

I am aware of these points, and my response addresses the questions raised. My calculations were based upon the 'quantum of capacity' sought (parking + dual-duty van storage deck spaces) precisely for the purpose of avoiding the need to rely upon the bespoke data that you are querying. I have offered what I would consider to be a reasonable & transparent interpretation for the disparity between quantum & AADT trip generation estimates, and also provided an alternative estimate of what I would consider to be a 'reasonable average-annual-day trip intensity' based upon the quantum (not the bespoke data).

I have also provided a capacity-saturation estimate, which represents an (unrealistic) upper bound on the intensity of activity. This was done to highlight the potential for peak highway impacts to exceed the magnitude assessed (impacts having been assessed based upon the average-day peak activity, not the worst-case day on annual trading patterns. Whilst the latter remains unclear, it would certainly be i) below the saturation-level calculated, ii) distributed to the network in a way which is disjoint from network peaks and iii) is likely to persist for very short periods during the year).

Having undertaken the assessment, I am satisfied that an objection cannot be sustained on air quality grounds, whether or not routing of traffic associated with the site is restricted to certain routes. The outstanding matters are related to highway & amenity, and therefore fall outside the remit of Environmental Health to comment upon. I have probably already over-stepped my bounds by recommending amendments to proposed conditions which (with reference to my assessment) are only loosely connected with the avoidance of (sub-significant, but nevertheless net-negative-) air quality impacts.

I trust that the planning service will make appropriately balanced recommendations, and the Committee an appropriately balanced decision, having been presented with this contextual information.

Best Regards,

Jon

Jonathan Driver
Environmental Control Officer