

From: Driver, Jonathan
Sent: 03 June 2019 14:57
To: Oliver, Lewis
Cc: bst shared
Subject: APP/19/00374 - Forty Acres Habitat Mitigation Zone (Soils and Air Quality)

Lewis,

I'm aware that we are way past the portal deadline on this one – my apologies for not getting back to you sooner. I had reviewed the application several weeks ago, following a telephone call from BDW's retained Environmental Consultant, who wished to discuss this application. It is understood that the work comprises ground raising necessary for SuDS and raising FFL's for flooding purposes. In the absence of contour infill these works would make unsuitable habitat for Brent Geese, who I gather disfavour low lying ground. The source site is understood to be an existing BDW development in Waterloo (MDA), being one of the development phases 'further out west' (probably within Winchester CC's district).

I have previously reviewed the (various) site investigations relating to the MDA area, and am not aware of any specific Contamination concerns. However, it is possible given the general description of the source site that Havant Borough Council has not had sight of investigation data pertaining to the specific development phase which is serving as the 'donor' site. The Wilson Bailey report submitted with the current application omitted the appendix containing soil quality data, so I am unable to confirm that the character of soils is acceptable. I had requested this data for completeness, but have not received it to date.

In principle, I am happy for the source site to be regarded as 'uncontaminated', based upon the general pre-development MDA assessments previously reviewed. I also regard it as entirely uncontroversial to treat excess spoil from a clean source site under a Materials Management Plan (MMP) and not a Site Waste Management Plan (SWMP), as the soils are not waste if they have both purpose and value to BDW, whether on-site or elsewhere.

This notwithstanding, in the absence of the soil quality information being obtained prior to a decision being taken on this application, it is considered prudent to secure the MMP by means of a suitable pre-commencement condition which makes clear that the MMP should include measures for confirming both the provenance & quality of materials to be imported. Suggested wording below:

"Prior to the commencement of any specific phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the Materials Management Plan referred to in the Wilson Bailey Geotechnical & Environmental Briefing Note (Dated 18/09/2019, Ref: J16120/db/c08) shall be submitted to and approved in writing by the Local Planning Authority.

The Materials Management Plan shall demonstrate the general suitability of soils at the source location; and include measures to ensure that the quality of spoils transported under the plan are;

- a) consistent with the general characterisation of the source site, and;*
- b) appropriately documented*

Other than soils purchased from a soil supplier, the transfer to the site of soils from any source location not characterised within the Materials Management Plan shall not be permitted unless specifically agreed in writing by the Local Planning Authority prior to their deposition.

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], to ensure that deposited soils are suitable for their intended use and that no unacceptable exposures to contaminants may occur."

The above suggestion is a bespoke condition, and as it contains a pre-commencement clause I understand that you will need to agree it's wording with the applicant. Feel free to amend it as you see fit – I have attempted to cover the important points. Essentially anything which gives surety that any 'out-of-spec non-waste' or 'waste' soils are excluded from the site, will be acceptable.

Air Quality

I note that my colleague has addressed air quality from the perspective of general amenity (dust in particular), so there's no need for me to cover this. I have however looked over a selection of the objections, and it appears that the short-term air quality impact of the additional construction movements is a matter which has been raised by several respondents as being of concern. It might therefore be helpful for me to comment on this aspect.

Air Quality was modelled in support the application for residential development. The model identified some very high levels of ambient air pollution at existing receptors, and both the applicant and Havant Borough Council has undertaken some representative short term monitoring to confirm that the modelled baseline conditions are correct. The monitoring showed that 'real-world' air quality was substantially better than predicted by the model for all locations identified as being of concern.

I have referred to a variety of public sector commissioned assessments into real-world vehicle emissions. A 2018 TfL assessment of "in-service emissions" for Euro VI vehicles shows that the control emissions (that are harmful to health, i.e. particulates & Nitrogen Oxides) from HGV's is very effective, and that as a result, there emissions are 'decoupled' (no longer proportional to-) from the volume of fuel consumed. Modern Heavy Goods Vehicles have average duty-cycle emission rates which may be so low as to be broadly equivalent to that of a large family car. The majority of the pollution from HGV's is in greenhouse gas emissions which are not a concern with respect to local emission & exposure. Obviously on average, the HGV fleet serving the site will emit a greater amount of pollution than would otherwise be emitted (in the absence of the development), or which would be emitted from the equivalent number of private motor cars. Nevertheless, the volume and timing of movements described in the Paul Basham Technical note is not considered likely to be of concern as regards exposures to air pollutants at any specific receptor location, and as such Environmental Health does not consider that there is sufficient grounds to object to these works on account of an increase in transport related air pollution.

Best Regards,

Jon

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