

From: Nigel Jenkins [REDACTED]
Sent: 03 February 2014 18:25
To: Nat Slade
Subject: 50m stack

On this one my comments would be:

If there is a reduction in height to 45m

- Is it an urban environment, i.e. potential sensitive receptors, like schools, homes, hospital etc = concern if dispersion not maximised
- Is it in an area of concern i.e. an AQMA? = concern over cumulative effects
- Does the reduction decrease the viable dispersion of the stack i.e. what is the stack height calc say about this stack and emissions? = go by calc for best dispersion,

It may possible to reduce stack by increasing temp, exit velocity to compensate, or improve emission controls (scrubbing) = reduce emissions.

Members should also note that HGV's produce much higher local emissions, as well as noise and traffic movements. Newer EuroV HGV's or other fuelled vehicles could be recommended, if it is frequented by HGV's a lot.

Nigel

From: Nat Slade [<mailto:Nat.Slade@arun.gov.uk>]
Sent: 21 January 2014 18:22
To: Nigel Jenkins
Subject: RE: Sussex Air Quality Partnership

Hi Nigel,

I've today received the attached from my colleague in Planning. Members have raised the visual impact of a 50m stack and you will see from the attached (top of second page) that the question of whether the stack height could be reduced from 50m to 45m has been posed. The text of most relevance is "Comments are sought from colleagues at the Sussex Air Quality Partnership on this point as a reduction, albeit by 5 metres would lessen the visual impact of the structure."

Thanks,

Nat

From: Nigel Jenkins [REDACTED]
Sent: 17 December 2013 14:35
To: Nat Slade
Subject: RE: Sussex Air Quality Partnership

Hi Nat,
Thanks have got it, give me a call if you can

Nigel Jenkins
Project Manager (Sussex-air & eV South East Network)

[REDACTED]
W: www.sussex-air.net & www.evsoutheast.net

From: Nat Slade [<mailto:Nat.Slade@arun.gov.uk>]
Sent: 16 December 2013 16:59
To: Nigel Jenkins
Cc: Graham Evans
Subject: RE: Sussex Air Quality Partnership

Hi Nigel,

Thanks for that. Please cut and paste the application ref:
WSCC/096/13/F into <http://buildings.westsussex.gov.uk/ePlanningOP5/searchPageLoad.do>

Regards,

Nat

From: Nigel Jenkins [REDACTED]
Sent: 13 December 2013 12:33
To: Nat Slade
Cc: Graham Evans
Subject: RE: Sussex Air Quality Partnership

Hi Nat,
Yes I am happy to assist and can do it in early Jan. Please forward me the link to the application and then I will feed back any comments to you.
FYI Graham Evans is the Arun member of the partnership.

Best regards
Nigel

From: Nat Slade [<mailto:Nat.Slade@arun.gov.uk>]
Sent: 13 December 2013 11:37
To: Nigel Jenkins
Subject: Sussex Air Quality Partnership

Hi Nigel,

It has been suggested to me that you may be able to assist in providing comments on a planning application ref: WSCC/096/13/F for a waste treatment facility at Ford, West Sussex. The application is submitted to and determined by West Sussex County Council, but Arun DC have been consulted. An EIA has been produced which addressed the impact on air quality. Would you be able to review the documents which are available on the County Council's website and provide comments? If possible it would be useful to have these by 15th January.

Please let me know if this will be possible.

Thanks,

Nat

Nathaniel Slade | Principal Environmental Health Officer, [Arun District Council](#) | Location: Third Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF



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Rebecca Payne

From: Nigel Jenkins [REDACTED]
Sent: 03 February 2014 18:14
To: Nat Slade
Subject: Air Quality Assessment comments for WSCC/096/13/F

Hi Nat,
Sorry about this delayed response... there's a lot on.

Here are my comments regarding: Ford CTP ES App 09.1 pdf
I can only comment on:

- Process emission from the Residual Waste Treatment Facility process;
 - Vehicle emissions associated with the import and export of waste;
- I cannot comment on odour (not my area).

(4) ADMS 5.0 model satisfactory for stack (point) source modelling.

(6b) EPUK guidance is under review, however we now have a Sussex Air Quality and Emissions mitigation guidance (due in early 2014) which we will be recommending is used. It is slightly stricter and accounts for mitigation better.

(10) **Traffic Emissions:** DMRB is as stated a screening tool, not a complex model, if traffic was a concern the consultant should be considering ADMS Roads or Urban model type.

Section 4.3

There are LA AQ stations across Sussex that could have been used, more local and more relevant. Chichester, Worthing, Storrington.

Section 5

Stack modelling seems thorough, but have only skimmed.

Section 13

I am not familiar to the route for the HGV's so can only comment:

- Was the LA asked about what you expected from an assessment (hence the Sussex guidance).
- No sensitive receptors along route to site were identified? Are there any? Schools homes etc
- The HDV was 60 x 2 AADT = 120, well below 200, but that's quite a jump I presume, although there are 2 access and exit points
- DMRB is a screen tool but
 - o does not consider met conditions
 - o is not a complex chemistry model
- Where's the modelling results to show there were no cumulative or negligible effects?

Appendix H -- Human Health Assessment missing??

If there isn't an issue with road access and sensitive receptors near the roads, then the road traffic emissions may not have much impact on human health. However combined with the plume and traffic, how do we know?

Nigel

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