

27 September 2016

Delivered by email

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Ref: REDM2039

Dear Paul

LAND AT WOOLTON ROAD, ALLERTON (16O/1191)

Further to our recent discussions, and on behalf of Redrow Homes North West and Allerton Priory LLP, I am pleased to enclose additional and updated technical information in respect of the outline planning application for residential development on land at Woolton Road in Allerton (LPA ref. 16O/1191).

The information has been prepared in response to comments made by a number of statutory consultees, and comprises the following documents:

- Technical Note on highways matters (SCP reference JA/CR/15365/TN02, dated 22 September 2016)
- Updated tree survey, comprising:
 - Tree Survey Report (Revision B) (TBA reference MG/4815/TSR/REV B)
 - Tree Survey and Root Protection Areas (TBA drawing no. 4815.01 Rev B)
 - Tree Survey and Root Protection Areas (TBA drawing no. 4815.02 Rev B)
- Updated arboricultural impact assessment, comprising:
 - Arboricultural Impact Assessment (Revision B) (TBA reference MG/4815/AIA/REVB/SEP16)
 - Overlay of Tree Survey and Masterplan Sketch (Rev B) (TBA drawing no. 4815.03 Rev B)
- Updated Ecological Assessment (TEP reference 5171.01.001 Version 2.0)

The enclosed information is summarised in turn below. Additional information in respect of archaeology is being finalised and will be submitted shortly.

Highways

The enclosed highways technical note has been prepared by SCP to address the comments made by Liverpool City Council (LCC) Highways officers in a letter dated 26 July 2016. Its content has been discussed between SCP and Andy Dingwall in the Council's Highways department prior to submission.

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In summary, the note confirms that:

- The use of 85th percentile trip rates (as suggested by LCC) would result in an overestimation of the traffic generated by the proposed development and, therefore, an overly onerous level of assessment. Notwithstanding, SCP has undertaken sensitivity test assessments of the junctions tested in the submitted Transport Assessment (TA).
- As requested by LCC, an alternative method for calculating trip distribution has been applied, based on the ratio of flows along the relevant access links and on turning proportions at subsequent junctions.
- This additional assessment has resulted in a highly robust sensitivity test of the findings of the submitted TA, and confirms that:
 - The proposed site accesses to Allerton Road and Woolton Road are all expected to operate with significant space capacity in 2021.
 - The Menlove Avenue / Woolton Road and Woolton Road / Springwood Avenue junctions will operate well within capacity in 2021 with the proposed development in place, whilst the Allerton Road / Woolton Road junction is expected to operate with significant spare capacity in 2021.
- Up-to-date accident (STATS 19) data has been acquired and confirms that there have been no accidents within close proximity to the site boundary over the last 5 years (between 1 January 2011 and 31 December 2015).
- SCP remains of the view that the number of pedestrian trips generated by the proposed development would be insignificant and imperceptible to the existing situation.
- Notwithstanding, and in response to a request from LCC, Redrow is prepared to commit to providing pedestrian crossing route improvements to enhance the existing situation and provide a significant benefit to pedestrian safety in the locality. An indicative scheme for improvements to the existing central reservation crossing to the north of the proposed eastern access on Woolton Road has been prepared and will provide safe access to the existing bus stops to the north east of the proposed site access. Full details of the improvement works can be provided and agreed with LCC through a subsequent approval of S278 works.
- As requested by LCC, SCP has prepared an indicative scheme which demonstrates how the existing central reservation on Woolton Road to the north of the proposed eastern access to the site could be improved to accommodate additional movements. The improvements to include widening the width of the link carriageway to 7.3m, providing 4.0m radii at both access points, and introducing a 2.0m footway and tactile paving along the south western side of the carriageway.
- Notwithstanding, Redrow propose that a new gap is created within the central reservation; in addition to the improvements to the existing central reservation access. Such a proposal has benefits over the improvement of the existing gap, including ensuring that the majority of queuing occurs within the development site rather than on Woolton Road.
- The access drawings have been updated to ensure consistency and demonstrate that appropriate visibility splays have been provided to all access points, in accordance with technical guidance set out in the Manual for Streets (MfS).
- Overall, it is demonstrated that there are no insurmountable highways constraints to the proposed development and in particular, that the development will not give rise to any 'severe' highways impacts. Having regard to Paragraph 32 of the National Planning Policy Framework, there is no reason to refuse the application on highways grounds.

Trees

The Tree Survey and Arboricultural Impact Assessment (AIA) for the site have been updated (Revision B) to include consideration of the impact of the proposed development on trees located within the central reservation of Woolton Road, which are required to be removed to create vehicular access to the site. The

updated AIA confirms that three existing trees will require removal but that the total number of trees to be lost to facilitate the proposed development is 'marginal' relative to the number of trees within the site.

Ecology

Merseyside Environmental Advisory Service (MEAS) provided comments on the planning application by letter dated 25 July 2016. MEAS requested that further clarification on a number of ecological matters be provided prior to determination of the application. The enclosed Ecological Assessment is an updated version of the assessment submitted as part of the outline planning application (dated May 2016), which is now superseded. In summary, the updated assessment confirms that:

- The woodland within the site is mature naturalised woodland from plantation origins and cannot, therefore, be considered as ancient semi-natural woodland.
- The net loss of urban grassland, breeding bird and invertebrate habitat that will result from the proposed development will be adequately mitigated / compensated for through the provision of higher quality grassland habitat with greater botanical diversity than existing, including wildflower meadow habitat. Detailed planting plans, which will be prepared at Reserved Matters stage, will also consider the foraging requirements of bird species recorded on the site.
- To avoid potential for significant effects on the woodland habitat within the site, a minimum buffer of 5 metres or the extent of the tree canopy (whichever is the greatest) will be applied to the location of housing, private gardens, roads and utilities. This can be secured via planning condition.

The updated Ecological Assessment addresses all of the ecological matters raised by MEAS which were required to be resolved prior to determination of the planning application. The remaining matters can be secured through the imposition of standard planning conditions and / or considered at detailed design (Reserved Matters) stage.

MEAS also requested that further archaeological evaluation be undertaken prior to determination of the application. In response, a geophysical survey of the site has been commissioned; the results of which are currently being collated and will be submitted to LCC shortly.

In the meantime, I trust that the enclosed information is helpful to your ongoing consideration of the planning application and will be shared with relevant consultees as appropriate. Please get in touch if you have any queries.

Yours sincerely



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