



**Anderson**  
Acoustics

PLANNING STAGE AIR QUALITY ASSESSMENT

# UYS CHANGE OF USE TO B8

CHARTERHOUSE PROPERTY GROUP LTD

MARCH 2024

# PLANNING STAGE AIR QUALITY ASSESSMENT UYS SITE CHANGE OF USE TO B8

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## VERSION HISTORY

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## 1 INTRODUCTION

Anderson Acoustics Ltd was commissioned by Charterhouse Property Group Ltd to undertake a planning stage air quality assessment for the proposed change of use of the existing UYS Building from general industrial (Use Class B2) to storage and distribution (Use Class B8). The site location is located in the Unipart industrial estate around 450m southwest of Horspath, to the south-east of Oxford. The proposed development involves the demolition of the existing buildings to provide open site storage and distribution.

The purpose of the air quality assessment is to indicate if the proposed change of use to B8 will adversely effect air quality at human health or ecological receptors. Assessment of the potential effects on existing sensitive receptors is achieved through assessment of the transport emissions from the proposed development. There are no building emissions as the proposed development is an open car park. There is a reduction in emissions from the proposed development and so the effect is beneficial.

Air quality policy and criteria relevant to the assessment have been presented and briefly discussed in Section 2 of this report. A brief description of the site and proposed development is given in Section 3. The air quality assessment is presented in Section 4. The dust risk assessment is presented in Section 5. The conclusions are provided in Section 6.

## 2 AIR QUALITY POLICY AND CRITERIA

### 2.1 Air Quality – Pollutants for Consideration

The air pollutant for consideration in the Oxford City Council (OCC) area is nitrogen dioxide (NO<sub>2</sub>) only for operational effects though PM<sub>10</sub> and dust are also considered for construction.

PM<sub>10</sub> is the fraction of PM that is 10 microns or less in size and PM<sub>2.5</sub> is the fraction of PM that is 2.5 microns or less in size. Both can be drawn into the lungs and can cause respiratory illness, cardiovascular illness and mortality. Oxides of nitrogen include nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>). NO<sub>2</sub> can cause inflammation of the lung and can lead to shortness of breath, coughing and can reduce immunity to infections of the lung such as bronchitis. SO<sub>2</sub> can affect human health when it is breathed in. SO<sub>2</sub> irritates the nose, throat, and airways to cause coughing, wheezing, shortness of breath, or a tight feeling around the chest. The effects of sulphur dioxide are felt very quickly and most people would feel the worst symptoms in 10 or 15 minutes after breathing it in.

### 2.2 Air Quality Policy and Guidance

#### 2.2.1 European and National Air Quality Standards

Air Quality Directive 2008/50/EC<sup>1</sup> introduced legally binding “limit value” targets for the member governments to reduce air pollution to concentrations at which minimal effects on health are likely to occur.

The directive was transposed into law through the Air Quality (England) Standards Regulations<sup>2</sup> with air quality objectives and dates they were to be achieved by. The sensitive locations, at which the standards and objectives apply, are places where the population is expected to be exposed to the various pollutants over the averaging period in question. For objectives to which an annual mean standard applies, the most common sensitive receptor locations used to measure concentrations are areas of residential housing, since it is reasonable to expect that people living in their homes could be exposed to pollutants over such a period of time. For shorter averaging periods of between 15 minutes, 1 hour or 1 day, the sensitive receptor location can be anywhere where the public could be exposed to the pollutant over these shorter periods of time.

Table 2.1: Air Quality Objectives for PM<sub>10</sub>, PM<sub>2.5</sub> and NO<sub>2</sub>

Pollutant	Air Quality Objectives for Particulates and NO <sub>2</sub>		Date to be Achieved By
	Concentration	Measured as	
PM <sub>10</sub>	50 µg/m <sup>3</sup> not to be exceeded more than 35 times a year	24 hour mean	31 December 2004
	40 µg/m <sup>3</sup>	Annual mean	31 December 2004
PM <sub>2.5</sub>	25 µg/m <sup>3</sup>	Annual mean	2020 (but not in UKAQS)
	15% reduction urban background	Annual mean	2010-2020
NO <sub>2</sub>	40 µg/m <sup>3</sup>	Annual mean	31 December 2005

<sup>1</sup> Council Directive 2008/50/EC of 21 May 2008 on ambient air quality and cleaner air for Europe

<sup>2</sup> DEFRA. 2010. The Air Quality Standards (England) Regulations.

	200 µg/m <sup>3</sup> not to be exceeded more than 18 hours in a year	Hourly mean	31 December 2005
SO <sub>2</sub>	266 µg/m <sup>3</sup> not to be exceeded more than 35 times a year	15 minute mean	31 December 2005
	350 µg/m <sup>3</sup> not to be exceeded more than 24 hours in a year	Hourly mean	31 December 2004
	125 µg/m <sup>3</sup> not to be exceeded more than 3 times a year	24 hour mean	31 December 2004

The Environment Act 1995<sup>3</sup> introduced the requirement for local authority management of air quality. Part IV of this Act details the duties of local authorities in carrying out their local air quality management (LAQM) to tackle poor air quality. Part of the requirements is for the Review and Assessment of air quality and production of Updating and Screening Assessments (USA) and Annual Status Reports (ASR). Where exceedance of these objectives is shown or anticipated the local authority is required to produce an Air Quality Action Plan (AQAP) to reduce emissions and pollutant concentrations. The Environment Act 2021<sup>4</sup> establishes a legally binding duty on government to bring forward at least two new air quality targets in secondary legislation by 31 October 2022.

### 2.2.2 National and Regional Planning Policy and Guidance

The NPPF<sup>5</sup> presents the Government’s planning policies for England and how these are expected to be applied, with the development of local and neighbourhood plans under the framework. Paragraph 180 e) of the NPPF identifies that the planning system should aim to conserve and enhance the natural and local environment by “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;...”

Paragraph 192 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.”.

Planning Practice Guidance<sup>6</sup> for air quality has been produced that gives indication of details the local authority may want to consider when there are concerns about air quality and special requirements such as the height of chimneys and securing mitigation measures through planning conditions and obligations. The PPG considers that dust can also be a planning concern for effects on local amenity. The guidance considers that

<sup>3</sup> Office of the Deputy Prime Minister. 1995. The Environment Act.

<sup>4</sup> Office for Environmental Protection. 2021 The Environment Act.

<sup>5</sup> Ministry of Housing, Communities & Local Government. 2023. National Planning Policy Framework.

<sup>6</sup> Department for Communities and Local Government. 2014. Planning Practice Guidance – Air Quality. Revision date November 2019

assessments should be proportional to the nature and scale of development proposed and the level of concern about air quality. The mitigation of air quality impacts and effects is to depend on the proposed development and should be proportionate to the likely impact.

Guidance on the assessment of dust from demolition and construction<sup>7</sup>, the IAQM’s guidance, seeks to reduce emissions of dust, PM<sub>10</sub> and PM<sub>2.5</sub> from construction and demolition activities.

During the detailed design phase, the developer should submit an Air Quality and Dust Risk Assessment (AQDRA) which should confirm that an Air Quality and Dust Management Plan (AQDMP), following the guidance in the controlling dust and emission, should be submitted to the local authority prior to works commencing on-site.

Construction sites activities can be divided into four types to reflect their different impact:

- demolition;
- earthworks
- construction: and
- trackout.

These activities can lead to three separate dust impacts:

- the risk of health effects due to an increase in exposure to PM<sub>10</sub>;
- annoyance due to dust soiling; and
- harm to ecological receptors.

### 2.2.3 Local Air Quality Guidance

#### Oxford Local Plan

The Oxford City Council’s Oxford Local Plan (Adopted Version) 2016 to 2036<sup>8</sup> includes policy RE6: Air Quality.

#### “Policy RE6: Air Quality

Planning permission will only be granted where the impact of new development on air quality is mitigated and where exposure to poor air quality is minimised or reduced.

The exposure of both current and new occupants to air pollution during the development’s operational and construction phases, and the overall negative impact that proposals may cause to the city’s air quality, will be considered in determining planning applications. Where additional negative air quality impacts from a new development are identified, mitigation measures will be required to ameliorate these impacts.

Sensitive uses including residential development, schools and nurseries should be located away from areas of poor air quality, with site layout designed to reduce impact and with any residual impact mitigated through air quality measures.

Planning applications for major proposals (10 or more dwellings or 1000 square metres) which would carry a risk of exposing individuals to unacceptable levels of air pollution must be accompanied by an Air Quality Assessment (AQA).

Where the Air Quality Assessment indicates that a development would cause harm to air quality, planning permission will not be granted unless specific measures are proposed and secured to mitigate those impacts.

Planning applications for proposals that involve significant demolition, construction or earthworks will also be required to submit a dust assessment as part of the AQA, to assess the potential impacts and health risks of

<sup>7</sup> Institute of Air Quality Management. Guidance on the assessment of dust from demolition and construction. 2024 v2.

<sup>8</sup> Oxford City Council. Oxford Local Plan. 2020.



dust emissions from those activities. Any appropriate site-specific dust mitigation measures will be secured as part of the Construction Management Plan (CMP).

#### Air Quality Action Plan

In 2010 OCC declared an AQMA for exceedance of the annual mean NO<sub>2</sub> objective. The location of the AQMA is the whole city council area and is shown in Figure 2.1 along with the location of the proposed change of use site. The OCC Air Quality Action Plan<sup>9</sup> (AQAP) provides measures to reduce emissions and improve air quality through local authority actions.

#### Planning Application Guidance Air Quality<sup>10</sup>

OCC has produced guidance for developers on the expected contents of an air quality assessment and the requirements for the construction and operational phases. Requirements include:

- All gas-fired boilers to meet a minimum standard of <40 mgNO<sub>x</sub>/kW
- Every development should provide sustainable travel packs for its residents/businesses
- All developments should encourage sustainable travel and promote the use of zero emission transport
- All new development must provide safe and convenient access and appropriate facilities for pedestrians and cyclists
- New developments should not contravene the Council's Air Quality Action Plan
- Provision of adequate ducting is required to allow for future installation of electric vehicle charging infrastructure on all parking spaces

#### Consultation

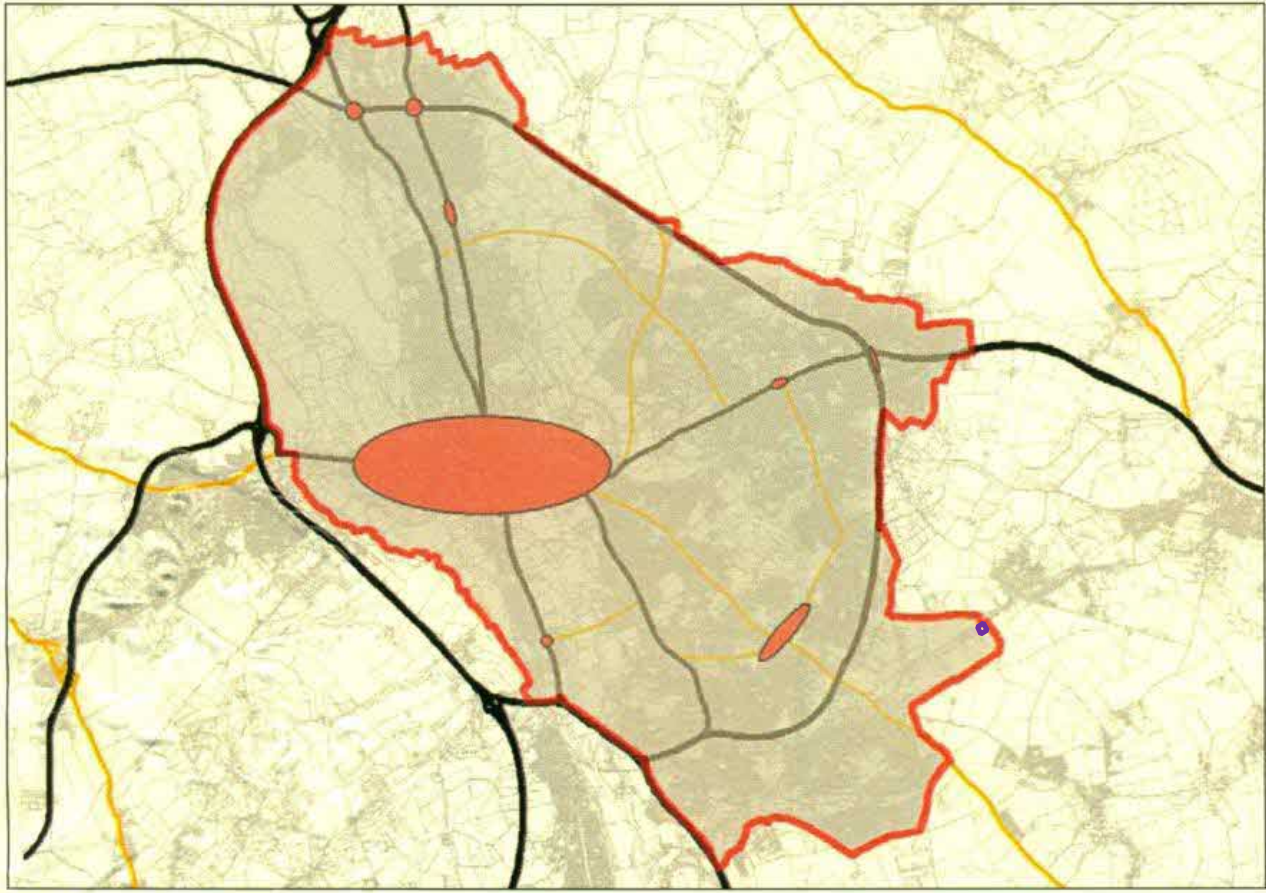
The OCC Air Quality Officer was contacted to discuss the air quality assessment procedure for the proposed change of use for the previous application. Though the IAQM guidance screening criteria of a change of 100 Annual Average Daily Traffic or 25 Heavy Duty Vehicle (HDV) AADT is met there is an overall reduction and emissions. Given the impact on air quality is beneficial it was agreed that the IAQM "Simple" procedure could be followed provided that the reduction in emissions can be demonstrated.


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<sup>9</sup> Oxford City Council. Air Quality Action Plan 2021 – 2025. 2021.

<sup>10</sup> Oxford City Council. Planning Application Guidance Air Quality.

Figure 2.1. Oxford City Council Air Quality Management Area for annual mean NO<sub>2</sub>



Note: Proposed change of use site 

### 3 SITE DESCRIPTION

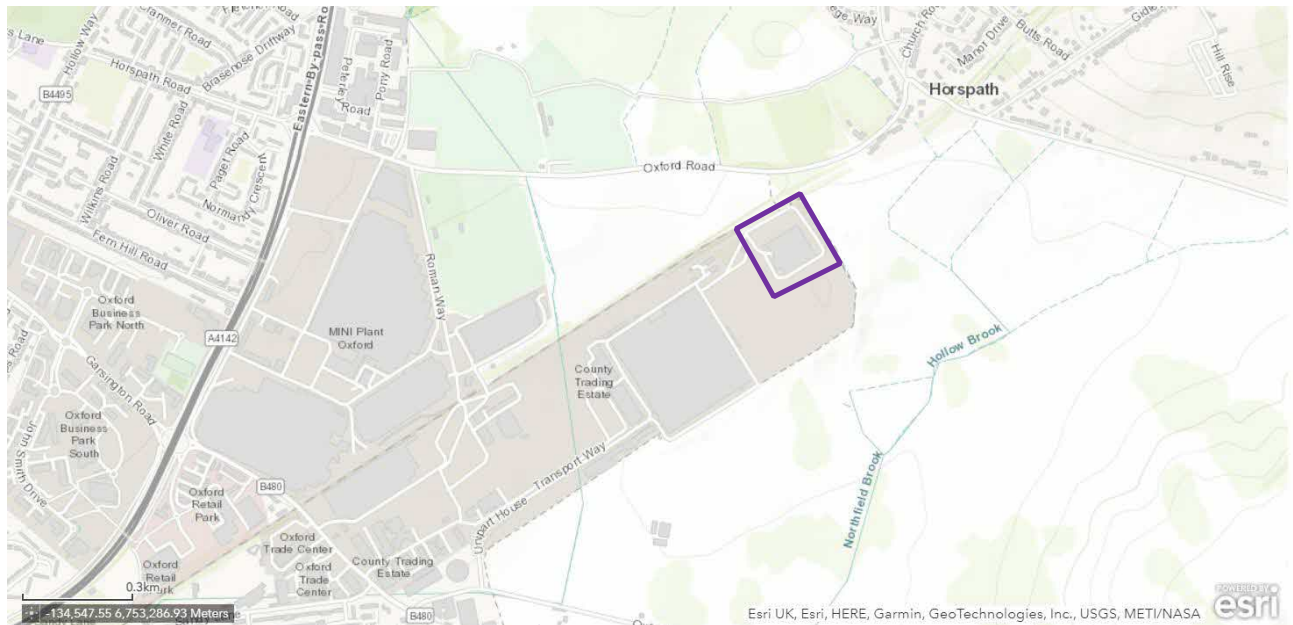
#### 3.1 Existing Site and Permitted Development

Currently the UYS building is subject to B2 land use restricted to the production of motor parts only. The existing building incorporates 12,173m<sup>2</sup> of B2 use across three storeys as well as a standalone single-storey structure. The proposal seeks to demolish the existing UYS buildings and change the site use from general industrial (Use Class B2) to storage and distribution (Use Class B8 Open Storage).

There are currently 135 parking spaces that serve the existing operation of the site.. It is noted that the parking provision required for B8 usage is lower than for B2 use and so the building should therefore have sufficient parking for the proposed use and the traffic flows associated with the use reduced. As the parking is not amended and ducting for electric vehicle infrastructure is not indicated to be required and there are no groundworks to facilitate the installation.

The site location, proposed boundary, and surroundings are shown in Figure 3.1.

Figure 3.1 Site location and surroundings



Oxford City, Licence No. 100019348 (2020)

Note: Proposed change of use site

#### 3.2 Proposed Development

The proposed development is a change of use from B2 car part factory to B8 open storage and distribution, with demolition of the existing buildings. The exact operation and operator is yet to be established .

There are no replacement buildings proposed as part of the change of use. No additional combustion plant is proposed, and energy usage is therefore reduced. No amendment to the parking spaces and no earthworks are proposed, and so there is no requirement for ducting for electric vehicle charging infrastructure.

#### 3.3 Traffic Flows

As the operator and operator have yet to be established the TRICS trip rates for B2 (current use) and B8 (proposed use) have been used to establish the potential change in traffic flows. The TRICS rate flows based on

the land space and parking spaces. It is recommended that a planning condition is set to establish the proposed flows for the use once a tenant operator has been established.

The TRICS flows based on B2 restricted and B8 uses are presented in Table 3.1 and show a AADT LDV equivalent change of a reduction by 259 LDV equivalent or a reduction of 64 HDV AADT equivalent. As these are below or around the screening criteria for assessment, the potential impact is considered negligible or slight beneficial.

Table 3.1 Change in Traffic Flows Between Current and Proposed Use

Traffic emissions screening assessment		
	Existing B2 restricted use	Proposed B8 use
AADT	553	201
%HDV	6	31.4
HDV no.	32	63
LDV no.	520	138
with 4 LDV equivalent to 1HDV (100 AADT or 25 HDV AADT)		
HDV equivalent	162	98
LDV equivalent	649	390

## 4 AIR QUALITY ASSESSMENT

### 4.1 Introduction

To scope the content of the air quality assessment the impact of the development on the local area needs to be considered, along with the impact of existing sources of pollution in local area on the proposed development.

Though the proposed development meets the criteria (within the “Land-use Planning & Development Control: Planning for Air Quality”<sup>11</sup> guidance) to assess the impact of the development on air quality in the local area as the change in traffic flows for the proposed development is greater than 100 AADT and 25 HDV AADT. The change is beneficial with overall a reduction in emissions and the proposed change of use is for 2 years.

The proposed development is in an Air Quality Management Area (AQMA). The proposed development is expected to reduce the number of human health receptors. The proposed development is in an area where the hourly or annual mean NO<sub>2</sub> objectives are not likely to be exceeded and so not considered further in the assessment, with the assessment being on impacts at existing human health receptors.

### 4.2 Methodology

The effect of potential adverse changes to NO<sub>2</sub> and PM<sub>10</sub> concentrations have been evaluated using the “Simple” assessment procedure in the “planning for air quality” guidance, based on the criteria that the baseline concentration is less than 75% of the AQAL and where the predicted change is less than an increase in less than 0.5% of the Air Quality Assessment Level (AQAL) the impact descriptor is Negligible. With the reduction in emissions from flows the change may be Slight Beneficial. The criteria in Table 4.1 will be used to describe the impact on human health receptors by the proposed development.

Table 4.1 Assessment Criteria Impact Descriptors for Individual Receptors

Annual Mean pollutant concentration in assessment year	% Change in concentration relative to Air Quality Assessment Level (AQAL) – NO <sub>2</sub> and PM <sub>10</sub> annual mean			
	1	2-5	6-10	>10
75% or less of AQAL	Negligible	Negligible	Slight	Moderate
76-94% or less of AQAL	Negligible	Slight	Moderate	Moderate
95-102% or less of AQAL	Slight	Moderate	Moderate	Substantial
103-109 % or less of AQAL	Moderate	Moderate	Substantial	Substantial
110% or more of AQAL	Moderate	Substantial	Substantial	Substantial

Note: Where the predicted change in concentration is less than 0.5% the impact descriptor is negligible.

### 4.3 Baseline Air Quality

The OCC 2022 Air Quality Annual Status Report<sup>12</sup> confirms the NO<sub>2</sub> diffusion tubes measured annual mean concentrations that were below the annual mean NO<sub>2</sub> objective at all receptor locations, prior to distance correction. As the annual mean NO<sub>2</sub> objective is not exceeded the hourly mean NO<sub>2</sub> objective is also considered highly unlikely to be exceeded. Measured PM<sub>10</sub> concentrations were well below the annual mean PM<sub>10</sub> objective. The impact descriptor for the proposed development proposal is described “Negligible” or “Beneficial”, as there are no additional flows the predicted change in concentration cannot increase by 0.5%.

<sup>11</sup> Institute of Air Quality Management. Land-Use Planning & Development Control: Planning For Air Quality. 2017.

<sup>12</sup> Oxford City Council. 2022 Air Quality Annual Status Report. 2023.

#### 4.4 Air Quality Effect of the Proposed Development

As there is a reduction in flows with the proposed change of use is unlikely to cause an increase of more than 0.5% of the AQAI for NO<sub>2</sub> and PM<sub>10</sub> concentrations at existing human health receptor locations near the road network in an area the effect of the proposed development is considered as “Negligible” or “Beneficial”. In reality there would be a reduction in emissions and planning conditions can be put in place to ensure this.

#### 4.5 Cumulative Air Quality Effect of the Proposed Development with Other Developments

It is understood that the proposed development reduces potential traffic and emissions and is therefore seen to have a beneficial effect that would reduce potential for cumulative effects.

#### 4.6 Significance of Air Quality Impacts and Effects

The effect on existing human health sensitive receptors through emissions associated with the proposed development is considered as “Negligible” or “Beneficial” and “Not Significant” effect and that the site is considered suitable for the proposed change of use.

#### 4.7 Air Quality Mitigation

The following Air quality mitigation is proposed:

- Through change of use, with the traffic emissions being reduced as a result of the development proposal;

- A sustainable travel pack is proposed;

- Reduction in building emissions through change of use. No additional combustion plant is proposed;

- Secure cycle parking.

## 5 CONSTRUCTION DUST RISK ASSESSMENT

### 5.1 Introduction

The purpose of this assessment is to identify the category of risk from dust emission associated with the demolition and construction phases, and to put in place a suitable mitigation strategy to ensure negative impacts and adverse effects are controlled and reduced. The construction works are assessed for four phases:

- Demolition;
- Earthworks;
- Construction; and
- Trackout.

The first step of the assessment is to conduct screening to establish if there is need to proceed to detailed assessment. A dust risk assessment usually proceeds to detailed assessment if there is a human receptor within 250 m of the boundary of the site or 50 m of the routes used by construction vehicles on the public highway, up to 500 m from the site entrances (for large sites).

The main steps are as follows:

- identify magnitude of dust emission for each of the phases the worksite;
- Identify the sensitivity of the receptors;
- Identify the sensitivity of the area;
- determine potential risk category of each works phase; and
- outline how each risk will be mitigated.

There are human-health and soiling receptors within 250 m of the site (in other areas of the Unipart site and Horspath village) and so the assessment proceeded to the next step and is described in the following sections. The prevailing wind direction is from the south west and there is little topography to inhibit dispersion. There is a tree belt and agricultural land between the site and residential receptors in Horspath.

### 5.2 Dust Emission Magnitude

#### Demolition

The works associated with the proposed development involve the demolition of the existing car part factory buildings and involve:

- Mostly metal cladding with low potential for dust;
- Potentially dusty material (concrete at base);
- Works over 12 m in height;

The demolition dust emission magnitude is considered as Medium.

#### Earthworks

There are no earthworks associated with the proposed development and so the earthworks dust emission magnitude is considered as Not Applicable.

#### Construction

There are no construction works associated with the proposed development and so the construction dust emission magnitude is considered as Not Applicable.

#### Trackout

Trackout of demolition material involves:

- <10 outward HDV movements on peak day;
- Existing hardstandings to be used as haul road and no earthworks;

The trackout dust emission magnitude is considered as Small.

A summary of the dust emission magnitude is presented in Table 5.1.

Table 5.1 Dust Emission Magnitude

Phase	Dust Emission Magnitude
Demolition	Medium
Earthworks	Not Applicable
Construction	Not Applicable
Trackout	Small

### 5.3 Sensitivity of the Area

The next step of the assessment is to define the sensitivity of the area. The sensitivity of the area takes into account a number of factors, including:

- specific sensitivities of receptors in the area;
- the proximity and number of receptors;
- background PM<sub>10</sub> concentrations; and
- site specific factors such as topography.

The sensitivity is defined for:

- dust soiling effects;
- human health effects of PM<sub>10</sub>; and
- ecological effects.

High sensitivity receptors for human health effects of PM<sub>10</sub> include human health receptors in residential buildings. Medium sensitivity receptors include places of work or community facilities.

Ecological effects are not considered further in this assessment as there are no designated dust-sensitive ecological receptors within 50 m of the site boundary, or construction route or within 200 m of the site entrance.

For dust soiling effects, there are 10-100 high-sensitivity receptors within 250 m of the site boundary and >1 medium sensitivity receptors within 100m, and so the sensitivity of the area is defined as Low. For trackout, as there are >1 Medium sensitivity receptors within 20 m of construction routes within 200 m of the site access in other parts of the UYS site, the sensitivity of the area is Medium for dust soiling effects.

For human health effects, the baseline annual mean PM<sub>10</sub> concentration needs to be considered. The baseline conditions are described in Section 4.3. For the purpose of the dust risk assessment, background PM<sub>10</sub> concentrations have been assumed to be below 24 µg/m<sup>3</sup> based on the measured concentrations from the OCC monitoring. With the background annual mean PM<sub>10</sub> concentration of below 24 µg/m<sup>3</sup> and 10-100 high sensitivity receptors within 250 m for demolition, the sensitivity of the area is considered as Low for human health effects. For trackout, as there are >10 Medium sensitivity receptors within 20 m of construction routes within 200 m of the site access, the sensitivity of the area is Low for trackout human health effects.

The sensitivity of the area is summarised below in Table 5.2.



Table 5.2: Sensitivity of the Area

Receptor sensitivity	Sensitivity of the surrounding area			
	Demolition	Earthworks	Construction	Trackout
Dust soiling	Low	N/a	N/a	Medium
Human health	Low	N/a	N/a	Low

## 5.4 Risk of Impacts

When the dust emission magnitude is combined with the sensitivity of the area, the risk of impacts with no mitigation applied can be determined. The summary of the dust risk assessment is presented below in Table 5.3. In summary, the site is considered as Low Risk for dust soiling and for human health effects. The dust risk is used to define the amount of site-specific mitigation that is required. The mitigation measures are described in Section 5.5.

Table 5.3: Dust Risk Summary

Summary	Demolition	Earthworks	Construction	Trackout
Dust soiling	Low Risk	n/a	n/a	Low risk
Human health	Low Risk	n/a	n/a	Negligible risk

## 5.5 Demolition and Construction Dust and Air Quality Mitigation

Based on the dust risk assessment findings, the following dust and air quality mitigation measures are proposed:

Table 5.4: Dust and Air Quality Mitigation Measures

Reference	Measure	Specific details
<b>Site management</b>		
SM1	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	
SM2	Develop a dust management plan.	
SM3	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.	
SM4	Display the head or regional office contact information.	
SM5	Record and respond to all dust and air quality pollutant emissions complaints.	
SM6	Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.	
SM7	Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.	
SM8	Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book.	
<b>Preparing and maintaining the site</b>		
PM1	Plan site layout: machinery and dust causing activities should be located away from receptors.	
PM2	Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.	
PM3	Avoid site runoff of water or mud.	
PM4	Keep site fencing, barriers and scaffolding clean using wet methods.	

- PM5 Remove materials from site as soon as possible.
- PM6 Cover, seed or fence stockpiles to prevent wind whipping.
- PM7 Carry out regular dust soiling checks of buildings within 100 m of site boundary and cleaning to be provided if necessary.

**Operating vehicle/machinery and sustainable travel**

- OV1 Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable. Not applicable
- OV2 Ensure all vehicles switch off engines when stationary – no idling vehicles.
- OV3 Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
- OV4 Impose and signpost a maximum-speed-limit of 10 mph on surfaced haul routes and work areas. Existing  
hardstanding used
- OV5 Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

**Operations**

- OP1 Only use cutting, grinding or sawing equipment fitted, or in conjunction with, suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- OP2 Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
- OP3 Use enclosed chutes, conveyors and covered skips.
- OP4 Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- OP5 Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

**Waste Management**

- WM1 Reuse and recycle waste to reduce dust from waste materials.
- WM2 Avoid bonfires and burning of waste materials.

**Demolition**

- DM1 Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- DM2 Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.
- DM3 Avoid explosive blasting, using appropriate manual or mechanical alternatives
- DM4 Bag and remove any biological debris or damp down such material before demolition.

**Earthworks**

- EW1 No measures as no Earthworks

**Construction**

- CS1 No measures as no Construction

**Trackout**

- TR1 Avoid dry sweeping of large areas. Use wet sweeping
- TR2 Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
- TR3 Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). Use of jetwash to clean wheels when required

## 6 CONCLUSIONS

Anderson Acoustics Ltd was commissioned by Charterhouse Property Group Ltd to undertake a planning stage air quality assessment for the proposed change of use of the site from general industrial (Use Class B2) to storage and distribution (Use Class B8 Open Storage and Distribution). The proposal involves the demolition of the existing buildings within the site boundary and the use of the site for open storage and distribution.

The proposed development reduces the transport and building emissions associated with the land use and so the effect is considered beneficial or at worst a “Negligible” effect. The effect of emissions from the proposed development is considered as “Not Significant”. The proposed development has no building emissions to consider as the site will be open storage.

The demolition and trackout dust soiling and human-health effects are considered Low Risk and “Not Significant”. A demolition dust and emissions management plan has been prepared.

The proposed development is considered suitable for the site and compliant with air quality policy and is considered to have a beneficial impact on air quality in the area. As the proposed operator is yet to be established and their predicted traffic flows are yet to be confirmed it is recommended that a planning condition is set to establish the proposed flows for the use once a tenant operator has been established and the requirement for air quality assessment reviewed once the predicted traffic flows for the operator are known and increase in traffic beyond the criteria for further assessment is shown.