



FORMER MEETING HALL, 117-119 OXFORD
ROAD, READING
Air Quality Assessment

On Behalf of Oxford Homes
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Document Control Sheet

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Table of Contents

1	Introduction	3
2	Policy Context	5
	Air Quality Standards Regulations	5
	Air Quality Strategy and Environment Improvement Plan	5
	Local Air Quality Management Regime	6
	National Planning Policy Framework	6
	Local Policy	8
	Air Quality Guidance	9
3	Methodology	10
	Baseline Conditions	10
	Construction	10
	Operational Phase Assessment	10
	Impact Assessment (Screening)	10
	Ecological Receptors	11
	Sensitivity of Site / Exposure Assessment	11
4	Baseline Conditions	12
	Local Air Quality Management	12
	Industrial Sources	12
	DEFRA / UK-AIR	12
	Source Apportionment	13
	Local Authority Monitoring	15
5	Operational Phase Assessment	17
	Impact Assessment	17
	Sensitivity / Exposure Assessment	17
	Mitigation	18
6	Discussion	19
	Operational Impacts	19
	Compliance and Exposure Assessment	19
7	Summary and Conclusion	20
	Table 2.1: Air Quality Standards for England	5
	Table 4.1: UK-AIR predicted background concentrations	12
	Table 4.2: Annual Mean Concentrations from RBC network	15
	Table 5.1: Site Type Classification	17

Figure 1.1: Site Location Plan	4
Figure 4.1: NO _x Source Apportionment.....	13
Figure 4.2: PM ₁₀ Source Apportionment.....	14
Figure 4.3: PM _{2.5} Source Apportionment	14

1 Introduction

- 1.1 Greenavon Ltd was commissioned by Oxford Homes (The Client) to undertake an Air Quality Assessment (AQA) associated with a full application at the Former Meeting Hall, 117-119 Oxford Road, Reading (the Site). The Site is located within the administrative boundary of Reading Borough Council (RBC). A Site location plan is included in Figure 1.1, below.
- 1.2 The proposal seeks permission to demolish the existing building and construct a replacement building of 6 dwellings.
- 1.3 The Site is in an area of mixed land-use; residential dwellings and flats surround the site in most directions, with a line of commercial properties also located to the north of the Site, on Oxford Road.
- 1.4 The Site is located near to Oxford Road, which is a major road, and within the RBC Town Centre Air Quality Management Area (AQMA), which was declared for exceedances of the annual mean Air Quality Standard (AQS) for nitrogen dioxide (NO₂).
- 1.5 The proposed development therefore has the potential to introduce highly sensitive users into an area of historically poor air quality and increase existing pollution levels at nearby receptors during operation. This assessment therefore evaluates the proposed development's potential impact on, and sensitivity to, local air quality during the operational phase, recommending mitigation where necessary.
- 1.6 It has been prepared with reference to best practice guidance from Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM), evaluating compliance with local and national policies and regulations.
- 1.7 As construction works associated with the proposal are minor, a formal construction dust risk assessment has not been conducted.

Figure 1.1: Site Location Plan



2 Policy Context

Air Quality Standards Regulations

- 2.1 The Air Quality Standards (AQS) Regulations 2010¹ and subsequent amendments, regulate the concentrations of major pollutants in outdoor air in the UK, including particulate matter (PM₁₀ & PM_{2.5}), nitrogen dioxide (NO₂), sulphur dioxide (SO₂), ozone (O₃), carbon monoxide (CO) and lead (Pb). These regulations seek to minimise the public's exposure to air pollution by requiring ambient concentrations to be within legally binding limit values, as well as target values.
- 2.2 The AQSs of relevance to this assessment are summarised in Table 2.1 below.

Table 2.1: Air Quality Standards for England

Pollutant	Averaging Period	Objective (µg/m ³)	Date to be achieved by
Nitrogen dioxide (NO₂)	1-hour mean not to be exceeded more than 18 times per year.	200	31 December 2005
	Annual mean	40	31 December 2005
Particulate Matter (PM₁₀)	24-Hour Mean not to be exceeded more than 35 times per year	50	31 December 2004
	Annual mean	40	31 December 2004
Particulate Matter (PM_{2.5})	Annual mean	20	1 January 2020

Air Quality Strategy and Environment Improvement Plan

- 2.3 The Environment Act 1995 requires the Government and devolved administrations to produce a National Air Quality Strategy (NAQS) for the UK. This strategy sets out the framework for improving ambient air quality across the UK. The last major update to the NAQS was published in 2007², with minor updates occurring in 2011 and in 2023.
- 2.4 Under the Environment Act 2021³, the Secretary of State is now required to review the NAQS every five years. The most recent review, published in April 2023, included a

¹ Air Quality Standards Regulations 2010 (as amended), S.I. 2010/1001.

² Defra (2007) The Air Quality Strategy for England, Scotland, Wales, and Northern Ireland.

³ *Environment Act 2021* SI No. 1274 (C. 72).

PM_{2.5} annual mean *target* of 10 µg/m³, to be achieved by 2040, in England. In support of this goal, the *Environment Improvement Plan* for England⁴ sets an interim PM_{2.5} *target* of 12 µg/m³ to be achieved at all monitoring stations, by 2028.

- 2.5 The National Government holds responsibility for meeting the PM_{2.5} targets, which aim to improve air quality across the country and, in turn, enhance public health. These targets focus on reducing PM_{2.5} levels rather than imposing strict limit values.
- 2.6 According to Interim DEFRA guidance⁵, these targets are not intended to be applied in the same way as air quality limit values within the planning process. The updated approach shifts away from solely assessing whether a development may exceed a legal threshold (i.e. a limit value). Instead, it emphasises that, wherever reasonably practicable, mitigation measures should be incorporated into design to minimise emissions of, and exposure to, PM_{2.5}.

Local Air Quality Management Regime

- 2.7 Part IV of the Environment Act 1995 and Part II of the Environment (Northern Ireland) Order 2002 sets out that it is the responsibility of every local authority to review the air quality within its area and designate AQMAs where air quality limit values are not being achieved. An Air Quality Action Plan (AQAP) setting out the measures to reduce pollution in that area must then be put in place.
- 2.8 There is currently only one AQMA declared within Reading, which covers the town centre, areas along the major radial road routes into Reading (including J11 of the M4) and along the railway lines where they pass through built-up areas.
- 2.9 RBC has adopted an AQAP⁶ to minimise concentrations within its AQMA. The AQAP contains policies of relevance to development, including: the development of a non-road mobile machinery (NRMM) emissions policy and introducing planning guidance to support developers.

National Planning Policy Framework

⁴ Department for Environment, Food & Rural Affairs (2023). Environmental Improvement Plan 2023. Available at: GOV.UK (Accessed: 14 April 2025).

⁵ Department for Environment, Food & Rural Affairs (DEFRA), 2025. PM_{2.5} Targets and Planning. Available at: <https://uk-air.defra.gov.uk/pm25targets/planning> [Accessed 2 May 2025].

⁶ RBC (2024) 2024 – 2029 Air quality action plan. Available at: <https://www.reading.gov.uk/climate-and-pollution/air-quality-action-plan/> [Accessed 23/03/2026]

2.10 The revised National Planning Policy Framework (NPPF)⁷, updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. A key aim of the NPPF is to promote sustainable development and regarding conserving the natural environment, paragraph 187 states:

“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, taking into account relevant information such as river basin management plans”.

2.11 Paragraph 199 relates to compliance with legal limit values and how planning decisions should be consistent with local air quality policy and action plans. It states:

“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”.

2.12 Paragraph 198 relates to the appropriate siting of development and the assessment of cumulative effects, it states:

“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural

⁷ Ministry of Housing, Communities & Local Government (2024) National Planning Policy Framework

environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.”

- 2.13 Whilst principally relating to sustainable transport, Paragraph 110 is indirectly related to air quality and states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

Local Policy

- 2.14 The Reading Borough Local Plan⁸ sets out the planning policies for development in Reading up to 2036 and is the main consideration in deciding planning applications. It contains dedicated air quality policy EN15, which states:

“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*

⁸ RBC (2019) Reading Borough Local Plan. Available at: https://images.reading.gov.uk/2019/12/Local_Plan_Adopted_November_2019.pdf. Accessed [23/03/2026]

would be offset by an overall improvement in air quality, for instance through reduction in the need to travel.

ii. 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.

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

Air Quality Guidance

2.15 This assessment has been undertaken with reference to the following national and local guidance:

- DEFRA, Local Air Quality Management Technical Guidance (LAQM.TG (22)) (2022)⁹;
- IAQM and EPUK, Land-Use Planning and Development Control: Planning for Air Quality (2017)¹⁰; and
- IAQM, A guide to the assessment of air quality impacts on designated nature conservation sites (2020)¹¹.

⁹ Defra. 2022. Part IV of the Environment Act 1995, Environment (Northern Ireland) Order 2002 Part III, Local Air Quality Management, Technical Guidance LAQM. TG(22).

¹⁰ EPUK & IAQM. (2017). Land-Use Planning & Development Control: Planning for Air Quality.

¹¹ EPUK & IAQM. (2020). A guide to the assessment of air quality impacts on designated nature conservation sites.

3 Methodology

Baseline Conditions

- 3.1 The purpose of a baseline assessment is to gather information on existing air quality to better understand how air quality might constrain, or be impacted by, a proposal.
- 3.2 A review of baseline conditions has been undertaken using data provided by DEFRA's UK AIR information resource¹², review and assessment reports provided by RBC¹³ and other sources. DEFRA's Pollutant Release and Transfer Register¹⁴ was also reviewed to identify any major industrial or waste management sources in the vicinity.

Construction

- 3.3 Due to the minor scale of the construction works, a formal assessment of the potential impacts of construction dusts and emissions have been scoped out.

Operational Phase Assessment

Impact Assessment (Screening)

- 3.4 Minor developments, on their own, are highly unlikely to cause significant increases in local air pollution concentrations. EPUK & IAQM guidance, therefore, advocates a two-stage screening approach. Joint EPUK & IAQM guidance states that the impact of a proposal on air quality cannot be screened out, based on size alone, if there are:
- 10 or more residential units or a site area of more than 0.5ha; or
 - 1,000 m² of floor space for all other uses or a site area greater than 1ha.
- 3.5 Coupled with any of the following:
- the development has more than 10 parking spaces;
 - the development will have a centralised energy facility; or
 - other centralised combustion process.

¹² Defra (2024) Background Mapping data for local authorities – 2021 [Accessed online: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>]

¹³ RBC(2025) Air Quality Annual Status Report for 2024

¹⁴ Defra. *UK Pollutant Release and Transfer Register (PRTR) data sets*. [Accessed online: <https://prtr.defra.gov.uk/pollutant-releases>]

- 3.6 At the second screening stage, EPUK & IAQM guidance provides indicative criteria which can be used to screen out the potential for significant impacts caused by a proposed development.

Ecological Receptors

- 3.7 The IAQM advises that, where traffic increases by fewer than 1,000 light-duty vehicles (LDVs) or 200 heavy-duty vehicles (HDVs) per day on roads within 200m of a designated ecological site, the change may, when considered in isolation, be regarded as having an insignificant effect on air quality.
- 3.8 The proposed development is not located in relevant proximity to any statutory designated conservation site¹⁵, nor will it result in an increase of more than 1,000 LDVs or 200 HDVs per day on any road—the traffic impact is likely to be neutral. Accordingly, its impact on sensitive designated sites have been screened out.

Sensitivity of Site / Exposure Assessment

- 3.9 The proposal introduces residential use to the Site and, therefore, members of the public would spend significant periods of time there. As such, all the AQSs for NO₂, PM₁₀ and PM_{2.5} apply at the proposed development.
- 3.10 LAQM.TG (22) suggests that where annual mean concentrations of NO₂ and PM₁₀ are less than 60µg/m³ and 31.9µg/m³, respectively, that exceedances of the 1-hour mean AQS for NO₂ or the 24-hour mean AQS for PM₁₀ are unlikely.
- 3.1 LAQM.TG (22), AEA diffusion guidance¹⁶ and other sources provides details on how pollution concentrations fall with increasing distance from sources. These criteria, in combination with the results of the baseline assessment have been used to determine whether an exceedance of any UK AQS is likely across any part of the Site and whether detailed modelling would be required.

¹⁵ Natural England and MAGIC partnership organisations. Multi Agency Geographic Information for the Countryside. <http://www.magic.gov.uk/>

¹⁶ AEA Energy & Environment (2008) Diffusion Tubes for Ambient NO₂ Monitoring: Practical Guidance

4 Baseline Conditions

- 4.1 A baseline assessment has been undertaken to provide a summary of the existing air quality environment in the local area.

Local Air Quality Management

- 4.2 There is currently one AQMA declared in Reading the Town Centre AQMA, which is declared for exceedances of the annual mean AQS for NO₂. The proposed development is located within this AQMA.

Industrial Sources

- 4.3 A review of the UK Pollutant Release and Transfer Register could not identify any industrial sources that would have the potential to significantly impact air quality in the vicinity of the proposed development. The nearest facility on the register is the *R Collard Limited, an installation for the disposal of non-hazardous waste*, which is located approximately 0.9 km to the northwest.

DEFRA / UK-AIR

- 4.4 DEFRA provides predictions of annual mean concentrations of background NO₂, PM₁₀ and PM_{2.5}, at 1km² resolution across the UK. A summary of the prediction for the grid square (470500, 173500) containing the application site for the years 2021-2028 are set out in Table 4.1 below.

Table 4.1: UK-AIR predicted background concentrations

Pollutant	Annual Mean Concentration (µg/m ³)							
	2021	2022	2023	2024	2025	2026	2027	2028
NO₂	11.8	11.5	11.2	10.9	10.6	10.3	10.1	9.8
NO_x	15.6	15.2	14.8	14.4	14.0	13.6	13.2	12.7
PM₁₀	12.6	12.6	12.5	12.4	12.3	12.2	12.1	12.0
PM_{2.5}	8.0	7.9	7.8	7.8	7.7	7.6	7.5	7.4

- 4.5 The data in Table 4.1 show that background annual mean concentrations of NO₂, PM₁₀ and PM_{2.5} are predicted to be well below their respective AQS across the application site, between 2021 and 2028.
- 4.6 Predicted background concentrations of NO₂, PM₁₀ and PM_{2.5} are predicted to fall between 2021 and 2028. This is due to the gradual improvement of the UK fleet with

vehicles with cleaner engines, as well as other local, regional, and national policies to reduce emissions across all sectors.

Source Apportionment

- 4.7 The predicted breakdown in background concentrations of NO_x, PM₁₀ and PM_{2.5} at the grid square containing the Site are displayed, respectively, in Figures 4.1-4.3.

Figure 4.1: NO_x Source Apportionment

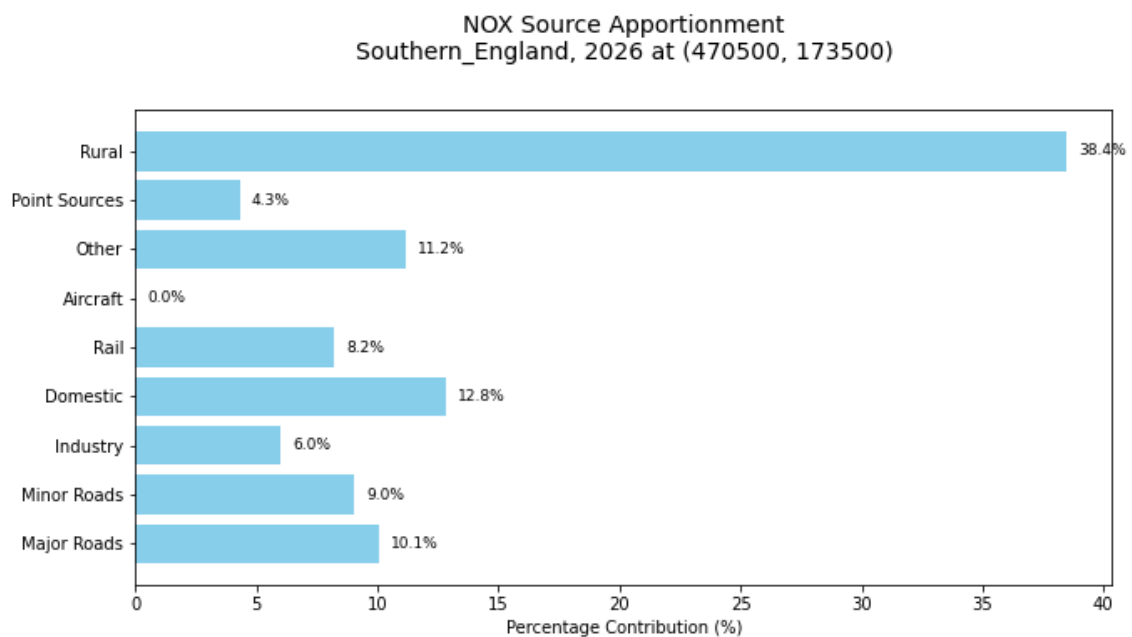


Figure 4.2: PM₁₀ Source Apportionment

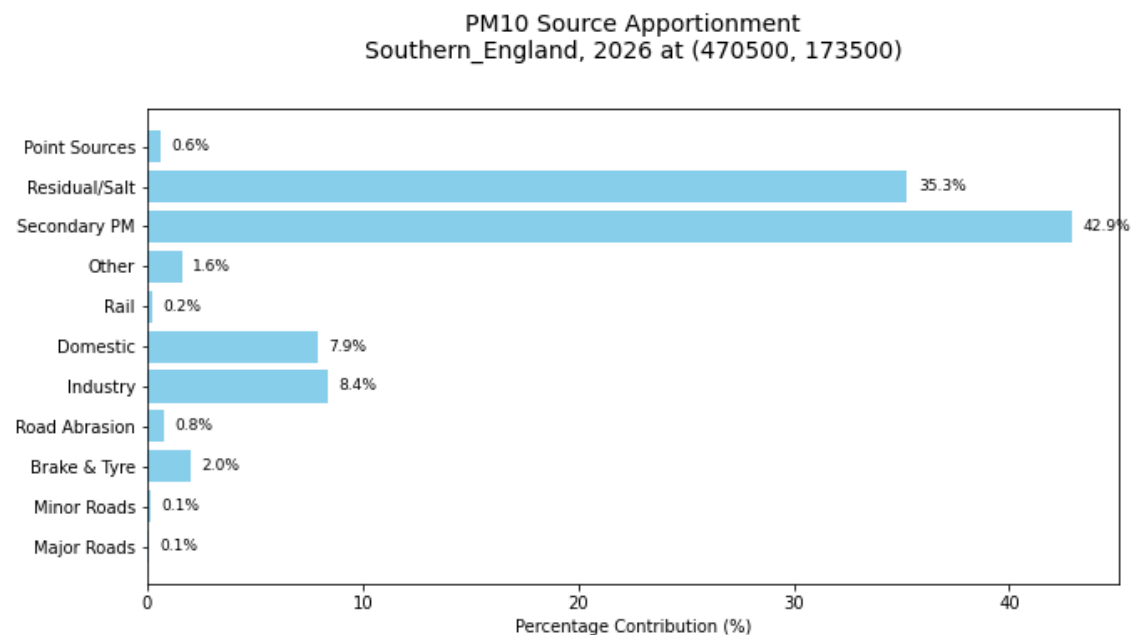
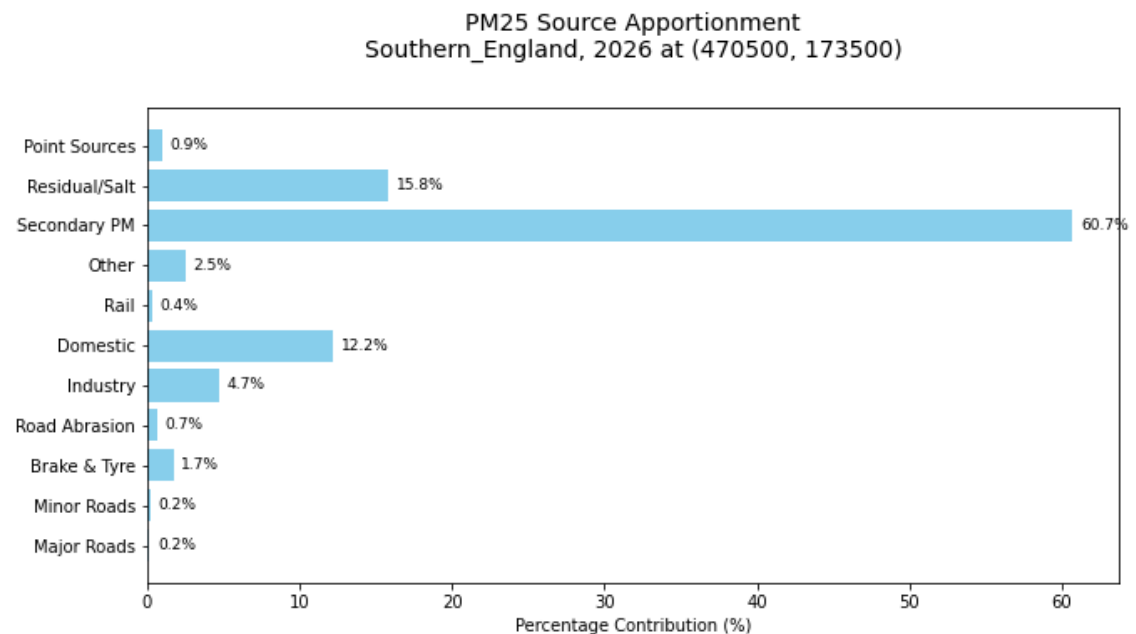


Figure 4.3: PM_{2.5} Source Apportionment



4.8 Figure 4.1 shows that for background NO_x—a precursor for NO₂—that the regional background (rural) makes up the largest contributing source. Road emissions are the next most significant contributor.

4.9 Figure 4.2 shows that for background PM₁₀, regional primary emissions and secondary formation make up the most significant contributions.

4.10 Figure 4.3 shows that for background PM_{2.5}, secondary particulate matter (PM) makes up the most significant contributing source. Secondary PM forms in the atmosphere from local and regional emissions (for example, nitrates from road traffic and ammonia from agriculture), as well as from transboundary pollution.

Local Authority Monitoring

4.11 Table 4.2 below summarises the most recent available RBC diffusion tube monitoring within 500 m, as well as the nearest continuous monitoring. A map of the local monitoring network is displayed in Figure 1.1.

Table 4.2: Annual Mean Concentrations from RBC network

Site ID	Type	Distance to Road (m)	Distance to Site (m)	Annual Mean Concentrations (µg/m³)/ Number of Exceedances				
				2020	2021	2022	2023	2024
Annual Mean NO ₂								
RD062	Roadside	3.5	167	24.7	28.8	30.4	27.2	26.6
RD001	Roadside	7.5	181	21.3	22.3	22.4	26.5	-
RD008	Roadside	4.0	183	28.2	30.5	29.9	23.9	29.0
RD050	Roadside	2.5	187	23.7	25.1	24.9	23.2	22.9
RD003	Roadside	2.5	325	26.0	32.2	30.3	27.5	26.4
RD007	Roadside	8.0	346	25.3	29.6	26.3	25	25.0
RD036	Roadside	3.0	348	26.8	29.8	27.6	26.8	28.4
RD072	Kerbside	1.0	368					24.7
RD054	Roadside	0.5	395	23.6	27.3	26.8	25.8	24.3
RD020	Roadside	3.0	439	27.0	32.4	30.1	32.9	34.1
RD055	Kerbside	1.0	469	30	38.2	37.6	38.9	35.0
RD1	Roadside	3	1106	25	26	27	24	23
RD3	Roadside	6	2333	20	22	23	23	20
Reading AURN	Urban Background	100	2531	15	20	22*	13	11
Number of Exceedance of hourly-mean NO ₂ AQS (200µg/m³)								
RD1	Roadside	3	1106	0	0	1	0	0

RD3	Roadside	6	2333	0	0	0	0	0
Reading AURN	Urban Background	100	2531	0	0	0	0	0
Annual Mean PM₁₀								
RD1	Roadside	3	1106	20	20	25	21	21
RD3	Roadside	6	2333	18	17	20	17	16
Reading AURN	Urban Background	100	2531	15	15	16	12	10
Number of Exceedance of 24-hour Mean PM₁₀ AQS (50µg/m³)								
RD1	Roadside	3	1106	5	2	6	0	2
RD3	Roadside	6	2333	2	0	1	0	0
Reading AURN	Urban Background	100	2531	0	1	0	0	0
Annual Mean PM_{2.5}								
Reading AURN	Urban Background	100	2531	8	8	8	7	7
Bold denotes exceedance of AQS or objective. <u>Underline</u> denotes likely exceedance of 1 hour mean standard for NO ₂								

- 4.12 Measured annual mean concentrations of NO₂ at monitors within 500m of the Site have been below the annual mean AQS since at least 2020 and show a strong downward trend, from 2021 onwards.
- 4.13 The highest annual mean NO₂ concentration recorded in 2024 was measured at RD055, where a concentration 12.5% below the 40 µg/m³ AQS was recorded. This monitor is located within 1.0 m of Friar Street, which is a major road.
- 4.14 Measured concentrations of NO₂ at RD008 and RD072, which are located on Oxford Road and within 400m, were at least 27.5% below the annual mean NO₂ AQS in 2024. These locations are considered to represent upper boundaries for measured concentrations at the Site.

5 Operational Phase Assessment

Impact Assessment

- 5.1 The proposal is for the conversion of the existing building to provide 6 dwellings. As there are fewer than 10 dwellings, the potential for significant impacts can be screened out based on size alone.

Sensitivity / Exposure Assessment

- 5.2 AEA and LAQM.TG (22) guidance provides the following criteria to determine the site type, for the purposes of classifying monitoring locations. By combining the site type definition (e.g., background, roadside, urban background), reproduced in Table 5.1 below, with data provided in the baseline assessment, a judgement can be made on the likelihood of exceeding the relevant AQS.

Table 5.1: Site Type Classification

Guidance	Definition of Site	Description
LAQM.TG (22)	Roadside	A site sampling typically within one to five metres of the kerb of a busy road (although distance can be up to 15 m from the kerb in some cases)
	Background	An urban location distanced from sources and therefore broadly representative of citywide background conditions, e.g., urban residential area
AEA Diffusion Tube	Roadside/ Kerbside	Kerbside sites should be within 1 m of the kerb and are usually fixed to street furniture. Roadside diffusion tubes should be sited between 1 and 5 m from the kerb edge and mounted ideally either on a lamp post or road sign on the pavement, or on the face of a building adjoining the pavement.
	Background	Urban background sites must be located: • >50 m from any major source of NO₂, such as multi-storey car parks. • >30 m from any very busy road (> 30,000 vehicles per day). • >20 m from a busy road (10,000 – 30,000 vehicles per day) or from any medium sized sources, e.g., petrol stations or ventilation outlets from catering establishments. • >10 m from any main road. (Quiet roads, for example within residential estates, are acceptable); and • >5 m from anywhere where vehicles may stop with their engines idling.

- 5.3 The façade of the proposed development is approximately 30 m set back from the free-flowing section of Oxford Road. In 2024, Oxford Road, between Prospect Street and Norcot Road, carried 12,938 motor vehicles¹⁷—making it a busy road.
- 5.4 The proposed development is therefore in a background environment, as it is located greater than 20m from a busy road. As demonstrated in the baseline assessment, predicted background concentrations of NO₂, PM₁₀ and PM_{2.5} in the vicinity are well below their respective annual mean AQSs and indicative criteria for potential exceedances of the shorter-term AQSs.
- 5.5 In addition, there have been no exceedances of any AQS at nearby roadside monitoring locations, in the vicinity, since at least 2020, providing additional evidence that pollution concentrations will be compliant with the National AQSs at the Site.
- 5.6 Considering the above, as air quality is also improving in the area, it is considered highly likely that concentrations of NO₂ are, and will continue to be, below their annual mean and hourly AQSs at the Site. As road traffic is the principal source of air pollution in the local area, it is also considered highly likely that concentrations of PM₁₀ and PM_{2.5} are also below their respective AQSs.

Mitigation

- 5.7 Annual mean concentrations of NO₂, PM₁₀ and PM_{2.5} across the proposed development are predicted to be below their relevant AQSs, and no significant impacts on air quality are anticipated. As such, there is no requirement for mitigation to prevent a specific adverse effect. The NPPF, however, requires that developments “wherever possible” help to improve local environmental conditions and new Defra guidance requires development to, wherever reasonably practicable, minimise exposure to, and emissions of, PM_{2.5}.
- 5.8 The proposed development supports this aim as:
- The energy strategy is all-electric
 - The proposal is likely to have fewer than 6 spaces.
 - It is a renovation and extension.

¹⁷ Department for Transport (DfT) (2025) Manual count point 6924. Available at: <https://roadtraffic.dft.gov.uk/count-points/6924> (Accessed: 25/03/2026)

6 Discussion

- 6.1 Local and national air quality policies seeks to sustain compliance with national objectives and limit values, and to prevent new development from contributing to, or being put at unacceptable risk, from unacceptable levels of air pollution. Furthermore, a key theme of the NPPF requires developments to identify opportunities to improve air quality.

Operational Impacts

- 6.2 The potential for significant impacts because of the proposed development's operation were screened out, based on size alone. The energy strategy is all-electric, and fewer than 10 car parking spaces are proposed. As such, the proposal will have no significant effect on local air quality during operation.

Compliance and Exposure Assessment

- 6.3 The assessment relies on the results of local monitoring and modelling (UK-AIR background maps), in combination with qualitative guidance and professional judgement. Local monitoring and modelling provides strong evidence that pollution levels at the proposed development would likely be below the relevant objectives.
- 6.4 The strongest evidence comes from monitoring results at RD008, which is located approximately 4 m from Oxford Road on the same side of the carriageway as the proposed development. Measured concentrations of NO₂ at this monitor are well below the annual mean AQS, and the proposed development is a further 26m set back from Oxford Road and sheltered behind the terrace. Air Quality is also improving, and by the time the proposed development is operational, pollution levels, and particularly NO₂ are likely to be lower.
- 6.5 As NO₂ concentrations usually represent the 'weak link' in compliance with national AQSs and no major sources of PM₁₀ or PM_{2.5} were identified in the vicinity (e.g. an aggregates facility), pollution concentrations at the Site are judged to be below the national AQSs. As such, there is no requirement for an alternative ventilation strategy or mechanical ventilation, from an air quality perspective.

Good Design

- 6.6 The proposed energy strategy is all-electric, demonstrating good air quality design.

7 Summary and Conclusion

- 7.1 Greenavon Ltd was commissioned by Oxford Homes (The Client) to undertake an Air Quality Assessment (AQA) associated with a full application at the Former Meeting Hall, 117-119 Oxford Road, Reading (the Site).
- 7.2 The assessment concludes that during the operational phase, the proposed development would not likely have a significant impact on, nor would be significantly impacted by, local air quality. The overall effect of the proposed development on air quality is judged to be **not significant**.
- 7.3 The proposed development supports local and national aims to improve environmental conditions by proposing an all-electric energy strategy.
- 7.4 Considering the above, the proposed development is considered consistent with all local and national planning policies. Air quality should not, therefore, present a material constraint to the planning process.



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