

Air Quality Assessment
Rose Kiln Lane, Reading

Client: Sorbon Estates Ltd

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Executive Summary

Redmore Environmental Ltd was commissioned by Sorbon Estates Ltd to undertake an Air Quality Assessment in support of a proposed retail development on land at Reading Link Retail Park, Rose Kiln Lane, Reading.

The development may lead to adverse air quality effects at sensitive locations during the construction and operational phases. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and assess potential impacts as a result of the scheme.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place. Results were subsequently verified using local monitoring data.

Review of the dispersion modelling results indicated that air quality impacts as a result of traffic generated by the development were not predicted to be significant at any sensitive location in the vicinity of the site.

Based on the assessment results, air quality factors are not considered a constraint planning consent for the development.

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1.0 INTRODUCTION

1.1 Background

1.1.1 Redmore Environmental Ltd was commissioned by Sorbon Estates Ltd to undertake an Air Quality Assessment in support of a proposed retail development on land at Reading Link Retail Park, Rose Kiln Lane, Reading.

1.1.2 The development may lead to adverse air quality effects at sensitive locations during the construction and operational phases. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and assess potential impacts as a result of the scheme.

1.2 Site Location and Context

1.2.1 The site is located on land at Reading Link Retail Park, Rose Kiln Lane, Reading, at approximate National Grid Reference (NGR): 471120, 172120. Reference should be made to Figure 1 for a map of the site and surrounding area.

1.2.2 The proposals comprise the construction of a new retail unit alongside associated infrastructure within the car park of Reading Link Retail Park.

1.2.3 The proposals have the potential to cause air quality impacts at sensitive locations. These may include fugitive dust emissions associated with construction works and road traffic exhaust emissions from vehicles travelling to and from the site during the operational phase. An Air Quality Assessment was therefore undertaken in order to determine baseline conditions and consider potential effects as a result of the proposals. This is detailed in the following report.

2.0 LEGISLATION AND POLICY

2.1 Legislation

2.1.1 The Air Quality Standards Regulations (2010) and subsequent amendments include Air Quality Limit Values (AQLVs) for the following pollutants:

- Nitrogen dioxide (NO₂);
- Sulphur dioxide;
- Lead;
- Particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀);
- Particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5});
- Benzene; and,
- Carbon monoxide.

2.1.2 Air Quality Target Values were also provided for several additional pollutants. It should be noted that the AQLV for PM_{2.5} stated in the Air Quality Standards Regulations (2010) was amended in the Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020).

2.1.3 The Air Quality Strategy (AQS) was produced by the Department for Environment, Food and Rural Affairs (DEFRA) and published in July 2007¹. The document contains standards, objectives and measures for improving ambient air quality, including a number of Air Quality Objectives (AQOs). These are maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedences over a specified timescale. These are generally in line with the AQLVs, although the requirements for the determination of compliance vary.

2.1.4 The Environmental Improvement Plan 2023² was published in January 2023, providing long term and Interim Targets in order to reduce population exposure to PM_{2.5}. The concentration target for 2040 was subsequently adopted in the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023).

¹ The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, DEFRA, 2007.

² Environmental Improvement Plan 2023, DEFRA, 2023.

2.1.5 Table 1 presents the AQOs and Interim Target for pollutants considered within this assessment.

Table 1 Air Quality Objectives/Interim Target

Pollutant	Air Quality Objective/Interim Target	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean, not to be exceeded on more than 18 occasions per annum
PM ₁₀	40	Annual mean
	50	24-hour mean, not to be exceeded on more than 35 occasions per annum
PM _{2.5}	12 ^(a)	Annual mean

Note: (a) Interim Target to be achieved by end of January 2028.

2.1.6 Table 2 summarises the advice provided in DEFRA guidance³ on where the AQOs for pollutants considered within this report apply.

Table 2 Examples of Where the Air Quality Objectives Apply

Averaging Period	Objective Should Apply At	Objective Should Not Apply At
Annual mean	All locations where members of the public might be regularly exposed Building façades of residential properties, schools, hospitals, care homes etc.	Building façades of offices or other places of work where members of the public do not have regular access Hotels, unless people live there as their permanent residence Gardens of residential properties Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term
24-hour mean	All locations where the annual mean objective would apply, together with hotels Gardens of residential properties	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term

³ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Averaging Period	Objective Should Apply At	Objective Should Not Apply At
1-hour mean	All locations where the annual mean and 24 and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets) Those parts of car parks, bus stations and railway stations etc which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more Any outdoor locations where members of the public might reasonably be expected to spend one hour or longer	Kerbside sites where the public would not be expected to have regular access

2.2 **Local Air Quality Management**

2.2.1 Local Authorities (LAs) are required to periodically review and assess air quality within their area of jurisdiction under the system of Local Air Quality Management (LAQM). This review and assessment of air quality involves comparing present and likely future pollutant concentrations against the AQOs. If it is predicted that levels at locations of relevant exposure, as summarised in Table 2, are likely to be exceeded, the LA is required to declare an Air Quality Management Area (AQMA). For each AQMA the LA is required to produce an Air Quality Action Plan, the objective of which is to reduce pollutant concentrations in pursuit of the AQOs.

2.3 **Dust**

2.3.1 The main requirements with respect to dust control from industrial or trade premises not regulated under the Environmental Permitting (England and Wales) Regulations (2016) and subsequent amendments, such as construction sites, is that provided in Section 79 of Part III of the Environmental Protection Act (1990). The Act defines nuisance as:

"any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance."

2.3.2 Enforcement of the Act, in regard to nuisance, is currently under the jurisdiction of the local Environmental Health Department, whose officers are deemed to provide an independent evaluation of nuisance. If the LA is satisfied that a statutory nuisance exists, or is likely to occur or happen again, it must serve an Abatement Notice under Part III of

the Environmental Protection Act (1990). The only defence is to show that the process to which the nuisance has been attributed and its operation are being controlled according to best practicable means.

2.4 National Planning Policy

2.4.1 The revised National Planning Policy Framework⁴ (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.4.2 The purpose of the planning system is to contribute to the achievement of sustainable development. In order to ensure this, the NPPF recognises three overarching objectives including the following of relevance to air quality:

"c) An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

2.4.3 Chapter 15 of the NPPF details objectives in relation to conserving and enhancing the natural environment. It states that:

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

[...]

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality [...]."

⁴ NPPF, Ministry of Housing, Communities and Local Government, 2021.

2.4.4 The NPPF specifically recognises air quality as part of delivering sustainable development and states that:

"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."

2.4.5 The implications of the NPPF have been considered throughout this assessment.

2.5 National Planning Practice Guidance

2.5.1 The National Planning Practice Guidance⁵ (NPPG) web-based resource was launched by the Department for Communities and Local Government on 6th March 2014 and updated on 1st November 2019 to support the NPPF and make it more accessible. The air quality pages are summarised under the following headings:

1. What air quality considerations does planning need to address?
2. What is the role of plan-making with regard to air quality?
3. Are air quality concerns relevant to neighbourhood planning?
4. What information is available about air quality?
5. When could air quality considerations be relevant to the development management process?
6. What specific issues may need to be considered when assessing air quality impacts?
7. How detailed does an air quality assessment need to be?
8. How can an impact on air quality be mitigated?

⁵ <https://www.gov.uk/guidance/air-quality--3>.

2.5.2 These were reviewed and the relevant guidance considered as necessary throughout the undertaking of this assessment.

2.6 Local Planning Policy

2.6.1 The Reading Borough Local Plan⁶ was adopted by RBC on 4th November 2019. This sets out the planning policies for development in Reading until 2036 and is the main consideration in deciding planning applications. A review of the document indicated the following policy of relevance to this assessment:

"EN15 - Air Quality

Development should have regard to the need to improve air quality and reduce the effects of poor air quality.

- I. Development that would detrimentally affect air quality will not be permitted unless the effect is to be mitigated. The following criteria should be taken into account.
 - Whether the proposal, including when combined with the cumulative effect of other developments already permitted, would worsen air quality;
 - Whether the development is within, or accessed via, an Air Quality Management Area; and
 - Whether it can be demonstrated that a local worsening in air quality that would not detrimentally affect human health or the environment would be offset by an overall improvement in air quality, for instance through reduction in the need to travel.
- I. Where a development would introduce sensitive uses (such as residential, schools and nurseries, hospitals, care facilities) into, or intensify such uses within, an Air Quality Management Area, detrimental effects on that use will be mitigated. Mitigation measures should be detailed in any planning application. If there are significant detrimental effects that cannot be mitigated, the application should be refused.

⁶ Reading Borough Local Plan, RBC, 2019.

- II. Where required, planning obligations will be used to secure contributions to measures to tackle poor air quality or for air quality monitoring."

2.6.2 The above policy was taken into consideration throughout the undertaking of this assessment.

3.0 METHODOLOGY

3.1 Introduction

3.1.1 The proposed development has the potential to cause air quality impacts during the construction and operational phases. These have been assessed in accordance with the following methodology, which was agreed with Ross Jarvis, Senior Environmental Health Officer at RBC, on 22nd March 2023.

3.2 Construction Phase Assessment

3.2.1 There is the potential for fugitive dust emissions to occur as a result of construction phase activities. These have been assessed in accordance with the methodology outlined within the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction V1.1'⁷.

3.2.2 Activities on the proposed construction site have been divided into three types to reflect their different potential impacts. These are:

- Earthworks;
- Construction; and,
- Trackout.

3.2.3 The potential for dust emissions was assessed for each activity that is likely to take place and considered three separate dust effects:

- Annoyance due to dust soiling;
- Harm to ecological receptors; and,
- The risk of health effects due to a significant increase in exposure to PM₁₀.

3.2.4 The assessment steps are detailed below.

⁷ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

Step 1

- 3.2.5 Step 1 screens the requirement for a more detailed assessment. Should human receptors be identified within 350m from the boundary or 50m from the construction vehicle route up to 500m from the site entrance, then the assessment proceeds to Step 2. Additionally, should ecological receptors be identified within 50m of the site or the construction vehicle route up to 500m from the site entrance, then the assessment also proceeds to Step 2.
- 3.2.6 Should sensitive receptors not be present within the relevant distances then **negligible** impacts would be expected and further assessment is not necessary.

Step 2

- 3.2.7 Step 2 assesses the risk of potential dust impacts. A site is allocated a risk category based on two factors:
- The scale and nature of the works, which determines the magnitude of dust arising as: small, medium or large (Step 2A); and,
 - The sensitivity of the area to dust impacts, which can be defined as low, medium or high sensitivity (Step 2B).
- 3.2.8 The two factors are combined in Step 2C to determine the risk of dust impacts without mitigation applied.
- 3.2.9 Step 2A defines the potential magnitude of dust emission through the construction phase. The relevant criteria are summarised in Table 3.

Table 3 Construction Dust - Magnitude of Emission

Magnitude	Activity	Criteria
Large	Earthworks	• Total site area greater than 10,000m² • Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size) • More than 10 heavy earth moving vehicles active at any one time • Formation of bunds greater than 8m in height • More than 100,000 tonnes of material moved

Magnitude	Activity	Criteria
	Construction	- Total building volume greater than 100,000m³ - On site concrete batching - Sandblasting
	Trackout	- More than 50 Heavy Duty Vehicle (HDV) trips per day - Potentially dusty surface material (e.g. high clay content) - Unpaved road length greater than 100m
Medium	Earthworks	- Total site area 2,500m² to 10,000m² - Moderately dusty soil type (e.g. silt) 5 to 10 heavy earth moving vehicles active at any one time - Formation of bunds 4m to 8m in height - Total material moved 20,000 tonnes to 100,000 tonnes
	Construction	- Total building volume 25,000m³ to 100,000m³ - Potentially dusty construction material (e.g. concrete) - On site concrete batching
	Trackout	10 to 50 HDV trips per day - Moderately dusty surface material (e.g. high clay content) - Unpaved road length 50m to 100m
Small	Earthworks	- Total site area less than 2,500m² - Soil type with large grain size (e.g. sand) - Less than 5 heavy earth moving vehicles active at any one time - Formation of bunds less than 4m in height - Total material moved less than 20,000 tonnes - Earthworks during wetter months
	Construction	- Total building volume less than 25,000m³ - Construction material with low potential for dust release (e.g. metal cladding or timber)
	Trackout	- Less than 10 HDV trips per day - Surface material with low potential for dust release - Unpaved road length less than 50m

3.2.13 Step 2B defines the sensitivity of the area around the development to potential dust impacts. The influencing factors are shown in Table 4.

Table 4 Construction Dust - Examples of Factors Defining Sensitivity of an Area

Receptor Sensitivity	Examples	
	Human Receptors	Ecological Receptors
High	• Users expect high levels of amenity • High aesthetic or value property • People expected to be present continuously for extended periods of time • Locations where members of the public are exposed over a time period relevant to the AQO for PM₁₀. e.g. residential properties, hospitals, schools and residential care homes	• Internationally or nationally designated site e.g. Special Area of Conservation
Medium	• Users would expect to enjoy a reasonable level of amenity • Aesthetics or value of their property could be diminished by soiling • People or property wouldn't reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land e.g. parks and places of work	• Nationally designated site e.g. Sites of Special Scientific Interest
Low	• Enjoyment of amenity would not reasonably be expected • Property would not be expected to be diminished in appearance • Transient exposure, where people would only be expected to be present for limited periods. e.g. public footpaths, playing fields, shopping streets, farmland, short term car parks and roads	• Locally designated site e.g. Local Nature Reserve

3.2.14 The guidance also provides the following factors to consider when determining the sensitivity of an area to potential dust impacts:

- Any history of dust generating activities in the area;
- The likelihood of concurrent dust generating activity on nearby sites;
- Any pre-existing screening between the source and receptors;
- Any conclusions drawn from analysing local meteorological data which accurately represent the area; and if relevant the season during which works will take place;
- Any conclusions drawn from local topography;
- Duration of the potential impact, as a receptor may become more sensitive over time; and,

- Any known specific receptor sensitivities which go beyond the classifications given in the document.

3.2.15 These factors were considered in the undertaking of this assessment.

3.2.16 The criteria for determining the sensitivity of the area to dust soiling effects on people and property is summarised in Table 5.

Table 5 Construction Dust - Sensitivity of the Area to Dust Soiling Effects on People and Property

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		Less than 20	Less than 50	Less than 100	Less than 350
High	More than 100	High	High	Medium	Low
	10 - 100	High	Medium	Low	Low
	1 - 10	Medium	Low	Low	Low
Medium	More than 1	Medium	Low	Low	Low
Low	More than 1	Low	Low	Low	Low

3.2.17 Table 6 outlines the criteria for determining the sensitivity of the area to human health impacts.

Table 6 Construction Dust - Sensitivity of the Area to Human Health Impacts

Receptor Sensitivity	Background Annual Mean PM ₁₀ Concentration	Number of Receptors	Distance from the Source (m)				
			Less than 20	Less than 50	Less than 100	Less than 200	Less than 350
High	Greater than 32µg/m ³	More than 100	High	High	High	Medium	Low
		10 - 100	High	High	Medium	Low	Low
		1 - 10	High	Medium	Low	Low	Low
	28 - 32µg/m ³	More than 100	High	High	Medium	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	High	Medium	Low	Low	Low

Receptor Sensitivity	Background Annual Mean PM ₁₀ Concentration	Number of Receptors	Distance from the Source (m)				
			Less than 20	Less than 50	Less than 100	Less than 200	Less than 350
	24 - 28µg/m ³	More than 100	High	Medium	Low	Low	Low
		10 - 100	High	Medium	Low	Low	Low
		1 - 10	Medium	Low	Low	Low	Low
	Less than 24µg/m ³	More than 100	Medium	Low	Low	Low	Low
		10 - 100	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	Medium	Greater than 32µg/m ³	More than 10	High	Medium	Low	Low
			1 - 10	Medium	Low	Low	Low
	28 - 32µg/m ³	More than 10	Medium	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	24 - 28µg/m ³	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	Less than 24µg/m ³	More than 10	Low	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low	Low
	Low	-	1 or more	Low	Low	Low	Low

3.2.18 Table 7 outlines the criteria for determining the sensitivity of the area to ecological impacts.

Table 7 Construction Dust - Sensitivity of the Area to Ecological Impacts

Receptor Sensitivity	Distance from the Source (m)	
	Less than 20	Less than 50
High	High	Medium
Medium	Medium	Low

Receptor Sensitivity	Distance from the Source (m)	
	Less than 20	Less than 50
Low	Low	Low

3.2.19 Step 2C combines the dust emission magnitude with the sensitivity of the area to determine the risk of unmitigated impacts.

3.2.20 Table 8 outlines the risk category from earthworks and construction activities.

Table 8 Construction Dust - Dust Risk Category from Earthworks and Construction Activities

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Low
Medium	Medium	Medium	Low
Low	Low	Low	Negligible

3.2.21 Table 9 outlines the risk category from trackout activities.

Table 9 Construction Dust - Dust Risk Category from Trackout Activities

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Low
Medium	Medium	Low	Negligible
Low	Low	Low	Negligible

Step 3

3.2.22 Step 3 requires the identification of site specific mitigation measures within the IAQM guidance⁸ to reduce potential dust impacts based upon the relevant risk categories

⁸ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

identified in Step 2. For sites with **negligible** risk, mitigation measures beyond those required by legislation are not required. However, additional controls may be applied as part of good practice.

Step 4

3.2.23 Once the risk of dust impacts has been determined and the appropriate mitigation measures identified, the final step is to determine the significance of any residual impacts. For almost all construction activity, the aim should be to control effects through the use of effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be **not significant**.

3.2.24 The determination of significance relies on professional judgement and reasoning should be provided as far as practicable. The IAQM guidance suggests the provision of details of the assessor's qualifications and experience. These are provided in Appendix 2.

3.3 Operational Phase Assessment

3.3.1 The development has the potential to affect existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site. Potential impacts have therefore been defined by predicting pollutant concentrations at sensitive locations using dispersion modelling for the following scenarios:

- 2019 - Verification;
- Assessment year Do-Minimum (DM) (predicted traffic flows in 2025 should the proposals not proceed); and,
- Assessment year Do-Something (DS) (predicted traffic flows in 2025 should the proposals be completed).

3.3.2 Reference should be made to Appendix 1 for assessment input data and details of the verification process.

3.3.3 Locations sensitive to potential changes in off-site pollutant concentrations were identified within 200m of the highway network in accordance with the guidance

provided within the Design Manual for Roads and Bridges (DMRB)⁹ on the likely limits of pollutant dispersion from road sources. The criteria provided within DEFRA guidance¹⁰ on where the AQOs apply, as summarised in Table 2, was utilised to determine worst-case receptor positions in the vicinity of links likely to be affected by changes in traffic flows as a result of the development.

- 3.3.4 The significance of predicted air quality impacts was determined in accordance with the guidance provided within the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality'¹¹. Using this methodology impacts were defined based on the interaction between the predicted pollutant concentration from the DS scenario and the magnitude of change between the DM and DS scenarios, as outlined in Table 10.

Table 10 Significance of Road Vehicle Exhaust Emission Impacts

Concentration at Receptor in Assessment Year	Predicted Concentration Change as Proportion of AQO/ Interim Target (%)			
	1	2 - 5	6 - 10	> 10
75% or less of AQO/ Interim Target	Negligible	Negligible	Slight	Moderate
76 - 94% of AQO/ Interim Target	Negligible	Slight	Moderate	Moderate
95 - 102% of AQO/ Interim Target	Slight	Moderate	Moderate	Substantial
103 - 109% of AQO/ Interim Target	Moderate	Moderate	Substantial	Substantial
110% or more of AQO/ Interim Target	Moderate	Substantial	Substantial	Substantial

- 3.3.5 The matrix shown in Table 10 is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which makes it clearer which cell the impact falls within. It should be noted that changes of 0%, i.e. less than 0.5%, are described as **negligible**.

- 3.3.6 Following the prediction of impacts at discrete receptor locations, the IAQM document¹² provides guidance on determining the overall air quality impact significance of the

⁹ LA 105: Air Quality, Highways England, 2019.

¹⁰ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

¹¹ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

¹² Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

operation of a development. The following factors are identified for consideration by the assessor:

- The existing and future air quality in the absence of the development;
- The extent of current and future population exposure to the impacts; and,
- The influence and validity of any assumptions adopted when undertaking the prediction of impacts.

3.3.7 The IAQM guidance states that an assessment must reach a conclusion on the likely significance of the predicted impact. Where the overall effect is **moderate** or **substantial**, the effect is likely to be considered **significant**, whilst if the impact is **slight** or **negligible**, the impact is likely to be considered **not significant**. It should be noted that this is a binary judgement of either it is **significant** or it is **not significant**.

3.3.8 The determination of significance relies on professional judgement and reasoning has been provided as far as practicable. The IAQM guidance¹³ suggests the provision of details of the assessor's qualifications and experience. These are provided in Appendix 2.

¹³ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

4.0 **BASELINE**

4.1 **Introduction**

- 4.1.1 Existing air quality conditions in the vicinity of the proposed development site were identified in order to provide a baseline for assessment. These are detailed in the following Sections.

4.2 **Local Air Quality Management**

- 4.2.1 As required by the Environment Act (1995), as amended by the Environment Act (2021), RBC has undertaken Review and Assessment of air quality within their area of jurisdiction. This process has indicated that annual mean concentrations of NO₂ are above the AQO within the borough. As such, one AQMA has been declared. This is described as follows:

"An area covering Reading Town Centre, areas along the major radial routes into Reading (including J11 of the M4) and along the railway lines where they pass through built up areas."

- 4.2.2 The development is located within the AQMA. As such, there is the potential for vehicles travelling to and from the site to increase pollution levels in this sensitive area. This has been considered throughout the assessment.
- 4.2.3 RBC has concluded that concentrations of all other pollutants considered within the AQS are currently below the relevant AQOs. As such, no further AQMAs have been designated.

4.3 **Air Quality Monitoring**

- 4.3.1 Monitoring of pollutant concentrations is undertaken by RBC throughout their area of jurisdiction. Recent NO₂ results recorded in the vicinity of the development are shown in Table 11. Exceedences of the AQO are shown in **bold**.

Table 11 Monitoring Results - NO₂

Monitoring Site	Monitored NO ₂ Concentration (µg/m ³)		
	2017	2018	2019
162A Castle Hill	35	35	34
128 Castle Hill	46	42	39
Blenheim Terrace, Castle Hill	39	33	34
Red Cow	35	38	31
44 Crown Street	35	34	29

4.3.2 As shown in Table 11, annual mean NO₂ concentrations were above the AQO at the 128 Castle Hill monitor in 2017 and 2018. As this site is positioned at a roadside location within an AQMA, elevated concentrations would be expected. It should be noted that NO₂ concentrations at this location have since dropped below the relevant AQO. Annual mean NO₂ concentrations were below the AQO at all other monitoring sites within the vicinity of the proposals from 2017 to 2019.

4.3.3 RBC do not undertake monitoring of PM₁₀ or PM_{2.5} concentrations within the vicinity of the site.

4.3.4 Reference should be made to Figure 2 for a map of the survey position.

4.4 Background Pollutant Concentrations

4.4.1 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire of the UK to assist LAs in their Review and Assessment of air quality. The proposed development site is located in grid square NGR: 471500, 172500. Data for this location was downloaded from the DEFRA website¹⁴ for the purpose of the assessment and is summarised in Table 12.

¹⁴ <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>.

Table 12 Background Pollutant Concentration Predictions

Pollutant	Predicted Background Pollutant Concentration (µg/m ³)		
	2019	2023	2025
NO ₂	21.57	18.96	17.88
PM ₁₀	17.79	16.87	16.51
PM _{2.5}	12.50	11.81	11.52

4.4.2 As shown in Table 12, predicted background NO₂ and PM₁₀ concentrations are below the relevant AQOs at the development site. The predicted background PM_{2.5} concentration at the development site was above the Interim Target in 2019. However, compliance is predicted during 2023 and 2025.

4.5 Sensitive Receptors

4.5.1 A sensitive receptor is defined as any location which may be affected by changes in air quality as a result of a development. These have been defined for dust and road vehicle exhaust emission impacts in the following Sections.

Construction Phase Sensitive Receptors

4.5.2 Receptors sensitive to potential dust impacts during earthworks and construction were identified from a desk-top study of the area up to 350m from the development boundary. These are summarised in Table 13.

Table 13 Earthworks and Construction Dust Sensitive Receptors

Distance from Site Boundary (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Up to 20	10 - 100	0
Up to 50	10 - 100	0
Up to 100	More than 100	-
Up to 350	More than 100	-

- 4.5.3 Receptors sensitive to potential dust impacts from trackout were identified from a desk-top study of the area up to 50m from the road network within 500m of the site access. These are summarised in Table 14.

Table 14 Trackout Dust Sensitive Receptors

Distance from Site Access Route (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Up to 20	More than 100	0
Up to 50	More than 100	0

- 4.5.4 There are no ecological receptors within 50m of the development boundary or the access route within 500m of the site entrance. As such, ecological impacts have not been assessed further within this report.
- 4.5.5 A number of additional factors have been considered when determining the sensitivity of the surrounding area. These are summarised in Table 15.

Table 15 Additional Area Sensitivity Factors to Potential Dust Impacts

Guidance	Comment
Whether there is any history of dust generating activities in the area	A review of the planning portal and Google Maps imagery indicated that a residential development (reference: 070256) 450m north-east of the site has recently been completed. It is possible that the construction phase of the development may have caused dust generation in the area over recent months
The likelihood of concurrent dust generating activity on nearby sites	A review of the planning portal indicated a number of developments within the vicinity of the site have been granted permission. It is possible that this will result in concurrent dust generation should the construction phases overlap with the proposed scheme
Pre-existing screening between the source and the receptors	Trees and hedgerows are situated along the south-eastern and western site boundaries. These may act as a barrier between emission sources and receptors should they be retained during construction

Guidance	Comment
Conclusions drawn from analysing local meteorological data which accurately represent the area: and if relevant the season during which works will take place	As shown in Figure 3, the predominant wind bearing at the site is from the south-west, with significant frequencies from the west. As such, receptors to the north-east and east of the boundary are most likely to be affected by dust releases
Conclusions drawn from local topography	There are no significant topographical constraints to dust dispersion
Duration of the potential impact, as a receptor may become more sensitive over time	Currently it is unclear as to the duration of the construction phase. However, it is likely that it will extend over one year. The sensitivity of nearby receptors is unlikely to change during this time
Any known specific receptor sensitivities which go beyond the classifications given in the document	No specific receptor sensitivities identified during the baseline assessment

4.5.6 Based on the criteria shown in Table 4, the sensitivity of the receiving environment to potential dust impacts was determined as a combination of **medium** and **high**. This was because the identified receptors included places of work and residential properties. It should be noted that only receptors of **medium** sensitivity are present within 100m of the boundary.

4.5.7 The sensitivity of the receiving environment to specific potential dust impacts, based on the criteria shown in Section 3.2, is shown in Table 16.

Table 16 Sensitivity of the Surrounding Area to Potential Dust Impacts

Potential Impact	Sensitivity of the Surrounding Area		
	Earthworks	Construction	Trackout
Dust Soiling	Medium	Medium	High
Human Health	Low	Low	Medium

Operational Phase Sensitive Receptors

4.5.8 Locations sensitive to potential operational phase road vehicle exhaust emission impacts were identified from a desk-top study and are summarised in Table 17.

Table 17 Operational Phase Road Vehicle Exhaust Emissions Sensitive Receptor Locations

Receptor		NGR (m)	
		X	Y
R1	Residential - Rose Kiln Lane	471243.8	172390.1
R2	Residential - Rose Kiln Lane	471240.1	172511.8
R3	Residential - Rose Kiln Lane	471169.8	172568.6
R4	Residential - A4 Berkeley Avenue	470940.7	172583.4
R5	Residential - A4 Berkeley Avenue	470736.9	172562.6
R6	Residential - A33	471323.7	172433.1
R7	Residential - A33	471307.5	172766.2
R8	Residential - A329	471197.7	173034.9
R9	Residential - Body Road	471047.1	173181.5
R10	Residential - Bath Road	470764.9	172946.8
R11	Residential - Castle Hill	471053.2	173010.6
R12	Residential - A4 Pell Street	471527.3	172661.9
R13	Residential - A4 Pell Street	471593.7	172781.8
R14	Residential - Crown Street	471740.8	172868.0
R15	Residential - Southampton Street	471687.0	172803.3
R16	Residential - Southampton Street	471610.2	172909.8
R17	Residential - Southampton Street	471607.5	172983.9
R18	Residential - A329	471507.0	172931.3
R19	Residential - Katesgrove Lane	471456.0	172887.3
R20	Residential - A329	471339.4	172911.8
R21	Residential - Castle Street	471229.2	173118.7

4.5.9 Reference should be made to Figure 4 for a map of the road vehicle exhaust emission sensitive receptor locations.

5.0 ASSESSMENT

5.1 Introduction

- 5.1.1 There is the potential for air quality impacts as a result of the construction and operation of the proposed development. These are assessed in the following Sections.

5.2 Construction Phase Assessment

Step 1

- 5.2.1 The undertaking of activities such as excavation, ground works, cutting, construction, concrete batching and storage of materials has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.
- 5.2.2 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.
- 5.2.3 The desk-study undertaken to inform the baseline identified a number of sensitive receptors within 350m of the site boundary. As such, a detailed assessment of potential dust impacts was required.

Step 2

Earthworks

- 5.2.4 Earthworks will primarily involve excavating material, haulage, tipping and stockpiling, as well as site levelling and landscaping. The area of the proposed development site is less than 2,500m². In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from earthworks is therefore **small**.

5.2.5 Table 16 indicates the sensitivity of the area to dust soiling effects on people and property is **medium**. In accordance with the criteria outlined in Table 8, the development is considered to be a **low** risk site for dust soiling as a result of earthworks.

5.2.6 Table 16 indicates the sensitivity of the area to human health impacts is **low**. In accordance with the criteria outlined in Table 8 the development is considered to be a **negligible** risk site for human health impacts as a result of earthworks.

Construction

5.2.7 The total proposed building volume is estimated to be less than 25,000m³. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from construction is therefore **small**.

5.2.8 Table 16 indicates the sensitivity of the area to dust soiling effects on people and property is **medium**. In accordance with the criteria outlined in Table 8, the development is considered to be a **low** risk site for dust soiling as a result of construction activities.

5.2.9 Table 16 indicates the sensitivity of the area to human health impacts is **low**. In accordance with the criteria outlined in Table 8, the development is considered to be a **negligible** risk site for human health impacts as a result of construction activities.

Trackout

5.2.10 Based on the total site area, it is anticipated that the unpaved road length will be less than 50m. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from trackout is therefore **small**.

5.2.11 Table 16 indicates the sensitivity of the area to dust soiling effects to people and property is **high**. In accordance with the criteria outlined in Table 9, the development is considered to be a **low** risk site for dust soiling as a result of trackout activities.

5.2.12 Table 16 indicates the sensitivity of the area to human health impacts is **medium**. In accordance with the criteria outlined in Table 9, the development is considered to be a **negligible** risk site for human health impacts as a result of trackout activities.

Summary of the Risk of Dust Effects

5.2.13 A summary of the risk from each dust generating activity is provided in Table 18.

Table 18 Summary of Potential Unmitigated Dust Risks During Construction

Potential Impact	Risk		
	Earthworks	Construction	Trackout
Dust Soiling	Low	Low	Low
Human Health	Negligible	Negligible	Negligible

5.2.14 As indicated in Table 18, the potential risk of dust soiling is **low** from earthworks, construction and trackout. The potential risk of human health impacts is **negligible** from earthworks, construction and trackout.

5.2.15 It should be noted that the potential for impacts depends significantly on the distance between the dust generating activity and receptor location. Risk was predicted based on a worst-case scenario of works being undertaken at the site boundary closest to each sensitive area. Therefore, actual risk is likely to be lower than that predicted during the majority of the construction phase.

Step 3

5.2.16 The IAQM guidance¹⁵ provides potential mitigation measures to reduce impacts as a result of fugitive dust emissions during the construction phase. These have been adapted for the development site as summarised in Table 19. These may be reviewed prior to the commencement of construction works and incorporated into a Construction Environmental Management Plan or similar if required by the LA.

¹⁵ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

Table 19 Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	• Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager • Display the head or regional office contact information
Site management	• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • Make the complaints log available to the LA upon request • Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book
Monitoring	• Carry out regular site inspections and make an inspection log available to the LA upon request • Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions
Site preparation	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible • Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site • Avoid site runoff of water or mud • Keep site fencing, barriers and scaffolding clean using wet methods
Operating vehicle/machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary - no idling vehicles • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques • Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights and use fine water sprays wherever appropriate • Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	• Avoid bonfires or burning of waste materials
Construction	• Avoid scabbling (roughening of concrete surfaces) if possible • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out

Issue	Control Measure
Trackout	Ensure vehicles entering and leaving site are covered to prevent escape of materials

Step 4

5.2.17 Assuming the relevant mitigation measures outlined in Table 19 are implemented, the residual impacts from all dust generating activities is predicted to be **not significant**, in accordance with the IAQM guidance¹⁶.

5.3 Operational Phase Assessment

5.3.1 Vehicle movements associated with the operation of the proposal will generate exhaust emissions on the local and regional road networks. An assessment was therefore undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at sensitive locations in the vicinity of the site.

5.3.2 The assessment considered the following scenarios:

- 2019 - Verification;
- 2025 - DM; and,
- 2025 - DS.

5.3.3 The DM scenario (i.e. without development) included baseline traffic data, inclusive of anticipated growth and committed developments, for the relevant assessment year. The DS scenario (i.e. with development) included baseline traffic data, inclusive of anticipated growth and committed developments, in addition to predicted vehicle trips associated with the operation of the proposals.

5.3.4 For the purpose of the assessment traffic data for 2025 was utilised as the development opening year. Air quality is predicted to improve in the future. However, in order to provide a robust assessment, emissions factors for 2019 were utilised within the dispersion model. The use of 2025 traffic data and 2019 emission factors is considered to provide a

¹⁶ Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

worst-case scenario and therefore a sufficient level of confidence can be placed within the predicted pollution concentrations.

5.3.5 Reference should be made to Appendix 1 for full assessment input details.

Predicted Concentrations

5.3.6 Annual mean NO₂ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 20.

Table 20 Predicted Annual Mean NO₂ Concentrations

Receptor		Predicted Annual Mean NO ₂ Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Rose Kiln Lane	28.97	29.05	0.08
R2	Residential - Rose Kiln Lane	31.76	31.86	0.10
R3	Residential - Rose Kiln Lane	30.83	30.92	0.09
R4	Residential - A4 Berkeley Avenue	28.63	28.71	0.08
R5	Residential - A4 Berkeley Avenue	26.80	26.86	0.06
R6	Residential - A33	27.93	27.99	0.06
R7	Residential - A33	34.07	34.16	0.09
R8	Residential - A329	36.48	36.52	0.04
R9	Residential - Body Road	26.29	26.30	0.01
R10	Residential - Bath Road	32.85	32.86	0.01
R11	Residential - Castle Hill	31.84	31.86	0.02
R12	Residential - A4 Pell Street	30.42	30.47	0.05
R13	Residential - A4 Pell Street	29.78	29.82	0.04
R14	Residential - Crown Street	29.00	29.03	0.03
R15	Residential - Southampton Street	32.95	32.98	0.03
R16	Residential - Southampton Street	30.74	30.76	0.02
R17	Residential - Southampton Street	32.79	32.81	0.02

Receptor		Predicted Annual Mean NO ₂ Concentration (µg/m ³)		
		DM	DS	Change
R18	Residential - A329	29.96	29.99	0.03
R19	Residential - Katesgrove Lane	29.58	29.61	0.03
R20	Residential - A329	32.60	32.63	0.03
R21	Residential - Castle Street	30.13	30.15	0.02

5.3.7 As indicated in Table 20, predicted annual mean NO₂ concentrations were below the relevant AQO at all sensitive receptors in both scenarios.

5.3.8 Reference should be made to Figures 6 and 7 for graphical representations of annual mean NO₂ concentrations across the assessment area for the DM and DS scenarios, respectively.

5.3.9 Annual mean PM₁₀ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 21.

Table 21 Predicted Annual Mean PM₁₀ Concentrations

Receptor		Predicted Annual Mean PM ₁₀ Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Rose Kiln Lane	19.33	19.34	0.02
R2	Residential - Rose Kiln Lane	19.91	19.93	0.02
R3	Residential - Rose Kiln Lane	19.48	19.50	0.02
R4	Residential - A4 Berkeley Avenue	19.25	19.27	0.02
R5	Residential - A4 Berkeley Avenue	18.86	18.87	0.01
R6	Residential - A33	19.15	19.16	0.01
R7	Residential - A33	20.62	20.64	0.02
R8	Residential - A329	20.98	20.99	0.01
R9	Residential - Body Road	18.76	18.76	0.00

Receptor		Predicted Annual Mean PM ₁₀ Concentration (µg/m ³)		
		DM	DS	Change
R10	Residential - Bath Road	19.71	19.71	0.00
R11	Residential - Castle Hill	19.86	19.87	0.00
R12	Residential - A4 Pell Street	19.64	19.65	0.01
R13	Residential - A4 Pell Street	19.47	19.48	0.01
R14	Residential - Crown Street	19.21	19.22	0.01
R15	Residential - Southampton Street	19.93	19.94	0.01
R16	Residential - Southampton Street	19.55	19.55	0.00
R17	Residential - Southampton Street	19.82	19.83	0.00
R18	Residential - A329	19.51	19.52	0.01
R19	Residential - Katesgrove Lane	19.46	19.47	0.01
R20	Residential - A329	20.18	20.19	0.01
R21	Residential - Castle Street	19.37	19.37	0.00

5.3.10 As indicated in Table 21, predicted annual mean PM₁₀ concentrations were below the relevant AQO at all sensitive receptors in both scenarios.

5.3.11 Reference should be made to Figures 8 and 9 for graphical representations of annual mean PM₁₀ concentrations across the assessment area for the DM and DS scenarios, respectively.

5.3.12 Annual mean PM_{2.5} concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 22.

Table 22 Predicted Annual Mean PM_{2.5} Concentrations

Receptor		Predicted Annual Mean PM _{2.5} Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Rose Kiln Lane	13.39	13.40	0.01

Receptor		Predicted Annual Mean PM _{2.5} Concentration (µg/m ³)		
		DM	DS	Change
R2	Residential - Rose Kiln Lane	13.73	13.74	0.01
R3	Residential - Rose Kiln Lane	13.50	13.51	0.01
R4	Residential - A4 Berkeley Avenue	13.35	13.36	0.01
R5	Residential - A4 Berkeley Avenue	13.12	13.13	0.01
R6	Residential - A33	13.29	13.29	0.01
R7	Residential - A33	14.13	14.14	0.01
R8	Residential - A329	14.35	14.36	0.01
R9	Residential - Body Road	13.06	13.06	0.00
R10	Residential - Bath Road	13.64	13.64	0.00
R11	Residential - Castle Hill	13.71	13.71	0.00
R12	Residential - A4 Pell Street	13.57	13.58	0.01
R13	Residential - A4 Pell Street	13.48	13.48	0.00
R14	Residential - Crown Street	13.33	13.34	0.00
R15	Residential - Southampton Street	13.76	13.76	0.00
R16	Residential - Southampton Street	13.53	13.53	0.00
R17	Residential - Southampton Street	13.70	13.70	0.00
R18	Residential - A329	13.50	13.50	0.00
R19	Residential - Katesgrove Lane	13.47	13.47	0.00
R20	Residential - A329	13.88	13.89	0.00
R21	Residential - Castle Street	13.42	13.43	0.00

5.3.13 As indicated in Table 22, predicted annual mean PM_{2.5} concentrations were above the Interim Target at all sensitive receptors in both scenarios. However, the predicted exceedences are due to the elevated background PM_{2.5} concentration at the site, as shown in Table 12.

5.3.14 Reference should be made to Figures 10 and 11 for graphical representations of annual mean PM_{2.5} concentrations across the assessment area for the DM and DS scenarios, respectively.

Predicted Impacts

5.3.15 Predicted impacts on annual mean NO₂ concentrations at the sensitive receptor locations are summarised in Table 23.

Table 23 Predicted Impacts - NO₂

Receptor		Predicted Annual Mean NO ₂ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R1	Residential - Rose Kiln Lane	Below 75% of AQO	0	Negligible
R2	Residential - Rose Kiln Lane	76 - 94% of AQO	0	Negligible
R3	Residential - Rose Kiln Lane	76 - 94% of AQO	0	Negligible
R4	Residential - A4 Berkeley Avenue	Below 75% of AQO	0	Negligible
R5	Residential - A4 Berkeley Avenue	Below 75% of AQO	0	Negligible
R6	Residential - A33	Below 75% of AQO	0	Negligible
R7	Residential - A33	76 - 94% of AQO	0	Negligible
R8	Residential - A329	76 - 94% of AQO	0	Negligible
R9	Residential - Body Road	Below 75% of AQO	0	Negligible
R10	Residential - Bath Road	76 - 94% of AQO	0	Negligible
R11	Residential - Castle Hill	76 - 94% of AQO	0	Negligible
R12	Residential - A4 Pell Street	76 - 94% of AQO	0	Negligible
R13	Residential - A4 Pell Street	Below 75% of AQO	0	Negligible
R14	Residential - Crown Street	Below 75% of AQO	0	Negligible
R15	Residential - Southampton Street	76 - 94% of AQO	0	Negligible
R16	Residential - Southampton Street	76 - 94% of AQO	0	Negligible
R17	Residential - Southampton Street	76 - 94% of AQO	0	Negligible

Receptor		Predicted Annual Mean NO ₂ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R18	Residential - A329	Below 75% of AQO	0	Negligible
R19	Residential - Katesgrove Lane	Below 75% of AQO	0	Negligible
R20	Residential - A329	76 - 94% of AQO	0	Negligible
R21	Residential - Castle Street	76 - 94% of AQO	0	Negligible

5.3.16 As indicated in Table 23, impacts on annual mean NO₂ concentrations as a result of the proposed development were predicted to be **negligible** at all receptor locations.

5.3.17 Predicted impacts on annual mean PM₁₀ concentrations at the sensitive receptor locations are summarised in Table 24.

Table 24 Predicted Impacts - PM₁₀

Receptor		Predicted Annual Mean PM ₁₀ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R1	Residential - Rose Kiln Lane	Below 75% of AQO	0	Negligible
R2	Residential - Rose Kiln Lane	Below 75% of AQO	0	Negligible
R3	Residential - Rose Kiln Lane	Below 75% of AQO	0	Negligible
R4	Residential - A4 Berkeley Avenue	Below 75% of AQO	0	Negligible
R5	Residential - A4 Berkeley Avenue	Below 75% of AQO	0	Negligible
R6	Residential - A33	Below 75% of AQO	0	Negligible
R7	Residential - A33	Below 75% of AQO	0	Negligible
R8	Residential - A329	Below 75% of AQO	0	Negligible
R9	Residential - Body Road	Below 75% of AQO	0	Negligible
R10	Residential - Bath Road	Below 75% of AQO	0	Negligible
R11	Residential - Castle Hill	Below 75% of AQO	0	Negligible
R12	Residential - A4 Pell Street	Below 75% of AQO	0	Negligible

Receptor		Predicted Annual Mean PM ₁₀ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R13	Residential - A4 Pell Street	Below 75% of AQO	0	Negligible
R14	Residential - Crown Street	Below 75% of AQO	0	Negligible
R15	Residential - Southampton Street	Below 75% of AQO	0	Negligible
R16	Residential - Southampton Street	Below 75% of AQO	0	Negligible
R17	Residential - Southampton Street	Below 75% of AQO	0	Negligible
R18	Residential - A329	Below 75% of AQO	0	Negligible
R19	Residential - Katesgrove Lane	Below 75% of AQO	0	Negligible
R20	Residential - A329	Below 75% of AQO	0	Negligible
R21	Residential - Castle Street	Below 75% of AQO	0	Negligible

5.3.18 As indicated in Table 24, impacts on annual mean PM₁₀ concentrations as a result of the proposed development were predicted to be **negligible** at all receptor locations.

5.3.19 Predicted impacts on annual mean PM_{2.5} concentrations at the sensitive receptor locations are summarised in Table 25.

Table 25 Predicted Impacts - PM_{2.5}

Receptor		Predicted Annual Mean PM _{2.5} Concentration	Predicted Concentration Change as Proportion of Interim Target (%)	Impact Significance
R1	Residential - Rose Kiln Lane	110% or more of Interim Target	0	Negligible
R2	Residential - Rose Kiln Lane	110% or more of Interim Target	0	Negligible
R3	Residential - Rose Kiln Lane	110% or more of Interim Target	0	Negligible
R4	Residential - A4 Berkeley Avenue	110% or more of Interim Target	0	Negligible

Receptor		Predicted Annual Mean PM _{2.5} Concentration	Predicted Concentration Change as Proportion of Interim Target (%)	Impact Significance
R5	Residential - A4 Berkeley Avenue	103 - 109% of Interim Target	0	Negligible
R6	Residential - A33	110% or more of Interim Target	0	Negligible
R7	Residential - A33	110% or more of Interim Target	0	Negligible
R8	Residential - A329	110% or more of Interim Target	0	Negligible
R9	Residential - Body Road	103 - 109% of Interim Target	0	Negligible
R10	Residential - Bath Road	110% or more of Interim Target	0	Negligible
R11	Residential - Castle Hill	110% or more of Interim Target	0	Negligible
R12	Residential - A4 Pell Street	110% or more of Interim Target	0	Negligible
R13	Residential - A4 Pell Street	110% or more of Interim Target	0	Negligible
R14	Residential - Crown Street	110% or more of Interim Target	0	Negligible
R15	Residential - Southampton Street	110% or more of Interim Target	0	Negligible
R16	Residential - Southampton Street	110% or more of Interim Target	0	Negligible
R17	Residential - Southampton Street	110% or more of Interim Target	0	Negligible
R18	Residential - A329	110% or more of Interim Target	0	Negligible
R19	Residential - Katesgrove Lane	110% or more of Interim Target	0	Negligible
R20	Residential - A329	110% or more of Interim Target	0	Negligible
R21	Residential - Castle Street	110% or more of Interim Target	0	Negligible

5.3.20 As indicated in Table 25, impacts on annual mean PM_{2.5} concentrations as a result of the proposed development were predicted to be **negligible** at all receptor locations.

Overall Impact Significance

5.3.21 The overall significance of operational phase road traffic emission impacts was determined as **negligible**. This was based on the overall predicted impact at discrete receptor locations and the considerations outlined previously. Further justification is provided in Table 26.

Table 26 Overall Impact Significance of Road Vehicle Exhaust Emission Impacts

Guidance	Comment
The existing and future air quality in the absence of the development	Predicted annual mean NO₂ and PM₁₀ concentrations were below the relevant AQOs at all locations in the DM scenario Exceedences of the Interim Target for PM_{2.5} were predicted in the DM scenario due to the elevated background concentration at the site It is considered unlikely that future air quality conditions will change significantly in the absence of the development given the relatively established nature of the area
The extent of current and future population exposure to the impacts	The development is not predicted to affect the population exposed to exceedences of the AQOs
The influence and validity of any assumptions adopted when undertaking the prediction of impacts	The assessment assumed that vehicle exhaust emission rates and pollutant background concentrations will not reduce in future years. This provides worst-case results when compared with DEFRA and National Highways methodologies Due to the adopted assumptions it is considered the presented results are sufficiently robust for an assessment of this nature

5.3.22 The IAQM guidance¹⁷ states that only if the impact is greater than **slight**, the effect is considered **significant**. As impacts were predicted to be **negligible**, overall effects are considered **not significant**, in accordance with the stated methodology.

¹⁷ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

6.0 CONCLUSION

- 6.1.1 Redmore Environmental Ltd was commissioned by Sorbon Estates Ltd to undertake an Air Quality Assessment in support of a proposed retail development on land at Reading Link Retail Park, Rose Kiln Lane, Reading.
- 6.1.2 The development may lead to adverse air quality effects at sensitive locations during the construction and operational phases. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and assess potential impacts as a result of the scheme.
- 6.1.3 During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be **not significant**.
- 6.1.4 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place. Results were subsequently verified using local monitoring data.
- 6.1.5 Review of the dispersion modelling results indicated that impacts on annual mean NO₂, PM₁₀ and PM_{2.5} as a result of traffic generated by the development were predicted to be **negligible** at all receptor locations. Following consideration of the relevant factors, residual impacts as a result of the operation of the development were considered to be **not significant**, in accordance with the IAQM guidance.
- 6.1.6 Based on the assessment results, air quality factors are not considered a constraint to the development.

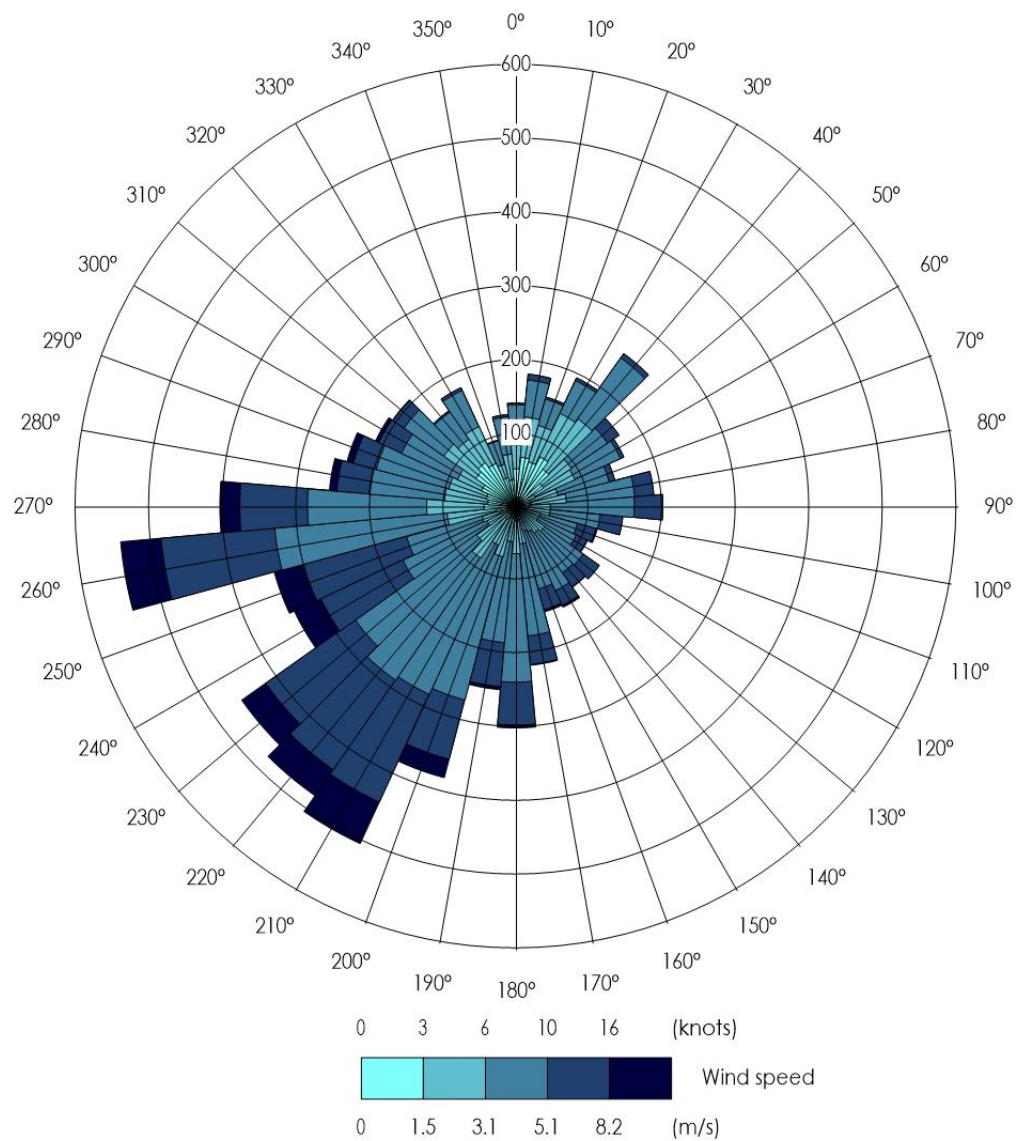
7.0 **ABBREVIATIONS**

AADT	Annual Average Daily Traffic
ADM	Atmospheric Dispersion Modelling
AQLV	Air Quality Limit Value
AQMA	Air Quality Management Area
AQO	Air Quality Objective
AQS	Air Quality Strategy
CERC	Cambridge Environmental Research Consultants
DEFRA	Department for Environment, Food and Rural Affairs
DM	Do-Minimum
DMRB	Design Manual for Roads and Bridges
DS	Do-Something
HDV	Heavy Duty Vehicle
IAQM	Institute of Air Quality Management
LA	Local Authority
LAQM	Local Air Quality Management
NGR	National Grid Reference
NO ₂	Nitrogen dioxide
NO _x	Oxides of nitrogen
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
PM ₁₀	Particulate matter with an aerodynamic diameter of less than 10µm
PM _{2.5}	Particulate matter with an aerodynamic diameter of less than 2.5µm
RBC	Reading Borough Council
SP	Slow Phase
Z ₀	Roughness length

Figures







Legend

Title

Figure 3 - Wind Rose of 2019
Heathrow Airport
Meteorological Data

Project

Air Quality Assessment
Rose Kiln Lane, Reading

Project Reference

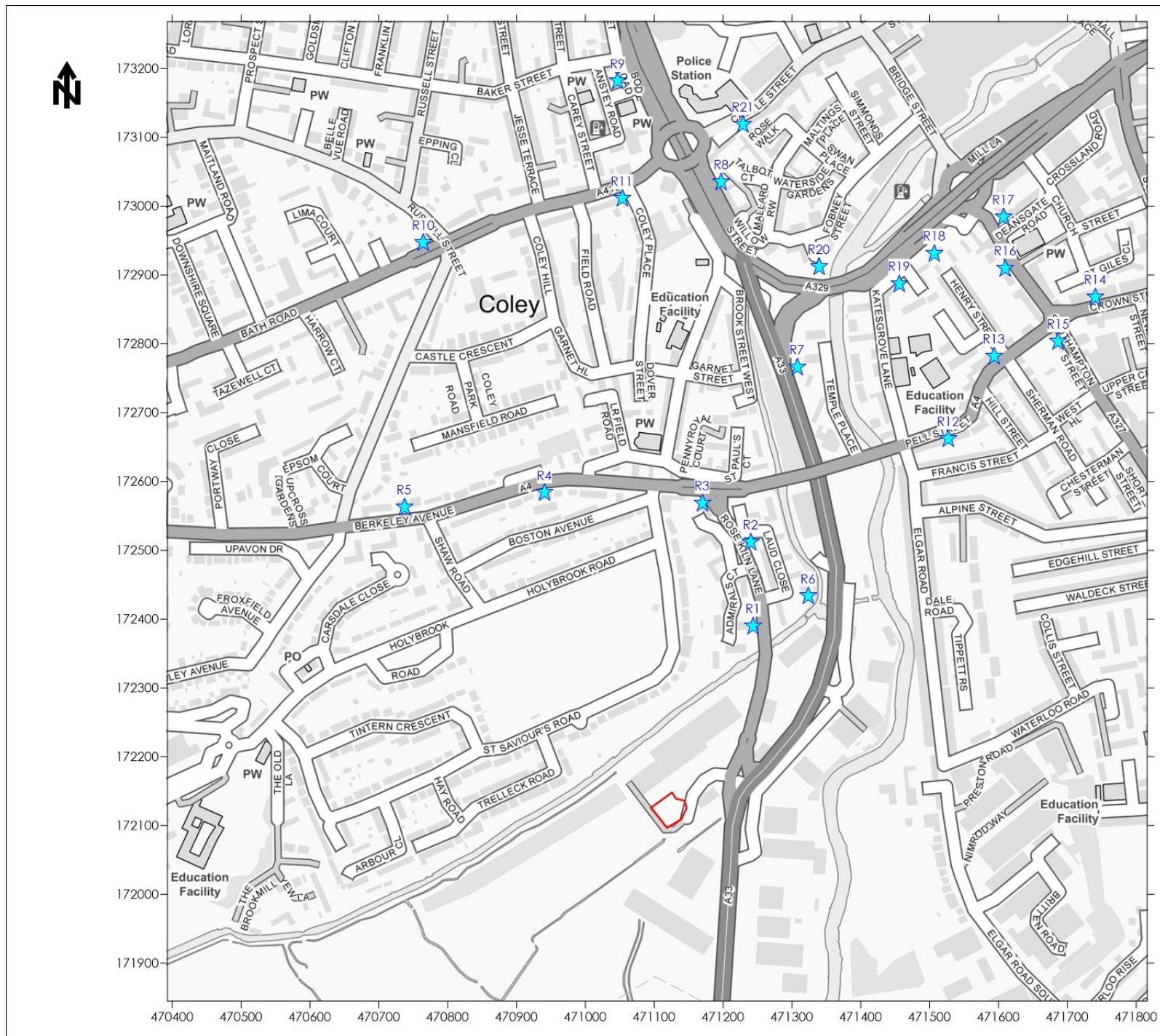
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Legend

-  Site Boundary
-  Sensitive Receptor

Title

Figure 4 - Operational Phase Road Vehicle Exhaust Emissions Sensitive Receptor Locations

Project

Air Quality Assessment
Rose Kiln Lane, Reading

Project Reference

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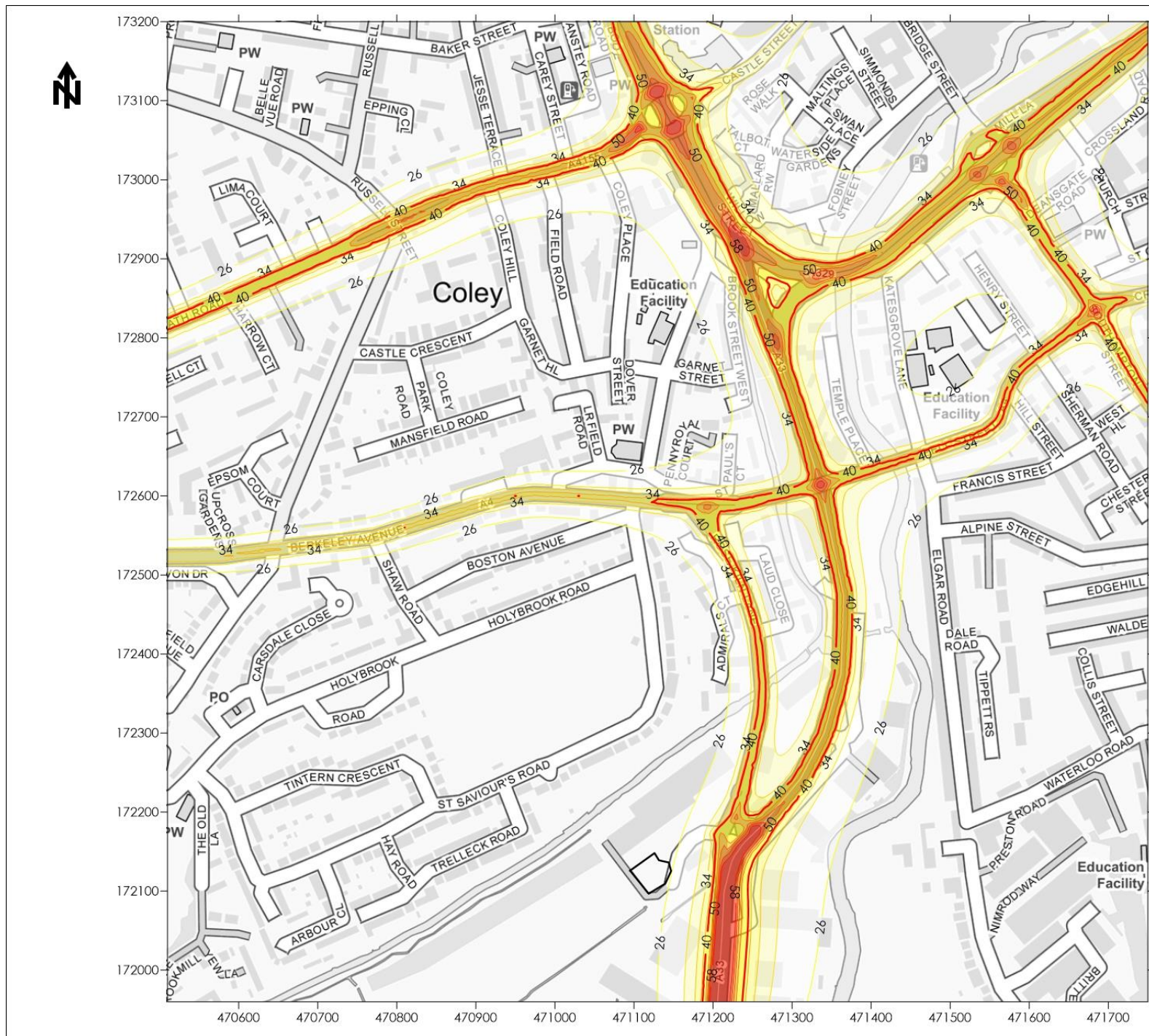
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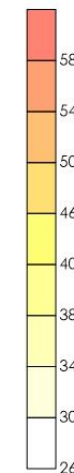
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Legend



Site Boundary



Annual Mean
NO₂ Concentration
(µg/m³)

Title

Figure 5 - Predicted Annual Mean
NO₂ Concentrations (µg/m³)
Do-Minimum

Project

Air Quality Assessment
Rose Kiln Lane, Reading

Project Reference

5161-1

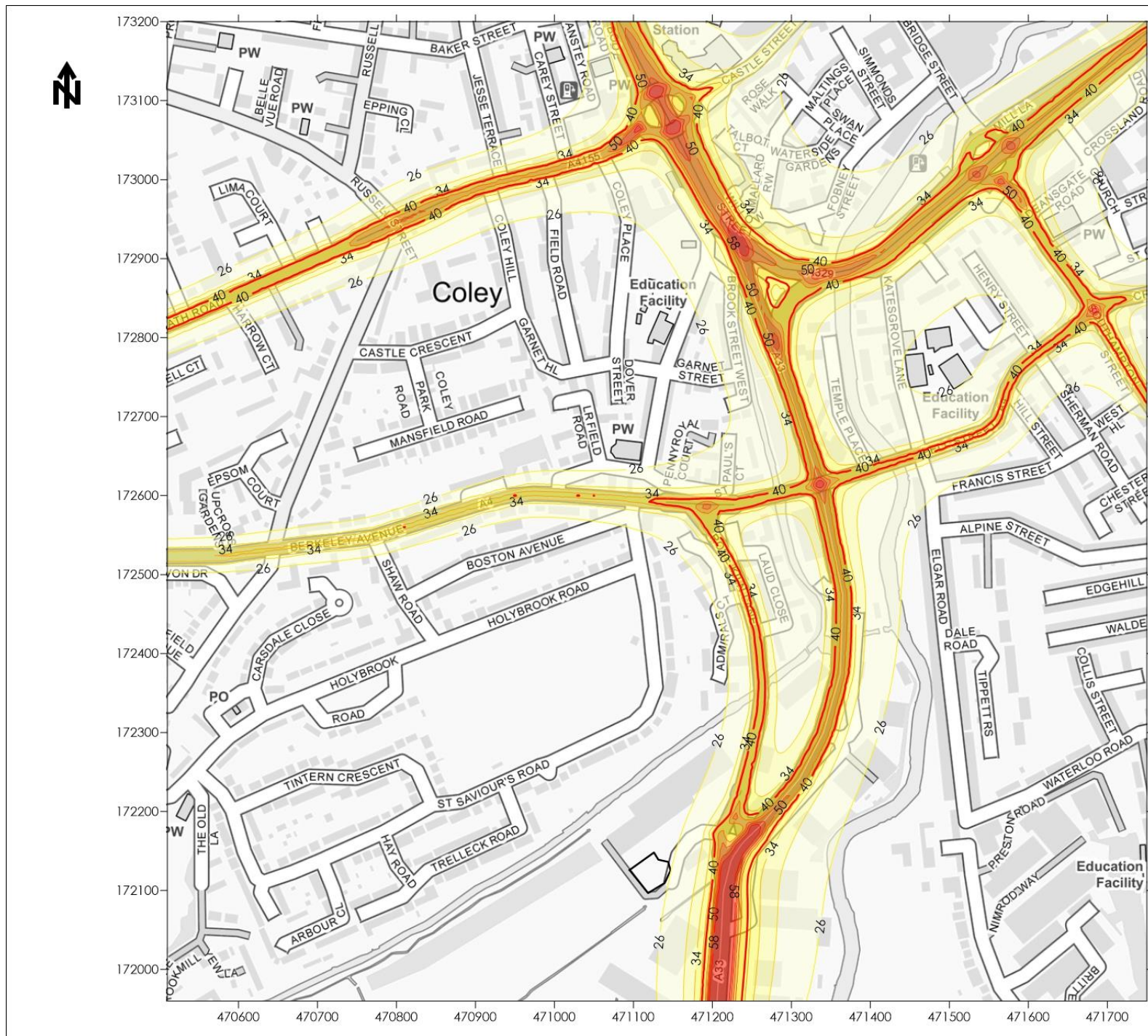
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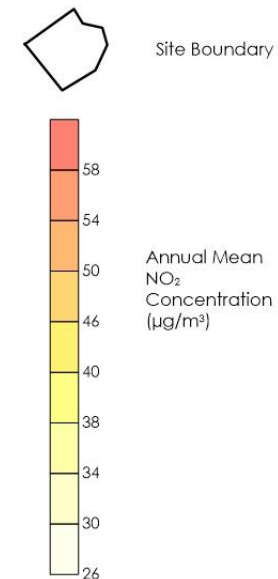
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Legend



Title

Figure 6 - Predicted Annual Mean NO₂ Concentrations (µg/m³) Do-Something

Project

Air Quality Assessment
Rose Kiln Lane, Reading

Project Reference

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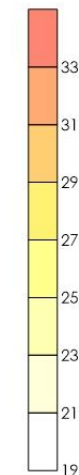




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Site Boundary



Title

Figure 8 - Predicted Annual Mean PM₁₀ Concentrations (µg/m³) Do-Something

Project

Air Quality Assessment
Rose Kiln Lane, Reading

Project Reference

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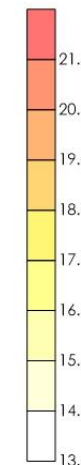
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Legend



Site Boundary



Annual Mean
PM_{2.5}
Concentrations
(µg/m³)

Title

Figure 9 - Predicted Annual Mean
PM_{2.5} Concentrations (µg/m³)
Do-Minimum

Project

Air Quality Assessment
Rose Kiln Lane, Reading

Project Reference

5161-1

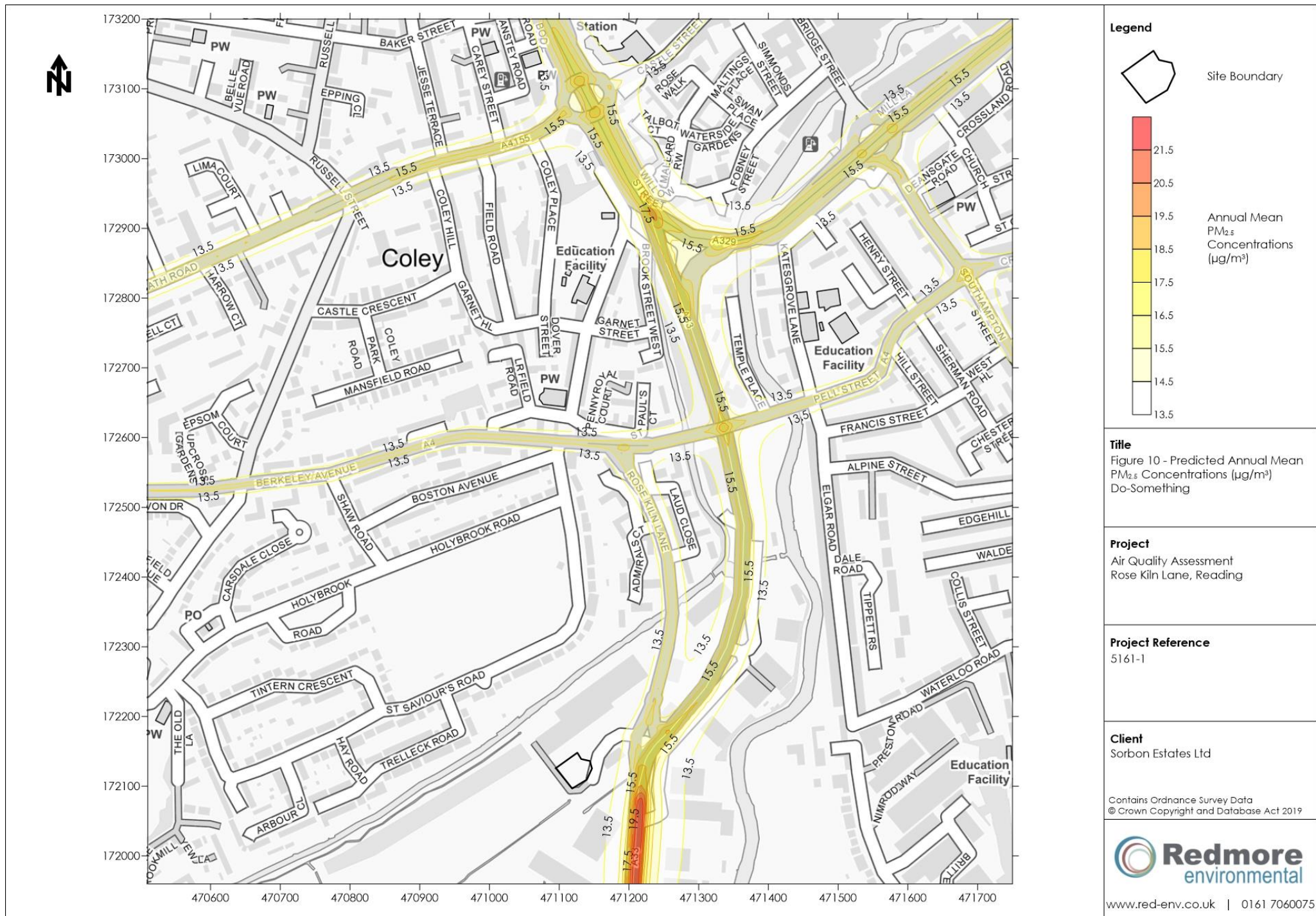
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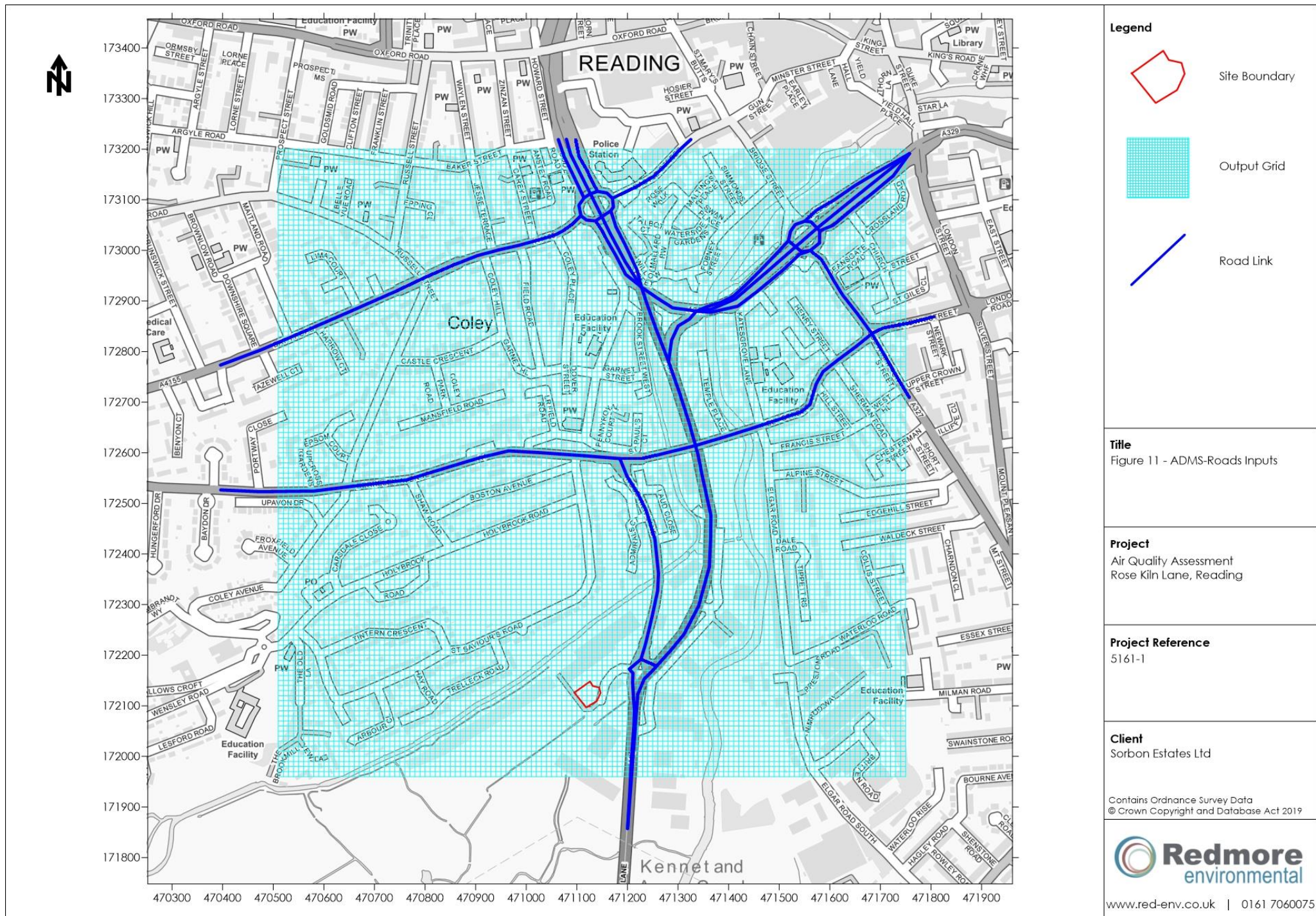
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Appendix 1 - Assessment Input Data

Introduction

The proposed development has the potential to cause air quality impacts as a result of exhaust emissions associated with vehicles travelling to and from the site. In order to assess NO₂, PM₁₀ and PM_{2.5} concentrations at sensitive locations, detailed dispersion modelling was undertaken in accordance with the following methodology.

Dispersion Model

Dispersion modelling was undertaken using the ADMS-Roads dispersion model (version 5.0.1.3). ADMS-Roads is developed by Cambridge Environmental Research Consultants (CERC) and is routinely used throughout the world for the prediction of pollutant dispersion from road sources. Modelling predictions from this software package are accepted within the UK by the Environment Agency and DEFRA.

The model requires input data that details the following parameters:

- Assessment area;
- Traffic flow data;
- Vehicle emission factors;
- Spatial co-ordinates of emissions;
- Street width;
- Meteorological data;
- Roughness length (z_0); and,
- Monin-Obukhov length.

The relevant inputs are detailed in the following Sections.

Traffic Flow Data

Baseline traffic data for use in the assessment, including 24-hour Annual Average Daily Traffic (AADT) flows and fleet composition as HDV proportion, was obtained from the Department for Transport (DfT)¹⁸. The DfT web tool enables the user to view and download traffic flows on every link of the 'A' road and motorway network, as well as selected minor roads, in Great Britain for the

¹⁸ <https://roadtraffic.dft.gov.uk/#6/55.254/-11.107/basemap-regions-countpoints>.

years 1999 to 2022. It should be noted that the DfT web tool is referenced in DEFRA guidance¹⁹ as being a suitable source of data for air quality assessments and it is therefore considered to provide a reasonable estimate of traffic flows in the vicinity of the site.

The baseline traffic data was converted to the site opening year utilising a factor obtained from TEMPro (version 8.0). This software package has been developed by the DfT to calculate future traffic growth throughout the UK.

Development trip generation and associated distribution was provided by Motion Consultants Ltd, the Transport Consultants for the project. Flows were added to the relevant links to provide an estimation of traffic flows with the development in place.

A summary of the traffic flow data is provided in Table A1.1. Road widths and vehicle speeds were estimated from aerial photography and UK highway design standards.

Table A1.1 Traffic Data

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2019	2025 DM	2025 DS			
L1	Rose Kiln Lane site exit	8,656	9,026	9,407	4.30	9.5	20
L2	Rose Kiln Lane	17,757	18,515	18,736	0.96	7.4	45
L3	Rose Kiln Lane approach to A4 Berkeley Avenue, slow phase (SP)	17,757	18,515	18,736	0.96	21.8	20
L4	A4 Berkeley Avenue exit from Rose Kiln Lane junction, SP	16,230	16,923	17,144	1.16	12.8	25
L5	A4 Berkeley Avenue west of Rose Kiln Lane	16,230	16,923	17,144	1.16	8.4	45
L6	A4 Berkeley Avenue approach to Rose Kiln Lane junction, SP	16,230	16,923	16,923	1.16	12.1	25
L7	A4 Berkeley Avenue east of Rose Kiln Lane	16,230	16,923	16,923	1.16	8.3	45
L8	A4 Pell Street east of Katesgrove Lane	16,230	16,923	17,017	1.16	6.8	45

¹⁹ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2019	2025 DM	2025 DS			
L9	A4 Pell Street approach to Southampton Street junction, SP	16,230	16,923	17,017	1.16	9.4	20
L10	Crown Street exit from Southampton Street junction, SP	10,843	11,306	11,383	1.33	9.5	20
L11	Crown Street	10,843	11,306	11,383	1.33	7.9	45
L12	Southampton Street south of A4 Pell Street	17,151	17,883	17,900	3.78	7.1	35
L13	Southampton Street approach to A4 Pell Street junction, SP	17,151	17,883	17,900	3.78	6.7	35
L14	Southampton Street north of A4 Pell Street	17,151	17,883	17,900	3.78	10.7	35
L15	Southampton Street approach to roundabout, SP	17,151	17,883	17,900	3.78	8.5	20
L16	A329 over roundabout	24,809	25,868	25,954	3.94	16.5	55
L17	A329 between A33 slip roads	33,078	34,490	34,490	3.94	23.8	55
L18	A329 under roundabout	37,668	39,276	39,436	2.66	19.4	80
L19	Bath Road west of Russell Street	25,168	26,243	26,266	2.10	13.6	45
L20	Bath Road past Russell Street junction, SP	25,168	26,243	26,266	2.10	16.9	20
L21	A4155 east of Russell Street	25,168	26,243	26,266	2.10	10.3	45
L22	A4155 approach to roundabout, SP	25,168	26,243	26,266	2.10	11.4	20
L23	Rose Kiln Lane approach to A33, SP	8,879	9,258	9,528	0.96	8.5	20
L24	A33 north of site	29,413	30,669	30,991	3.35	13.7	65
L25	A329 slip road off A33	13,236	13,801	13,888	3.35	17.3	45
L26	A33 north of slip road approach to A329	33,078	34,490	34,650	3.94	17.4	65
L27	A329 approach to roundabout north of A33	6,569	6,849	6,865	2.66	7.3	40
L28	A329 approach to roundabout, SP	6,569	6,849	6,865	2.66	7.4	20

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2019	2025 DM	2025 DS			
L29	A329 exit from roundabout north of A4155	5,987	6,243	6,243	2.34	7.5	40
L30	A329 approach to roundabout north of Castle Street	5,987	6,243	6,243	2.34	7.3	40
L31	A329 approach to roundabout, SP	5,987	6,243	6,243	2.34	7.3	20
L32	A329 exit from roundabout south of Castle Street	6,569	6,849	6,865	2.66	7.6	40
L33	Rose Kiln Lane south of site	46,167	48,138	48,357	4.30	15.9	65
L34	Rose Kiln Lane approach to site entrance, SP	11,542	12,035	12,415	4.30	8.5	20
L35	A33 between site entrance/exit	34,625	36,104	36,104	4.30	19.6	30
L36	A329 exit from roundabout west of Southampton Street	4,135	4,311	4,328	3.94	7.7	40
L37	A329 approach to roundabout west of Southampton Street	4,135	4,311	4,328	3.94	7.4	40
L38	Mill Lane east of roundabout north of A329	4,135	4,311	4,311	3.94	7.5	40
L39	Mill Lane east of roundabout south of A329	4,135	4,311	4,311	3.94	7.6	40
L40	Castle Street exit from roundabout, SP	4,143	4,320	4,328	17.45	8.5	20
L41	Castle Street east of roundabout	4,143	4,320	4,328	17.45	7.8	40
R1	A329 roundabout north of A33	9070.5	9,458	9,473	2.66	9.2	20
R2	A329 roundabout north of Southampton Street	6738	7,026	7,042	3.94	10.1	20

Reference should be made to Figure 11 for a graphical representation of the road link locations.

Emission Factors

Emission factors for each link were calculated using the relevant traffic flows and the Emission Factor Toolkit (version 11.0). This has been produced by DEFRA and incorporates COPERT 5.3 vehicle emission factors and fleet information.

There is current uncertainty over NO₂ concentrations within the UK, with the implementation of new vehicle emission standards not resulting in the previously expected reduction in roadside levels. Therefore, 2019 emission factors were utilised in preference to the development opening year in order to provide robust model outputs. As predictions for 2019 were verified, it is considered the results are a robust indication of worst case concentrations for the future year.

Meteorological Data

Meteorological data used in the assessment was taken from Heathrow Airport meteorological station over the period 1st January 2019 to 31st December 2019 (inclusive). Heathrow Airport is located at NGR: 506947, 176515, which is approximately 36.1km east of the development site. It is anticipated that conditions would be reasonably similar over a distance of this magnitude. The data was therefore considered suitable for an assessment of this nature.

All meteorological records used in the assessment were provided by Atmospheric Dispersion Modelling (ADM) Ltd, which is an established distributor of data within the UK. Reference should be made to Figure 3 for a wind rose of the utilised meteorological data.

Roughness Length

The z_0 is a modelling parameter applied to allow consideration of surface height roughness elements. A z_0 of 0.5m was used to describe the modelling extents. This is considered appropriate for the morphology of the area and is suggested within ADMS-Roads as being suitable for 'parkland, open suburbia'.

A z_0 of 0.3m was used to describe the meteorological site. This value is considered appropriate for the morphology of the area and is suggested within ADMS-Roads as being suitable for 'agricultural areas (max)'.

Monin-Obukhov Length

The Monin-Obukhov length provides a measure of the stability of the atmosphere. A minimum Monin-Obukhov length of 10m was used to describe the modelling extents. This value is considered appropriate for the nature of the area and is suggested within ADMS-Roads as being suitable for 'small towns < 50,000'.

A minimum Monin-Obukhov length of 100m was used to describe the meteorological site. This value is considered appropriate for the nature of the area and is suggested within ADMS-Roads as being suitable for 'large conurbations > 1 million'.

Background Concentrations

Annual mean NO₂, PM₁₀ and PM_{2.5} background concentrations for use in the assessment were obtained from the DEFRA mapping study for the grid square containing the site, as shown in Table 12.

Similarly to emissions factors, background concentrations from 2019 were utilised in preference to the development opening year. This provided a robust assessment and is likely to overestimate pollutant concentrations during the operation of the proposals.

NO_x to NO₂ Conversion

Predicted annual mean NO_x concentrations were converted to NO₂ concentrations using the spreadsheet (version 8.1) provided by DEFRA, which is the method detailed within DEFRA guidance²⁰.

Verification

The predicted results from a dispersion model may differ from measured concentrations for a large number of reasons, including:

- Estimates of background concentrations;
- Uncertainties in source activity data such as traffic flows and emission factors;

²⁰ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

- Variations in meteorological conditions;
- Overall model limitations; and,
- Uncertainties associated with monitoring data, including locations.

Model verification is the process by which these and other uncertainties are investigated and where possible minimised. In reality, the differences between modelled and monitored results are likely to be a combination of all of these aspects.

For the purpose of the assessment, model verification was undertaken for 2019 using traffic data, meteorological data and monitoring results from this year. The choice of 2019 as the verification year aligns with the IAQM position statement 'Use of 2020 and 2021 Monitoring Datasets'²¹, which states:

"If you are carrying out an air quality study that includes validation against monitoring data, use 2019 monitoring data as the last typical year"

Monitoring of NO₂ concentrations was undertaken at five locations within the vicinity of roads included within the model during 2019. The results were obtained and the road contribution to total NO_x concentrations calculated following the methodology contained within DEFRA guidance²². The monitored annual mean NO₂ concentrations and calculated road NO_x concentrations are summarised in Table A1.2.

Table A1.2 Verification - Monitoring Results

Monitoring Location	Monitored NO ₂ Concentration (µg/m ³)	Calculated Road NO _x Concentration (µg/m ³)
162A Castle Hill	34.00	24.89
128 Castle Hill	39.00	35.74
Blenheim Terrace, Castle Hill	34.00	24.89
Red Cow	31.00	18.62
44 Crown Street	29.00	14.54

²¹ Use of 2020 and 2021 Monitoring Datasets, IAQM, 2021.

²² Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

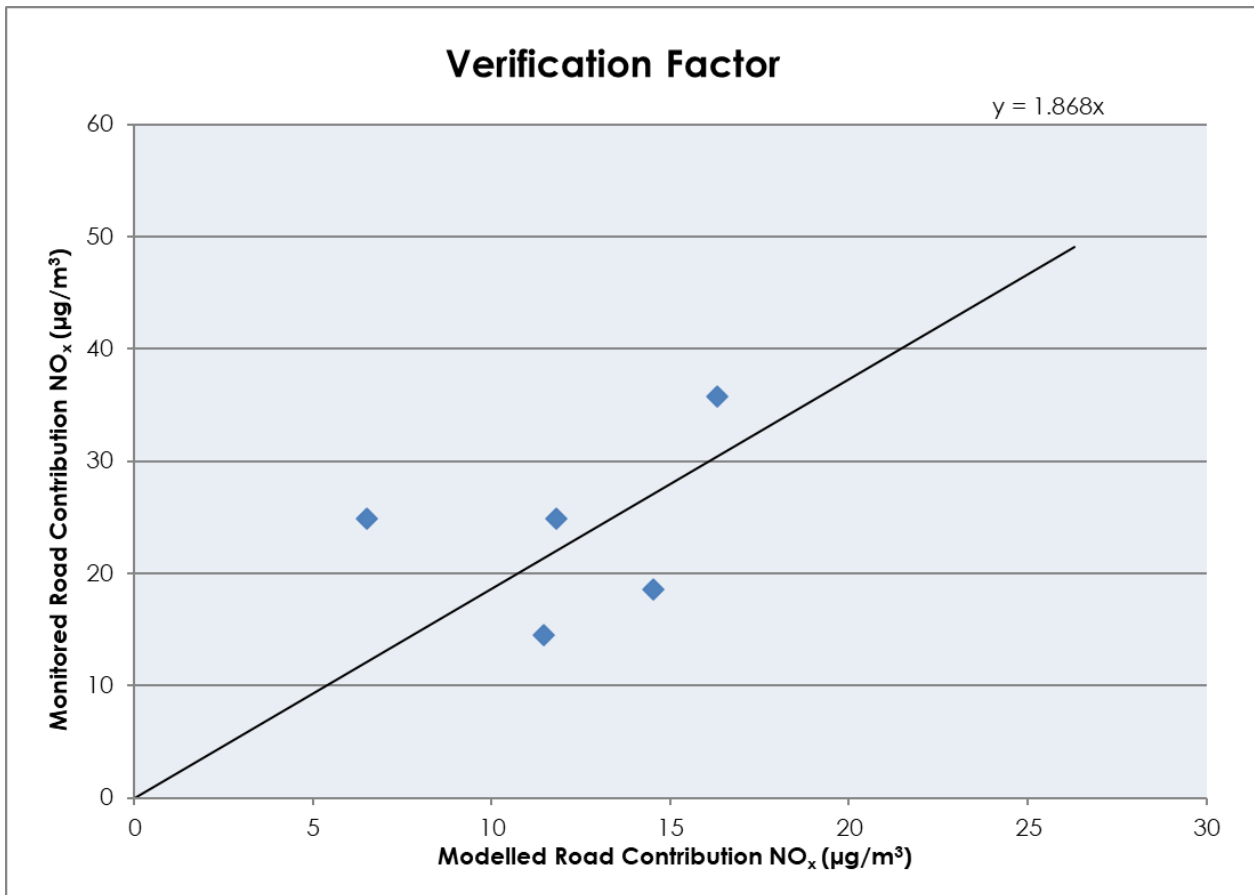
The annual mean road NO_x concentrations predicted from the dispersion model and the 2019 road NO_x concentrations calculated from the monitoring results are summarised in Table A1.3.

Table A1.3 Verification - Modelling Results

Monitoring Location	Calculated Road NO _x Concentration (µg/m ³)	Modelled Road NO _x Concentration (µg/m ³)
162A Castle Hill	24.89	6.52
128 Castle Hill	35.74	16.30
Blenheim Terrace, Castle Hill	24.89	11.81
Red Cow	18.62	14.53
44 Crown Street	14.54	11.46

The monitored and modelled road NO_x concentrations were graphed and the equation of the trendline based on linear progression through zero calculated. This indicated that a verification factor of 1.868 was required to be applied to all monitoring results, as shown in Graph 1.

Figure 1 Verification Factor



Monitoring of PM₁₀ and PM_{2.5} concentrations is not undertaken within the assessment extents. The NO_x verification factor was therefore used to adjust model predictions of these species in lieu of more accurate data in accordance with DEFRA guidance²³.

²³ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Date: 31st March 2023

Ref: 5161-1

Appendix 2 - Curricula Vita

KEY EXPERIENCE:

Jethro is a Chartered Environmentalist and Director of Redmore Environmental with specialist experience in the air quality and odour sectors. His key capabilities include:

- Production and management of Air Quality, Dust and Odour Assessments for a wide-range of clients from the retail, residential, infrastructure, commercial and industrial sectors.
- Production and co-ordination of Environmental Permit applications for a variety of industrial sectors.
- Detailed dispersion modelling of road vehicle and industrial emissions using ADMS-Roads, ADMS-5, AERMOD-PRIME and BREEZE-ROADS. Studies have included impact assessment of ground level pollutant and odour concentrations and assessment of suitability of development sites for proposed end-use.
- Project management and co-ordination of Environmental Impact Assessments and scoping reports for developments throughout the UK.
- Provision of expert witness services at Planning Inquiries.
- Design and project management of pollutant monitoring campaigns.
- Co-ordination and management of large-scale multi-disciplinary projects and submissions.
- Provision of expert advice to local government and international environmental bodies, as well as involvement in production of industry guidance.

SELECT PROJECTS SUMMARY:

Industrial

Shanks Waste Management - Odour Assessments of two waste management facilities to support Environmental Permit Applications.

Tatweer Petroleum - dispersion modelling of Bahrain oil field.

Doha South Sewage Treatment Works - AQA for works extension in Qatar.

IRIS Environmental Appraisal Report Reviews, Isle of Man Government - odour assessment reviews.

Lankem, Greater Manchester - Environmental Permit Application for chemical manufacturing plant.

Newport Docks Bulk Drying, Pelleting and CHP Facility - air quality EIA for gas CHP.

Springshades, Leicester - Environmental Permit Variation Application for textile manufacturing plant.

Valspar, Chester - Odour Assessment and production of Odour Management Plan for a paint manufacturing plant in response to neighbour complaints.

Agrivert - dispersion modelling of odour and CHP emissions from numerous AD plants.

James Cropper Paper Mill, Cumbria - air quality EIA, Environmental Permit Variation and Human Health Risk Assessment for new biomass boiler adjacent to SSSI.

Rigg Approach, Leyton - Air Quality Assessment in support of waste transfer site.

Lynchford Lane Waste Transfer Station - biomass facility energy recovery plant.

Barnes Wallis Heat and Power, Cobham - biomass facility adjacent to AQMA.

Residential

Wood St Mill, Bury - residential development adjacent to scrap metal yard.

Hyams Lane, Holbrook - Odour Assessment to support residential development adjacent to sewage works.

North Wharf Gardens, London - peer review of EIA undertaken for large residential development.

Loxford Road, Alford - Air Quality EIA for residential development, included consideration of impacts from associated package sewage works

Elephant and Castle Leisure Centre - baseline AQA for redevelopment.

Carr Lodge, Doncaster - EIA for large residential development.

Queensland Road, Highbury - residential scheme including CHP.

Bicester Ecotown - dispersion modelling of energy centre.

Castleford Growth Delivery Plan - baseline air quality constraints assessment for town redevelopment.

York St, Bury - residential development adjacent to AQMA.

Temple Point Leeds - residential development adjacent to M1.

Commercial and Retail

Etihad Stadium - Air Quality EIA for the extension to the capacity of the Etihad Stadium, Manchester.

Wakefield College - redevelopment of city centre campus in AQMA.

Manchester Airport Cargo Shed - commercial development.

Manchester Airport Apron Extension - EIA including aircraft emission modelling.

National Youth Theatre, Islington - redevelopment to provide new arts space and accommodation.

KEY EXPERIENCE:

Michael is an Environmental Consultant with specialist experience in the air quality sector. His key capabilities include:

- Production of Air Quality Assessments in accordance with DEFRA methodologies for a range of residential, commercial and industrial sectors.
- Detailed dispersion modelling of road vehicle and industrial emissions using ADMS-Roads and ADMS-5. Studies have included impact assessment of ground level pollutant concentrations and assessment of suitability of development sites for proposed end-use.
- Advanced Canyon Modelling to evaluate the impact of altered urban topography on air quality in built up areas.
- Assessment of construction dust impacts from a range of development sizes.
- Definition of baseline air quality and identification of sensitive areas across the UK.
- Assessment of industrial emissions using ADMS-5 software to determine impacts on sensitive human and ecological receptors in accordance with IAQM and EA guidance.

SELECT PROJECTS SUMMARY:

High Street, Staines

Air Quality Assessment in support of a residential-led development at the former Debenhams Store, on land off High Street, Staines-upon-Thames. The proposals comprised demolition of the Debenhams Store and construction of 226 dwellings together with commercial units and other associated infrastructure. The development had the potential to cause air quality impacts at sensitive locations due to fugitive dust emissions during construction and road traffic exhaust emissions during operation. High pollutant concentrations were predicted across the building façade fronting Thames Street from ground to second floor levels. As such, mitigation was specified for the affected units.

Union Street, Plymouth

Production of an Air Quality Assessment in support of a mixed-use development on land off Union Street, Plymouth, located within an AQMA. Dispersion modelling was undertaken in order to quantify pollutant concentrations at several heights of the proposed buildings. The exposure assessment focused on pollutant levels at the residential units, which were located at first floor level and above, as offices and commercial space occupied the lower levels. The results indicated that future occupants were not predicted to be exposed to NO₂ or PM₁₀ concentrations above the relevant criteria.

Long Acres Road, Neston

Air Quality Assessment in support of an Environmental Permit Application for a flexible generation facility on land off Long Acres Road, Neston. Dispersion modelling was undertaken using ADMS-5 in order to predict NO₂ and NO_x concentrations, as well as nitrogen and acid deposition, at sensitive locations. The results indicated that operation of the facility was not predicted to result in exceedances of the relevant criteria at any location within the vicinity of the installation.

Biomass Boilers, Bawtry

Air Quality Assessment in support of a planning application for four biomass boilers across two sites in Bawtry, Doncaster. Dispersion modelling was undertaken to quantify changes in pollution levels due to atmospheric emissions from the boilers at identified human receptor locations. The effects of buildings on pollution dispersion were considered. The results indicated that impacts were not significant in accordance with IAQM guidance.

Park Road, Pontefract

Air Quality Assessment in support of a residential development on land off Common Lane, Knottingley. The proposals comprised construction of 311 residential units alongside associated landscaping and infrastructure. In accordance with the West Yorkshire Low Emissions Strategy, a damage cost assessment was undertaken to calculate the monetary value of predicted emissions from the proposals and to detail appropriate mitigation measures.

KEY EXPERIENCE:

Jessie is a Graduate Environmental Consultant with specialist experience in the air quality sector. Her key capabilities include:

- Production of Air Quality Assessments in accordance with Department for Environment, Food and Rural Affairs (DEFRA) methodologies for a range of residential, commercial and industrial sectors.
- Detailed dispersion modelling of road vehicle exhaust emissions using ADMS-Roads. Studies have included assessment of road traffic exhaust emissions on sensitive receptors and exposure of new residents to poor air quality
- Advanced Canyon Modelling to evaluate the impact of altered urban topography on air quality in built up areas
- Assessment of construction dust impacts from a range of development sizes
- Odour surveys to assess amenity and suitability of sites for potential future development for residential use
- Production of Odour Assessments in support of planning application appeals

SELECT PROJECTS SUMMARY:

Station Hill, Ascot

Air Quality Assessment in support of a residential development on land off Station Hill, Ascot. Due to the size of the development, it was possible that traffic generated from the scheme may cause negative impacts on sensitive receptors nearby. Concentrations were quantified at specific receptor points to ensure there would be no significant increases in pollution levels. Results indicated negligible impacts at all locations.

Charlotte Street, Manchester

Air Quality Assessment to support a residential-led development in an Air Quality Management Area. Detailed dispersion modelling was undertaken with the inclusion of advanced canyons to evaluate the impact of the urban topography within the locality on the dispersion of traffic related pollutants. Predicted pollutant concentrations were found to be below the relevant Air Quality Objectives across the site. As such, air quality factors were not found to be a constraint to the development.

Abbey Lane, Leicester

Odour Assessment in support of a Planning Appeal for a tyre repair centre. The development was denied planning permission due to insufficient evidence that on-site activities would not affect the amenity of existing residents in the area. An Odour Assessment was undertaken to assess baseline conditions across the site and consider the risk of reduced amenity of existing residents. Results indicated odour effects at the site did not represent a constraint to planning consent.

Talbot Street, Nottingham

Air Quality Mitigation Scheme for a student accommodation development on land off Talbot Street, Nottingham. Results of a previous Air Quality Assessment indicated that mechanical ventilation was required to protect future occupants from poor air quality. An Air Quality Mitigation Scheme was subsequently requested to confirm that the correct systems were in place. The report indicated that suitable mitigation measures had been installed throughout the site.

Malaby Biogas, Warminster

Programme of Field Odour Surveys in order to evaluate existing impacts as a result of emissions from an anaerobic digestion plant. An Odour Assessment was originally undertaken by Redmore Environmental in support of an Environmental Permit Application for the plant. Following submission of the assessment, a programme of Field Odour Surveys was commissioned in order to provide further consideration of existing impacts as a result of emissions from the plant. Based on the findings of the original Odour Assessment and the Field Odour Surveys potential impacts associated with emissions from the facility were not considered to be significant.