

By email, to: Henley Road Limited c/o: consultmantony@gmail.com

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Update Statement to the Air quality assessment for the proposed development at Henley Road, Caversham

Aether provided an air quality assessment for the proposed residential development at 199-203 Henley Road, Caversham, issued September 2016, 'Aether_AQ_Assessment_199-207_Henley_Road'. This statement provides an update and comment based upon the development plans for a revised scheme, as stands 27th August 2020. The comments and recommendations made in this statement take into consideration the changes in the revised plan (issued by email, August 2020) compared against the development plans that were assessed by Aether in the September 2016 report.

The air quality impacts that will result from the development will largely be determined by the development scale and resultant impact on local traffic flows, as well as any implications to the local road network and transport infrastructure. The proposed new scheme is for the demolition of 205 & 207 Henley Road and includes the rear gardens of 209-219 Henley Road. The proposals now comprise a residential development with two elements:

- nine houses with four bedrooms each on the land to the rear of nos. 209-219 as with the permitted scheme; and
- a separate building of 17 flats with 3 x three-bedroom units, 2 x two-bedroom units and 12 x one-bedroom units on the land occupied by nos. 205 and 207.

An updated transport assessment has been produced (PEP, August 2020) and has found that the development will generate 9 (two-way) vehicle trips in the AM peak hour (0800-0900) and 10 trips in the PM peak hour (1700-1800). This has been converted to 129 daily vehicle trips (AADT) based on the traffic distribution on all roads by time of day and day of the week in Great Britain¹. This is a significant reduction from the value of an additional 248 daily trips that was assessed by Aether in 2016.

In terms of geography and location of receptors, the development plan (**Figure 1**) shows that the location of the site boundary and residential receptors is similar to the layout previously assessed. In fact, the majority of the proposed residential receptors are set back from Henley Road, with just 205 and 207 Henley Road located at a similar distance from the road as the previously assessed worst-case receptors A and B in the 2016 assessment.

¹ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra>

Figure 1: Site masterplan (new, above and previous, below)



Another important aspect to consider in reviewing the air quality impact of this scheme is how local air quality monitoring data and traffic counts have changed since the original study period. In the 2016 assessment, three nearby diffusion tubes were identified in Reading Borough Council's local annual mean NO₂ monitoring network for verification of the air quality model. **Table 1** below presents the monitoring results used in 2016, with **Table 2** presenting the updated monitoring results² for these same sites. The monitoring results show no significant change from the concentrations recorded in 2015.

² <https://www.reading.gov.uk/airquality>

Table 1: Monitoring results for sites close to the proposed development site, 2013-2015

Objective	Site Name	2013	2014	2015
Annual mean NO ₂ (µg/m ³)	241 Gosbrook Road	38	39	34
	60 Prospect Street	40	37	33
	45 Prospect Street	45	42	37

Note: Values exceeding the 40 µg/m³ annual mean objective are shown in bold

Table 2: Monitoring results for sites close to the proposed development site, 2016-2018

Objective	Site Name	2016	2017	2018
Annual mean NO ₂ (µg/m ³)	241 Gosbrook Road	35	34	35
	60 Prospect Street	34	33	34
	45 Prospect Street	38	37	36

The recorded traffic flows along Henley Road (A4155) were obtained from DfT Traffic Counts³ for the 2016 assessment. At that time, the daily traffic flow was 9,571 for 2015. The latest data available for 2018 shows a decline in daily traffic to a value of 7,741.

Upon review of the updated development plans, local air quality monitoring data and transport assessment, it can safely be concluded that there would be no worsening of air quality across the development site receptors beyond what was identified in Aether's previous air quality assessment. The original findings that the development represented a 'negligible' impact on local air quality and that the worst-case annual mean NO₂ concentrations across the development site would be well within (by >44%) the objective levels are supported by this review of the key model input data. Accounting for updates to the dispersion model and other local dispersion conditions would have no material impact on these findings.

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³ <https://roadtraffic.dft.gov.uk/>