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Our ref: ST16464/MW/MTW/003 *Date*: 5th December 2018
Digital ref:
Your ref:

Nikki Sills
Zerum Consult Limited
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M15 4PY

Dear Nikki,

Clegg Street – Air Quality Technical Note to Support Revised Application

Wardell Armstrong (WA) has been commissioned to provide an Air Quality Technical Note to support a new planning application for a new mix of units at the already consented site at Clegg Street, Liverpool. WA carried out a modelled Air Quality Assessment (ST16464-001) in support of this application (Planning reference: 17F/3307) in October 2017.

Planning consent was secured for 93 units, which, at the time of this assessment in November 2018 was proposed to increase to 129 units for the revised scheme. The revisions were expected to be predominantly internal, altering the mix of units provided. The number of car parking spaces was expected to remain the same as the previously consented scheme (31 spaces). Subsequent revisions to the scheme have been made in December 2018, where there is a reduction in the total number of units from 129 to 127 and car parking spaces reduce from 31 to 27. Since these changes are minimal, overall conclusions are not considered to change, and the air quality technical note, based on the original November proposals will remain throughout this note.

It is not anticipated that the changes to the scheme will generate enough additional traffic to result in adverse impacts at sensitive receptor locations or cause exceedances of air quality objectives in the local area. The purpose of this technical air quality note is to provide justification for screening out the need to undertake further detailed air quality assessment works.

Consultation

Consultation was undertaken by WA though email correspondence with Mr Paul Farrell, EHO at Liverpool City Council (LCC), on the 19 and 20th November 2018. This was in order to agree the provision of an air quality technical note, rather than an update through a detailed assessment, to support the revised application. The consultation with the EHO provided detail of discussions held with the transport consultants at Vectos to support this approach as follows:

> *''Consultation with the appointed transport consultants confirms that for the revised scheme of 129 units, the maximum change in traffic would be approximately 35 AADT on Clegg Street (and lower elsewhere in the study area). Since the findings from the October 2017 air quality assessment were well below pollutant objective levels, we do not anticipate that the overall conclusions of the assessment would be different, given the small change in traffic flows.''*

Mr Farrell confirmed, on the 20th November, that he was in agreement with the WA approach.

Air Quality

Construction Phase

The 2017 assessment concluded that with appropriate site-specific mitigation in place the risks of dust soiling and human health impacts arising from the construction of the proposed development would not be significant. It is understood that the footprint, height, massing, materials and aesthetic will all remain the same as the consented scheme, with only minor external changes to ground floor windows, reflecting changes to the internal layout where ancillary rooms are condensed, and additional apartments introduced. Therefore, it is anticipated that the conclusions of the construction dust assessment still apply to the revised scheme.

Operational Phase

The detailed air quality assessment carried out in October 2017 concluded that concentrations of NO_2, PM_{10} and $PM_{2.5}$ would be well below the relevant national objectives and target levels with the development in place both at existing sensitive receptor locations in the local area and for future residents of the development. It also concluded that impacts on nearby existing receptors would be negligible.

The original traffic forecasts, which provided the development flows used in the October 2017 detailed air quality assessment, assumed a scheme of 104 apartments and used an average

trip rate per apartment to calculate development flows. Discussions held with the transport consultants confirmed that flows were low relative to the number of dwellings, due to the site location close to the city centre and it's low parking ratio. It has been determined that the increase to 129 units would increase the development flows by approximately 25% (proportional to the number of units) even though no additional parking is proposed, because this takes into account service vehicles, taxis and vehicles parked off-site. This would equate to a maximum increase in flow of approximately 35 AADT on Clegg Street (site entrance) and lower elsewhere in the study network.

In view of the conclusions of the previous detailed assessment, it is considered that the impact of the small amount of additional traffic associated with the revised scheme compared to the assessed level will not be significant.

Yours sincerely
for Wardell Armstrong

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