**From:** Sean Gregory
**Sent:** 01 February 2017 17:24
**To:** Bernadette Owens
**Subject:** 16/00533/DISC - Land East of Evenlode Crescent and South of Langford Lane, Kidlington
**Importance:** High

Bernadette,

I’ve reviewed the Peter Brett Associates Air Quality Assessment report for Oxford Technology Park (ref 23588, dated November 2016). This assessment has been undertaken in line with current air quality assessment guidance.

The report concluded that the air quality effects of the road traffic generated from the development are not significant and there are no predicted exceedences of the air quality objectives. Whilst the model verification has been undertaken in line with best practise and the current modelled concentration is below the objective, actual monitoring undertaken by us indicates this isn’t the case in the Bicester Rd, Kidlington Air Quality Management Area. This is mentioned in appendix C of the report but isn’t included in the main body of the report. By factoring the current levels as monitored, rather than modelled, this may alter the significance assessment. There is an element of professional judgement applied when interpreting these results and models. I would have liked to see more reference to this result / significance in the main body of the text. It is noted that this modelled receptor is 2.6 km from the site.

Nitrogen dioxide concentrations are predicted to be significantly lower by 2025 as a result of vehicle emissions improving as anticipated by government. This is an accepted approach but I would like to see mitigation proposed which assists in improving vehicle fleet emissions e.g. electric vehicle encouragement measures, emission standards set for heavy duty vehicles accessing the site e.g. public service / delivery vehicles. The report includes a calculation of the damage costs attributable to the air quality impact of changes in the particulate and nitrogen dioxide concentrations (£376,521 over 5 years). The estimated cost of the bus provision and new cycle way associated with this development is given as £718,960 over 5 years referring to this figure being above the estimated damage costs. The report also mentions the potential for the provision of electric vehicle charging points within the development at 10% of the car parking spaces. I would like to see these proposals provided in support of condition 14.

I trust this is satisfactory for your requirements,

Best regards,

**Sean Gregory**
Environmental Protection Officer
Cherwell District Council and South Northamptonshire Council

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