

Appendix 8.3: EPUK & IAQM (2017) Guidance

APPENDIX 8.3 – EPUK & IAQM (2017)

GUIDANCE

The guidance issued by EPUK & IAQM (2017) is comprehensive in its explanation of the place of air quality in the planning regime.

Air Quality as a Material Consideration

The guidance states:

“Any air quality issue that relates to land use and its development is capable of being a material planning consideration. The weight, however, given to air quality in making a planning application decision, in addition to the policies in the local policy, will depend on factors such as:

- *The severity of the impacts on air quality;*
- *The air quality in the area surrounding the proposed development;*
- *The likely use of the development, i.e. the length of time people are likely to be exposed at that location; and*
- *The positive benefits provided through other material considerations.”*

To note, this echoes the ethos of the NPPG, which states:

“Air quality is a material consideration if the proposed development would be particularly sensitive to poor air quality in its vicinity.”

Screening

The guidance sets out two stages of screening criteria that can be used to identify whether a detailed air quality assessment is required, in terms of the impact of the development on the local area.

Stage 1 – Criteria to proceed to Stage 2:

- 10 or more residential units or a site area of more than 0.5ha residential use; or
- More than 1,000m² of floor space for all other uses or a site area greater than 1ha

Coupled with:

- 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:

- The development will lead to a change in light vehicle flows of more than 100 Annual Average Daily Traffic (AADT) within or adjacent to an Air Quality Management Area (AQMA) or more than 500 AADT elsewhere;
- The development will lead to a change in heavy vehicle flows of more than 25 AADT within or adjacent to an AQMA or more than 100 AADT elsewhere;
- Where the change is 5m or more and the road is within an AQMA;
- Introduction of a new junction that cause traffic to significantly change vehicle accelerate/decelerate, e.g. traffic lights, or roundabouts;

- The development will introduce or change a bus station where bus flows will change by more than 25 AADT within or adjacent to an AQMA or more than 100 AADT elsewhere;
- The development will have an underground car park with more than 100 movements per day (total in and out) with an extraction system that exhausts within 20m of a relevant receptor; or
- Have one or more substantial combustion processes, where there is a risk of impacts at relevant receptors.

Should none of the above apply then the Development can be screened out as not requiring a detailed air quality assessment of the impact of the development on the local area.