



Hinckley Investment LLP

Hammonds Way, Hinckley

Air Quality Assessment

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Executive Summary

Air & Acoustic Consultants Limited have been commissioned Graftongate to undertake an Air Quality Assessment (AQA) in support of a full planning application for a proposed commercial development, located on land off Hammonds Way, Hinckley, LE10 3EJ.

The AQA has considered the potential dust impacts resulting from the construction phase of the proposed development upon existing sensitive receptors, and has considered the operational air quality impacts on local sensitive receptors.

The application site is not located within or in close proximity to any AQMAs. The local authority air quality monitoring carried out closest to the application site shows a complete compliance of the NO₂ annual mean objective for the period 2019 - 2023; the most recent five years of monitoring data. The DEFRA background concentrations suggest that for 2025, the concentrations of the key air pollutants are within the annual standards for the entirety of the application site.

The dust risk assessment has classified the application site as 'Medium Risk.' Following the successful implementation of the suggested mitigation measures (set out in [Section 7](#) and [Appendix C](#)), the residual effects of dust and emissions resulting from the construction activities upon the local area and sensitive receptors, although adverse, will only be temporary and **'not significant.'**

The AQA shows that the air quality impacts associated with the proposed development are considered to be **'insignificant.'**

The proposed development is therefore expected to comply with all relevant national and local air quality policy.

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1 Introduction

1.1 Brief

- 1.1.1 Air & Acoustic Consultants Limited have been commissioned by Hinckley Investment LLP to undertake an AQA in support of a planning application for the construction of a new employment site with commercial / industrial uses at Hammonds Way, Hinckley.

1.2 Application Site

- 1.2.1 The application site is located on vacant land between Nutts Lane and Hammonds Way formerly used as sports pitch land. The surrounding area comprises an industrial estate to the north, east and southeast and residential dwellings to the west and southwest. The A5 is located further to the south beyond the residential and commercial premises, and the Birmingham to Peterborough railway line is located to the north beyond the commercial premises.
- 1.2.2 The national grid reference for the centre of the site is, SP 41054 92678 (British National Grid Coordinates E: 441054, N: 292678). The site location and surrounding area is illustrated in [Figure 1.1](#).

Figure 1.1: Site Location



1.3 Development Proposals

- 1.3.1 The planning application seeks the permission for the following:

“Development of the site to provide an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) alongside associated landscaping, yard, parking, access and other supporting infrastructure.”

- 1.3.2 The proposed layout of the site is illustrated in [Figure 1.2](#). Note that this layout assumes B2 uses. A separate layout has been provided for B8 uses whereby a different parking layout is observed.

Figure 1.2: Site Layout



1.4 Assessment Approach

- 1.4.1 This assessment has been undertaken to assess if the proposed development is likely to give rise to any significant air quality and dust impacts, and to establish the magnitude and the significance of such impacts caused as a result of the proposed development in respect to the prevailing environmental conditions.
- 1.4.2 To assist with the understanding of this report a glossary of air quality terms is provided in [Appendix A](#).

2 Legislation and Policy Context

2.1 European Legislation

- 2.1.1 Air pollutants at high concentrations can give rise to adverse effects upon the health of both humans and ecosystems. The European Union (EU) legislation on air quality forms the basis for the national UK legislation and policy.
- 2.1.2 The EU Framework Directive 2008/50/EC came into force in May 2008 and sets out legally binding limits for concentrations of the major air pollutants that can impact on public health. This Directive came into force in England in June 2010¹. Amendments to this Directive were made following amendments to the 2008/50/EC and 1004/107/EC on air quality made by Directive 2015/1480/EC. The updated Directive, The Air Quality Standards (Amendment) Regulations 2016, came into force on 31st December 2016².
- 2.1.3 Following the UK's departure from the EU and the Brexit transition period the previous EU Legislation has been retained in the United Kingdom. The following text is taken from the legislation.gov.uk³ website, setting out details of the retention:

"The UK is no longer a member of the European Union. EU legislation as it applied to the UK on 31 December 2020 is now a part of UK domestic legislation, under the control of the UK's Parliaments and Assemblies, and is published on legislation.gov.uk.

[...]

EU legislation which applied directly or indirectly to the UK before 11.00 p.m. on 31 December 2020 has been retained in UK law as a form of domestic legislation known as 'retained EU legislation'. This is set out in sections 2 and 3 of the European Union (Withdrawal) Act 2018 (c. 16)."

2.2 National Legislation, Policy and Strategy

- 2.2.1 Part IV of the Environment Act 1995⁴ requires local authorities to review and assess the air quality within their boundaries. As a result, the Air Quality Strategy was adopted in 1997⁵, with national health-based standards and objectives set out for the, then, eight key air pollutants including benzene, 1-3 butadiene, carbon monoxide, lead, nitrogen dioxide (NO₂), ozone, particulate matter (PM) and sulphur dioxide.
- 2.2.2 Part IV of the Environment Act 2021⁶ amends both the Environment Act 1995 and the Clean Air Act 1993⁷. It builds on the foundations provided by Part IV of the Environment Act 1995 and strengthens the local air quality management framework. The act allows the Secretary of State to make provisions for, about or connect with the recall of relevant products that do not meet relevant environmental standards.
- 2.2.3 The government has resisted calls for the adoption of the recently updated World Health Organisation (WHO) air quality guidelines, specifically targeting particulate matter pollution. The act does introduce a duty on the government to bring forward at least two air quality targets by October 2022 for consultation that will be set in secondary legislation, which has now been introduced in secondary legislation. The

¹ Statutory Instrument, 2010. *The Air Quality Standards Regulations*, No. 1001.

² Statutory Instrument, 2016. *The Air Quality Standards Regulations*, No. 1184.

³ EU legislation and UK law. Accessible at: <https://www.legislation.gov.uk/eu-legislation-and-uk-law>

⁴ Parliament of the United Kingdom, 1995. *Environmental Act 1995*, Chapter 25.

⁵ Department for Environment Food and Rural Affairs, 1997. *The United Kingdom National Air Quality Strategy*, Cm 3587.

⁶ UK Public General Acts, 2021. *Environmental Act 2021*, Chapter 30.

⁷ UK Public General Acts, 1993. *Clean Air Act 1993*, Chapter 11.

first aim of the legislation is to reduce the annual average level of fine particulate matter (PM_{2.5}) in ambient air. The second aim is to set a long-term target (set a minimum of 15 years in the future), which the then government said, “*will encourage long-term investment and provide certainty for businesses and other stakeholders.*”

England Air Quality Standards

- 2.2.4 The Air Quality Strategy⁸ sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. The Air Quality Strategy most recent update⁹ includes a range of actions, for both local authorities and the UK government, to improve air quality across the UK. Examples of actions set out in the Air Quality Strategy include tighter emissions standards for vehicles and machinery, greater use of low-emission vehicles, and new rules on burning solid fuels, as well as local action to support the delivery of the recently implemented PM_{2.5} targets.
- 2.2.5 The pollutant standards relate to ambient pollutant concentrations in air, set on the basis of medical and scientific evidence regarding how each pollutant affects human health. Pollutant standards are the future dates by which each standard is to be achieved, considering economic considerations, practical and technical feasibility.
- 2.2.6 The air quality standards are managed through the Local Air Quality Management (LAQM) regime, which is defined within the Air Quality (England) Regulations 2000, (SI 928) and the Air Quality (England) (Amendment) Regulations 2002, (SI 3043). [Table 2.1](#) lists the National Air Quality Standards that are relevant to this AQA. To note, the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023¹⁰ came into force in England on 30th January 2023 and set out two fine particulate matter targets to be achieved by 2040, which have been included in [Table 2.1](#).

Table 2.1: Air Quality Standards (England)

Pollutants	Air Quality Standards		
	Average Period	Standard (µg/m³)	Percentile Equivalent
Nitrogen Dioxide (NO ₂)	Annual Mean	40 ^A	-
	1-hour Mean	200 not to be exceeded more than 18 times a year. ^A	99.79
Particulate Matter (PM ₁₀)	Annual Mean	40	-
	24-hour Mean	50 not to be exceeded more than 35 times a year	90.41
PM _{2.5}	Annual Mean	25 - Stage 1 limit value pre 2020	-
		20 - Indicative Stage 2 limit value post 2020. 15% reduction in background to be achieved between 2010 & 2020 at Urban Background sites. ^B	-
	Annual Mean	12 - Interim Target to be achieved	-

⁸ Department for Environment Food and Rural Affairs, 2007. *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland*, Cm 7169, Department for Environment Food and Rural Affairs.

⁹ Department for Environment Food and Rural Affairs, 2023. *Air quality strategy: framework for local authority delivery*.

¹⁰ Statutory Instrument, 2023. *The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023*. No.96.

Pollutants	Air Quality Standards		
	Average Period	Standard (µg/m ³)	Percentile Equivalent
	by 2028 and 22% reduction in exposure achieved between 2018 & 2028. ^C		
	Annual Mean	10 - Target to be achieved by 2040 and 35% reduction in exposure achieved between 2018 & 2040. ^D	-
Notes: ^A Annual mean value of 60 µg/m ³ used to assess whether the NO ₂ 1-hour mean objective will be exceeded. A study carried out on behalf of DEFRA and the Devolved Administrations identified that exceedances of the NO ₂ 1-hour mean are unlikely to occur where the annual mean is below this concentration. ^B Current UK limit value. ^C As set out in the Environmental Improvement Plan (2023). These targets will help drive reductions in the worst PM _{2.5} hotspots across the country, whilst ensuring nationwide action to improve air quality for everyone. ^D In line with Statutory Instrument, 2023. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. No.96.			

2.2.7 To note, the PM_{2.5} targets are central government targets primarily focussed on tackling emissions, rather than requiring local authorities to assess concentrations against these new PM_{2.5} targets. In March 2023, the Department for Levelling-Up, Housing and Communities (DLUHC) wrote to all Chief Planning Officers¹¹ in England advising that guidance was progressing on how these new targets should be integrated into the planning system. At the time of writing, interim guidance has been produced by DEFRA¹² which states:

The purpose of the targets is to improve air quality by reducing levels of PM_{2.5} across the country, therefore improving public health. While achievement of the targets will be assessed at relevant monitoring sites, the targets apply to ambient (outdoor) air throughout England. Applicants and Local Planning Authorities should therefore consider the impact of developments on air quality in all ambient air, whether a monitor is present or not.

These targets require a different approach to that used by applicants and Local Authorities in response to existing air quality legislation.

The new approach moves away from a requirement to assess solely whether a scheme is likely to lead to an exceedance of a legal limit and instead ensures that appropriate mitigation measures are implemented from the design stage, streamlining the process for planning and ensuring the minimum amount of pollution is emitted and that exposure is minimised.

Pending publication of the new guidance, applicants are advised to provide evidence in their planning applications that they have identified key sources of air pollution within their schemes and taken appropriate action to minimise emissions of PM_{2.5} and its precursors as far as is reasonably practicable. If quantitative evidence is not available, a qualitative approach can be taken. This applies to all developments which would normally require an air quality assessment.

¹¹ Department for Levelling Up, Housing & Communities, 2023. *Planning Newsletter – 3rd March 2023*.

¹² Department for Environment Food & Rural Affairs (2024) *PM_{2.5} Targets: Interim Planning Guidance*, available at: <https://uk-air.defra.gov.uk/pm25targets/planning>
 Levelling Up, Housing & Communities, 2023. *Planning Newsletter – 3rd March 2023*.

More detailed assessments are expected for developments which are closer to populations, and those which are likely to have higher emissions. This guidance is separate to how PM_{2.5} should be considered within environmental permitting.”

2.2.8 While planning reforms are discussed in the Air Quality Strategy¹³ (2023), it is still unclear how the PM_{2.5} targets will be implemented at a local level in the future. Therefore, this AQA has only considered the Defra (2024) interim guidance.

2.2.9 To note, the Defra (2024) interim guidance also provides considerations applicants have to make in terms of impacts and exposure (which also aligns with the mitigation hierarchy set out within the Institute of Air Quality Management (IAQM) (2018) Mitigation of Development Air Quality Impacts¹⁴ Statement).

World Health Organisation Guidelines

2.2.10 The WHO produced updated air quality guidelines in September 2021¹⁵, and are a set of evidence-based recommendations of limit values for specific air pollutants developed to help countries achieve air quality that protects public health. They are significantly lower than the current levels legislated within the Air Quality Objectives / Limits (as set out in Table 2.1). The WHO guideline levels are set out in Table 2.2 below.

Table 2.2: WHO Air Quality Guidelines

Pollutants	Air Quality Guidelines	
	Concentration (µg/m ³)	Measured as
Nitrogen Dioxide (NO ₂)	25	24-hour mean (99th percentile)
	10	Annual mean
Particulate Matter (PM ₁₀)	45	24-hour mean (99th percentile)
	15	Annual mean
PM _{2.5}	15	24-hour mean (99th percentile)
	5	Annual mean

2.2.11 The Committee on the Medical Effects of Air Pollutants (COMEAP)¹⁶ has concluded the following:

“The WHO’s revised AQGs for pollutants in outdoor air are suitable as long-term targets to inform policy development. We stress that the AQG values should not be regarded as thresholds below which there are no impacts on health - the current evidence has not identified thresholds for effect at the population level, meaning that even low concentrations of pollutants are likely to be associated with adverse effects on health. Therefore, continued reductions, even where concentrations are below the AQGs, are also likely to be beneficial to health.”

2.2.12 However, this assessment has considered the current legislation, and therefore the required air quality standards set out in Table 2.1 have been used to inform this AQA.

¹³ Department for Environment, Food & Rural Affairs, 2023. *Air Quality Strategy for England*.

¹⁴ Institute of Air Quality Management, 2018. *Mitigation of Development Air Quality Impacts (v1.1).*

¹⁵ World Health Organization, 2021. *WHO global air quality guidelines*.

¹⁶ Committee on the Medical Effects of Air Pollutants (COMEAP), 2022. *COMEAP statement: response to publication of the World Health Organization Air quality guidelines 2021*

Statutory Nuisance

2.2.13 Under Part III of the Environmental Protection Act (1990)¹⁷, it is the duty of the local authorities to take steps as reasonably practical to investigate issues that could be a 'statutory nuisance'. Potential causes of statutory nuisance include:

- Any premises in such a state as to be prejudicial to health or a nuisance;
- Smoke emitted from premises so as to be prejudicial to health or a nuisance;
- Fumes or gases emitted from premises so as to be prejudicial to health or a nuisance;
- Any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance; or
- Any accumulation or deposit which is prejudicial to health or a nuisance.

2.2.14 The local authority may serve an abatement notice on the person, premises owner or occupier if it is satisfied of the existence or likely existence of a statutory nuisance(s). Should the abatement notice not be complied with the Local Authority may prosecute in the courts and this can result in penalties such as a fine. However, it is considered as a defence if the best practicable means to stop or reduce a nuisance are employed.

2.2.15 The most likely cause of a statutory nuisance associated with this AQA is dust. Dust is the generic term used in the British Standard document BS 6069 (Part Two)¹⁸, to describe particulate matter in the size range 1–75 µm (micrometres) in diameter. This document has been withdrawn and has been replaced with the BS ISO 4225:2020¹⁹ document. Dust nuisance is the result of the perception of the soiling of surfaces by excessive rates of dust deposition.

National Planning Policy Framework

2.2.16 The National Planning Policy Framework (NPPF)²⁰ (2024) sets out the planning policy for England, to help achieve sustainable development within the planning sector, and that the planning system has three overarching objectives, one of which (Paragraph 8c) is 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."

2.2.17 Paragraph 110 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."

¹⁷ UK Public General Acts, 1990. *Environmental Protection Act 1990, Chapter 43.*

¹⁸ The British Standards Institution, 1994. *BS6069-2:1994 - Characterization of air quality.*

¹⁹ The British Standards Institution, 2020. *BS ISO 4225:2020 - Air quality.*

²⁰ Ministry of Housing, Communities & Local Government, 2024. *National Planning Policy Framework.*

2.2.18 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;

[...].”

2.2.19 Paragraph 198 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 environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.”

2.2.20 Paragraph 199 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.”

2.2.21 Paragraph 201 states:

“The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.”

2.2.22 The NPPF also sets out the national planning policy on biodiversity and conservation. This emphasises that the planning system should seek to minimise effects on and provide net gains in biodiversity, wherever possible, as part of the Government’s commitment to halting decline and establishing coherent and resilient ecological networks.

Planning Practice Guidance

2.2.23 The NPPF is supported by Planning Practice Guidance (PPG)²¹ (DCLG, 2021), which sets out the principles on how planning can take account of the impacts of new developments on air quality.

2.2.24 Paragraph 001 Reference ID: 32-001-20191101 states:

“The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that affect public health such as particulate matter (PM₁₀ and PM_{2.5}) and nitrogen dioxide (NO₂).

The UK also has national emission reduction commitments for overall UK emissions of 5 damaging air pollutants:

- *fine particulate matter (PM_{2.5})*
- *ammonia (NH₃)*
- *nitrogen oxides (NO_x)*
- *sulphur dioxide (SO₂)*
- *non-methane volatile organic compounds (NMVOCs)*

As well as having direct effects on public health, habitats and biodiversity, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.”

2.2.25 Paragraph: 005 Reference ID: 32-005-20191101 states:

“Whether air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to have an adverse effect on air quality in areas where it is already known to be poor, particularly if it could affect the implementation of air quality strategies and action plans and/or breach legal obligations (including those relating to the conservation of habitats and species). Air quality may also be a material consideration if the proposed development would be particularly sensitive to poor air quality in its vicinity.

Where air quality is a relevant consideration the local planning authority may need to establish:

- *The ‘baseline’ local air quality, including what would happen to air quality in the absence of the development;*
- *whether the proposed development could significantly change air quality during the construction and operational phases (and the consequences of this for public health and biodiversity); and*
- *whether occupiers or users of the development could experience poor living conditions or health due to poor air quality.”*

²¹ Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government. Planning Practice Guidance. Accessible at: <http://planningguidance.planningportal.gov.uk/>

[Environmental Improvement Plan](#)

- 2.2.26 The Environmental Improvement Plan 2023 (as previously referenced with relation to [Table 2.1](#)) is the first revision of the 25 year Environment Plan²², and sets out how the 25 Year Environmental Plan goals, Environment Act targets, and other commitments that have been made domestically and internationally will combine to drive specific improvements in the natural environment. This is to be reviewed every five years, with the next review due in 2028.
- 2.2.27 Goal 2 – Clean Air sets out what the government has achieved since 2018, which includes publishing the Clean Air Strategy²³ in 2019, reducing pollution from domestic burning and publishing the Transport Decarbonisation Plan²⁴, all of which aim to improve air quality.
- 2.2.28 The Environmental Improvement Plan sets out targets and commitments to be implemented in order to tackle poor air pollution. In addition to the PM_{2.5} long-term and interim targets, the following legal emission reduction targets for five damaging pollutants also apply (to be achieved by 2030 relative to 2005 levels):
- Reduce emissions of nitrogen oxides by 73%.
 - Reduce emissions of sulphur dioxide by 88%.
 - Reduce emission of PM_{2.5} by 46%.
 - Reduce emissions of ammonia by 16%.
 - Reduce emissions of non-methane volatile organic compounds by 39%.
- 2.2.29 These measures will be monitored through the Annual Progress Report and the Outcome Indicator Framework.

[National Clean Air Strategy](#)

- 2.2.30 The Clean Air Strategy was published in January 2019 and sets out how the government will improve air quality nationally. The document aims to tackle the issue of air quality across all parts of government and society to protect public health and the environment and identifies what needs to be done to achieve this. The document complements the Industrial Strategy (archived), the Clean Growth Strategy²⁵ and the 25 Year Environment Plan and is a key part of delivering the government's 25 Year Environmental Plan.
- 2.2.31 The document has adopted international targets to reduce emissions of fine particulate matter, ammonia, nitrogen oxides, sulphur dioxide and non-methane volatile organic compounds by 2020 and 2030. The document proposes tougher goals to cut public exposure to particulate matter pollution, as recommended by the WHO.
- 2.2.32 The strategy not only targets the reduction of emissions, but also a reduction in exposure.

[Reducing Emissions from Road Transport: Road to Zero Strategy](#)

- 2.2.33 The Reducing emissions from road transport: Road to Zero Strategy²⁶ (2018) document produced by the Office for Low Emission Vehicles (OLEV), Office for Zero Emission Vehicles (OZEV) and the Department for Transport (DfT), sets out how the government aims to end the sale of new conventional petrol and

²² Department for Environment, Food and Rural Affairs, 2018. A Green Future: Our 25 Year Plan to Improve the Environment.

²³ Department for Environment, Food and Rural Affairs, 2019. Clean Air Strategy 2019.

²⁴ Department for Transport, 2021. Decarbonising Transport. A Better, Greener Britain.

²⁵ Department for Business, Energy and Industrial Strategy, 2017. *The Clean Growth Strategy*.

²⁶ Department for Transport, Office for Low Emission vehicles and Office for Zero Emission Vehicles, 2018. *Reducing emissions from road transport: Road to Zero Strategy*

diesel cars and vans by 2040, with almost every car and van having zero emissions by 2050. Furthermore, the aim of the government is to see at least 50%, and as many as 70%, of new car sales being ultra-low emission by 2030 (and up to 40% of new van sales).

- 2.2.34 A number of measures have been set out in the document which outline how the government will support this gradual transition, some of which are consumer incentives, research and development and innovation support based.
- 2.2.35 Since this document was released, the then Prime Minister has announced that, as part of the Ten Point Plan for a Green Industrial Revolution (2020)²⁷, the government will end the sale of new petrol and diesel cars and vans from 2030, 10 years earlier than set out in the document above. This has since been pushed back, with the end of the sale of new petrol and diesel cars and vans due to be achieved by 2035.
- 2.2.36 This plan will see road traffic-related oxides of nitrogen (NO_x) emissions reduce significantly over the coming decades, likely beyond the scale of reductions forecast in air quality tools used to assess potential air quality impacts.

[Air Quality Strategy – Framework for Local Authority Delivery](#)

- 2.2.37 The Air Quality Strategy – Framework for Local Authority Delivery²⁸ (2023) document produced DEFRA provides a framework for local authorities to improve air quality and meet national targets. It outlines actions for reducing emissions from various sources, including domestic burning, industrial sources, and transport. The strategy also emphasises the role of local authorities in delivering cleaner air and achieving long-term air quality goals, including those related to particulate matter (PM_{2.5}).

2.3 Local Planning Policy

[Local Plan 2006 - 2026](#)

- 2.3.1 The Local Plan 2006 – 2026 consists of a series of documents including the four key development plan documents (DPD). The two key documents relevant to this assessment are the Core Strategy²⁹ and the Site Allocations & Development Management Policies DPD³⁰.
- 2.3.2 Hinckley and Bosworth Borough Council (HBBC) adopted the Local Development Framework Core Strategy in December 2009. This document sets out the overarching strategy and long-term vision for the borough. The vision and strategic objectives established in the Core Strategy are implemented through other DPDs. One such document, the Site Allocations and Development Management Policies DPD, was adopted by HBBC in July 2016. It contains borough-wide development management policies that are used to guide and determine planning applications.
- 2.3.3 There are no policies relevant to air quality in the Core Strategy. The following policies pertaining to air quality are set out within the Site Allocations and Development Management Policies DPD:
- 2.3.4 DM7: *Preventing Pollution and Flooding*, states:

“Adverse impacts from pollution and flooding will be prevented by ensuring that development proposals demonstrate that:

²⁷ Department for Transport and Office for Zero Emission Vehicles, 2020. *The Ten Point Plan for a Green Industrial Revolution*

²⁸ Department for Environment, Food and Rural Affairs 2023. *Air Quality Strategy – Framework for Local Authority Delivery*

²⁹ Hinckley & Bosworth Borough Council, 2009. *Local Development Framework Core Strategy*.

³⁰ Hinckley & Bosworth Borough Council, 2016. *Site Allocations and Development Management Policies DPD*.

[...]

f) It will not contribute to poor air quality;

[...]"

2.3.5 DM10: *Development and Design*, states:

"Developments will be permitted providing that the following requirements are met:

a) It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion;

[...]"

2.3.6 It is noted that a new draft local plan³¹ is under consultation at HBBC, which will cover the period until 2041, but as this has not been adopted no further considerations have been made within this AQA.

2.4 Air Quality Action Plans

National Air Quality Action Plan

2.4.1 DEFRA has produced an Air Quality Plan³² to tackle roadside NO₂, throughout the United Kingdom. Along with a package of infrastructure, initiatives and grants, the plan required local authorities to produce local action plans by March 2018, with the aim of reducing the air quality concentrations below the objective as soon as practically possible, should they be predicting exceedances of the air quality objectives beyond 2020.

Local Air Quality Action Plan

2.4.2 HBBC do not have a current Air Quality Action Plan. Therefore, for the latest measures within HBBC relating to air quality, please refer to the latest Annual Status Report (ASR)³³.

³¹ Hinckley and Bosworth Borough Council, 2021. *Hinckley and Bosworth Local Plan 2020-2039*.

³² Department for Environment Food & Rural Affairs & Department for Transport, 2017. *UK plan for tackling roadside nitrogen dioxide concentrations*.

³³ Hinckley & Bosworth Council, 2024. *2024 Air Quality Annual Status Report (ASR)*.

3 Assessment Approach

3.1 Consultation

3.1.1 Paragraph: 007 Reference ID: 32-007-20191101 of the NPPG (2019) states the following:

“The scope and content of supporting information is best discussed and agreed between the local planning authority and applicant before it is commissioned.”

3.1.2 An air quality scoping exercise email was sent to the Environmental Health Officer at HBBC on 24th October 2025, to agree the scope of the assessment. A response was received on 27th October 2025, approving the proposed methodology. This is referenced further with relation to the operational impacts assessment as set out in [Section 6](#).

3.2 Construction Phase – Dust Risk Assessment

3.2.1 There is currently no formal assessment criterion for dust, therefore, the approach developed and published by the Institute of Air Quality Management (IAQM), in the *Guidance on the Assessment of Dust from Demolition and Construction* (2024)³⁴ document has been utilised as part of this assessment. The approach consists of a five-step process to assess the potential level of risks, (Large, Medium, Small or Negligible), regarding the four main phases of development (demolition, earthworks, construction, and trackout). The assessment includes consideration of pre-mitigation and post-mitigation impacts, based upon the scale and nature of the proposed development.

3.2.2 The main air quality impacts that may arise during demolition and construction activities are:

- Dust deposition, resulting in the soiling of surfaces;
- Visible dust plumes, which are evidence of dust emissions;
- Elevated PM₁₀ and PM_{2.5} concentrations, as a result of dust generating demolition and construction activities; and
- An increase in concentrations of NO₂ due to exhaust emissions from vehicles and equipment.

3.2.3 In relation to the most likely impacts, the guidance states the following:

“The most common impacts are dust soiling and increased ambient PM₁₀ concentrations due to dust arising from activities on the site. Dust soiling will arise from the deposition of particulate matter in all size fractions.

[...]

Experience of assessing the exhaust emissions from on-site plant (also known as non-road mobile machinery or NRMM) and site traffic suggests that they are unlikely to make a significant impact on local air quality, and in the vast majority of cases they will not need to be quantitatively assessed.”

3.2.4 The approach states that an assessment will normally be required where there are either:

- Human receptors within 250 m of the site boundary, and/or within 50 m of the routes used by construction vehicles on the local highway network and up to 250 m from site entrances; and/or

³⁴ Institute of Air Quality Management, 2024. *Guidance on the Assessment of Dust from Demolition and Construction.*

- Ecological receptors within 50 m of the site boundary, or within 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s).

3.2.5 An ecological receptor refers to any sensitive habitat that is susceptible to dust soiling. For locations with a statutory designation, such as Ramsar Conservation Sites, Sites of Specific Scientific Interest (SSSI), Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), consideration should be given as to whether the specific site is sensitive to dust. Some non-statutory sites, (such as local wildlife sites and ancient woodlands) may also have to be considered if appropriate.

3.2.6 The degree of risk is then derived from the level of the risk, and the sensitivity of the receptor being considered. To note, not all the criteria for a particular risk class need to be met for magnitude or significance. It is suggested in the IAQM (2024) guidance that other criteria, such as professional judgement can be used to justify the assessment.

3.2.7 The full dust risk assessment methodology is set out in [Appendix B](#) and the assessment is set out in [Section 5](#).

3.3 Operational Phase – Traffic Emissions

[Environmental Protection UK \(EPUK\) & Institute of Air Quality Management \(IAQM\) Guidance](#)

3.3.1 The key guidance document which has been used to determine the potential for impacts upon air quality is the EPUK & IAQM (2017) *Land-Use Planning and Development Control: Planning for Air Quality* document³⁵.

3.3.2 This guidance document provides indicative screening criterion for when a full impact assessment is required. The following screening criterion relevant to this AQA has been considered:

[Local Highway Network](#)

Stage 1 – Criteria to proceed to Stage 2:

- If any of the following apply to the proposed development:
 - Contains 10 or more residential units or a site area of more than 0.5ha; or
 - Contains more than 1,000 m² of floor space for all other uses or a site area greater than 1ha.
- Coupled with any of the following:
 - The development has more than 10 parking spaces; or
 - The development will have a centralised energy facility or other centralised combustion process.

Stage 2 – Indicative criteria to proceed to an impact assessment:

- A change of cars / LDVs (light duty vehicles) flow of:
 - More than 100 AADT within or adjacent to an AQMA; or
 - More than 500 AADT elsewhere.
- A change of HDVs (heavy duty vehicles) flow of:

³⁵ Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM), 2017. *Land-use Planning & Development Control: Planning for Air Quality*.

- More than 25 AADT within or adjacent to an AQMA; or
- More than 100 AADT elsewhere.

3.3.3 Should these criteria not be met, then the guidance document considers air quality impacts associated with a scheme to be 'insignificant' and no further assessment is required.

3.3.4 Since the proposed development contains more than 1,000 m² of floor space and has plans for over 10 parking spaces, the Stage 1 criteria is exceeded and therefore the proposed development traffic impacts have been screened against the Stage 2 criteria.

3.3.5 This is further set out in [Section 6](#) of this AQA.

3.4 Significance Impact Criteria

[Dust Risk Impacts](#)

3.4.1 The IAQM (2024) guidance does not provide a method for assessing the significance of effects before mitigation and advises that pre-mitigation significance should not be determined. With appropriate mitigation in place (as set out in [Section 7](#) and [Appendix C](#)) the IAQM (2024) guidance is clear that the residual effect will normally be 'not significant.'

[Operational Impacts](#)

3.4.2 The EPUK & IAQM (2017) guidance is clear in stating that if the Stage 1 criteria is triggered, and if none of the criteria set out in Stage 2 are met, then there is no requirement to carry out an air quality assessment on the impact of the proposed development on the local area. The impacts are considered to have 'insignificant' effects on this basis.

3.5 Assessment Uncertainty

[Traffic Data](#)

3.5.1 The AQA is dependent upon the traffic data provided for the project, and should this be subject to change, so may the resulting conclusions.

[Background Data](#)

3.5.2 The background air quality concentrations have been taken from the DEFRA background mapping. The DEFRA website³⁶ includes estimated background air pollution data for NO_x, NO₂, PM₁₀ and PM_{2.5} for each 1km by 1km OS grid square. Background pollutant concentrations are modelled from the base year of 2021 and based on ambient monitoring and meteorological data from 2021. The 2021 mapping includes projections for future years, up to currently 2040. Furthermore, the concentrations are modelled at a standard 'living height,' which has been averaged across the grid square.

3.5.3 There is discrepancy between the concentrations mapped by DEFRA and those recorded at local background sites. Therefore, a calibration factor has been derived from the ratio between monitored background concentrations (local authority monitoring) and DEFRA background mapped concentrations for NO₂, PM₁₀ and PM_{2.5} to improve the accuracy of the background concentrations. This is also supported by TG22 which states:

³⁶ Department for Environmental Food and Rural Affairs. Accessible at: [Background Mapping data for local authorities - 2021 - Defra, UK](#)

“Where a model has been used to predict background concentrations (for example based on an emissions inventory), the modelled background concentrations should also be verified and where necessary adjusted.

If national background maps are used, these should first be compared against any local monitoring to check they are representative of the area. In most cases there is good agreement with local monitoring, but some locations may not agree. Local authorities are not expected to verify and adjust the national background maps. Where these estimates do not agree with local monitoring, either local monitoring may be used, or local authorities may consider adjusting the background maps.”

3.5.4 Due to a lack of urban background monitoring within HBBC, the NO₂ DEFRA background concentrations were calibrated in line with the methodology set out in Air Quality Consultants (2025)³⁷ *Calibrating Defra's 2021- based Background Maps against 2022, 2023 & 2024 Measurements* report, using the 2024 “Rest of the UK” calibration factor for NO₂.

3.5.5 With regards to PM₁₀ and PM_{2.5}, there is considered to be a general overprediction in London, and a general underprediction at coastal sites in background mapped PM₁₀ and PM_{2.5} concentrations; therefore a consideration has been made of the Air Quality Consultants report, which concluded as follows.

“PM concentrations in the UK are complex and dominated by non-road emissions, and it is therefore not considered appropriate to apply a calibration factor for PM₁₀ or PM_{2.5} anywhere in the UK.”

3.5.6 Considering this, background concentrations of PM₁₀ and PM_{2.5} within have not been subject to calibration.

³⁷ Air Quality Consultants, 2025. *Calibrating Defra's 2021-based Background Maps against 2022, 2023 & 2024 Measurements*.

4 Baseline Conditions

4.1 Air Quality Review and Assessment

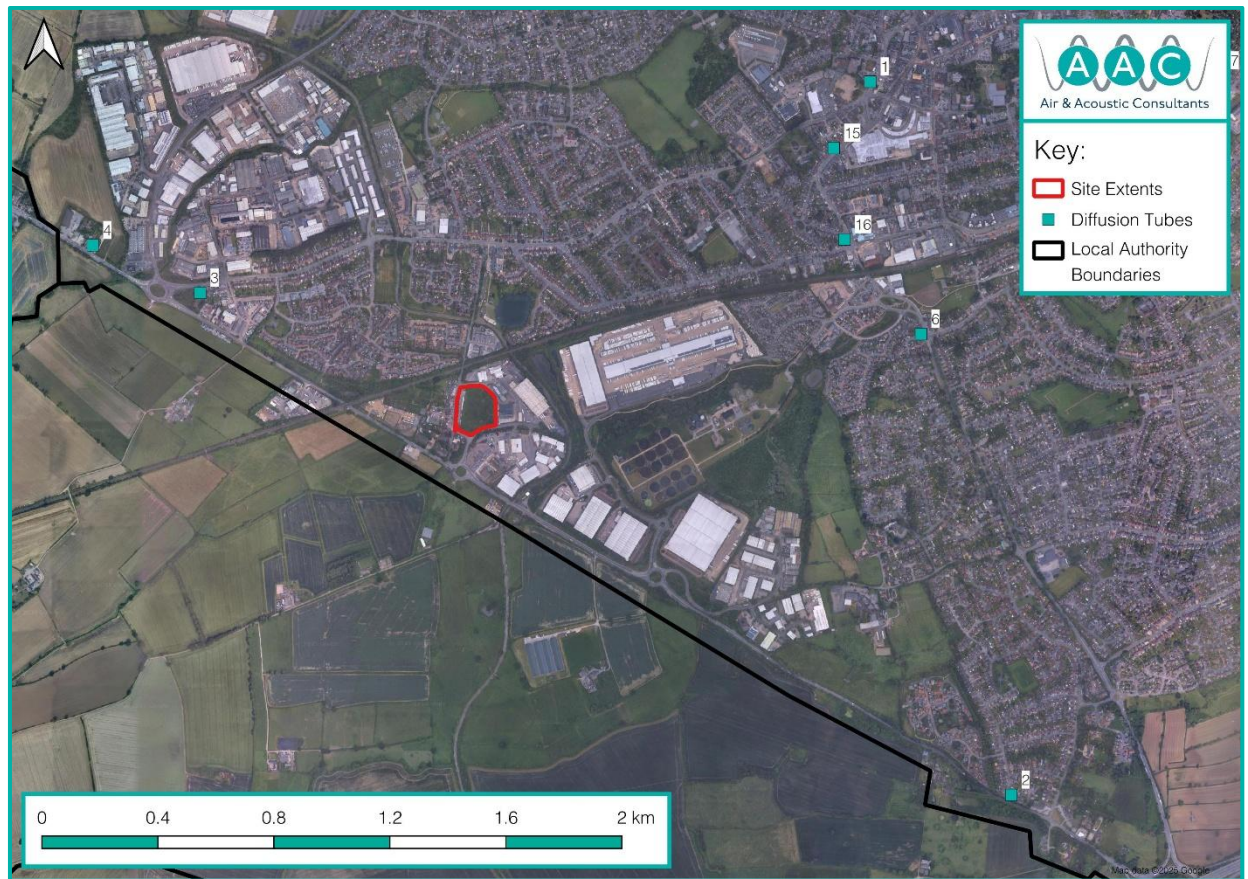
- 4.1.1 Under the Air Quality Strategy, there is a duty on all local authorities to consider the air quality within their boundaries and to report annually to DEFRA.
- 4.1.2 LAQM has been assessed by HBBC through the national Review and Assessment process and in fulfilment of Part IV of the Environmental Act 1995.
- 4.1.3 At the time of writing HBBC have no declared AQMAs within their jurisdiction.
- 4.1.4 When establishing the baseline conditions expected at and around the application site, consideration has been made for data from the neighbouring jurisdiction Rugby Borough Council (RBC) due to the close proximity of this jurisdiction to the application site. A review of RBC's ASR³⁸ indicates RBC has one AQMA, declared for exceedances of the NO₂ annual mean objective, however, the application site is not located in close proximity to this AQMA.

4.2 Local Air Quality Monitoring

- 4.2.1 HBBC and RBC did not undertake automatic monitoring in 2023, the latest year data is available for in the absence of 2024 data at the time of writing. However, both HBBC and RBC have an extensive network of non-automatic diffusion tubes, located across their respective jurisdictions.
- 4.2.2 A review of the available data submitted in the latest ASRs indicates that diffusion tube monitoring undertaken by HBBC was conducted near to the application site, as illustrated in [Figure 4.1](#).
- 4.2.3 [Table 4.1](#) sets out the NO₂ monitoring data collected for the period of 2019 - 2023, for the closest monitoring sites.

³⁸ Rugby Borough Council, 2024. *2024 Air Quality Annual Status Report (ASR)*.

Figure 4.1: Local Authority Monitoring Locations

Table 4.1: Summary of NO₂ Annual Mean Air Quality Monitoring

ID	Type	Annual Mean (µg/m³)				
		2019	2020	2021	2022	2023
Diffusion Tubes						
1	Urban Centre	19.6	15.6	17.1	16.3	15.7
2	Suburban	27.3	23.4	22.8	22.5	20.4
3	Suburban	23.1	18.7	18.9	18.2	16.7
4	Suburban	21.1	17.0	18.2	17.8	16.8
6	Suburban	19.8	15.6	17.0	16.4	15.4
15	Urban Centre	29.0	24.9	25.5	23.6	21.5
16	Suburban	24.0	18.9	18.6	18.9	17.5
Objective 40						

4.2.4 The air quality monitoring closest to the application site shows a complete compliance with the NO₂ annual mean objective for 2019 – 2023, the most recent 5 years of representative data.

4.2.5 To note, due to the impact of the COVID-19 pandemic on traffic, 2020 and 2021 concentrations are not considered to be representative of 'typical' air quality concentrations. Whilst it is expected that as a result

of the COVID-19 pandemic that behavioural changes have occurred (such as hybrid working patterns), data on the impact of this on air quality long-term is currently limited to monitoring data collected in 2022 and 2023, therefore long-term conclusions cannot be drawn.

4.3 Mapped Background Concentrations

[DEFRA Background Concentrations](#)

- 4.3.1 The calibrated background NO₂, PM₁₀, and PM_{2.5} concentrations for 2025 covering the relevant application site grid square, is provided in [Table 4.2](#).

Table 4.2: Estimated Annual Mean Background Pollutant Concentrations (µg/m³)

Pollutant	Annual Mean Background Concentrations (µg/m ³)
	2025
NO ₂	12.3
PM ₁₀	13.0
PM _{2.5}	7.2

Notes: The data presented for 2025 has been derived from the Ordnance Survey grid references covering the application site.

5 Dust Risk Assessment

5.1 Introduction

- 5.1.1 The assessment of dust risk activities has focused on earthworks, construction, and trackout activities at the application site in line with the IAQM (2024) guidance methodology (as set out in [Appendix B](#)). A summary of the assessment is provided below.

5.2 Screening for a Full Assessment

- 5.2.1 Having reviewed the site location, it is evident that the site has a number of human receptors within 250 m of the site boundary, therefore a detailed dust impact assessment is required.
- 5.2.2 Since the site comprises of vacant land and no demolition is planned, demolition has been scoped out of the dust risk assessment for this site.
- 5.2.3 A review of the DEFRA Magic website³⁹ indicates that there are no statutory ecological sites within the surrounding area. As per box 1 of the IAQM (2024) guidance, as no site sits within 50 m of the boundary of the application site, no further assessment of dust risk impacts on ecological receptors has been carried out.

5.3 Potential Dust Emission Magnitude

Earthworks

- 5.3.1 The total area where earthworks will occur is between 18,000 – 110,000 m². Furthermore, the texture of the soil⁴⁰ is classified as slowly permeable seasonally wet, slightly acidic but base-rich 'Loamy'⁴¹ and 'Clayey'. Therefore, in line with [Table B.1](#) as set out in [Appendix B](#), and professional judgment, the magnitude of potential dust release from earthworks activities is classified as **Medium**.

Construction

- 5.3.2 The total building volume to be constructed is unknown. However, considering the floor area proposed and the potentially dusty material being used, in line with [Table B.1](#), as set out in [Appendix B](#), and professional judgement, the magnitude of potential dust release from construction activities is classified as **Medium**.

Trackout

- 5.3.3 The number of daily HGV vehicles movements which may track out dust and dirt will depend upon the proposed timeline and level of works being undertaken at the time. At this time, it is not possible to accurately predict this. However, based upon a reasonable worst case and professional judgement (and in conjunction to [Table B.1](#) as set out in [Appendix B](#)), trackout activities has been classified as **Medium**.

Summary

- 5.3.4 [Table 5.1](#) summarises the dust emission magnitude for the proposed development.

³⁹ Natural England. MAGIC. Accessible at: <https://magic.defra.gov.uk/>

⁴⁰ Cranfield Soil and Agrifood Institute. Soilscales. Accessible at: <http://www.landis.org.uk/soilscales/>

⁴¹ Loamy soils have a mix of sand, silt and clay-sized particles and are intermediate in character.

Table 5.1: Summary of Dust Emission Magnitude

Activity	Dust Emission Magnitude
Earthworks	Medium
Construction	Medium
Trackout	Medium

5.4 Sensitivity of Area

5.4.1 Step 2B considers the number and the sensitivity of the receptors. A consideration is also made for the background PM_{10} concentrations when looking at human health impacts (which is based upon the calibrated DEFRA background concentrations in [Table 4.2](#)). Buffer zones are set out in [Figure 5.1](#) and [Figure 5.2](#) to illustrate the number of receptors in proximity to the site that could be impacted by dust as a result of the earthworks, construction and trackout activities.

Figure 5.1: Earthworks and Construction Dust Risk Buffers

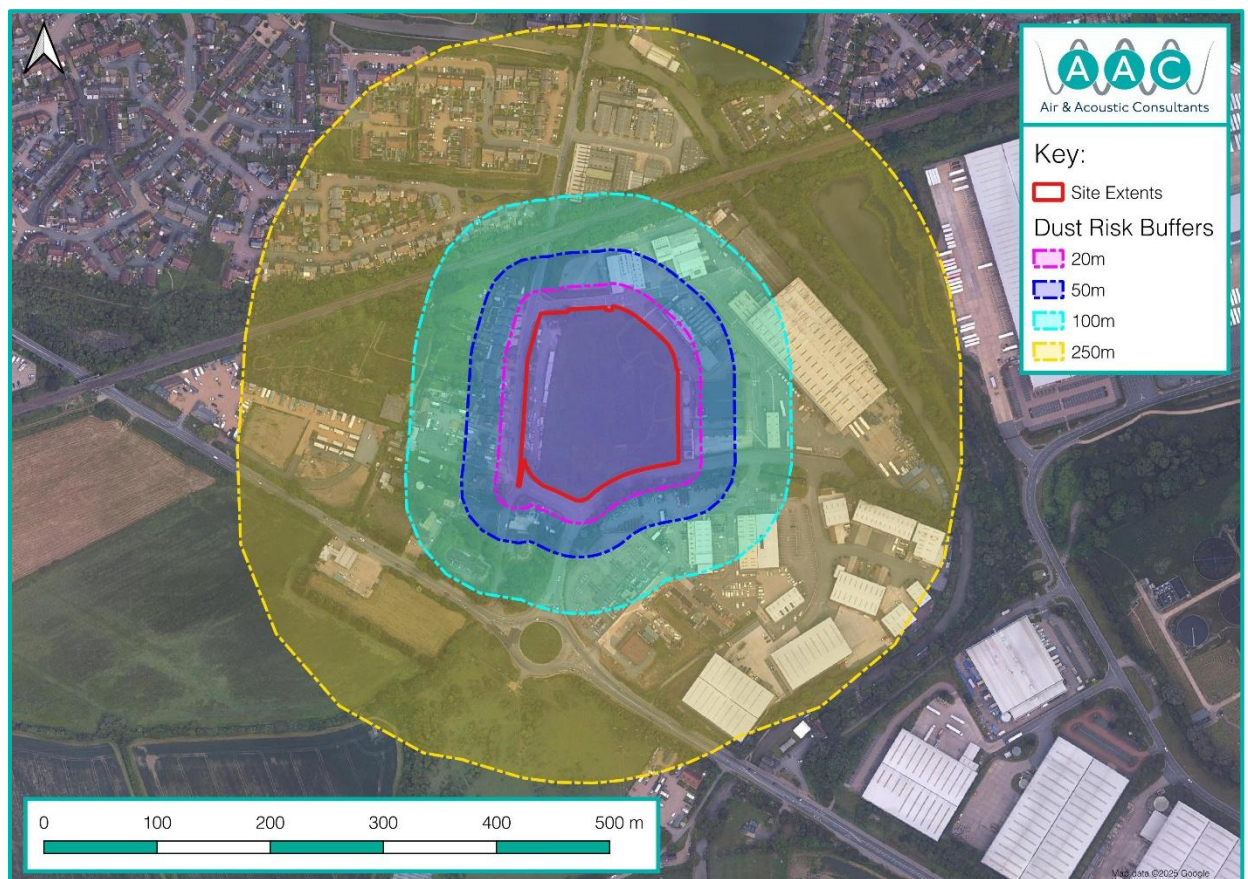
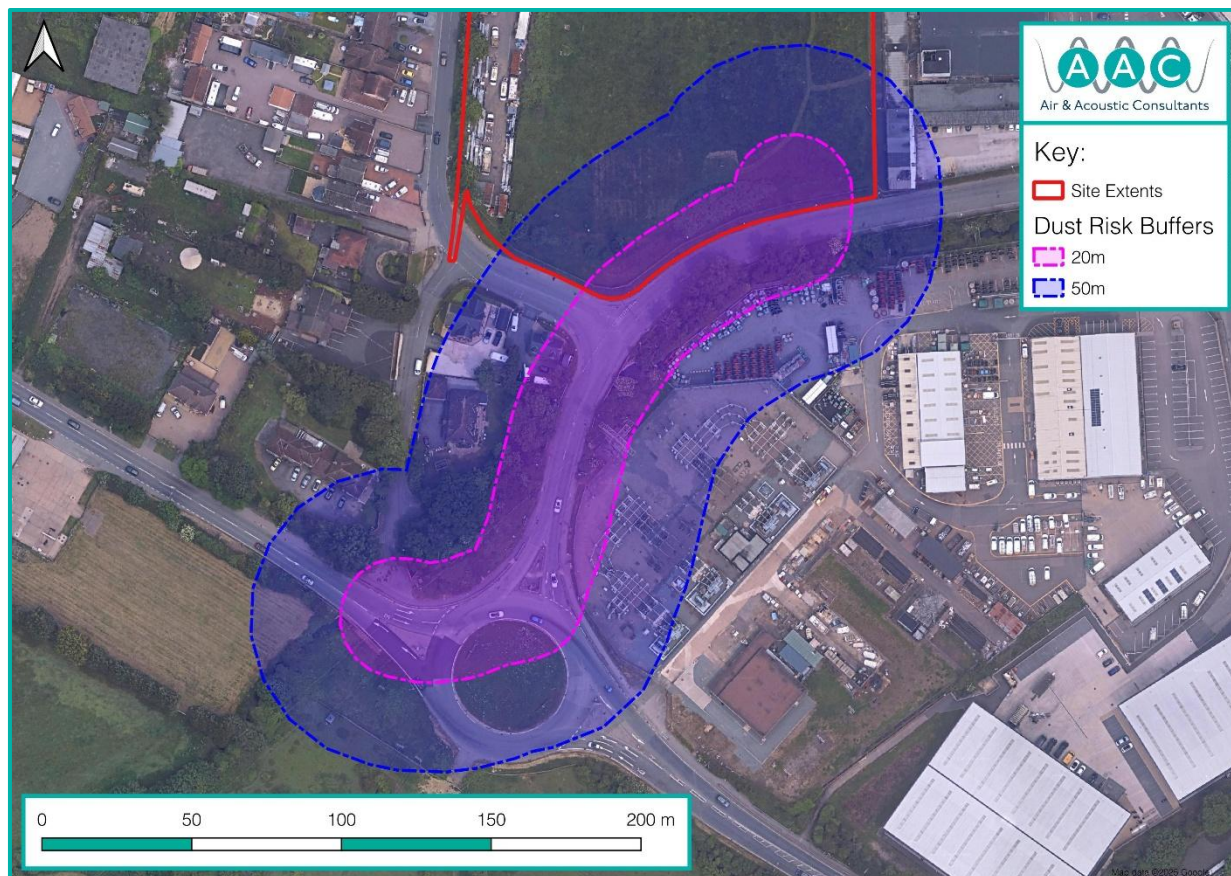


Figure 5.2: Trackout Dust Risk Buffers



Effects of Dust Soiling

- 5.4.2 The presence of 10 – 100 ‘High’ sensitivity human (residential) receptors within approximately 50 m of the application site boundary, indicates that the area around the site has a **‘Medium’** sensitivity (Based upon [Table B.3](#) in [Appendix B](#)) for earthworks and construction activities.
- 5.4.3 The routing of construction vehicles is likely to be out of the site access to the south onto Hammonds Way, heading south towards the A5. Therefore, receptors have been considered along this road with consideration that the impact declines with distance from the site, in line with the prior *IAQM Guidance on the Assessment of Dust from Demolition and Construction* (2016)⁴² which suggested that trackout may occur along the public highway up to 200 m from medium sites. For trackout, there are 1 – 10 ‘High’ sensitivity human (residential) receptors within 20 m of where trackout may occur (for a distance of up to 200 m from the site access). This would be considered a **‘Medium’** sensitivity (Based upon [Table B.3](#) in [Appendix B](#)) for trackout activities.

Effects on Human Health

- 5.4.4 The presence of 10 – 100 ‘High’ sensitivity human (residential) receptors within approximately 50 m of the application site boundary and the background PM₁₀ concentrations being under 24 µg/m³ (as set out in [Table 4.2](#)), would indicate that the area has a **‘Low’** sensitivity (Based upon [Table B.4](#) in [Appendix B](#)) for earthworks and construction activities.

⁴² Institute of Air Quality Management, 2016. *Guidance on the Assessment of Dust from Demolition and Construction.*

5.4.5 The anticipated routing of construction vehicles is set out in Paragraph 5.4.3. For trackout, there are 1 – 10 ‘High’ sensitivity human (residential) receptors within 20 m of where trackout may occur (for a distance of up to 200 m from the site access). Along with the background PM₁₀ concentrations being below 24 µg/m³ (as set out in Table 4.2), it would indicate the area will have a ‘Low’ sensitivity (Based upon Table B.4 in Appendix B) for trackout activities.

5.5 Risk and Significance

5.5.1 The dust emission magnitude (set out in Table 5.1) is combined with the sensitivity of the area assessment (set out in Section 5.4), in line with Table B.6 of Appendix B. The resulting risk categories for the construction activities, without mitigation, are set out in Table 5.2.

Table 5.2: Summary of Dust Risk to Define Site-Specific Mitigation

Activity	Earthworks	Construction	Trackout
Dust Soiling	Medium Risk	Medium Risk	Medium Risk
Human Health	Low Risk	Low Risk	Low Risk

5.5.2 As previously advised, the IAQM (2024) guidance does not provide a method for assessing the significance of effects before mitigation and advises that pre-mitigation significance should not be determined. With appropriate mitigation in place, (as set out in Section 7 and Appendix C) the IAQM (2024) guidance is clear that the residual effect will normally be ‘not significant.’

6 Operational Impacts

6.1 Introduction

- 6.1.1 As set out in [Section 3](#), the Stage 1 EPUK & IAQM (2017) criteria is exceeded and therefore the proposals must be screened against the Stage 2 criteria.

6.2 Traffic Emissions Impacts – Human Receptors

- 6.2.1 The project transport consultants, DTA Transportation, have provided the daily vehicular trip generation predictions for the proposed development. The traffic data provided indicated that the proposed development would generate 758 LDV movements per day (AADT) and 72 HGV movements per day (AADT). Both the LDV trips and HGV trips are anticipated to be equally split at the A5 roundabout, East and West, while some LDVs are anticipated to use Nutts Lane. Hence, linking back to the screening thresholds set out in [Section 3.3](#), the only road link which would exceed the screening thresholds would be Hammonds Way, and this link would exceed on the quantum of LDVs only.

- 6.2.2 With this in mind, consideration of additional text in the EPUK & IAQM (2017) guidance has been sought. The guidance states the following:

“Where an air quality assessment is identified as being required, then this may take the form of either a Simple Assessment or a Detailed Assessment (see paragraph 6.9 for more details). In other words, exceeding a screening criterion in Table 6.2 does not automatically lead to the requirement for a Detailed Assessment. The principle underlying this guidance is that any assessment should provide enough evidence that will lead to a sound conclusion on the presence, or otherwise, of a significant effect on local air quality”

- 6.2.3 Paragraph 6.9, as referenced above, states:

“The use of a Simple Assessment may be appropriate, where it will clearly suffice for the purposes of reaching a conclusion on the significance of effects on local air quality. A Simple Assessment will be appropriate, if it can provide this evidence. Similarly, it may be possible to conduct a quantitative assessment that does not require the use of a dispersion model run on a computer.”

- 6.2.4 Furthermore, paragraph 6.10 of the guidance specifies:

“The criteria provided are precautionary and should be treated as indicative. They are intended to function as a sensitive ‘trigger’ for initiating an assessment in cases where there is a possibility of significant effects arising on local air quality. This possibility will, self-evidently, not be realised in many cases. The criteria should not be applied rigidly; in some instances, it may be appropriate to amend them on the basis of professional judgement, bearing in mind that the objective is to identify situations where there is a possibility of a significant effect on local air quality.”

- 6.2.5 In line with the above, a review of potentially impacted receptors was undertaken, which indicated that one residential receptor is situated within 9 m of the kerb of Hammonds Way, and therefore could be described as a roadside receptor location. Remaining receptors are further offset from Hammonds Way.
- 6.2.6 Based on this offset, the relatively low background traffic levels on both Hammonds Way and Nutts Lane, and the fact that LDV movements only marginally exceed the Stage 2 criteria (while HGV movements remain below them), it is considered that a full impact assessment including dispersion modelling would

not generate any meaningful results, and the impacts, though adverse, would not be described as significant.

- 6.2.7 Therefore, following the EPUK & IAQM (2017) guidance, a full impact assessment is not deemed required for this proposed development and the traffic emission impacts from the scheme can be considered '**insignificant**'.
- 6.2.8 To note, as referenced in [Section 3.1](#), this methodology was agreed with the Environmental Health Officer at HBBC.

6.3 Plant Emissions

- 6.3.1 The heating arrangements for the proposed development are currently unknown, therefore it has not been deemed appropriate to undertake an assessment of plant emissions. It is recommended however that, if gas boilers are utilised at the proposed development, low NO_x boilers are installed with an emission rate less than 40 mg/kWh.

7 Mitigation Measures

7.1 Dust Risk Activities

- 7.1.1 A dust risk assessment has been undertaken in [Section 5](#) and the outcome of which has been utilised within this section to advise upon the adequate level of mitigation that will be required.
- 7.1.2 A range of measures which could be utilised during the construction phase are set out below. These are taken from the IAQM (2024) document and should be used to reduce the impacts of the construction phase on the local sensitive receptors.
- 7.1.3 Further general guidance on potential mitigation measures can be found in [Appendix C](#).

Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable;
- Only remove the cover in small areas during work and not all at once, and
- Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.

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, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery, and
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

Trackout

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use;
- Avoid dry sweeping of large areas;
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practical;
- Record all inspections of haul routes and any subsequent action in site log book;
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water browsers and regularly cleaned;

- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable);
- Ensure there is adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits; and
- Access gates to be located at least 10 m from receptors where possible.

7.2 Operational Phase

Operational Traffic Impacts

- 7.2.1 The results of the air quality traffic impact assessment demonstrated that the air quality impacts are anticipated to be '**insignificant**.' To note, the EPUK & IAQM (2017) guidance, which reiterates the PPG, states:

"Mitigation options where necessary, will depend on the proposed development and should be proportionate to the likely impact."

- 7.2.2 Therefore, on the basis that the traffic impacts are '**insignificant**,' no mitigation measures are deemed necessary.

8 Summary & Conclusions

8.1 Baseline

- 8.1.1 The application site is located on land off Hammonds Way, Hinckley.
- 8.1.2 The air quality monitoring carried out closest to the application site shows a complete compliance of the NO₂ annual mean objective for the period 2019 – 2023; the most recent five years of data available.

8.2 Construction Phase

- 8.2.1 A dust risk assessment has been undertaken for the construction phase associated with the proposed development, in accordance with IAQM (2024) guidance, as set out in [Appendix B](#).
- 8.2.2 Following the successful implementation of the suggested mitigation measures (as set out in [Section 7](#) and [Appendix C](#)), the residual effects of dust and emissions from the construction activities upon the local area and sensitive receptors, although adverse, will be temporary and ‘**not significant.**’

8.3 Operational Phase – Traffic Receptors

- 8.3.1 The AQA indicates that the impacts associated with the proposed development would be ‘**insignificant,**’ in line with the EPUK & IAQM (2017) guidance.

8.4 Conclusion

- 8.4.1 The proposed development is therefore expected to comply with all relevant national and local air quality policy.

Appendices



APPENDIX A – GLOSSARY OF AIR QUALITY RELATED TERMS AND ABBREVIATIONS

Table A.1: Glossary of Abbreviations found within the AQA

Abbreviation	Term
Key Air Quality Terms	
AQA	Air Quality Assessment
AQMA	Air Quality Management Area
AQFA	Air Quality Focus Area
AQAP	Air Quality Action Plan
ASR	Annual Status Report
LAQM	Local Air Quality Management
AQG	Air Quality Guidelines (from WHO)
COMEAP	Committee on the Medical Effects of Air Pollutants
CEMP	Construction Environmental Management Plan
DMP	Dust Management Plan
Key Air Quality Pollutant Terms	
NO ₂	Nitrogen Dioxide
PM	Fine Particulate Matter
PM _{2.5}	Particulate Matter ≤ 2.5 µm
PM ₁₀	Particulate Matter ≤ 10 µm
NO _x	Nitrogen Oxides (primarily from road traffic)
NH ₃	Ammonia
SO ₂	Sulphur Dioxide
NMVOCs	Non-methane Volatile Organic Compounds
Key Policy & Regulatory Bodies Relating to Air Quality	
EU	European Union
WHO	World Health Organisation
DEFRA	Department for Environment, Food & Rural Affairs
DfT	Department for Transport
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
NPPG	National Planning Practice Guidance
OLEV	Office for Low Emission Vehicles
OZEV	Office for Zero Emission Vehicles

Abbreviation	Term
Key Air Quality Organisations	
EPUK	Environmental Protection UK
IAQM	Institute of Air Quality Management
Key Planning Applications & Guidance Terms	
FPA	Full Planning Application
OPA	Outline Planning Application
RMA	Reserved Matters Application
COU	Change of Use Application
VAR / VRC	Variation / Removal of Conditions (Section 73)
FUL / FPP	Full Planning Permission
OPC	Outline Planning Consent
RMA / REM	Reserved Matters Approval
SPD	Supplementary Planning Document
Key Traffic & Transport Terms	
LDV	Light-Duty Vehicles
HDV	Heavy-Duty Vehicles
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
TA	Transport Assessment
TP	Travel Plan
Key Environmental Site Terms	
SSSI	Site of Special Scientific Interest
SAC	Special Area of Conservation
SPA	Special Protection Area
Key Air Quality Neutral Terms	
BEB	Building Emissions Benchmark
TEB	Transport Emissions Benchmark
NRMM	Non-Road Mobile Machinery
Key London Specific Terms	
GLA	Greater London Authority
TfL	Transport for London
LAEI	London Atmospheric Emissions Inventory

Abbreviation	Term
Key Units and Symbols	
m	Metres
m ²	Square Metres
m ³	Cubic Metres
km	Kilometres
µm	Micrometres
µg/m ³	Micrograms per Cubic Metres
sq m	Square Metres
RMSE	Root Mean Square Error
>	Greater Than
<	Less Than
~	Approximately

APPENDIX B – DUST RISK ASSESSMENT METHODOLOGY

The effects associated with the site preparation, earthworks and construction phase of the Proposed Scheme have been determined qualitatively using criteria provided in the IAQM (2024) guidance and professional judgement.

The significance of effects associated with the site preparation, earthworks and construction phase of the Proposed Development has been determined qualitatively and involved the following tasks:

- Evaluation of the proposed Site layout, to evaluate size of the Site and possible site construction activities that could generate dust and PM₁₀, their likely location and duration. No information on the precise construction plan was available at the time of undertaking the current assessment and hence assumptions were made;
- Collection and appraisal of meteorological data related to wind speed, direction and frequency, and precipitation for the local and wider area;
- Identification of any natural shelters, such as trees, likely to reduce the risk of wind-blown dust;
- In the case of PM₁₀, mapping of local background concentrations;
- Assessing the potential distance which the construction traffic will travel across unpaved roads on the construction Site, prior to accessing the local road network (referred to as 'trackout');
- Identification of the location and type of sensitive receptors within 250m of the boundary of the Site and/or within 50m of the route(s) used by construction vehicles on the public highway, up to 250m from the Site entrance(s) (at-risk receptors);
- Indication of the number of receptors and sensitivity types at different distances from the Site boundary (or dust generating activities wherever known);
- Assessment of the risk of dust and PM₁₀ effects arising using three risk categories: low risk, medium risk, and high risk. The Site was allocated to a risk category based on two factors:
 - The scale and nature of the works, which determined the magnitude of potential dust emissions classed as: small, medium or large; and
 - The type and proximity of receptors, considered separately for human and ecological receptors, which determined the sensitivity of the area.

The criteria developed by IAQM is divides the activities on construction sites into four different types to assess their different level of impacts upon receptors. These are:

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

The assessment procedure includes four steps summarised below:

STEP 1 - SCREENING THE NEED FOR A FULL ASSESSMENT

The following screening criterion has been applied to the assessment: An assessment will normally be required where there is:

- A 'human' receptor within:
 - 250m of the Site boundary; or
 - 50m of the route(s) used by construction vehicles on the public highway, up to 250m from the site entrance(s).
- An 'ecological' receptor within:
 - 50m of the Site boundary; or
 - 50m of the route(s) used by construction vehicles on the public highway, up to 250m from the site entrance(s).

Should this criterion not be met it can be concluded that the level of risk upon receptors is negligible and there the effects are not significant, and therefore no mitigation measures will be required.

STEP 2 - ASSESS THE RISK OF DUST ARISING

The Site is given a risk classification based upon the following two factors:

- The scale and nature of the construction works, to provide the potential dust emission magnitude (Step 2A); and
- The sensitivity of the area / receptors to the dust impacts (Step 2B).

These two factors are combined in Step 2C, which is to determine the risk of dust impacts with no mitigation applied. The risk categories assigned to the site may be different for each of the four potential sources of dust (demolition, earthworks, construction and trackout).

STEP 2A - DEFINE THE POTENTIAL DUST EMISSION MAGNITUDE

The dust magnitude is categorised by the following:

- Small;
- Medium; or
- Large.

The IAQM provide a brief description upon what could apply for each classification (as set out in [Table B.1](#)) and should be based upon professional judgement.

Table B.1: Dust Magnitude Classification

Magnitude Class	Classification Description
Demolition	
Large	Total building volume >75,000 m ³ , potentially dusty construction material (e.g. concrete), on-site crushing and screening, demolition activities >12 m above ground level.
Medium	Total building volume 12,000 m ³ – 75,000 m ³ , potentially dusty construction material, demolition activities 6-12 m above ground level
Small	Total building volume <12,000 m ³ , construction material with low potential for dust release, (e.g. metal cladding or timber), demolition activities <6 m above ground, demolition during wetter months.
Earthworks	
Large	Total site area >110,000 m ² , potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size), >10 heavy earth moving vehicles active at any one time, formation of bunds >6 m in height
Medium	Total site area 18,000 m ² – 110,000 m ² , moderately dusty soil type (e.g. silt), 5-10 heavy earth moving vehicles active at any one time, formation of bunds 3m - 6m in height
Small	Total site area less than 18,000 m ² . Soil type with large grain size (e.g. sand), < 5 heavy earth moving vehicles active at any one time, formation of bunds < 3 m in height.
Construction	
Large	Total building volume >75,000 m ³ , on site concrete batching, sandblasting.
Medium	Total building volume 12,000 m ³ – 75,000 m ³ , potentially dusty construction material (e.g. concrete), on site concrete batching
Small	Total building volume below 12,000 m ³ , construction material with low potential for dust release (e.g. metal cladding or timber).
Trackout	
Large	>50 HDV (>3.5t) outward movements in any one day, potentially dusty surface material (e.g. high clay content), unpaved road length >100 m

Magnitude Class	Classification Description
Medium	20-50 HDV (>3.5t) outward movements in any one day, moderately dusty surface material (e.g. high clay content), unpaved road length 50 m – 100 m
Small	<20 outward movements in any one day, surface material with low potential for dust release, unpaved road length <50m.

STEP 2B - DEFINE THE SENSITIVITY OF THE AREA

The sensitivity of the area / receptor is defined by taking account of the following factors and the criteria set out in [Table B.2](#) to [Table B.6](#).

- The type of receptors in the area;
- The distance and number of receptors; and
- Background PM₁₀ concentrations.

Table B.2: Defining Receptor Sensitivity

Receptor Sensitivity	Human	Ecological
High	Very densely populated area, 10-100 dwellings within 20 m of site. Annual mean concentrations of PM ₁₀ close to/in exceedance of the national objective (40 µg/m ³). Very sensitive receptors (e.g. residential dwellings, hospitals, schools, care homes).	Internationally or nationally designated site, the designated features may be affected by dust soiling. A location where there is dust sensitive species present.
Medium	Densely populated area, 1-10 dwellings within 20 m of site. Annual mean concentrations of PM ₁₀ below the national objective (> 28 µg/m ³). Medium sensitivity receptors (e.g. office and shop workers).	Nationally designated site where the features may be affected by dust deposition. A location with a particularly important plant species where its dust sensitivity is unknown.
Low	Sparsely populated area, 1 dwelling within 20 m of site. Annual mean concentrations well below the national objectives (<µg/m ³). Low sensitivity receptors (e.g. public footpaths, playing fields, shopping streets).	Locally designated site where the features may be affected by dust deposition.

Table B.3: Sensitivity of the Area to Effects on People and Property from Dust Soiling

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		20	50	100	250
High	>100	High	High	Medium	Low
	10 – 100	High	Medium	Low	Low
	1 – 10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

Table B.4: Sensitivity of the Area to Human Health Effects

Receptor Sensitivity	Annual Mean PM ₁₀	Number of Receptors	Distance from the Source (m)			
			<20	<50	<100	<250
High	>32 µg/m ³	>100	High	High	High	Medium
		10 – 100	High	High	Medium	Low
		1 – 10	High	Medium	Low	Low
	28 – 32 µg/m ³	>100	High	High	Medium	Low
		10 – 100	High	Medium	Low	Low
		1 – 10	High	Medium	Low	Low
	24 – 28 µg/m ³	>100	High	Medium	Low	Low
		10 – 100	High	Medium	Low	Low
		1 – 10	Medium	Low	Low	Low
	<24 µg/m ³	>100	Medium	Low	Low	Low
		10 – 100	Low	Low	Low	Low
		1 – 10	Low	Low	Low	Low
Medium	>32 µg/m ³	>10	High	Medium	Low	Low
		1 – 10	Medium	Low	Low	Low
		>10	Medium	Low	Low	Low
	28 – 32 µg/m ³	>10	Low	Low	Low	Low
		1 – 10	Low	Low	Low	Low
	24 – 28 µg/m ³	>10	Low	Low	Low	Low
		1 – 10	Low	Low	Low	Low
	<24 µg/m ³	>10	Low	Low	Low	Low
		1 – 10	Low	Low	Low	Low
Low	-	>1	Low	Low	Low	Low

Table B.5: Sensitivity of the Area to Ecological Effects

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

STEP 2C – DEFINE THE RISK OF IMPACTS

The dust emission magnitude determined at Step 2A is combined with the sensitivity of the area determined at Step 2B to determine the risk of impacts with no mitigation applied. The IAQM provides the matrix in Table B.6 as a method of assigning the level of risk for each activity.

Table B.6: Defining the Risk of Dust Impacts

Sensitivity of the Area	Dust Emission Magnitude		
	Large	Medium	Small
Demolition			
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible
Earthworks			
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible
Construction			
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible
Trackout			
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

STEP 3 – IDENTIFY THE NEED FOR SITE SPECIFIC MITIGATION

From the identification of the risk of impacts with no mitigation, it is possible to determine the specific mitigation measures that can be applied in relation to the level of risk associated with the construction activity. The mitigation measures described below are suggested as measures that could be utilised. Specific measures of which are included in Section 7 and general mitigation measures are set out in Appendix C of this report.

STEP 4 – DETERMINE SIGNIFICANT IMPACTS

The IAQM does not provide a method for assessing the significance of effects before mitigation and advises that pre-mitigation significance should not be determined. With appropriate mitigation in place, the IAQM guidance is clear that the residual effect will normally be 'not significant.'

APPENDIX C – GENERAL DUST MITIGATION MEASURES

The following highly recommended and desirable best practice measures have been taken from the IAQM (2024) *Guidance on the Assessment of Dust from Demolition and Construction* document. Developers should implement the appropriate dust and pollution control measures set out below to ensure the air quality impacts of construction and demolition are minimised and any mitigation measures employed are effective.

These will need to be written into a dust management plan (DMP), which should be approved by the local planning authority prior to commencement of work on site. For major sites, the DMP may be integrated into a Code of Construction Practice or the Construction Environmental Management Plan, and compliance monitoring may be required.

The following measures are based on 'Medium Risk' sites, which has been determined in the Construction Dust Impact Assessment section.

COMMUNICATIONS

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- 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; and
- Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. In London additional measures may be required to ensure compliance with the Mayor of London's guidance. The DMP may include monitoring of dust deposition, dust flux, real time PM₁₀ continuous monitoring and/or visual inspections.

DUST MANAGEMENT

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 local authority when asked; and
- 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

- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, with cleaning to be provided if necessary. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked;
- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions; and
- Agree dust deposition, dust flux, or real-time PM₁₀ continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.

Preparing and maintaining the site

- 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;
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site ensure they are kept covered; and
- Cover, seed or fence stockpiles to prevent wind whipping.

Operating vehicle/machinery and sustainable travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable;
- 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;
- Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate);
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

Operations

- 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;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- 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

- No bonfires and burning of waste materials.



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