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Q1

Name

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Comments on Air Quality Supplementary Planning Document (SPD)(If you are responding to specific sections or paragraphs of the consultation documents, please support us by indicating which sections these are in your response)

Consultation response:

Air Quality Supplementary Planning Document - Mid-Devon

Comments on Air Quality Supplementary Planning Document (SPD)

1.1 Holcombe Rogus Parish Council (HRC) welcomes the proposal for supplementary guidance on air quality for new developments, both residential and industrial units.

1.2 There are several promising aspects to the SPD, however there are also some further opportunities for the taking to drive improvements in air quality across the district.

1.3 HRC welcomes the proposition of the Mitigation Measures listed in table 2.6.

1.3 Mid-Devon has primarily focused its concerns, understandably, on the air quality of Cullompton and Crediton which have exhibited high levels of PM and NOx.

1.4 These locations have benefited significantly from regular and persistent monitoring of air quality, monitoring which would be beneficial to more locales across the district.

1.5 Holcombe Rogus is a residential village with very few industrial units, and it is home to Webber's primary school, to which there is regular traffic from local parents.

1.6 The village is not on the mains gas grid, and most properties are heated by oil or LPG delivered to their properties. Due to the age of some properties, there is estimated to be a high level of solid fuel burning for heat, if not for comfort.

1.7 HRC would welcome the expansion of monitoring sites to include schools. This would have the dual benefit of assessing the air quality where children spend considerable time, and assessing whether further action is required to address the sources of pollution in the village.

1.8 The village has also seen several new properties built within the last five years, each with parking for at least two vehicles and, as far as is observable, no installation of measures to improve air quality as per those listed in Table 2.6, Mitigation Measures.

1.9 This is the key opportunity for improvements in air quality: the screening criteria for potential impacts could be adjusted to include any new property or industrial unit to require mitigation measures for any anticipated source of matter detrimental to air quality.

1.10 Strategically this would be beneficial as it would remove the opportunity for developers to minimise their site size below the threshold, for example by splitting a development, which would exclude them from taking mitigation measures.

1.11 Additionally, the mitigation measures are of low cost compared to the value of the properties being built. Therefore for small, or singular, developments developers should either 1) expect to install air quality mitigation measures as a matter of course; or 2) design their development to avoid the requirement of these measures.

1.12 Lastly, rural locations would benefit from better infrastructure to support walking and cycling between rural nodes and towns. HRC would recommend any new development should contribute to a fund for the planning, development and delivery of rural networks which increase the preference for these transport choices. An example is the renovation of the Grand Western Canal which provides a safe cycling and walking route between Tiverton, Tiverton Parkway and Holcombe Rogus.

Q4

Comments on Air Quality Strategic Environmental Assessment (SEA)(If you are responding to specific sections or paragraphs of the consultation documents, please support us by indicating which sections these are in your response)

None

Q5

Comments on Air Quality Habitats Regulations Assessment (HRA)(If you are responding to specific sections or paragraphs of the consultation documents, please support us by indicating which sections these are in your response)

None

Q6

Respondent skipped this question

General Comments
