

Public Protection Partnership

Policy Guidance: Planning for Air Quality (including Good Design and Air Quality Assessments)

Appendix 4 – Air Quality Assessments

An air quality assessment must be undertaken if the development meets one of the relevant criteria as detailed below. It is suggested that Developers contact the Partnership at an early stage to discuss whether an air quality assessment will be required. Note other organisations may require an air quality assessment for developments with the potential to impact on a sensitive environment (SSSI).

The purpose of the assessment is to predict the likely impacts of the development on air quality/sensitive receptors and help guide any appropriate mitigation measures. It also provides essential information to the Local Planning Authority so they can make an *'informed decision'* about the development having regard to potential impacts on air quality.

Relevant Criteria for Developments that will require an Air Quality Assessment

- 1) *Development with the potential to impact on air quality within an AQMA, either on its own or having regard to cumulative planned developments*
- 2) *Development with the potential to impact on air quality where there are concerns that an air quality objective might be exceeded, either on its own or having regard to cumulative planned developments*
- 3) *Development involving more than 100 parking spaces outside an AQMA, or 50 parking spaces within or close to an AQMA*
- 4) *Development with the potential to increase heavy goods vehicle movements on a busy (>10,000 AADT) or congested road near to sensitive receptors*
- 5) *Development involving larger scale energy/heating plant with the potential to impact on sensitive receptors e.g. solid fuel plant and short term operating reserve (STOR) sites*
- 6) *Development introducing a new sensitive receptor within an AQMA or in close proximity to an AQMA.*

An Air Quality Assessment Report will need to be submitted as part of the development control process. It is recommended an air quality consultant is employed to undertake this assessment. The report will need to detail assumptions made, any model inputs and outputs, as well as identifying any appropriate mitigation measures.

Please note there may be a charge for officers time involved in ongoing discussions, preparing for and attending meetings, and reviewing any documentation and reports.

It is important that an agreement is reached between the applicant and the PPP as to the proposed assessment methodology. The basis of the assessment should be to compare the air quality following completion of the development with that expected at that time without the development (the

future 'baseline'). Comparison with existing conditions will also be required, as current conditions are those with which people are familiar. There are three basic steps in an assessment:

1. Assess the existing air quality in the study area (existing baseline);
2. Predict the future air quality without the development in place (future baseline which may or may not include the contribution of committed development);
3. Predict the future air quality with the development in place (with development).

Within the modelling the assessment years need to ensure the air quality monitoring data used is the same years as the traffic data which has been approved by the Local Highways Authority. The assessment will need to include $PM_{2.5}$ as well as PM_{10} and NO_2 . Results should be shown as isopleths maps and give a judgement to the level of significance of any impacts.