

# **SOUTH NORTHAMPTONSHIRE COUNCIL**

## **MEMORANDUM**

To: Dan Callis – Principal Planning Officer  
(Development Team)

From: Julie Ewers – Environmental Health Officer  
(Environmental Protection)

Date: 30<sup>th</sup> January 2018

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**Our ref: WK201707963**

**TOWN & COUNTRY PLANNING ACT 1990**

**APPLICATION REF: S/2017/2577/EIA**

**PROPOSED DEVELOPMENT: S/2017/2585/NA Neighbouring authority consultation for outline planning application with all matters reserved except access for up to 525 dwellings, open space, children's play areas and associated infrastructure (Cross boundary planning application)**

**SITE: Land North of Newport Pagnell Road Hackleton**

**SUMMARY OBSERVATION: Mitigation required to offset pollution impact of development.**

Further to our conversation last year regarding this site I would advise that whilst the site is unlikely to suffer from poor air quality, as an authority we are looking for *all* developments to support sustainable travel, air quality improvements/traffic reduction as required by the NPPF. Some developers are providing information that the traffic/transport assessments do not show a significant increase in local traffic or air quality above existing levels. The Environmental Protection team no longer accept this approach. Areas such as Yorkshire and the within the East Midlands, and ourselves, are looking to minimise the cumulative impact on local air quality that ongoing development has rather than looking at significance especially as the likelihood of the vehicles from this site will be heading into a congested area such as within Northampton.

Given this is a new application we'd look for your clients to propose what measures they can take to support sustainable travel, air quality improvements and traffic reduction at the application stage and for these measures to be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporate facilities for charging plug-in and other ultra-low emission vehicles". Therefore, an electric vehicle recharging provision rate of 1 vehicle charging point per

unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

In addition, mitigation as listed below should be incorporated into the scheme:

- The adoption of an agreed protocol to control emissions from construction sites;
- Travel plan including agreed mechanisms for discouraging high emission vehicle use and encouraging modal shift (i.e. public transport, cycling and walking) as well as the uptake of low emission fuels and technologies;
- Improved pedestrian links to public transport stops;
- Provision of new bus stops infrastructure including shelters, raised kerbing, information displays;
- Provision of subsidised or free ticketing (corporate and residential travel passes, student travel passes);
- Site layout to include improved pedestrian pathways to encourage walking;
- Improved convenient and segregated cycle paths to link to local cycle network.
- All gas-fired boilers to meet a minimum standard of 40mgNO<sub>x</sub>/kWh or consideration of alternative heat sources

The options suggested are cheaper to design into a development at this stage.

I trust the above information is of use but I am happy to discuss the matter further if necessary.

Environmental Health Officer  
Environmental Protection