

Iris Osbourne

From: Julie Grieves on behalf of Planning.Responses
Sent: 28 June 2013 16:14
To: Planning Scanning
Subject: FW: Toddington Air Quality

From: Cian Cronin
Sent: 28 June 2013 11:15
To: Planning.Responses
Subject: FW: Toddington Air Quality

Morning,

[REDACTED]

Thanks,

Cian

From: Chris Barker [REDACTED]
Sent: 19 June 2013 09:04
To: Cian Cronin
Cc: Graham Evans; [REDACTED] Kean Elliott
Subject: Toddington Air Quality

Dear Cian

I am writing to you having reviewed the consultation responses online in respect of Graham Evans Environmental Health comments relating to Air Quality which states; *An assessment of the cumulative effect upon local air quality of this development together with other proposed developments in the vicinity should be provided.*

In this regard, as set out in our supporting documents, the overall principle of residential development of this site has been agreed under the provision of application LU/47/11, which considered the impacts of a holistic development as set out below;

North Littlehampton Strategic Development Area:
Potential Site Uses
• 1460 dwellings (including affordable housing), of which 1,260 dwellings are proposed in this planning application
• A Junior School
• A Community Hall
• A Youth Facility including multi-use games pitches
• Commercial and employment
• Retail
• Leisure Facility
• On site energy generation
• Waste Recycling Centre extension
• Care Home
• Hotel
• Sports pitches and informal public open space
• Allotments
• Biodiversity area
• Surface water storage ponds
• Southern section of the Lyminster bypass

***incorporating a bridge over the railway line,
providing a direct new link to the town centre and
seafront with cycle and footpath connections***

The impacts of the proposed development were considered fully within a Environmental Impact Assessment, which included a full chapter on Air Quality. This Environmental Statement considered fully the implications of up to 1460 dwellings in respect particularly of nitrogen dioxide levels associated with changes in road traffic on the local area. The air quality assessment was based on traffic flows associated with the entire development. Dust and other issues were also considered.

The non-technical summary of the ES states clearly;

Existing air quality in and around the proposed development site is primarily affected by emissions from traffic on the surrounding road network.

Monitoring of nitrogen dioxide has established that existing levels of the pollutant meet the standards set by the National Air Quality Objectives , other than at the kerbside along sections of Lyminster Road, largely as a result of queuing traffic at the level crossing.

The air quality assessment considered the potential impacts of the development on the air quality at existing residential locations surrounding the site and at locations associated with the proposed development. The assessment has taken into account the changes in traffic distribution as a result of the development and the separately proposed Fitzalan Link Road, south of the development site and the A259 Worthing Road.

The impacts of the development options were assessed using atmospheric dispersion computer modelling. The modelling was used to assess the effects of emissions from changes in road traffic during the operational phase of the development. Qualitative assessments of potential cooking odours associated with the development, the proposed energy centre, and the construction phase of the development have also been undertaken. An assessment of the dust impacts associated with the construction phase has identified the potential for moderate to substantial adverse impacts without mitigation. However carrying out best practice measures such as dust suppression and the erection of solid barriers in sensitive locations will reduce the impact to 'slight adverse' after mitigation.

The assessment of the operational phase of the development proposals identifies that nitrogen dioxide levels at all existing and proposed residential locations will be below the National Air Quality Objectives and none of the non residential locations are predicted to exceed DEFRA air quality guidance . In particular locations along the Lyminster Road will benefit from improved air quality as traffic diverts to the Lyminster bypass and queuing traffic levels drop . An assessment of potential cooking odour impacts associated with the development and the proposed energy centre has identified that the significance of the proposals is likely to be 'negligible' following the implementation of appropriate mitigation. However a more detailed assessment of the energy centre will be carried out when this proposal is brought forward

The air quality issues were fully considered by Environmental Health at this stage and the officer response on 9 March 2011 states;

To: Planning.Responses

Subject: FW: Planning Consultation on: LU/47/11/

Please see comments on contaminated land issues below. No EH objections in relation to the impact on new and existing residents of noise and air quality arising from the proposed development, subject to detailed noise mitigation measures.

Graham Evans

Senior Environmental Health Officer

Arun District Council

I would therefore suggest that the impact of the 1460 dwellings and other uses has been fully assessed in relation to air quality and the construction and operation (occupation) of the development as a whole. The proposed 66 dwellings forms part of the 1460 units assessed in respect of this application and therefore cumulatively the effect of development in this area has been assessed already. Reviewing the cumulative impact of this scheme in relation to any other schemes in the locality would also result in no significant changes to air quality due to the low traffic flows associated and scale of development in respect of dust and odour control.

I would also suggest that a development of 66 new dwellings, considered independently in an area with limited air quality issues would result in insignificant effects on air quality also.

Overall, I would suggest that the impact of the 66 dwellings has already been assessed cumulatively in respect of any significant development in this location and independently would result in such insignificant effects on traffic flows and

associated nitrogen dioxide levels that there would be no justification for further assessment in this regard. Extract from TA providing data on additional traffic flows;

'From the traffic generation data it is demonstrated that the proposed residential development is likely to generate in the region of 14 additional vehicle movements in the AM peak, 30 additional vehicle movements in the PM peak and in the region of 182 additional daily movements on the immediate highway network.'

I would hope that you would take these matters into consideration to negate the need for further assessment and welcome the opportunity to discuss this matter with you further in the near future.

I look forward to hearing from you.

Kind Regards

Chris Barker MATP MRTPI
Director

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Kind Regards

Chris Barker MATP MRTPI
Director

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