst Redrow construct the adjacent landscaped space, build a new stone wall to the frontage, make provision for services, build the new access, prepare and surface the path, etc. and even then it would discharge onto the only site access for construction traffic. It is therefore more sensible for the footpath to be directed away from the development at the earliest point along the existing route onto the public footpath along Mill Lane. This would result in the footpath being kept away from construction traffic, with less disruption to its use and ultimately creating a safer route for public use. This is shown on the attached layout.

6. It is also noted the area is prone to antisocial behaviour (ASB), has the development been designed to minimise opportunities for ASB.

The Design and Access Statement sets out in some detail the measures adopted to provide a safe and secure development. To expand on that information, the layout for the development ensures that all boundaries are as secure as possible and that there is direct overlooking to vulnerable areas. The houses to the west and south abut boundaries with existing properties and a new close boarded fence will be erected against the existing these. To the east you will note that the palisade fence will be retained, with a new closed boarded fence to be constructed on the development side, in effect creating a double boundary which will be very secure and robust. Dwellings are proposed to front onto Mill Lane and overlook all adoptable and private drives within the scheme. In addition, there have also been recent changes to Building Regulations that now requires additional security measures to be met under Approved Document Q; the development will fall under these requirements.

7. RPL request the developers consult and agree with RPL concerning the extent of tree works to be carried out to the tree group G3 as identified on the Arboriculture report.

The submitted Arboricultural Impact Assessment (AIA) confirms that the proposals include some recommended tree surgery works to the trees contained within Group 3. It is recommended that the overhanging branches are reduce to 3-4m from the boundary to the rear of Plots 5-8 and the gable of

Plot 9 (refer to drawing 2 of the AIA). I confirm that the applicant would be more than happy to liaise directly with the Railway Paths Limited to agree these and any other works that might be required to this boundary.

Summary

I trust the above and enclosures adequately addresses the concerns raised by Sustrans and the Railway Paths Limited. As mentioned above, for expediency I have copied this email to Sarah Harris for her information and in direct response to her concerns / queries.

Following my email last week (dated 16 February 2016) which confirmed that the previously proposed pond has been removed from the proposals, as a result the position of the site access has now been altered slightly. Previously, the position of the access was a little awkward due to the space required to accommodate the pond. Given that the pond is no longer required, the access has been shifted to the west and is now in a more central position on the site frontage. I understand that this new position accords with the preferred approach discussed at the pre-application site meeting (with Mike Taylor). The new access route also creates a more equalised landscaping space either side of the internal road.

Please could you confirm that the Council is agreeable to these proposed revisions to the detailed site layout, (namely the revised cycleway, landscaping and access)? Once I have this confirmation from you, I can then formally submit the remainder of the supporting drawings to match the new layout (i.e. boundary treatment, landscaping, access details etc.).

I would also be grateful if you could advise whether the planning application will be dealt with as a delegated item or is to be determined by the Planning Committee?

I look forward to hearing from you at your earliest opportunity.

Kind regards

Yours sincerely

A handwritten signature in black ink, appearing to read 'B Moss', with a long horizontal line extending to the right.

BEVERLEY MOSS BA (Hons) MA MRTPI
Senior Planner

cc: Daniel Connolly } Hourigan Connolly
Nichola Burns } Redrow
Michael Cayton Redrow

Encl. Drawing References 4363/ENG 030 and DSL-001_Rev E.