

Thursday, November 4, 2021

### **2020/1089 and 1090, Operational Phase Air Quality Assessment**

Further to our recent discussions, I request clarification of the derived AADT traffic flow within the operational phase air quality assessment, including information showing how the AADT flows have been derived from the traffic assessment, including evidence of calculations and conversions.

Furthermore, I note from the 2020/0027 and 2020/0028 roundabout operational phase air quality assessment that the following scenarios were evaluated:

**Scenario 1:** 2018 Verification and Base Year, the most recent year for which traffic flow information, local monitored pollution data and meteorological data is available;

**Scenario 2:** 2026 Opening Year (without Barugh Green Road and Higham Common Road roundabouts);

**Scenario 3:** 2026 Opening Year (with Barugh Green Road and Higham Common Road roundabouts, partial completion of MU1, no link road);

**Scenario 4:** 2033 Future Year (No link road, roundabouts or MU1 development); and

**Scenario 5:** 2033 Future Year (including both roundabouts, link road and full completion of MU1).

**2021 Future Year** (including both roundabouts and link road, no MU1 development) – Technical Note, ST17019, 24.04.2020

The scenarios assessed within the operational air quality assessment for 2020/1089 and 2020/1090 are:

***Scenario 1:** 2018 Verification and Base Year, the most recent year for which traffic flow information, local monitored pollution data and meteorological data are available;*

***Scenario 2:** 2026 Opening Year, without phase 1 of the proposed development in place;*

***Scenario 3:** 2026 Opening Year, with phase 1 of the proposed development in place (i.e. Phase 1 of the residential development [which was assessed at a worst-case of 275 dwellings] the primary school, the first part of the Link road running from Barugh Green Road to the northernmost internal roundabout, and the Employment development);*

***Scenario 4:** 2033 Future Year, without the proposed development in place; and*

***Scenario 5:** 2033 Future Year, with the full extent of the proposed development in place, with the full link road completed.*

As a scenario was therefore undertaken for 2021 future year with both roundabouts and the completed link road, I therefore again request that an additional scenario is undertaken for 2026 (Opening Year, with phase 1 of the proposed development in place (i.e. Phase 1 of the residential development [which was assessed at a worst-case of 275 dwellings] the primary school, completion of the full link), so that the early impact of completion of the link road can be assessed.

For information, paragraph 12.3.7 of the air quality assessment for 2021/1089 and 2021/1090 states:

*“It is noted that Chris Shields also made a request for an assessment of the full scheme, including delivery of the link road at 2026, rather than just phase 1 without the full link road. The proposal is not for the full scheme to be built by 2026 and the full link road would not come forward at that*

*point. This scenario has not therefore been considered on the basis that this is not what is being proposed as it is not a viable manner in which to bring forward the scheme.”*

Although appreciating that the full scheme would not be completed by 2026, I still require the undertaking of my requested additional scenario of *Phase 1 of the residential development [which was assessed at a worst-case of 275 dwellings] the primary school, completion of the full link* is included, as I understand that the agreed date of completion of the link road has yet to be determined.

To clarify also as well, these are my initial comments.

Regards,

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