

Appendix 9.5 – Meeting Notes

Project Title	J15 M1 Northampton	Project Ref	6254
Meeting Telephone	<input checked="" type="checkbox"/> At South Northamptonshire Council Offices, Towcester <input type="checkbox"/> Incoming <input type="checkbox"/> Outgoing <input type="checkbox"/> Telephone No	Date	01/12/17
Between/ Attendees	South Northants - Julie Ewers (JE); Northampton Borough, Gavin Smith (GS); Phlorum - Paul Beckett (PB), Paul Hayward (PH); Roxhill, Ian Rigby (IR)		
SUBJECT	Meeting to discuss scope and progress of air quality assessment		
NOTES			ACTION
<p>The meeting was held to discuss progress on the DCO and to determine specific concerns of the affected local authorities.</p> <p>GS provided latest copies of Northampton Borough’s Low Emission Strategy (December 2017) and LAQM report (summer 2017).</p> <p>JE was most concerned about potential impact of scheme on South Northants; particularly any generated traffic in the Towcester AQMA, and also trip generation along the A508 into Grafton Regis. She was also concerned that Rail Freight Interchange component of the proposal might not actually be brought forward. PH said that the traffic model shows a predicted reduction in traffic flow through Towcester. IR confirmed that the Rail Freight component would be brought forward.</p> <p>Generally, JE was supportive of the scheme because of the positive effect on air quality caused by the Roade bypass proposal.</p> <p>Both JE and GS asked if the Rail Central and Roxhill schemes could co-exist. IR said that they probably could not.</p> <p>GS said that due to the predicted impact of the Roxhill scheme, the A45 AQMQ would not now be undeclared. However, he said that he was less concerned about impacts on this and the Collingtree AQMA and was more concerned about traffic generation in the central Northampton AQMA. GS has appointed Andrew Whittles (AW) of Low Emissions Strategy Ltd to potentially create a Clean Air Zone (CAZ) in the town centre. Nigel Jenkins (NJ) of Phlorum has already engaged with Andrew Whittles to discuss what low emissions measures might be included in the CAZ action plan. This is with a view to see what Roxhill can do, by way of mitigation measures for their SRFI, to help CAZ actions in the town centre. Both GS and JE were keen to see electric vehicle charging infrastructure installed in the town centre. They were also interested in an AD scheme providing biogas for HGVs at a depot in Rugby - can something similar be incorporated at J15?</p> <p>It was agreed that costs for contribution to potential low emissions measures in the CAZ would be discussed with Northants Borough once modelling of air quality has been undertaken by Phlorum. This should be ready by early January 2018.</p> <p>GS mentioned an area of land close to the M1 AQMA that has been determined for residential use in the Local Plan. This should be considered in the air quality assessment for the Roxhill scheme. However, it should be possible to separate proposed dwellings far enough from the A45 for air quality effects to be minimal.</p> <p>JE said that she was pleased to see that a recent managed motorways scheme has delivered real air quality benefits and she is thus hopeful that the same will be realised by the same at Junction 15/15A.</p>			
CIRCULATE TO	Attendees		

Project Title	J15 M1 Northampton	Project Ref	6254
Meeting	<input checked="" type="checkbox"/> At South Northamptonshire Council Offices, Towcester	Date	13/02/18
Telephone	<input type="checkbox"/> Incoming <input type="checkbox"/> Outgoing <input type="checkbox"/> Telephone No	Time	10.00
Between/ Attendees	South Northants - Julie Ewers (JE); Northampton Borough, Gavin Smith (GS); Phlorum - Paul Beckett (PB) & Nigel Jenkins (NJ); Oxalis Planning – (Steve Harley); ADC Infrastructure - Stuart Dunhill (SD).		
SUBJECT:	Meeting to discuss progress of air quality assessment and potential impacts on central Northampton AQMAs		
NOTES			ACTION
<p>The meeting followed on from the previous meeting in December about the progress of the air quality assessment for the scheme and in particular what potential impacts there might be on the Northampton town centre AQMAs.</p> <p>Results of preliminary modelling of air quality impacts on the town centre AQMAs and a brief interpretive discussion were circulated ahead of the meeting. The air dispersion modelling used the latest background and traffic emissions data from Defra, and assessment years used the appropriate date-correct inputs for those years. This avoided the ‘worst-case’ approach in the October 2017 ES, which was undertaken before the latest Defra emission factors data were issued.</p> <p>The results from the latest modelling indicated some ‘substantial adverse’ impacts in some of the AQMAs. However, it was clear from the traffic data that this was chiefly due to traffic redirection into the town resulting from proposed road improvements and not from trips generated by the SRFI development.</p> <p>PB and NJ explained why some of the adverse impacts were likely overestimated due to the requirement for large correction factors to be applied. This was probably due to discrepancies in the traffic data provided. SD outlined some areas where the traffic data could be fine-tuned and improved. This included the use of more site-specific peak to mean factors to convert peak hour traffic into daily flows. PB and NJ indicated that this would likely reduce the size of correction factors and reduce the predicted pollution concentrations in the AQMAs. Nevertheless, SD said that there remained numerous worst-case assumptions in the traffic data, which were required by the Highways Authority (e.g. despite inclusion of significant committed development going forward, Tempro growth factors were still applied to the data, and despite significant Travel Plan measures being proposed, their effect on reducing traffic was also not included).</p> <p>SD and SH explained the reasons why the assessment years were 2021 and 2031. The assessment years include traffic data from multiple committed and allocated developments forecast to be active in each respective year. The 2021 and 2031 assessment years also include relevant committed highway infrastructure, such as the M1 Smart Motorway scheme. 2021 is the opening year for the SRFI development when the rail terminal will be built, along with 1M ft² of industrial warehouse space. There would be an anticipated 4 trains arriving at the site each day at this time. The proposed highway improvements at M1 Junction 15 and dualling of the A508 between J15 and the new site access roundabout on the A508 would be completed prior to occupation of the site, and hence are included in the ‘with development’ 2021 assessment year.</p> <p>Construction and occupation of the remaining site would follow but would be market led. It is not therefore possible to provide an accurate assessment of how use of the site would change after 2021 but it has been considered in the DCO application that 2031 would be the soonest that it could achieve full design use of up to 16 trains per day. However, SH indicated that achievement of full rail use by 2031 was optimistic.</p>			

PB said that as the principal impact on the town centre AQMAs would likely be redirected road traffic, principally private cars, it would be most appropriate to focus any mitigation measures on these types of trip. This includes encouragement of a modal shift to public transport. SD also highlighted some measures from the draft Travel Plan, which includes a public transport strategy contribution to fund and ensure appropriate bus provision is made to link the site with Northampton. The development will also provide new cycling routes, linking the site with the existing cycling facilities in Northampton. SH said that he would circulate the draft Travel Plan.

GS said that NBC is considering widening some of its AQMAs, particularly to include arterial routes, as they recognise that other developments continue to add traffic to the town centre. Details of the AQMA revisions are presented in NBC's latest ASR.

JE agreed that the air quality within South Northamptonshire should not be reason for refusal given the mitigation measures proposed including the bypass around Road. However, she raised concerns in relation to how and when mitigation measures were to be implemented throughout the build out of the development so as not to have to wait until the last moment to have all necessary mitigation in place.

JE agreed that due to the free flow of traffic past Grafton Regis there is unlikely to be an air quality problem there. It was also understood that there is likely to be a significant increase in traffic using the A508 due to the bypass around Road and therefore a reduction in rat running through the villages.

GS said that the Kingsthorpe AQMA No.4 is his chief concern. This will be affected by substantial residential fringe development and urban extension, which includes 3,000 new homes (Harlestone Heath area, behind Kings Heath). SD confirmed that this is committed development that has been included in the traffic data used in the air dispersion modelling assessments.

GS said that in light of the likely improvements in the dispersion model inputs which will come from fine-tuning of the traffic data, he is moderately concerned about likely impacts from Roxhill's scheme on the town centre AQMAs. However, this was based on the assumption that appropriate mitigation measures could be implemented. He saw these as those measures that would have a general impact on a shift to less polluting transport modes and cleaner private vehicles. As such, he was approving of the proposed bus provision but would like to see an additional provision of electric vehicle charging points in the town.

GS commented that Northampton were compliant under the current National AQ Plan in 2020 but was aware that the current Client Earth challenge of the plan might mean the authority may have to look at a CAZ in the future. He would also like Roxhill to provide funds to allow for detailed modelling of the town centre AQMAs as part of NBC's ongoing LAQM work and to develop a CAZ feasibility study for the town. This could, potentially, form part of a S106-style contribution; the total cost for which could be met by further contributions from other developers. However, he said that the details of this would require ironing out with his colleagues and their external low emissions strategy consultant, Andrew Whittles, with whom NJ has been consulting. The AQMA modelling would allow NBC to assess and determine how to best link up and expand their existing AQMAs. The CAZ feasibility study through detailed ANPR surveys might then allow some source apportionment studies and other information that could be used to inform policy strategies to work towards reducing traffic pollution in the town. The gut feeling remains that this would be measures to encourage appropriate modal shifts and the uptake of cleaner private vehicles.

GS and JE recommended that there be input from their colleagues Stephen Marks and Niki Hyde Polly, who work at the County Council in Health Services and with Public Health

England. They have experience in defining policy measures to improve public health and it was thought that they could have a useful role to play in improving public exposure to air pollution in the town.

JE and GS asked about the low emissions technology that would be incorporated on the SRFI site. SH referred them to the draft sustainability strategy, which is currently high level but which he will make available. This includes renewable energy provision and 5% electric vehicle charging points and a further 5% with passive provision. It was agreed that these measures would feed into the general air pollution offsetting benefits of the scheme and would be mentioned in the air quality assessment for the DCO application.

JE and GS requested an update meeting to discuss the results of the air dispersion modelling in the town centre AQMAs using refined traffic data (UPDATE: some remodelling has been completed and, as suspected, use of revised traffic data has resulted in a smaller correction factor, which has caused lower pollution concentrations to be predicted in the town centre AQMAs). This should be within the next two weeks (date to be arranged). It was suggested that an appropriate person from the Highways Authority should attend too.

A statement of common ground will have to be agreed soon too – probably once the revised AQMA model results have been discussed at the next meeting.

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