

Subject: FW: Brookfield - Draft Conditions

Sent: 19 November 2024 17:51

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Hi Rebecca

Thank you for sharing the updated Air Quality Report (v4) submitted by Hawkins Environmental, addressing the comments provided on 27/09/2024 (to v3 of the Air Quality Assessment, AQA) for:

Construction of a Residential Care Community, comprising a 73-bed care home (Use Class C2) and 5 x 2-bedroom close care cottages (Use Class C3 age-restricted), with associated access, internal access road, parking, landscaping, and infrastructure, ref. F/24/97312.

I have reviewed the updated assessment and can confirm the following improvements made in the AQA:

1. Software and Emission Factors:

- The assessment confirms the use of the most recent ADMS software version 5.0.1 (February 2022), which aligns with the standards outlined by CERC ([CERC > Environmental software > Current software versions](#)).
- The correct Emissions Factors Toolkit (EFT) has been used, ensuring accuracy in emissions calculations ([Emissions Factors Toolkit | LAQM](#)).

2. Traffic Data:

- Traffic flow data (Appendix 3.1) has been updated, with 2023 DfT estimates used. This approach is satisfactory and consistent with best practices.

3. Background Concentrations:

- The road source sector NO_x contribution has not been removed from the Defra background concentrations, ensuring a worst-case estimate for 2023 is applied.

4. Meteorological Data:

- While 2019 meteorological data from Southampton Airport is used due to capture limitations for 2023, this decision is justified. Despite the preference for corresponding years, this approach is acceptable under the circumstances.

5. Distance Criteria for Roads:

- Appendix 3.1 has been updated with additional discussion on the distance criteria for modelling roads.

These updates improve the model's verification and reduce uncertainty, making the conclusions more robust and acceptable.

However, considering the site's proximity to the Hamble AQMA, the presence of existing receptors, and the introduction of additional sensitive receptors, the following conditions are recommended:

1. Site-Specific Construction Environmental Management Plan (CEMP)

No development shall commence until a site-specific CEMP is submitted to and approved in writing by the Council. The CEMP must demonstrate the adoption of best practicable means to mitigate noise, vibration, dust, and site lighting impacts and include but not limited to:

- Public relations procedures, including complaint management and community liaison.
- Arrangements for liaising with the Council's Pollution Control Team.

- Restriction of noisy works and ancillary operations to prescribed hours (as agreed with the noise specialist).
- Control measures for dust and air-borne pollutants to protect local residents, particularly those with sensitivities to air pollutants.

Reason: To safeguard the amenities of surrounding occupiers during construction.

2. Details of Extract/Ventilation System

Prior to the commencement of development, details of the proposed ventilation system for the extraction and dispersal of cooking smells/fumes must be submitted to and approved in writing by the Local Planning Authority. The system must include:

- Construction method, odour control measures, noise levels, and aesthetic considerations.
- Flues that:
 - a. Terminate at least 1 metre above the ridge height of any nearby building with no obstruction to upward air movement, or
 - b. Incorporate odour control measures (e.g., activated carbon filters or electrostatic precipitation).

The approved system must be installed prior to occupation and retained thereafter.

Reason: To ensure appropriate odour control and safeguard the amenity of adjoining properties.

To be coordinated with [@Brennan, Andy](#)

3. Electric Vehicle (EV) Charging Points

No building shall be occupied or brought into use until details of EV charging infrastructure have been submitted to and approved in writing by the Local Planning Authority. These details must include:

- Total number, type, location, and operation of EV charging points.
- Passive provision for future EV charging.
- A timeline for installation and maintenance.

The approved EV infrastructure must be installed prior to occupation and retained for the lifetime of the development.

Reason: To promote sustainable travel, reduce air pollution in the Hamble AQMA, and support climate change mitigation efforts.

I assume that my colleague [@Sparks, Cali](#) will also request a condition regarding the appropriate Travel Plan.

Kind regards,

Oxana

Oxana Waite

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Planning & Environment - Pollution