

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From: Environmental Health **To:** Development Control
Our Ref: DCS/EH/JPD/130430001 **Your Ref:** [As Application No.]
Ext. No: 6677 **Date:** 30/04/2013

DC Case Officer: Sally Smith

Application Number: APP/13/00266

Site Address: Havant Retail Park, Portsdown Hill Road, Havant

Proposed Development: Demolition of existing buildings and construction of 86 dwellings consisting of 9No. 1 bed flats, 28No. 2 bed flats, 24No. 3 bed houses, 21No. 4 bed houses and 4No. 5 bed houses with associated parking, landscaping and the provision of open space together with acoustic fencing and improvements to existing site access.

Observations / Comments:

Exposure at proposed development to road traffic generated atmospheric pollutants:

I have reviewed the WYG Planning & Environment letter response dated 14/06/2013, responding to comments from Environmental Health made in relation to the Air Quality assessment submitted as supporting documentation to the application.

There are in fact fewer points of disagreement than it would at first appear. For clarity, I would like to address some of the points raised,

- Errors noted in 3.2 table 2,
 - WYG point out that these errors do not affect the outcome / conclusions of the original report – Agreed.
 - WYG also point out that values are correct as per the data provided by HBC, but that values differ from those reported in the 2011 Progress Report (PRG). This is accepted – it would appear that the 2011 PRG incorrectly states that the bias adjustment factor is 0.95, but the table shows data adjusted to the correct bias adjustment of 0.92. I have verified this, and the 2011 PRG values are correct, those sent to WYG for validation are incorrect, using the 0.95 bias adjustment figure. The result of this would be to add a slight conservative bias to the WYG modelling, as the model would have been validated against a slightly elevated concentration estimate.
- Meteorological Data / Sensitivity Analysis,
 - Presented data is noted. Shoreham provides the least conservative values in 30 of 41 receptors, and broadly the least conservative performance overall. No exceedances predicted under any of the estimates, with a max. meteorological error estimate of +7.7% / -3.7%.
 - It is acknowledged that no exceedances are predicted.
 - This exercise is sufficient to provide an estimate of model sensitivity to different local meteorological data, but does not constitute an overall quantification of uncertainty. Given the closeness of some results to the objective value, and other uncertainties inherent in the model, future exceedances at Block A are considered to be foreseeable.

- Emissions Sources (Road Traffic Estimates),
 - WYG point out that the A3(M) *main carriageway* traffic estimates used in the model exceed those derived from the Highways Agency website – this is accepted.
 - The traffic data presented in WYG's response refer to flows WITHIN junction 4, some 1.2km north of the development site. The figures presented agree with the HBC estimate (59278)
 - Figures used in the original assessment described as 'North of J4' & 'North of J5' are within 1K of HBC figures, and therefore are agreed to be appropriate. Within J5 (flyover) AADT estimate used is identical to that present of HBC mapping. The A3(M) Main carriageway figures are therefore not in dispute.
 - There remains a significant discrepancy however with the A3(M) slip roads from the A3023/A27 roundabout. 7961 vehicles are accounted for on the 'sliproads at J5' (table 10, appendix A); and 63684 vehicles present within J5 (flyover), south of the slips. This is insufficient to account for the main carriageway traffic between junctions 4 & 5, and leaves a discrepancy of 7960 vehicles per day ($79605 - (63684 + 7961)$). The discrepancy is larger when the A3(M) southbound off-slip is considered, as that traffic should in theory be at a minimum equivalent to the difference between main carriageway 2-way flow & component directional flows (~8K). This could potentially be significant as this is the closest carriageway to the development site, and ~8K vehicles per day could potentially make a significant difference. This is what I was referring to with the term 'ambiguity' with respect to link definition.
 - Further discrepancies exist with respect to non-motorway traffic using the A3023/A27 road junction; as pointed out in my original response – this is likely due to the selection of factors for expanding short-term counts (and some discrepancy is to be expected), but this speaks to the degree of modelling uncertainty that is inherent within the predicted NO₂ concentrations.
- Future year predictions,
 - WYG point to there being no identified increasing trend in road traffic, and note that no improvements in road traffic emissions rates, or background concentrations are incorporated into the model assumptions.
 - I am mindful that counts used in this assessment are from a 'recessionary' period, and anecdotal reporting indicates avoided travel due to fuel cost. Road traffic may increase with improving economic conditions. Otherwise, the argument is broadly accepted.
- Model Validation,
 - WYG reiterate that meteorological data sensitivity testing was undertaken, and that no exceedance was predicted. The sensitivity assessment is considered appropriate, and the absence of predicted exceedance (with it's incorporated assumptions) is not in dispute.
 - My comment related to the acknowledgement of the collective uncertainty built into the model from a variety of factors, inclusive of road traffic estimates, and perhaps most significantly, the single point validation from a measurement which is in it's-self subject to measurement uncertainty. It is noted that no objection to this point is presented.
- Summary of Model Inputs,
 - Clarity with respect to the road classifications used is useful. Those classifications used are considered to be appropriate.
- Traffic Assessment,
 - WYG point to the A3(M) main carriageway AADT used in the model exceeding estimates presented on the Highways Agency Website. This is accepted, however there are volume discrepancies relating to J5 Slips & J5 non-motorway traffic that could be significant.
 - Use of EFT v5.1.2 factors for 2010 for assessed year, assuming no improvement in fleet emissions or background, is accepted as appropriate.

My original conclusion was that I could not agree that it can be confidently stated that no modelled receptors [are likely to] experience mean concentrations of atmospheric NO₂ in exceedance of the annual mean objective.

It was considered that the WYG assessment demonstrated that the NO₂ objective value is likely to fall within the range of modelling uncertainty, and if the true traffic flows are artificially suppressed due to temporary economic factors, or if the use of the single validation point or its own geographical / topographical context is likely to introduce an error greater than ~4% (Highly likely given that the measurement uncertainty for the validation value is 10.4%); NO₂ concentrations could become a significant issue in the foreseeable future.

Whilst I would obviously not require a model to predict a value with a maximum upper bound of modelling uncertainty less than the NAQS objective before its conclusions could be accepted; I remain mindful that the model predicted values within 4% of the objective, and the use of alternative local meteorological data alone (ignoring all other possible sources of uncertainty with both conservative & non-conservative biases) bring that estimate to within 1.5%.

As pointed out in my original response, addressing exposure at this location would be for all practical purposes impossible given the predominant sources; and that the only practical means of mitigating exposure is by building exposure mitigation into the building design.

Conclusions

For the reasons above, I would stand by my original conclusions and the requested condition, but would clarify that only those flats with opening windows, or ventilation points on the eastern façade of Block A require protection.

It is noted that the applicant accepts the condition, and this is welcomed.

WYG Letter (Ref: HL11008) Dated 31st July 2013-08-09

Environmental Impact of Chimneys

It was noted in my original response that relatively few chimneys / flues service solid fuel appliances were proposed. WYG accept a potential for smoke nuisance to occur if misused / overused, and make the point that a) only 4 are proposed, and b) even in the event that they are misused / overused / used with smoky fuel, an impact would not be expected further than 50m from the chimney, and therefore existing properties would not be affected.

Whilst this may or may not be the case – I also referred to the potential for nuisance at the proposed properties, which would in any event be located within a 50m distance of the proposed chimneys. To be clear, the concern arises not from the inclusion of solid fuel burning appliances in a limited number of properties per-se, but from the local topography at this site which is likely to significantly hamper adequate dispersion, particularly under certain weather conditions such as local temperature inversions.

The Environmental Health Team leader (Les Glass) has advised that it is highly unlikely that EH would support (or not object) to a householder application for a solid fuel burning appliance within the completed development, as the topographical situation renders the location unsuitable for the use of such appliances – particularly in any numbers. I am also concerned that increases in both the number and frequency of use of such appliances are widely expected as domestic fuel price inflation increases domestic heating bills.

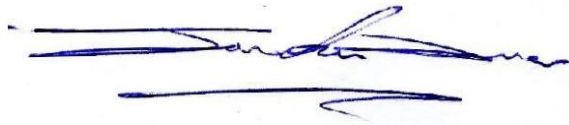
Given the EH would not support a new householder application for such an appliance, it logically follows that the inclusion of such appliances within a larger development, however small a number are proposed; similarly cannot be supported.

It will be very difficult to effectively object to a householder application for a solid fuel burning appliance in the future if there is an implicit precedent set by the presence of one on the next street, the same street, or even next door.

In a similar fashion, any smoke nuisances that do occur in future may not be actionable by Environmental Health if no objections were raised at the application stage for the inclusion of appliances considered likely to result in complaints; as offering no objection is an implicit consent.

Having consulted with Les Glass, it is considered appropriate therefore for Environmental Health to maintain the objection, and the condition proposed to prevent the proposed flues being used for solid fuels.

Best Regards

A handwritten signature in blue ink, appearing to read 'Jonathan Driver', with a horizontal line underneath.

Jonathan Driver
Environmental Control Officer