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# **AIR QUALITY ASESMENT**

## **Project:**

**PROPOSED DEMOLITION OF EXISTING DWELLING  
AND CONSTRUCTION OF 2NO. NEW DWELLINGS**

## **Proposed Site:**

15 Watery Lane,  
Butterwick,  
Boston  
Lincolnshire  
PE22 0HS

**Applicant:** Mr. P. Fisher

**Date:** February 2015

Prepared by:

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## **1.0 INTRODUCTION –**

This Air Quality Assessment has been written to support a formal planning application to Boston Borough Council for the proposed demolition of an existing dwelling and the construction of 2no. new dwellings at 15 Watery Lane, Butterwick, Boston, Lincolnshire PE22 0HS

The following sections describe the site and its surroundings.

## **2.0 SITE APPRAISAL –**

### **2.1 SITE LOCATION –**

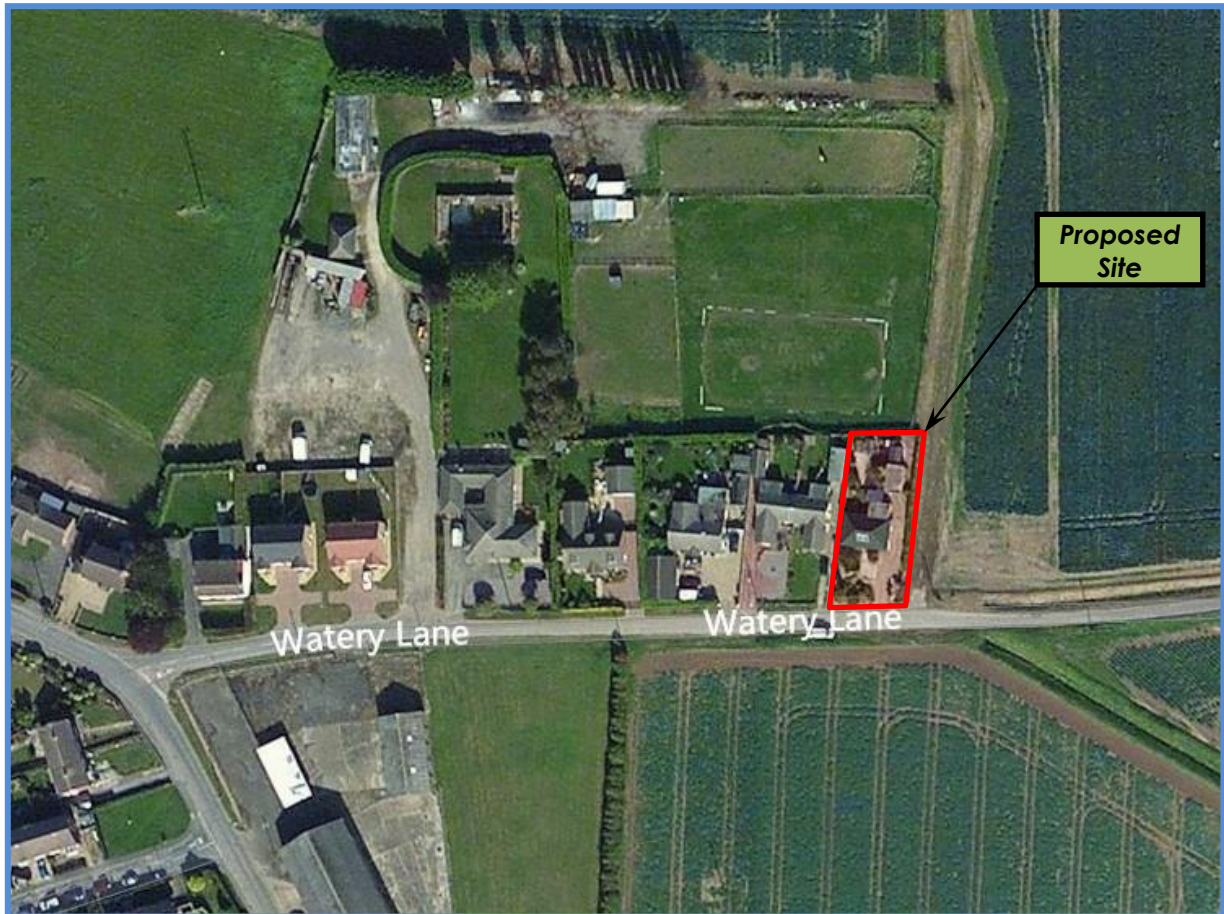
2.1.1 The site is located to the eastern edge of Butterwick off Watery Lane. The east boundary of the site forms the edge of the settlement boundary as indicated in the council's Local Plan maps.

2.1.2 The national grid reference for the site is 539233E 3443860N.



2.1.3 Watery Lane is a rural lane heading east out of the village towards the sea bank. The north side of the lane is lined by a mix of bungalows and two storey dwellings set back from the roadside with vehicular parking to the front.





- 2.1.4 To the west close to the junction of Watery Lane and Sea Lane, there is a traditional detached dwelling followed by two pairs of semi-detached properties (approved in 2007, Application Ref: B/07/0052)







- 2.1.5 Further east along Watery Lane, there is a series of dormer and single storey bungalows running up to the proposed site.



- 2.1.6 All of the properties are set back from the roadside to provide off road parking and an element of front garden.



- 2.1.7 There are no properties on the south side of Watery Lane, providing views across open countryside to all those on the north side.
- 2.1.8 Similarly the east and north site boundaries abut agricultural fields and paddocks giving potential for open views in these directions.



- 2.1.9 The nearest property to the east is approximately 240m away, sited on the north side of the road. The group of dwellings consists of a pair of semi-detached two storey houses followed by two detached bungalows.





## 2.2 SITE DESCRIPTION

2.2.1 The application site is on the east end of the bungalows in a large plot with mature planting to the front boundary.



2.2.2 The existing dwelling has buff facing brickwork, UPVC windows and a green interlocking concrete tile roof. The building has no real architectural merit nor does it add any particular character or interest to the street scene.

further outbuildings and timber sheds in the sizeable rear garden.

2.2.4 The plot itself measures approximately 17m in width to the front reducing to 16.5m at the rear and approximately 35m long. The ground across the site is predominantly level.



2.2.3 There are a series of

### **3.0 THE PROPOSAL –**

- 3.0.1 This application seeks approval for the construction of 2no. new detached dwellings on the site of an existing bungalow and outbuildings which are to be demolished.
- 3.0.2 The proposed dwellings will provide 3 bedroom accommodation. There is a current demand for accommodation of this type and size especially in sustainable locations such as Butterwick.
- 3.0.3 This is a resubmission of application **B/15/0088** for residential development on the application site following the lapse of the previous planning approval.
- 3.0.4 The approach in this document seeks to minimise or offset road transport emissions wherever practicable, by securing reasonable emission mitigation while also seeking to counter the cumulative impacts arising from all developments and maximise potential benefits to health and the environment.

### **4.0 CLASSIFICATION OF DEVELOPMENT**

- 4.0.1 Considering the following:

- location of the application site,
- likely increased traffic generation created during the construction phase and by private vehicle movements associated with the new dwellings
- and the overall scale and type of development proposed .....

..... we class the proposal to be of a minor classification. A detailed Air Quality Assessment is therefore not required as part of the application submission.

- 4.0.2 Nevertheless, the impact and potential for mitigation are considered below in accordance with the 'East Midlands Air Quality Network Planning Guidance'.
- 4.0.3 The guidance assumes that minor and medium schemes should not have a significant impact on air quality if the appropriate Type 1 and 2 mitigation, as outlined, is incorporated into development proposals. Where appropriate mitigation has been incorporated, such schemes can be considered as being sustainable in air quality terms. In addition to Type 1 and Type 2 mitigation, major schemes may require additional Type 3 mitigation which is determined in scale by the calculation of emission damage costs associated with the scheme.

## 4.1 ASSESSMENT

- 4.1.1 The site location is in a semi-rural environment where housing density in the vicinity is relatively high.
- 4.1.2 Construction noise and dust should not be an issue for the neighbouring properties and amenity in close proximity to the site. Boundary hedging and fencing will be retained and any activities that could generate adverse levels of noise and dust would be carried out in a considerate way through effective project management.
- 4.1.3 Whilst the majority of the site as proposed is to be developed and occupied by dwellings, parking and turnings areas, the development will incorporate lawned gardens, retention and supplementation of trees within the landscaping scheme which will serve to balance the impacts of development and emissions.
- 4.1.4 The generation of construction traffic will be minimal in nature considering the number of units proposed and minimal requirement for heavy plant.
- 4.1.5 All private amenity would be located away from the road and either screened by buildings and/or tree planting.
- 4.1.6 It is not considered however that the level of traffic generation at this location would exceed levels recommended for satisfactory air quality to occupants.

## 4.2 MITIGATION

- 4.2.1 For a minor development of this nature the guidance document recommends three levels of mitigation against air pollution.
- 4.2.2 Type 1 mitigation is relevant in this case.
- 4.2.3 The potential mitigation measures are outlined below.

**Table 3: Summary of the Air Pollution Mitigation Requirements**

| Development Classification | Assessment Required   | Mitigation   | Compensation |
|----------------------------|---|--------------|--------------|
| Minor                      | None (other than for exposure)  | Type 1       | -            |
| Medium                     | None (other than for exposure)  | Type 1 and 2 | -            |
| Major                      | Full AQ Assessment in line with Council Guidance, including evaluation of emission and concentration changes. | Type 1 and 2 | Type 3       |



- 4.2.4 Other than normal good practice and a considerate approach to construction activities, we do not consider the potential emissions during the construction phase to be of sufficient levels for concern or the need for specific protocol to be in place.
- 4.2.5 Whilst the demolition of the current bungalow will generate some dust and noise it will be the contractor's responsibility to control this in a way that does not impact upon the neighbouring property through effective project management.
- 4.2.6 The provision of Electric Vehicle Recharging points could be incorporated into the scheme and secured by planning condition if deemed necessary by the Local Authority.

**Table 4: Summary of the Potential Air Pollution Mitigation**

|               |   |
|---------------|---|
| <b>Type 1</b> | The adoption of an agreed protocol to control emissions from construction sites<br>Provision of Electric Vehicle Recharging<br>All gas-fired boilers to meet a minimum standard of 40mgNO <sub>x</sub> /kWh or consideration of alternative heat sources  |
| <b>Type 2</b> | Practicable mitigation measures supported by the NPPF;<br>Active travel (cycling/walking) infrastructure including, but not limited to: <ul style="list-style-type: none"> <li>• Developing cycle routes or pedestrianised areas and infrastructure to support low emission modes of transport;</li> <li>• improved facilities to encourage cycling or other non-motorised travel (shower facilities, secure cycle storage etc); and</li> <li>• signage;</li> </ul> |
| <b>Type 3</b> | Additional measures that may be required by either planning condition or Planning Obligation by a Section 106 Agreement to make the site acceptable, using reasonable endeavours. The Type 2 & 3 mitigation measures presented in this guidance are not exhaustive lists and should be seen as defaults. Innovative solutions to air quality mitigation are encouraged.   |

- 4.2.9 The installation of high efficiency boilers is standard in construction and dictated by Building Regulations. This is not a requirement outside of the normal statutory requirements of obtaining Building Regulations approval.
- 4.2.10 In addition to the above, the location itself does discourage the use of private vehicles, being so close to everyday amenities in the centre of Butterwick.
- 4.2.11 To further this the scheme could incorporate cycle stores for each plot. There is ample amenity per plot to allow such measures and/or the siting of private garden sheds.

### **4.3 CONCLUSION**

- 4.3.1 The potential for air quality pollution as a result of the proposed development has been considered and it is deemed that the development is of a minor nature.

- 4.3.2 Recommendations in the 'East Midlands Air Quality Network Planning Guidance' have been outlined above and should suffice to mitigate and adverse impacts.
- 4.3.3 Details of the measures should be confirmed and formalised through planning condition.