

Harrison, Liz

From: Waite, Oxana
Sent: 04 October 2024 17:12
To: Harrison, Liz; Panza, Yacklin
Subject: RE: F/24/97945 - Land adjacent to Oak Cottage, Winchester Road, Boorley Green

Hi Liz

Thank you for consulting us regarding the Air Quality Assessment submitted alongside the planning application F/24/97945 - Land adjacent to Oak Cottage, Winchester Road, Boorley Green.

Based on the findings of the Air Quality Assessment, we recommend the inclusion of a planning condition to address the residual impacts identified as being of medium risk. Therefore, we suggest the following:

Condition: Submission of a Construction Environmental Management Plan (CEMP)

Prior to the commencement of any construction activities, the developer shall submit a Construction Environmental Management Plan (CEMP) to the Local Planning Authority (Eastleigh Borough Council, hereafter referred to as EBC) for approval. The CEMP shall specifically address the air quality concerns identified in the Air Quality Assessment submitted with the planning application.

This will include a general approach as outlined in section 6 “Mitigations” and follows recommendations of the IAQM guidance (2024).

The dust management measures in the CEMP, once agreed to be implemented and monitored effectively throughout the construction phase in line with those suggested in this section.

Addressing the identified medium risk level of dust soiling during demolition, construction, and track-out activities (without mitigation), as per the conclusion in paragraph 5.2.1 that a CEMP is necessary, so be developed and submitted to, and approved by EBC before development begins.

The CEMP shall include, but not be limited to, the following:

Where appropriate include details on heavy goods vehicles (HGV) and other construction traffic movements, routing, and timing of movements. HGV access should be minimised on sensitive roads, residential streets, congested roads, and unsuitable junctions.

While para 5.3.4 concludes that emissions from NRMM during the construction phase are considered 'not significant,' we recommend ensuring these emissions standards are adhered to and stated clearly in the CEMP along with proposed operational hours during the construction phase.

We also agree with the conclusions reached regarding the operational phase of traffic impact, if it is assessed to be 129 AADT and below EPUK / IAQM screening criteria of 500 AADT or 100 HDV AADT for locations outside an AQMA.

We also endorse the operational mitigation measures, including the development of a Travel Plan, the provision of on-site electric vehicle charging points, improved pedestrian access, and the promotion of active travel and local bus routes. We support the recommended appointment of a Travel Plan Coordinator to oversee progress toward the plan's goals.

Among minor inaccuracies, we would like to mention that EBC does monitor PM_{2.5} at Southampton Road https://www.airqualityengland.co.uk/site/latest?site_id=ES001 despite the claim made in para 4.3.7 that “EBC does not undertake any PM2.5 monitoring within its administrative boundary”.

Also, Section 5.5.2 refers to 2022 monitoring data for annual mean NO₂ concentrations. However, Table 4-1 references 2019–2023 data, which is correct.

Otherwise, as above, we will expect a development of CEMP.

Kind regards.

OxanaWaite

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