Air Quality Assessment

Lincs Gateway, Spalding

Presented to: Alcan Properties

Issued: May 2023

Delta-Simons Project No: 89957.551363

Protecting people
and planet

Report Details

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Executive Summary

Site and Report Context	Delta-Simons Limited ('Delta-Simons') was instructed by Knights PLC on behalf of Alcan Properties (the 'Client') to undertake an Air Quality Assessment to inform a planning application for 3 no. storage and distribution warehouses, including ancillary office floorspace and provision of associated infrastructure (the 'Proposed Development'), known as Lincs Gateway, located at land off the B1173 in Spalding, Lincolnshire (the 'Site'). The Site is located in an area where air quality is mainly influenced by road traffic emissions along the adjacent A16, B1173 and the local road network and as such, elevated pollutant concentrations may be experienced at this location. Consequently, the Proposed Development should be assessed to determine whether it has the potential to cause adverse impacts to existing pollutant levels at nearby sensitive receptors, as a result of fugitive dust and plant/vehicle emissions during construction and road vehicle exhaust emissions during operation. Accordingly, an Air Quality Assessment has been prepared to determine baseline conditions across and in the vicinity of the Site and to assess potential impacts associated with the Proposed Development, in accordance with the requirements of the National Planning Policy Framework (NPPF). The Air Quality Assessment will, therefore, consider ambient pollutant concentrations namely nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$), across and in the vicinity of the Site. Furthermore, due to its scale and nature, the Proposed Development would be classified as 'Major' in line with the East Midlands Air Quality Network (EMAQN) Air Quality and Emissions Mitigation Guidance for Developers (2017) document. As such, a Defra Emissions 'Damage' Cost Calculation has also been undertaken. This report presents the findings of the assessment, which addresses the potential air quality impacts during both the construction and operational phases of the Proposed Development. For both phases, the type, source and significance of potential impacts were identified, and the measures that should be employed to minimise these proposed.
Summary	The assessment of construction phase impacts associated with emissions of fugitive dust and fine particulate matter (PM) with an aerodynamic diameter of less than 10 and 2.5 microns (PM_{10} and $PM_{2.5}$, respectively), has been undertaken in line with the relevant Institute of Air Quality Management (IAQM) guidance. This identified that there is a **medium risk** of dust soiling impacts and a **low risk** of increases in PM concentrations, due to unmitigated construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM releases would be significantly reduced. The residual effects of the construction phase on air quality are considered to be **not significant**. The Proposed Development is expected to result in an overall **negligible** impact associated with the operational phase traffic on nearby receptors and the residual effects are considered to be **not significant**, in line with Environmental Protection UK (EPUK) and IAQM significance criteria.
Conclusions and Recommendations	Based on the results of the assessment, it is considered that, the Proposed Development complies with national and local planning policies and there are no air quality constraints considered to restrict planning consent.
This is intended as a summary only. Further detail and limitations of the assessment are provided within the main body of the report.	

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1.0 Introduction

1.1 Appointment

1.1.1 Delta-Simons Limited ('Delta-Simons') was instructed by Knights PLC on behalf of Alcan Properties (the 'Client') to undertake an Air Quality Assessment to inform a planning application for 3 no. storage and distribution warehouses, including ancillary office floorspace and provision of associated infrastructure (the 'Proposed Development'), known as Lincs Gateway, located at land off the B1173 in Spalding, Lincolnshire (the 'Site').

1.2 Site Location and Context

1.2.1 Reference should be made to **Figure** 1 for a map of the Site and surrounding area.

1.2.2 The Site is located in an area where air quality is mainly influenced by road traffic emissions along the adjacent A16, B1173 and the local road network and as such, elevated pollutant concentrations may be experienced at this location. Consequently, the Proposed Development should be assessed to determine whether it has the potential to cause adverse impacts to existing pollutant levels at nearby sensitive receptors, as a result of fugitive dust and plant/vehicle emissions during construction and road vehicle exhaust emissions during operation.

1.2.3 Accordingly, an Air Quality Assessment has been prepared to determine baseline conditions across and in the vicinity of the Site, to assess potential impacts associated with the Proposed Development in accordance with the requirements of the National Planning Policy Framework (NPPF)[1]. The Air Quality Assessment will, therefore, consider ambient pollutant concentrations namely nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$), across and in the vicinity of the Site.

1.2.4 Furthermore, due to its scale and nature, the Proposed Development would be classified as 'Major' in line with the East Midlands Air Quality Network (EMAQN) Air Quality and Emissions Mitigation Guidance for Developers (2017)[2] document. As such, a Defra Emissions 'Damage' Cost Calculation has also been undertaken.

1.2.5 The main potential sources of air pollution affecting the Site were identified as emissions from road transport using the adjacent A16, B1173 and the local road network. There are no combustion sources identified within the immediate vicinity of the Site that would influence the local air quality.

1.2.6 The report presents the findings of an assessment of the potential air quality impacts of the Proposed Development during both the construction and operational phases. For both phases, the type, source and significance of potential impacts are identified, and the measures that should be employed to minimise these described.

1.2.7 The standard limitations associated with this assessment are presented in **Appendix A**.

1.2.8 A glossary of terms used in this report is provided in **Appendix B**.

1 Ministry of Housing, Communities & Local Government (2021) National Planning Policy Framework.
2 East Midlands Air Quality Network (2017) Air Quality and Emissions Mitigation Guidance for Developers [Online] Available at: https://services.boston.gov.uk/agile/callDoc.aspx?file=East_Midlands_Air_Quality_Network_PLANNING_GUIDANCE_v3.pdf&id=B/17/0515&seq=160894 [Accessed on 16/03/2022].

2.0 Legislation, Policy and Guidance

2.1 Air Quality Legislation

2.1.1 A summary of the relevant air quality legislation is provided below.

UK Air Quality Strategy (2007)

2.1.2 The Government's policy on air quality within the UK is set out in the Air Quality Strategy for England, Scotland, Wales and Northern Ireland (AQS)[3]. The AQS provides a framework for reducing air pollution in the UK with the aim of meeting the requirements of European Union legislation.

2.1.3 Under the European Union (Withdrawal) Act 2018 (as amended), domestic legislation derived from EU law, which was in force immediately prior to the end of the transition period on 31st December 2020, continues to form part of UK domestic law thereafter. This new body of law resulting from the Withdrawal Act is referred to as 'retained EU Law'.

2.1.4 The AQS also sets standards and objectives for nine key air pollutants to protect health, vegetation and ecosystems. These are benzene (C_6H_6), 1,3 butadiene (C_4H_6), carbon monoxide (CO), lead (Pb), NO_2, PM_{10} and $PM_{2.5}$, sulphur dioxide (SO_2), ozone (O_3), and polycyclic aromatic hydrocarbons (PAHs). The standards and objectives for the pollutants considered in this assessment are given in **Appendix C**.

2.1.5 The air quality standards are levels recommended by the Expert Panel on Air Quality Standards (EPAQS) and the World Health Organisation (WHO) with regards to current scientific knowledge about the effects of each pollutant on health and the environment.

2.1.6 The AQOs are medium-term policy-based targets set by the Government, which take into account economic efficiency, practicability, technical feasibility and timescale. Some objectives are equal to the EPAQS recommended standards or WHO guideline limits, whereas others involve a margin of tolerance, i.e. a limited number of permitted exceedances of the standard over a given period.

2.1.7 For the pollutants considered in this assessment, there are both long-term (annual mean) and short-term standards. In the case of NO_2, the short-term standard is for a 1-hour averaging period, whereas for PM_{10} it is for a 24-hour averaging period. These periods reflect the varying impacts on health of differing exposures to pollutants, for example temporary exposure on the pavement adjacent to a busy road, compared with the exposure of residential properties adjacent to a road.

2.1.8 The AQS contains a framework for considering the effects of a finer group of particles known as '$PM_{2.5}$' as there is increasing evidence that this size of particles can be more closely associated with observed adverse health effects than PM_{10}. Local authorities are required to work towards reducing emissions/concentrations of particulate matter (PM) within their administrative area. However, there is no statutory objective given in the AQS for $PM_{2.5}$ at this time.

Air Quality Regulations (2016)

2.1.9 Many of the objectives in the AQS have been made statutory in England with the Air Quality (England) Regulations 2000[4] and the Air Quality (England) (Amendment) Regulations 2002[5] for the purpose of Local Air Quality Management (LAQM).

2.1.10 These Regulations require that likely exceedances of the AQS objectives are assessed in relation to:

> '[…] the quality of air at locations which are situated outside of buildings or other natural or man-made structures, above or below ground, and where members of the public are regularly present […]'

[3] Department for Environment, Food and Rural Affairs (Defra) and the Devolved Administrations (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Volumes 1 and 2).
[4] The Air Quality (England) Regulations 2000 - Statutory Instrument 2000 No.928.
[5] The Air Quality (England) (Amendment) Regulations 2002 - Statutory Instrument 2002 No.3043.

2.1.11 The Air Quality Standards (Amendment) Regulations 2016[6] amends the Air Quality Standards Regulations 2010 that transpose the European Union Ambient Air Quality Directive (2008/50/EC) into law in England. This Directive sets legally binding limit values for concentrations in outdoor air of major air pollutants that impact public health such as PM_{10}, $PM_{2.5}$ and NO_2.

Environmental Protection Act 1990 - Control of Dust and Particulates Associated with Construction

2.1.12 Section 79 of the Environmental Protection Act 1990 gives the following definitions of statutory nuisance relevant to dust and particles:

> 'Any dust, steam, smell or other effluvia arising from industrial, trade or business premises or smoke, fumes or gases emitted from premises so as to be prejudicial to health or a nuisance'; and
>
> 'Any accumulation or deposit which is prejudicial to health or a nuisance'.

2.1.13 Following this, Section 80 says that where a statutory nuisance is shown to exist, the local authority must serve an abatement notice. Failure to comply with an abatement notice is an offence and if necessary, the local authority may abate the nuisance and recover expenses.

2.1.14 There are no statutory limit values for dust deposition above which 'nuisance' is deemed to exist. Nuisance is a subjective concept and its perception is highly dependent upon the existing conditions and the change which has occurred.

Environment Act 2021

2.1.15 Schedule 11 contains amendments of Part IV of the Environment Act 1995 (air quality)[7]. Local authorities must review and document local air quality within their area by way of staged appraisals and respond accordingly, with the aim of meeting the AQOs defined in the Regulations. There is a requirement for local authorities to identify relevant sources of emissions that are likely to be responsible for any failure to achieve the AQOs within the area of jurisdiction, or to identify relevant sources within neighbouring authorities and to identify them. Where the objectives are not likely to be achieved within the relevant period, an authority is required to designate an AQMA. For each AQMA the local authority is required to draw up an Air Quality Action Plan (AQAP) to secure improvements in air quality and show how it intends to work towards achieving air quality standards in the future.

Clean Air Strategy (2019)

2.1.16 In 2019, the UK government released its Clean Air Strategy 2019[8], part of its 25 Year Environment Plan[9]. The Strategy sets out the comprehensive action that is considered to be required from across all parts of government and society.

2.1.17 The primary focus of air quality management has primarily related to NO_2, and its principal source in the UK, road traffic. The 2019 Strategy aims to broaden the focus to other areas, including actions on clean growth, and emissions from domestic wood burning stoves, industry and agriculture.

2.2 Planning Policy

2.2.1 A summary of the national and local planning policy relevant to the Proposed Development and air quality is provided below.

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6 The Air Quality Standards (Amendment) Regulations 2016 - Statutory Instrument 2016 No. 1184.
7 Environment Act 2021 [Online] Available at: https://www.legislation.gov.uk/ukpga/2021/30/pdfs/ukpga_20210030_en.pdf?timeline=false [Accessed on 16/03/2023].
8 Department for Environment, Food and Rural Affairs (Defra) (2019) Clean Air Strategy 2019.
9 Department for Environment Food and Rural Affairs (Defra) (2018) A Green Future: Our 25 Year Plan to Improve the Environment.

National Planning Policy

National Planning Policy Framework (as revised 2021)

2.2.2 The Government's overall planning policies for England are described in the NPPF[1]. The core underpinning principle of the Framework is the presumption in favour of sustainable development, defined as:

> '[…] meeting the needs of the present without compromising the ability of future generations to meet their own needs.'

2.2.3 One of the three overarching objectives of the NPPF, is that the planning system should '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.'

2.2.4 In relation to air quality, the following paragraphs in the document are relevant:

- Paragraph 55, which states 'Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.';
- Paragraph 105, which states '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.';
- Paragraph 174, which 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.';
- Paragraph 185, which 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.';
- Paragraph 186, which 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.'; and
- Paragraph 188, which 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'.

Local Planning Policy

2.2.5 A summary of relevant local policies is outlined below, however their compliance and soundness in relation to national policy has not been assessed in this instance.

South East Lincolnshire Local Plan 2011 - 2036 (2019)

2.2.6 The South East Lincolnshire Local Plan 2011-2036[10] was published in March 2019 by South East Lincolnshire Joint Strategic Planning Committee and forms part of the Local Plan for development in both Boston Borough and South Holland District. This document contains decision-making strategies for the sustainable growth and development of the local area. The following is relevant to this assessment.

2.2.7 The Local Plan states that 'all new development must take into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself, existing land uses and any former use of the site, in particular, adverse effects arising from pollution.'

2.2.8 Policy 2 'Development Management' states that:

'Proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to:

1. […] impact on the amenity […] of the area and the relationship to existing development and land uses; […]
4. access and vehicle generation levels; […]
6 impact upon neighbouring land uses'.

2.2.9 Furthermore, Policy 3 'Design of New Development' claims that:

'Development proposals will demonstrate how the following issues, where they are relevant to the proposal, will be secured: […]

11. residential amenity'.

2.2.10 In terms of air quality, Policy 30 'Pollution' is relevant to the Proposed Development:

'Development proposals will not be permitted where, taking account of any proposed mitigation measures, they would lead to unacceptable adverse impacts upon:

1. health and safety of the public;
2. the amenities of the area; or
3. the natural, historic and built environment;

by way of:

4. air quality, including fumes and odour […]

Planning applications […] must include an assessment of:

9. impact on the proposed development from poor air quality from identified sources;
10. impact on air quality from the proposed development; and
11. impact on amenity from existing uses.

Suitable mitigation measures will be provided, if required. Proposals will be refused if impacts cannot be suitably mitigated or avoided. […]'

2.2.11 The above policies relating to air quality have been considered within this assessment.

[10] South East Lincolnshire Joint Strategic Planning Committee (2019) South East Lincolnshire Local Plan 2011-2036 [Online] Available at: http://www.southeastlincslocalplan.org/wp-content/uploads/2019/02/Local-Plan-text-March-2019.pdf [Accessed on 16/03/2023].

2.3 Guidance

2.3.1 A summary of the publications referred to in the undertaking of this assessment is provided below.

Local Air Quality Management Technical Guidance (August 2022)

2.3.2 The Department for Environment, Food and Rural Affairs (Defra) has published technical guidance for use by local authorities in their review and assessment work[11]. This guidance, referred to in this document as LAQM.TG22, has been used where appropriate in the assessment presented herein.

Land-Use Planning & Development Control: Planning for Air Quality (2017)

2.3.3 Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) have published guidance[12] that offers comprehensive advice on: when an air quality assessment may be required; what should be included in an assessment; how to determine the significance of any air quality impacts associated with a development; and, the possible mitigation measures that may be implemented to minimise these impacts.

Guidance on the Assessment of Dust from Demolition and Construction (2016)

2.3.4 This document[13] published by the IAQM was produced to provide guidance to developers, consultants and environmental health officers on how to assess the impacts arising from construction activities. The emphasis of the methodology is on classifying sites according to the risk of impacts (in terms of dust nuisance, PM_{10} impacts on public exposure and impact upon sensitive ecological receptors) and to identify mitigation measures appropriate to the level of risk identified.

National Planning Practice Guidance - Air Quality (2019)

2.3.5 This guidance[14] provides a number of guiding principles on how the planning process can take into account the impact of new development on air quality, it explains how much detail air quality assessments need to include for proposed developments, and how impacts on air quality can be mitigated. It also provides information on how air quality is taken into account by local authorities in both the wider planning context of Local Plans and neighbourhood planning, and in individual cases where air quality is a consideration in a planning decision.

East Midlands Air Quality Network Air Quality and Emissions Mitigation Guidance for Developers (2017)

2.3.6 The EMAQN Air Quality and Emissions Mitigation Guidance for Developers[2], for Boston Borough Council and South Holland District Council (SHDC), has been prepared in conjunction with the EMAQN and was developed to supplement the NPPF. This document outlines the following:

> 'Reduction and Minimisation of exposure/impacts should next be considered, once all options for prevention /avoidance have been implemented so far as is reasonably practicable (both technically and economically).
>
> To achieve this reduction/ minimisation, preference should be given first to:
>
> a mitigation measures that act on the source; before;
>
> b mitigation measures that act on the pathway between the source and receptor; which in turn should take preference over; and
>
> c mitigation measures at or close to the point of receptor exposure

[11] Department for Environment, Food and Rural Affairs (Defra) (August 2022) Part IV of the Environment Act 1995 as amended by the Environment Act 2021 and Environment (Northern Ireland) Order 2002 Part III, Local Air Quality Management Technical Guidance LAQM.TG22.

[12] Environmental Protection UK and Institute of Air Quality Management (Version 1.2 Updated January 2017) Land Use Planning & Development Control: Planning for Air Quality.

[13] Institute of Air Quality Management (Version 1.1 Updated June 2016) Guidance on the Assessment of Dust from Demolition and Construction.

[14] Department of Communities and Local Government (DCLG) (Updated November 2019) National Planning Practice Guidance.

Measures are all subject to the efficacy, cost and practicability of the available solutions. In each case, measures that are designed or engineered to operate passively are preferred to active measures that require continual intervention, management or a change in people's behaviours.'

'Whilst a detailed Air Quality Assessment is not required for Small and Medium impact schemes, developers still need to consider whether the development will expose future occupiers to unacceptable levels of air pollution, defined as the exceedance of an air quality standard at the receptor location, and ensure that their development's potential benefits to air quality and health are maximised.'

'This guidance seeks to develop consistent EV re-charging standards for new developments in the Borough/District.'

'All development should consider the effect construction operations will have on emissions and as such mitigation should be considered in all cases.'

Covid-19 Supplementary Guidance for LAQM Reporting in 2021

2.3.7 As a result of the impacts from Covid-19 and the associated restrictions on activity, supplementary guidance[15] has been published to inform local authorities in England of the key changes and points of reference with respect to LAQM duties, as described in Part IV of the Environment Act 1995, for the 2021 reporting year. This supplementary guidance document should be read in conjunction with Defra's LAQM.TG22 document (2022).

[15] Department for Environment, Food and Rural Affairs (Defra) (2021) Covid-19 Supplementary Guidance Local Air Quality Management Reporting in 2021 [Online] Available at: https://laqm.defra.gov.uk/documents/Covid-19%20-%20Supplementary%20Guidance%20for%20Local%20Air%20Quality%20Management%20Reporting%20in%202021%20v1.pdf [Accessed on 16/03/2023].

3.0 Scope and Methodology

3.1 Scope

3.1.1 The scope of the assessment has been determined in the following way:

- Review of the latest available Air Quality Annual Status Report (ASR) from SHDC[16] and air quality data for the area surrounding the Site, including data from SHDC, Defra[17] and the Environment Agency (EA)[18];
- Desk study to confirm the locations of nearby existing receptors that may be sensitive to changes in local air quality, as a result of the Proposed Development; and
- Review of the traffic data provided by the Project Transport Consultant (the 'PTC') and the Department for Transport's (DfT) Road Traffic Statistics website[19], where applicable.

3.1.2 The scope of the assessment includes consideration of the potential impacts on local air quality resulting from:

- Dust and PM generated by on-site activities during the construction phase;
- Increases in pollutant concentrations as a result of exhaust emissions arising from construction traffic and plant; and
- Increases in pollutant concentrations as a result of exhaust emissions arising from traffic generated by the Proposed Development once operational.

3.2 Methodology

Construction Phase Assessment

3.2.1 Dust comprises particles typically in the size range 1-75 micrometres (µm) in aerodynamic diameter and is created through the action of crushing and abrasive forces on materials. The larger dust particles fall out of the atmosphere quickly after initial release and therefore tend to be deposited in close proximity to the source of emission. Dust, therefore, is unlikely to cause long-term or widespread changes to local air quality; however, its deposition on property and cars can cause 'soiling' and discolouration. This may result in complaints of nuisance through amenity loss or perceived damage caused, which is usually temporary.

3.2.2 The smaller particles of dust are known as PM, with less than 10µm in aerodynamic diameter (PM_{10}) representing only a small proportion of total dust released; this includes a finer fraction, known as $PM_{2.5}$ (with an aerodynamic diameter less than 2.5µm). As these particles are at the smaller end of the size range of dust particles, they remain suspended in the atmosphere for a longer period of time than the larger dust particles, they can therefore be transported by wind over a wider area. PM_{10} and $PM_{2.5}$ are small enough to be drawn into the lungs during breathing, which in sensitive members of the public could have a potential impact on health. However, it is worth noting that, according to the IAQM guidance, the majority of fugitive particulate emissions arising from construction sites are expected to relate to the coarser fractions (i.e., $PM_{2.5\text{-}10}$) with just 10-15% expected to comprise $PM_{2.5}$. The IAQM guidance therefore focusses on PM_{10} for the purposes of assessment.

3.2.3 An assessment of the likely significant impacts on local air quality due to the generation and dispersion of dust and PM_{10} during the construction phase has been undertaken using: the relevant assessment methodology published by the IAQM, the available information for this phase of the Proposed Development provided by the Client and Project Team, and professional judgement.

[16] South Holland District Council (2020) 2020 Air Quality Annual Status Report (ASR) [Online] Available at: http://shollandair.aeat.com/Reports/SouthHolland_ASR_England_2020_Final_v3.0.pdf [Accessed on 17/03/2023].
[17] Department for Environment, Food and Rural Affairs (Defra) Local Air Quality Management (LAQM) Support Pages [Online] Available at: http://laqm.defra.gov.uk/ [Accessed on 17/03/2023].
[18] Environment Agency (2022) Pollution Inventory [Online] Available at: https://data.gov.uk/dataset/cfd94301-a2f2-48a2-9915-e477ca6d8b7e/pollution-inventory [Accessed on 17/03/2023].
[19] Department for Transport (DfT) (2022) Road Traffic Statistics [Online] Available at: https://roadtraffic.dft.gov.uk/#6/ 55.254/-6.064/basemap-regions-countpoints [Accessed on 17/03/2023].

3.2.4 The IAQM methodology assesses the risk of potential dust and PM_{10} impacts from the following four sources: demolition, earthworks, general construction activities and track-out. It takes into account the nature and scale of the activities undertaken for each source and the sensitivity of the area to an increase in dust and PM_{10} levels to assign a level of risk. Risks are described in terms of there being a low, medium or high risk of dust impacts. Once the level of risk has been ascertained, then site specific mitigation proportionate to the level of risk is identified, and the significance of residual effects determined. A summary of the IAQM assessment methodology is provided in **Appendix D**.

3.2.5 In addition to impacts on local air quality due to on-site construction activities, exhaust emissions from construction vehicles and plant may have an impact on local air quality adjacent to the routes used by these vehicles to access the application Site and in the vicinity of the application Site itself. As information on the number of vehicles and plant associated with the construction phase was not available at the time of writing, a qualitative assessment of their impact on local air quality has been undertaken using professional judgement and by considering the following:

- The number and type of construction traffic and plant likely to be generated by this phase of the development;
- The number and proximity of sensitive receptors to the application Site and along the likely routes to be used by construction vehicles; and
- The likely duration of the construction phase and the nature of the construction activities undertaken.

Operational Phase Assessment

3.2.6 Of the pollutants included in the AQS, concentrations of NO_2, PM_{10} and $PM_{2.5}$ have been considered in this assessment as road traffic is a major source of these pollutants and their concentrations tend to be close to, or in exceedance of, the objectives in urban locations.

3.2.7 In accordance with the EPUK/IAQM guidance, a significant change would be described as a change in Light Duty Vehicle (LDV) flows of 500 Annual Average Daily Traffic (AADT) or more and/or Heavy Duty Vehicle (HDV) flows of 100AADT or more. Alternatively, a change in LDV flows of 100AADT or more and/or HDV flows of 25AADT on routes through an AQMA would also be considered a significant change in accordance with the guidance. Where these thresholds are exceeded, a detailed assessment of air quality is normally required.

3.2.8 In order to predict NO_2 and PM concentrations across and in the vicinity of the Site, the advanced dispersion model ADMS-Roads (version 5.0.1.3) has been used. This model uses detailed information regarding traffic flows on the local road network, surface roughness and local meteorological conditions to predict pollutant concentrations. Details of the model input parameters are presented in **Appendix E**.

Impact of Travel Restrictions on Air Quality

3.2.9 Whilst 2020 data are reflective of real-world events, and encouraged to be presented within reports, the impacts of the recent Travel Restrictions and the associated reduction in pollutant emissions within the UK have resulted in the need to carefully consider the effect of baseline concentrations and potential impacts of developments on air quality.

3.2.10 In terms of model verification, the methodology as presented in LAQM.TG22, assumes that the relationships governing the derivation of pollutant concentrations within the verification year would remain true and therefore, be representative for future years. The recent Travel Restrictions, however, create uncertainty over this assumption and as such, careful consideration needs to be given to the reliability of the local monitoring data used in the model verification process.

3.2.11 Current LAQM tools used in road traffic emissions modelling, such as vehicle fleet turnover related forecasts and mapped background pollutant concentrations, do not currently take into account the noticeable variations in vehicular activity and emissions that were associated with the UK Travel Restrictions, which subsequently altered human behavioural patterns.

3.2.12 To avoid this uncertainty and underestimation of pollutant concentrations, the use of 2019 as a verification year is recommended as the most recent year available without the effects of these restrictions and so has been utilised within this assessment.

Meteorological Data

3.2.13 Meteorological data, such as wind speed and direction, are used by the model to determine pollutant transportation and levels of dilution by the wind. Meteorological data used in this assessment were obtained from Wittering observing station in 2019. This station is considered to provide representative data for the assessment. A wind rose generated from the meteorological data used for both the consideration of construction phase impacts and the operational phase dispersion modelling is provided in **Appendix F**.

Traffic Data

Traffic Flows

3.2.14 A summary of traffic data and pollutant emission factors used in the assessment can be found in **Appendix E**. It includes details of the AADT flows, vehicle speeds (km/h) and the percentage of HDVs for the local road network in all assessment years considered. Traffic speeds were reduced at junctions in line with guidance provided in LAQM.TG22 and using professional judgement.

3.2.15 For the assessment, three scenarios were modelled, as follows:

- 2019 - Model Verification;
- 2025 - Anticipated Opening Year Without Development; and
- 2025 - Anticipated Opening Year With Development.

3.2.16 Reference should be made to **Figure** 1 for a graphical representation of the modelled road link locations.

Vehicle Emission Factors

3.2.17 Emission factors for each link were calculated using the relevant traffic flows and the Emissions Factor Toolkit (EFT) (version 11.0), provided on the Defra website[20]. This has been produced by Defra and incorporates COPERT 5.3 vehicle emission factors and fleet information.

3.2.18 There is current uncertainty over NO_2 concentrations within the UK, with the implementation of new vehicle emission standards not resulting in the previously expected reduction in roadside levels. Therefore, 2019 emission factors were utilised in preference to the Site development year in order to provide robust concentration predictions. As predictions for 2019 were verified, it is considered that results are an indication of worst-case concentrations during the operation of the Proposed Development when applying 2019 emission factors for the 2025 anticipated operational year.

Selection of Background Concentrations

3.2.19 Background pollutant data for the operational phase assessment have been taken from the national maps provided on the Defra website[21], where background concentrations of those pollutants included within the AQS have been mapped at a grid resolution of 1x1km for the whole of the UK. Estimated background concentrations are available for all years between 2018 and 2030.

3.2.20 The maps assume that background concentrations will improve (i.e., reduce) over time, in line with the predicted reduction in vehicle emissions, and emissions from other sources. Due to the uncertainty discussed above, and in line with the findings of many local authorities that measured concentrations have not reduced as anticipated, 2019 background concentrations for NO_x, NO_2, PM_{10} and $PM_{2.5}$ have been utilised in this assessment for 2025.

[20] Department for Environment, Food and Rural Affairs (Defra) (2021) Emissions Factor Toolkit (version 11.0) [Online] Available at: https://laqm.defra.gov.uk/air-quality/air-quality-assessment/emissions-factors-toolkit/ [Accessed on 17/03/2023].

[21] Department for Environment, Food and Rural Affairs (Defra) (2023) Background Concentrations [Online] Available at: https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018 [Accessed on 17/03/2023].

Model Verification and Result Processing

3.2.21 The ADMS-Roads dispersion model has been widely validated for this type of assessment and is considered to be fit for purpose. Model validation undertaken by the software developer will not have included validation in the vicinity of the Proposed Development.

3.2.22 To determine the performance of the model at a local level, a comparison of modelled results with the results of monitoring carried out within the study area was undertaken. This process of verification aims to minimise modelling uncertainty and systematic error by correcting modelled results by an adjustment factor to gain greater confidence in the final results and was carried out following the methodology specified in Chapter 7, Section 4, of LAQM.TG22.

3.2.23 Details of the verification factor calculations are presented in **Appendix E**. A factor of **1.46** was obtained during the verification process, which indicated that the model was under-predicting. This factor was applied to the modelled road-NO_x outputs prior to conversion to annual mean NO_2 concentrations utilising the NO_x to NO_2 Calculator (version 8.1, 26th June 2020) provided by Defra[22]. The NO_2 diffusion tube monitoring results recorded by SHDC were subsequently used to derive an indicative baseline annual mean NO_2 concentration for each site in the vicinity of the Proposed Development. Reference should be made to **Figure** 1, which shows the diffusion tube monitoring locations within the assessment extents.

3.2.24 As local roadside monitoring data within the assessment extents are not available for PM_{10} or $PM_{2.5}$, the modelled road-PM_{10} and road-$PM_{2.5}$ components have been adjusted by the verification factor obtained for NO_x before adding to the appropriate background concentration. The number of days with PM_{10} concentrations greater than 50µg/m^3 was then estimated using the relationship with the annual mean concentration described in LAQM.TG22.

3.2.25 Once processed, the predicted concentrations were compared against the relevant AQS objective levels for NO_2, PM_{10} and $PM_{2.5}$ set out in **Appendix C**.

3.2.26 The air quality modelling generates pollutant estimates of road source contributed NO_x, PM_{10} and $PM_{2.5}$ at specified receptors. To enable comparison with the relevant AQOs for NO_2, PM_{10} and $PM_{2.5}$ it has been necessary to combine the model outputs data with the background concentrations.

3.2.27 To consider compliance with the 1-hour mean AQO for NO_2, Defra's guidance suggests that in locations where the annual mean NO_2 concentration exceeds 60µg/m^3 then the 1-hour mean objective may be exceeded. Where annual mean concentrations are less than 60µg/m^3 then exceedance of the 1-hour mean objective is considered unlikely. The risk of non-compliance with the 1-hour mean objective, where up to 18 exceedances of a 1-hour mean concentration of 200µg/m^3 are allowed in a calendar year, is therefore considered likely when the annual mean concentration is greater than 60µg/m^3 but unlikely when not. This approach has been adopted for this assessment.

3.2.28 To estimate total annual mean concentrations for PM_{10} and $PM_{2.5}$, for comparison with the annual mean AQOs (40µg/m^3 and 20µg/m^3 respectively) the model output concentrations are simply added to the background concentrations for these pollutants.

3.2.29 To consider compliance with the 24-hour mean AQO for PM_{10}, Defra's guidance gives the following equation that relates the annual mean concentration to the number of exceedances of the 24-hour mean concentration of 50µg/m^3, where up to 35 exceedances are allowed:

- No. 24-hour mean exceedances = -18.5 + 0.00145 x annual mean^3 + (206/annual mean)

3.2.30 This approach has been adopted for 24-hour mean PM_{10} for this assessment.

[22] Department for Environment, Food and Rural Affairs (Defra) NO_x to NO_2 Calculator (26/06/2020) [Online] Available at: https://laqm.defra.gov.uk/documents/NOx_to_NO2_Calculator_v8.1.xlsm [Accessed on 17/03/2023].

3.3 Selection of Sensitive Receptors

3.3.1 Sensitive locations are places where the public or sensitive ecological habitats may be exposed to pollutants resulting from activities associated with the Proposed Development. These will include locations sensitive to an increase in dust deposition and PM_{10} exposure as a result of on-site construction activities, and locations sensitive to exposure to gaseous pollutants emitted from the exhausts of construction and operational traffic associated with the Proposed Development.

Construction Phase

3.3.2 The IAQM assessment is undertaken where there are: 'human receptors' within 350m of the site boundary, or within 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s); and/or 'ecological receptors' within 50m of the site boundary, or within 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s). It is within these distances that the impacts of dust soiling and increased PM in the ambient air will have the greatest impact on local air quality at sensitive receptors.

Operational Phase

3.3.3 In terms of locations that are sensitive to pollutants emitted from engine exhausts, these will include places where members of the public are likely to be regularly present over the period of time prescribed in the AQS. For instance, on a footpath where exposure will be transient (for the duration of passage along that path) comparison with a short-term standard (i.e., 15-minute mean or 1-hour mean) may be relevant. At a school or adjacent to a private dwelling, where exposure may be for longer periods, comparison with a long-term standard (such as 24-hour mean or annual mean) may be more appropriate. Box 1-1 of LAQM.TG22 provides examples of the locations where the AQOs should/should not apply.

3.3.4 To complete the assessment of operational phase impacts, a number of 'receptors' representative of locations of relevant public exposure were identified at which pollutant concentrations were predicted. Receptors have been located adjacent to the roads that are likely to experience the greatest change in traffic flows or composition, and therefore NO_2 and PM concentrations, as a result of the Proposed Development.

3.3.5 The locations of the assessment receptors are shown on **Figure** 1 and listed in **Table 1**.

Table 1 - Receptor Locations Used in the Assessment

Receptor	Description / Address	Grid Reference		Height above Ground Level (m)
		X (m)	Y (m)	
R1	66 Fen End Lane	524238.2	320132.0	1.5
R2	14 Fen End Lane	524196.8	320504.3	1.5
R3	Elm Tree House, B1173 Barrier Bank	524187.7	320758.4	1.5
R4	Evergreen Close, travellers' site	525023.0	320014.9	1.5
R5	Drain Bank North, travellers' site	525128.1	320097.5	1.5
R6	The Hedges, Pecks Drove East	526208.0	321679.8	1.5
R7	North of Childers' South Drove	526150.6	321824.9	1.5
R8	Cottage Farm, A16	526282.1	322750.2	1.5
R9	'Modena', Low Road	526205.4	322772.9	1.5

3.4 Significance Criteria

Construction Phase

3.4.1 The IAQM assessment methodology recommends that significance criteria are only assigned to the identified risk of dust impacts occurring from a construction activity with appropriate mitigation measures in place. For almost all construction activities, the application of effective mitigation should prevent any significant effects occurring to sensitive receptors and therefore the residual effect will normally be negligible.

3.4.2 For the assessment of the impact of exhaust emissions from plant used on-site and construction vehicles accessing and leaving the Site on local concentrations of NO_2 and PM, the significance of

residual effects has been determined using professional judgement and the principles outlined in the EPUK/IAQM guidance, which are described below.

Operational Phase

3.4.3 The approach provided in the EPUK/IAQM guidance has been used within this assessment to assist in describing the air quality effects of additional emissions from traffic generated by the Proposed Development once operational.

3.4.4 This guidance recommends that the degree of an impact is described by expressing the magnitude of incremental change in pollution concentration as a proportion of the relevant assessment level and examining this change in the context of the new total concentration and its relationship with the assessment criterion, as summarised in **Table 2**.

Table 2 - Road Vehicle Exhaust Emissions - Significance of Impact

Long Term Average Concentration at Receptors in Assessment Year	% Change in Concentration Relative to Air Quality Assessment Level (AQAL)			
	1	2 - 5	6 - 10	> 10
75% or less of AQO	Negligible	Negligible	Slight	Moderate
76 - 94% of AQO	Negligible	Slight	Moderate	Moderate
95 - 102% of AQO	Slight	Moderate	Moderate	Substantial
103 - 109% of AQO	Moderate	Moderate	Substantial	Substantial
110% or more of AQO	Moderate	Substantial	Substantial	Substantial

Notes

AQAL = air quality assessment level, which for this assessment related to the UK Air Quality Strategy objectives.

Where the %change in concentrations is <0.5%, the change is described as 'Negligible' regardless of the concentration.

When defining the concentration as a percentage of the AQAL, 'without scheme' concentration should be used where there is a decrease in pollutant concentration and the 'with scheme;' concentration where there is an increase.

Where concentrations increase, the impact is described as adverse, and where it decreases as beneficial.

3.4.5 The matrix shown in **Table 2** is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which makes it clearer which cell the impact falls within. It should be noted that changes of 0%, i.e., less than 0.5%, are described as negligible.

3.4.6 Following the prediction of impacts at discrete receptor locations, the EPUK/IAQM document provides guidance on determining the overall air quality impact significance of the operation of a development. The following factors are identified for consideration by the assessor:

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

3.4.7 The EPUK/IAQM guidance states that for most road transport related emissions, long-term average concentrations are the most useful for evaluating the impacts. The guidance does not include criteria for determining the significance of the effect on hourly mean NO_2 concentrations or daily mean PM_{10} concentrations. The significance of effects of hourly mean NO_2 and daily mean PM_{10} concentrations arising from the operational phase have therefore been determined qualitatively using professional judgement and the principles described above.

3.4.8 The EPUK/IAQM guidance says that 'Where the air quality is such that an AQO at the building façade is not met, the effect on residents or occupants will be judged as significant, unless provision is made to reduce their exposure by some means. For people working at new developments in this situation, the same will not be true as occupational exposure standards are different, although any assessment may wish to draw attention to the undesirability of the exposure.'

3.4.9 The EPUK/IAQM guidance states that an assessment must reach a conclusion on the likely significance of the predicted impact. It should be noted that this is a binary judgement of either it is significant, or it is not significant.

4.0 Baseline

4.1 Introduction

4.1.1 Existing air quality conditions in the vicinity of the Site were identified in order to provide a baseline for consideration. These are detailed in the following sections.

4.2 Local Air Quality Management

4.2.1 According to the latest available Air Quality ASR[16] and Defra[23], there are currently no AQMAs located within SHDC. Therefore, potential effects associated with the Proposed Development have not been considered at sensitive receptor locations within any AQMAs.

4.3 Local Emission Sources

4.3.1 The main potential sources of air pollution affecting the Site, were identified as emissions from road transport using the adjacent A16, B1173 and the local road network. There are no industrial pollution sources identified within the immediate vicinity of the Site that would influence the local air quality.

4.4 Air Quality Monitoring

4.4.1 Monitoring of pollutant concentrations is undertaken throughout SHDC's area of jurisdiction utilising non-automatic (passive) methods. The closest monitoring location, diffusion tube SH18, is located approximately 1.07km north of the Site. The most recent diffusion tube monitoring results recorded in the vicinity of the Proposed Development are shown in **Table 3**. There are currently no continuous monitors located in the vicinity of the Site.

Table 3 - Diffusion Tube Monitoring Results

Monitoring Site			Monitored NO_2 Concentration (µg/m³)*				
ID	**Location**	**Site Type**	**2015**	**2016**	**2017**	**2018**	**2019**
SH2	Lamp post 20 Winsover Road	Urban Background*	-	-	-	-	32.1
SH3	Woodfield Close	Urban Background	-	-	-	-	11.0
SH13	Pinchbeck Road	Kerbside*	29.8	34.8	34.9	27.1	25.7
SH17	High Street, Spalding	Roadside	24.3	27.5	24.2	22.8	20.3
SH18	BP Garage	Roadside	22.5	26.5	23.4	20.2	19.8

* It should be noted that, whilst the SHDC ASR describes these diffusion tube locations as 'Urban Background' and 'Kerbside', respectively, both are located 1m or more away from the kerb of a main road. As such, the monitoring locations used in this assessment are deemed to be 'roadside', in line with the descriptions in the Defra LAQM.TG22.

4.4.2 As shown in **Table 3**, annual mean NO_2 concentrations did not exceed the relevant AQO at any of the monitoring sites, during the five most recent monitoring years, 2015-2019.

4.4.3 Reference should be made to **Figure** 1 for a map of the closest monitoring locations to the Site.

4.4.4 No monitoring of PM_{10} or $PM_{2.5}$ is currently undertaken in the vicinity of the Site.

4.5 Background Pollutant Concentrations

4.5.1 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by Defra for the entire UK to assist Local Authorities in their Review and Assessment of air quality. The Site is located across grid squares NGR: 524500, 319500 and 524500, 320500. Data for these locations and the assessment extents were downloaded from the Defra website[21] for the purpose of the project. These data are summarised in **Table 4** below.

[23] Department for Environment, Food and Rural Affairs (Defra) (undated) List of Local Authorities with AQMAs [Online] Available at: https://uk-air.defra.gov.uk/aqma/list [Accessed on 17/03/2023].

Table 4 - Predicted Background Pollutant Concentrations (2019)

OS Grid Reference (X, Y; m)	NO_2	NO_X	PM_{10}	$PM_{2.5}$
524500, 319500	7.6	9.7	16.9	9.4
524500, 320500	7.5	9.7	16.0	9.1
525500, 320500	7.8	10.1	16.7	9.4
526500, 321500	7.9	10.2	16.9	9.4
526500, 322500	8.4	10.9	15.4	9.1

4.5.2 As shown in **Table 4**, predicted background NO_2, PM_{10} and $PM_{2.5}$ concentrations are below the relevant AQOs across the assessment extents.

5.0 Assessment

5.1 Introduction

5.1.1 There is the potential for air quality impacts as a result of the construction and operation of the Proposed Development. These are assessed in the following sections.

5.2 Construction Phase Assessment

Dust and PM_{10} Arising from On-Site Activities

5.2.1 Construction activities that have the potential to generate and/or re-suspend dust and PM_{10} include:

- Site clearance and preparation including demolition activities;
- Preparation of temporary access/egress to the Site and haulage routes;
- Earthworks;
- Materials handling, storage, stockpiling, spillage and disposal;
- Movement of vehicles and construction traffic within the Site (including excavators and dumper trucks);
- Use of crushing and screening equipment/plant;
- Exhaust emissions from plant, especially when used at the extremes of their capacity and during mechanical breakdown;
- Construction of buildings, roads and areas of hardstanding alongside fabrication processes;
- Internal and external finishing and refurbishment;
- Trackout, whereby earth is carried from the Site on vehicle tyres, deposited on roads and may later become suspended in the air as a result of vehicle movements; and
- Site landscaping after completion.

5.2.2 The majority of the releases are likely to occur during the 'working week'. However, for some potential release sources (e.g., exposed soil produced from significant earthwork activities) in the absence of dust control mitigation measures, dust generation has the potential to occur 24 hours per day over the period during which such activities are to take place.

Assessment of Potential Dust Emission Magnitude

5.2.3 The IAQM assessment methodology has been used to determine the potential dust emission magnitude for the following four different dust and PM_{10} sources: demolition, earthworks, construction, and trackout. The findings of the assessment are presented below.

Demolition

5.2.4 The Site is currently vacant, therefore, the potential dust emission magnitude for demolition activities is not considered further within this assessment.

Earthworks

5.2.5 The exact number of heavy earth moving vehicles active on the Site at any one time is unknown, however, the total area of the Site is greater than 10,000m^2 and therefore, the potential dust emission magnitude is considered to be **large** for earthwork activities.

Construction

5.2.6 The total volume of buildings to be constructed on the Site is to be greater than 100,000m^3. Therefore, the potential dust emission magnitude is considered to be **large** for construction activities.

Trackout

5.2.7 Information on the number of HDVs associated with this phase of the Proposed Development is not available and therefore professional judgement has been used. The unpaved road length on the Site is greater than 100m. As such, it is considered that the potential dust emission magnitude is **large** for trackout.

5.2.8 **Table 5** provides a summary of the potential dust emission magnitude determined for each construction activity considered.

Table 5 - Potential Dust Emission Magnitude

Activity	Dust Emission Magnitude
Demolition	N/A
Earthworks	Large
Construction	Large
Trackout	Large

Assessment of Sensitivity of the Study Area

5.2.9 A wind rose generated using the meteorological data used for the consideration of construction phase impacts is provided in **Appendix F**. This shows that the prevailing wind direction is mainly from the south-west. Therefore, receptors located to the north-east of the Site are more likely to be affected by dust and PM emitted and re-suspended during the construction phase.

5.2.10 Under low wind speed conditions, it is likely that the majority of dust would be deposited in the area immediately surrounding the source. Receptors to the north-east have the greatest potential to be affected as a result of the prevailing wind direction. It has been assumed that the construction traffic will access the Site via the local road network.

5.2.11 There are no ecological receptors within the vicinity of the Site considered to be sensitive to dust or PM, and as such these effects are not considered further within this assessment.

5.2.12 Taking the above into account and following the IAQM assessment methodology, the sensitivity of the area to changes in dust and PM_{10} has been derived for each of the construction activities considered. The results are shown in **Table 6**.

Table 6 - Sensitivity of the Study Area

Potential Impact	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	N/A	Medium	Medium	Medium
Human Health	N/A	Low	Low	Low

Risk of Impacts

5.2.13 The predicted dust emission magnitude has been combined with the defined sensitivity of the area to determine the risk of impacts during the construction phase, prior to mitigation. **Table 7** below provides a summary of the risk of dust impacts for the Proposed Development. The risk category identified for each construction activity has been used to determine the level of mitigation required.

Table 7 - Summary Dust Risk Table to Define Site Specific Mitigation

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

Construction Vehicles and Plant

5.2.14 The greatest impact on air quality due to emissions from vehicles and plant associated with the construction phase will be in the areas immediately adjacent to the Site access road. Construction traffic will access the Site via the local road network.

5.2.15 Final details of the exact plant and equipment likely to be used on-site will be determined by the appointed contractor, it is considered likely to comprise dump trucks, tracked excavators, diesel generators, asphalt spreaders, rollers, compressors and trucks. The number of plant and their location within the Site are likely to be variable over the construction period.

5.2.16 Based on the current local air quality in the area, the proximity of sensitive receptors to the roads likely to be used by construction vehicles, and the likely numbers of construction vehicles and plant that will be used, the impacts are considered to be **negligible** according to the assessment significance criteria.

5.3 Operational Phase Assessment

5.3.1 Vehicle movements associated with the operation of the Proposed Development will generate exhaust emissions on the local and regional road networks which have the potential to affect both existing and proposed future residential receptors. An assessment was, therefore, undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at existing sensitive locations in the vicinity of the Site, and to quantify pollutant concentrations at proposed future residential receptor locations.

5.3.2 The assessment considered the following three scenarios:

- 2019 - Model Verification;
- 2025 - Anticipated Opening Year Without Development; and
- 2025 - Anticipated Opening Year With Development.

5.3.3 The 2025 scenarios included anticipated baseline traffic data, inclusive of anticipated growth for the relevant assessment year, in addition to predicted vehicle trips associated with the operation of the Proposed Development, as provided by the PTC and calculated using the UK Government's Trip End Model Presentation Program (TEMPro) version 7.2c, where applicable.

5.3.4 It is reiterated that for the purpose of the assessment, traffic data for 2025 were utilised as the anticipated development opening year. Air quality is predicted to improve in the future based on expected reduction in roadside levels as a result of technological advancements as stated in **Section 3.2.20**. However, in order to provide a robust assessment, emission factors and background concentrations for 2019 were utilised within the assessment. The uses of 2025 traffic data and 2019 emission factors and background concentrations are considered to provide a worst-case scenario and therefore, a sufficient level of confidence can be placed within the predicted pollutant concentrations.

Road Vehicle Exhaust Emission Impacts

5.3.5 Full results of the dispersion modelling are presented in **Appendix G** and a summary is provided below.

5.3.6 It should be noted that all presented results have been verified in accordance with the methodology outlined within **Appendix E**.

Nitrogen Dioxide (NO_2)

Annual Mean

5.3.7 Annual mean NO_2 concentrations were predicted to be well below the AQO of 40µg/m^3 at all existing sensitive receptor locations in each of the modelled 2025 scenarios. The highest annual mean NO_2 concentrations of 16.0µg/m^3 and 16.7µg/m^3 were predicted at receptor R8 'Cottage Farm, A16', in the 'Without Development' and 'With Development' scenarios, respectively. This resulted in a **negligible** impact from the additional traffic associated with the operation of the Proposed Development.

5.3.8 The maximum predicted increase as a result of the Proposed Development was 0.7µg/m^3 at receptor R8 'Cottage Farm, A16', resulting in a **negligible** impact from the additional traffic associated with the operation of the Proposed Development, leading to an effect which is considered to be **not significant** in accordance with the EPUK/IAQM assessment criteria.

5.3.9 Based on the EPUK/IAQM guidance, the impact of the increased emissions associated with the Proposed Development on annual mean NO_2 concentrations is considered to be **negligible** overall, with the resulting effect considered to be **not significant**.

5.3.10 Based on the extent of predicted population exposure to the impacts on annual mean NO_2 concentrations and the guidance provided by the IAQM, the overall effect of the Proposed Development is considered to be **not significant**.

1-hour Mean

5.3.11 The annual mean NO_2 concentrations predicted by the model were all below 60µg/m^3, and therefore, hourly mean NO_2 concentrations are unlikely to cause a breach of the hourly mean AQS objective. The impact of the Proposed Development on hourly mean NO_2 concentrations at existing sensitive receptors is considered to be **negligible**, with the resulting effect considered to be **not significant**.

Particulate Matter (PM_{10})

Annual Mean

5.3.12 Annual mean PM_{10} concentrations were predicted to be well below the AQO of 40µg/m^3 at all existing sensitive receptor locations in each of the modelled 2025 scenarios. The highest annual mean PM_{10} concentrations of 17.5µg/m^3 and 17.6µg/m^3 were predicted at receptor R6 'The Hedges, Pecks Drove East', in the 'Without Development' and 'With Development' scenarios, respectively. This resulted in a **negligible** impact from the additional traffic associated with the operation of the Proposed Development.

5.3.13 The maximum predicted increase as a result of the Proposed Development was 0.07µg/m^3 at receptor R8 'Cottage Farm, A16'. This resulted in a **negligible** impact on annual mean PM_{10} concentrations from the additional traffic associated with the operation of the Proposed Development, leading to an effect which is considered to be **not significant** in accordance with the EPUK/IAQM assessment criteria.

5.3.14 The predicted changes in annual mean PM_{10} concentrations were all <0.5% of the relevant AQO. Based on the EPUK/IAQM guidance, the impact of the increased emissions associated with the Proposed Development on annual mean PM_{10} concentrations is considered to be **negligible**, with the resulting effect considered to be **not significant**.

5.3.15 Based on the extent of predicted population exposure to the impacts on annual mean PM_{10} concentrations and the guidance provided by the IAQM, the overall effect of the Proposed Development is considered to be **not significant**.

24-hour Mean

5.3.16 There has been no predicted increase in the number of days exceeding the daily PM_{10} limit in the 'With Development' scenario, without the risk of exceedance of the AQS objective. As such, the impacts of increased emissions associated with the operational phase of the Proposed Development are **negligible**.

Particulate Matter ($PM_{2.5}$)

Annual Mean

5.3.17 Annual mean $PM_{2.5}$ concentrations were predicted to be well below the AQO of 20µg/m^3 in each of the modelled 2025 scenarios at all existing sensitive receptors. The highest annual mean $PM_{2.5}$ concentration of 9.8µg/m^3 was predicted at receptor R6 'The Hedges, Pecks Drove East', in both the 'Without Development' and 'With Development' scenarios. An annual mean $PM_{2.5}$ concentration of 9.8µg/m^3 was also predicted at receptors R4 'Evergreen Close travellers' site' and R5 'Drain Bank North travellers' site' in the With Development scenario. This resulted in a **negligible** impact from the additional traffic associated with the operation of the Proposed Development.

5.3.18 The maximum predicted increase as a result of the Proposed Development was less than 0.1µg/m^3 at receptor R8 'Cottage Farm, A16' resulting in a **negligible** impact on annual mean $PM_{2.5}$ concentrations from the additional traffic associated with the operation of the Proposed Development, leading to an effect which is considered to be **not significant** in accordance with the EPUK/IAQM assessment criteria.

5.3.19 The predicted changes in annual mean $PM_{2.5}$ concentrations were all <0.5% of the relevant AQO. Based on the EPUK/IAQM guidance, the impact of the increased emissions associated with the Proposed Development on annual mean $PM_{2.5}$ concentrations is considered to be **negligible**, with the resulting effect considered to be **not significant**.

5.3.20 Based on the extent of predicted population exposure to the impacts on annual mean $PM_{2.5}$ concentrations and the guidance provided by the IAQM, the overall effect of the Proposed Development is considered to be **not significant**.

Defra Emissions 'Damage' Cost Calculation

5.3.21 A Defra Emissions 'Damage' Cost Calculation was undertaken to assess the local emissions from the Proposed Development and to determine the appropriate level of mitigation (a damage cost value) required to help reduce the potential effect on health and/or the local environment. This was undertaken in accordance with the EMAQ Air Quality and Emissions Mitigation Guidance for Developers[2] and Defra Guidance (2023)[24], utilising the following calculation:

- Cost of Road Transport Emission Increase = ∑ [Estimated trip rate for 5 years × Emission rate per 10km per vehicle type × Damage Costs]

5.3.22 The inputs to the calculation are detailed in **Table 8**.

Table 8 - Emissions Cost Calculation Inputs

Input	Value
Trip Rate of Proposed Development	1,786 AADT (48.37 %HDV)
Link length (km)	10
Average speed (km/h)	60
Emissions year	2025
Area / road type	Urban (not London)
Defra cost per tonne per pollutant (road transport urban small, central estimate)[24]	NO_x: £7,545
	$PM_{2.5}$: £52,114
Development vehicle emissions from EFT (Tonnes/year)	NO_x: 1.650
	$PM_{2.5}$: 0.265

5.3.23 The link length was assumed to be 10km in accordance with the EMAQN Air Quality and Emissions Mitigation Guidance for Developers[2] and the average speed was estimated, taking into account congestion on nearby roads.

5.3.24 The Emissions Cost Calculation for the Proposed Development is detailed in **Table 9**.

Table 9 - Emissions Cost Calculation

Emissions Year	Calculated Cost by Pollutant	
	NO_x	**$PM_{2.5}$**
2025	£7,545 × 1.650 = £12,447.74	£52,114 × 0.265 = £13,784.15
2026	× 102% = £12,696.70	× 102% = £14,059.84
2027	× 102% = £12,950.63	× 102% = £14,341.03
2028	× 102% = £13,209.64	× 102% = £14,627.85
2029	× 102% = £13,473.84	× 102% = £14,920.41
Total Cost	£136,511.83	

5.3.25 The calculated emissions cost value in **Table 9** gives an indication as to the cost of the Proposed Development to local air quality over a 5-year period.

[24] Department for Environment, Food and Rural Affairs (Defra) (2023) Air Quality Appraisal: Damage Cost Guidance [Online] Available at: https://www.gov.uk/government/publications/assess-the-impact-of-air-quality/air-quality-appraisal-damage-cost-guidance [Accessed on 17/03/2023].

Summary

5.3.26 Based on the extent of predicted population exposure to the impacts on pollutant concentrations and the guidance provided by the IAQM, the overall effect of the Proposed Development is considered to be **not significant**.

5.3.27 Predicted concentrations of all pollutants considered during both assessment scenarios for the operational phase, are below the relevant objectives without the risk of exceedance at sensitive existing receptor locations within the vicinity of the Site.

6.0 Mitigation and Residual Effects

6.1 Construction Phase

Mitigation

6.1.1 Based on the assessment results, mitigation will be required during the construction phase of the Proposed Development. Recommended mitigation measures are given below.

General Communication

- A stakeholder communications plan that includes informing the community before work commences on-site should be developed and implemented.
- The name and contact details of person(s) accountable for air quality and dust issues should be displayed on the Site boundary. This may be the environment manager/engineer or the site manager. The head or regional office contact information should also be displayed.

Site Management

- All dust and air quality complaints should be recorded and causes identified. Appropriate remedial action should be taken in a timely manner with a record kept of actions taken including of any additional measures put in-place to avoid reoccurrence.
- The complaints log should be made available to the Local Authority on request.
- Any exceptional incidents that cause dust and/or air emissions, either on or off-site should be recorded, and then the action taken to resolve the situation recorded in the logbook.

Monitoring

- Daily on-site and off-site inspections should be undertaken, where receptors (including roads) are nearby to monitor dust. The inspection results should be recorded and made available to the Local Authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of the Site boundary, with cleaning to be provided if necessary.
- The frequency of Site inspections should be increased when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Plan the Site layout so that machinery and dust causing activities are located away from receptors, as far as is practicable.
- Where practicable, erect solid screens or barriers around dusty activities or the Site boundary that are at least as high as any stockpiles on-site.
- Where practicable, 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 cover appropriately.

Operating Vehicle/Machinery and Sustainable Travel

- Make sure that all vehicle operators 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.
- A Construction Logistics Plan should be produced to manage the sustainable delivery of goods and materials.

Vehicle Management

- Detailed mitigation measures to control construction traffic should be discussed with the Local Authority to establish the most suitable access and haul routes for the Site traffic. The most effective mitigation would be achieved by making sure that construction traffic does not pass along sensitive roads (residential roads, congested roads, via unsuitable junctions, etc.) where possible, and that vehicles are kept clean and sheeted when on public highways.
- Timing of large-scale vehicle movements to avoid peak hours on the local road network would also be beneficial and this can be incorporated into a Construction Environmental Management Plan (CEMP) for the Proposed Development.

Site 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.
- Make sure that an adequate water supply is available on the Site for effective dust/PM 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.
- Make sure that 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

- Avoid bonfires and burning of waste materials.

Measures Specific to Earthworks

- Stockpile surface areas should be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up.
- Where practicable, windbreak netting/screening should be positioned around material stockpiles and vehicle loading/unloading areas, as well as exposed excavation and material handling operations, to provide a physical barrier between the Site and the surroundings.
- Where practicable, stockpiles of soils and materials should be located as far as possible from sensitive properties, taking account of the prevailing wind direction.
- During dry or windy weather, material stockpiles and exposed surfaces should be dampened down using a water spray to minimise the potential for wind pick-up.

Measures Specific to Construction

- Make sure that 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 make sure that that appropriate additional control measures are in place.

- For smaller supplies of fine powder materials make sure that bags are sealed after use and stored appropriately to prevent dust.
- All construction plant and equipment should be maintained in good working order and not left running when not in use.

Measures Specific to Trackout

- Make sure that vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Record all inspections of haul routes and any subsequent action in a site logbook.
- Detailed mitigation measures to control construction traffic should be discussed with the Local Authority to establish the most suitable access and haul routes for the Site traffic. The most effective mitigation will be achieved by making sure that construction traffic does not pass along sensitive roads (residential roads, congested roads, via unsuitable junctions, etc.) where possible, and that vehicles are kept clean (through the use of wheel washers, etc.) and sheeted when on public highways. Timing of large-scale vehicle movements to avoid peak hours on the local road network will also be beneficial.

6.1.2 It is anticipated that this will be considered with regard to the Proposed Development, where applicable.

Residual Effects

6.1.3 The residual effects of dust and PM_{10} generated by construction activities following the application of the mitigation measures described above and good site practice are considered to be **not significant**.

6.1.4 The residual effects of emissions to air from construction vehicles and plant on local air quality are considered to be **not significant**.

6.2 Operational Phase

Mitigation

6.2.1 The changes in pollutant concentrations attributable to traffic emissions associated with the operational phase of the Proposed Development (i.e., impacts on local air quality) are **negligible** overall and therefore, in accordance with the assessment criteria, mitigation is not required.

6.2.2 However, mitigation measures, where proposed within the emerging design and where applicable, should be in line with those detailed within the EMAQN Air Quality and Emissions Mitigation Guidance for Developers[2].

Residual Effects

6.2.3 The Proposed Development is expected to result in an overall **negligible** impact associated with the operational phase traffic on nearby receptors. As such, no significant effects on air quality are anticipated at existing receptors.

6.2.4 Based on the extent of predicted population exposure to the impacts on pollutant concentrations and the guidance provided by the IAQM, the overall effect of the Proposed Development is considered to be **not significant**.

6.2.5 The residual effects of the Proposed Development on air quality are **not significant** for NO_2, PM_{10} and $PM_{2.5}$ according to the EPUK/IAQM assessment criteria.

7.0 Summary and Conclusions

7.1.1 Delta-Simons was appointed to prepare this Air Quality Assessment to inform a planning application for 3 no. storage and distribution warehouses, including ancillary office floorspace and provision of associated infrastructure, known as Lincs Gateway, located at land off the B1173 in Spalding, Lincolnshire.

7.1.2 A qualitative assessment of the potential impacts on local air quality from construction activities has been carried out for this phase of the Proposed Development using the IAQM methodology. This identified that there is a **medium risk** of dust soiling impacts and a **low risk** of increases in PM concentrations due to unmitigated construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM_{10} releases would be significantly reduced. The residual effects of dust and PM_{10} generated by construction activities on air quality are therefore considered to be **not significant**. The residual effects of emissions to air from construction vehicles and plant on local air quality are considered to be **not significant**.

7.1.3 The main potential sources of air pollution affecting the Site, were identified as emissions from road transport using the adjacent A16, B1173 and the local road network. Pollutants considered in this assessment were NO_2, PM_{10} and $PM_{2.5}$.

7.1.4 The Proposed Development is expected to result in an overall **negligible** impact associated with the operational phase traffic on nearby receptors and the residual effects are considered to be **not significant**, in line with EPUK and IAQM significance criteria. As such, in accordance with the assessment criteria, additional mitigation is not required.

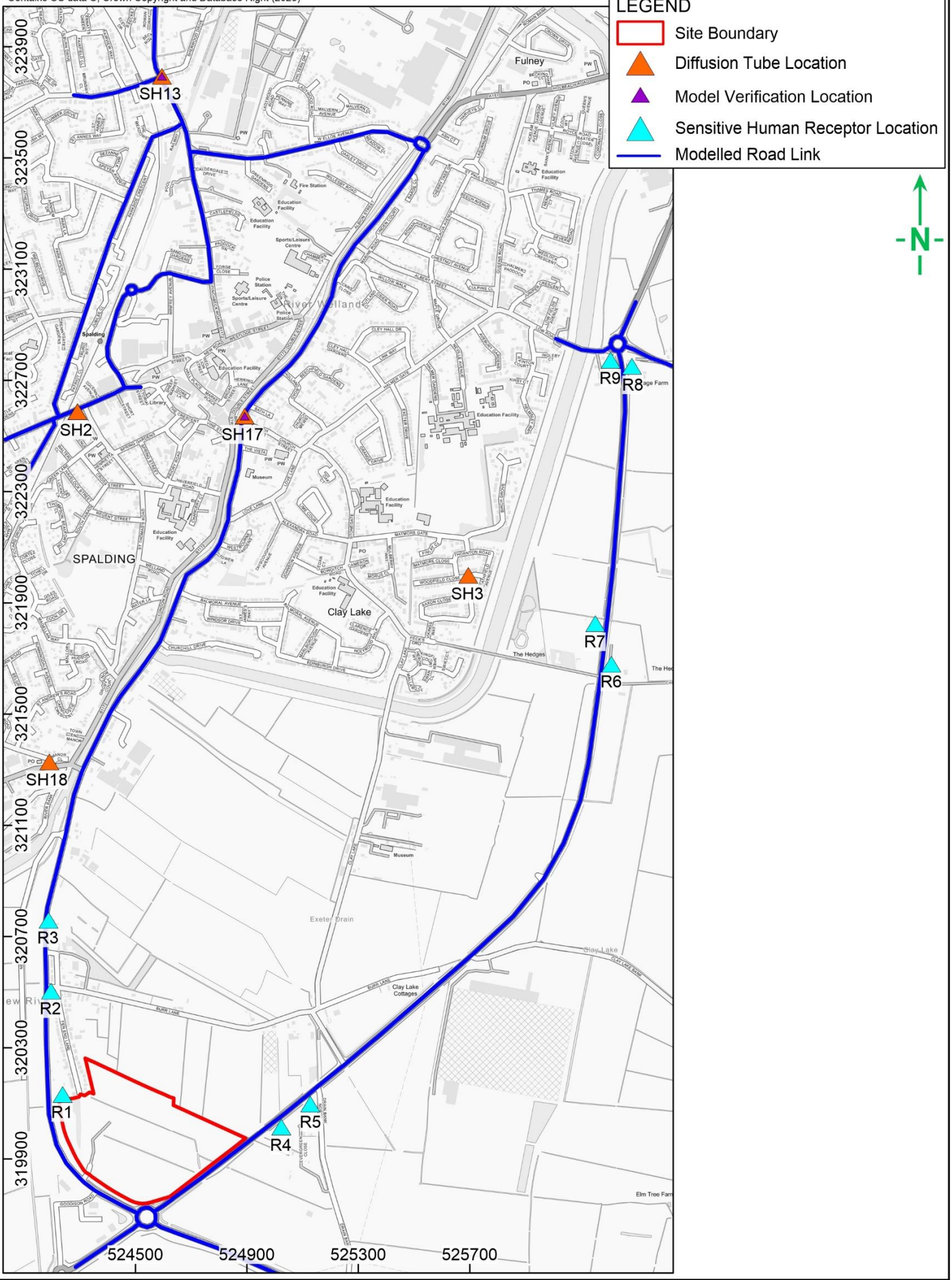
7.1.5 Based on the assessment significance criteria, the residual effects of the Proposed Development are considered to be **not significant** for all pollutants assessed at nearby sensitive receptors, and therefore, in accordance with the assessment criteria, additional mitigation is not required.

7.1.6 Furthermore, it is considered that the Proposed Development complies with national and local policy for air quality.

7.1.7 Based on the assessment results, air quality is not considered a constraint to planning consent.

Figures

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DeltaSimons

TITLE: Site Location and Assessment Extents

DRAWN BY: GD	SCALE: NTS
CHECKED BY: GA	REVISION: -
DATE: 5th May 2023	

PROJECT NO: 89957.551363

FIGURE NO: 1

Appendices

Appendix A - Limitations

Limitations

The recommendations contained in this Report represent Delta-Simons' professional opinions, based upon the information listed in the Report, exercising the duty of care required of an experienced Environmental Consultant. Delta-Simons does not warrant or guarantee that the Site is free of hazardous or potentially hazardous materials or conditions.

Delta-Simons obtained, reviewed and evaluated information in preparing this Report from the Client and others. Delta-Simons' conclusions, opinions and recommendations have been determined using this information. Delta-Simons does not warrant the accuracy of the information provided to it and will not be responsible for any opinions which Delta-Simons has expressed, or conclusions which it has reached in reliance upon information which is subsequently proven to be inaccurate.

This Report was prepared by Delta-Simons for the sole and exclusive use of the Client and for the specific purpose for which Delta-Simons was instructed. Nothing contained in this Report shall be construed to give any rights or benefits to anyone other than the Client and Delta-Simons, and all duties and responsibilities undertaken are for the sole and exclusive benefit of the Client and not for the benefit of any other party. In particular, Delta-Simons does not intend, without its written consent, for this Report to be disseminated to anyone other than the Client or to be used or relied upon by anyone other than the Client. Use of the Report by any other person is unauthorised and such use is at the sole risk of the user. Anyone using or relying upon this Report, other than the Client, agrees by virtue of its use to indemnify and hold harmless Delta-Simons from and against all claims, losses and damages (of whatsoever nature and howsoever or whensoever arising), arising out of or resulting from the performance of the work by the Consultant.

Please note that Air Quality Assessment reports are generally considered valid for a period of two years, or potentially less, if the baseline on which the report is based changes significantly. Accordingly, reliance on this report beyond this period is not afforded.

Appendix B - Glossary

Glossary

Term	Definition
AADT Annual Average Daily Traffic	A daily total traffic flow (24hrs), expressed as a mean daily flow across all 365 days of the year.
Adjustment	Application of a correction factor to modelled results to account for uncertainties in the model.
Accuracy	A measure of how well a set of data fits the true value.
Air quality objective	Policy target generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances within a specific timescale (see also air quality standard).
Air quality standard	The concentrations of pollutants in the atmosphere which can broadly be taken to achieve a certain level of environmental quality. The standards are based on the assessment of the effects of each pollutant on human health including the effects on sensitive subgroups (see also air quality objective).
Ambient air	Outdoor air in the troposphere, excluding workplace air.
Annual mean	The average (mean) of the concentrations measured for each pollutant for one year.
AQMA	Air Quality Management Area
AQO	Air Quality Objective
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EFT	Emissions Factor Toolkit
Emission rate/factor	The quantity of a pollutant released from a source over a given period of time.
EPUK	Environmental Protection (UK)
Exceedance	A period of time where the concentration of a pollutant is greater than the appropriate air quality standard.
HDV/HGV	Heavy Duty Vehicle/Heavy Goods Vehicle
IAQM	Institute of Air Quality Management
LAQM	Local Air Quality Management
NO_2	Nitrogen dioxide
NO_x	Nitrogen oxides
PM	Particulate Matter
PM_{10}	Particulate matter with an aerodynamic diameter of less than 10 micrometres.
$PM_{2.5}$	Particulate matter with an aerodynamic diameter of less than 2.5 micrometres.
PTC	Project Transport Consultant
Road link	A length of road which is considered to have the same flow of traffic along it. Usually, a link is the road from one junction to the next.
Robust	Tending to over-predict the impact rather than under-predict.
$\mu g/m^3$ micrograms per cubic metre	A measure of concentration in terms of mass per unit volume. A concentration of $1\mu g/m^3$ means that one cubic metre of air contains one microgram (millionth of a gram) of pollutant.

Term	Definition
Uncertainty	A measure, associated with the result of a measurement, which characterizes the range of values within which the true value is expected to lie. Uncertainty is usually expressed as the range within which the true value is expected to lie with a 95% probability, where standard statistical and other procedures have been used to evaluate this figure. Uncertainty is more clearly defined than the closely related parameter 'accuracy' and has replaced it on recent European legislation.
Validation (modelling)	Refers to the general comparison of modelled results against monitoring data carried out by model developers.
Verification (modelling)	Comparison of modelled results versus any local monitoring data at relevant locations.

Appendix C - Relevant UK Air Quality Strategy Objectives

Relevant UK Air Quality Strategy Objectives

National Air Quality Objectives and European Directive Limit Values for the Protection of Human Health						
Pollutant	**Applies To**	**Objective**	**Measured As**	**Date to be achieved by and maintained thereafter**	**European Obligations**	**Date to be achieved by and maintained thereafter**
Nitrogen dioxide (NO_2)	UK	40µg/m^3	annual mean	31.12.2005	40µg/m^3	01.01.2010
	UK	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005	200µg/m^3 not to be exceeded more than 18 times a year	01.01.2010
Particulate Matter (PM_{10}) (gravimetric)[A]	UK (except Scotland)	40µg/m^3	annual mean	31.12.2005	40µg/m^3	01.01.2010
	UK (except Scotland)	50µg/m^3 not to be exceeded more than 35 times a year	24-hour mean	31.12.2004	50µg/m^3 not to be exceeded more than 35 times a year	01.01.2005
Particulate Matter ($PM_{2.5}$)	UK (except Scotland)	20µg/m^3	annual mean	01.01.2020	Stage 1 Limit - 25µg/m^3 Stage 2 Limit - 20µg/m^3	01.01.2015 01.01.2020

[A] Measured using the European gravimetric transfer sampler or equivalent

µg/m^3 = micrograms per cubic metre

Appendix D - IAQM Construction Assessment Methodology

IAQM Construction Assessment Methodology

Step 1 - Screening the Need for a Detailed Assessment

An assessment will normally be required where there are:

- 'human receptors' within 350m of the site boundary; or within 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s); and/or
- 'ecological receptors' within 50m of the site boundary; or within 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance(s).

Where the need for a more detailed assessment is screened out, it can be concluded that the level of risk is 'negligible'.

Step 2a - Define the Potential Dust Emission Magnitude

The following are examples of how the potential dust emission magnitude for different activities can be defined. (Note that not all the criteria need to be met for a particular class). Other criteria may be used if justified in the assessment.

Table D1 - Examples of Potential Dust Emission Magnitude

Magnitude	Activity	Criteria
Large	Demolition	>50,000m^3 building demolished, dusty material (e.g. concrete), on-site crushing/screening, demolition >20m above ground level
	Earthworks	Total site area greater than 10,000m^2 Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size) More than 10 heavy earth moving vehicles active at any one time Formation of bunds greater than 8m in height More than 100,000 tonnes of material moved
	Construction	Total building volume greater than 100,000m^3 On-site concrete batching Sandblasting
	Trackout	More than 50 Heavy Duty Vehicle (HDV) trips per day Potentially dusty surface material (e.g. high clay content) Unpaved road length greater than 100m
Medium	Demolition	20,000 - 50,000m^3 building demolished, dusty material (e.g. concrete) 10-20m above ground level
	Earthworks	Total site area 2,500m^2 to 10,000m^2; Moderately dusty soil type (e.g. silt) 5 to 10 heavy earth moving vehicles active at any one time Formation of bunds 4m to 8m in height Total material moved 20,000 tonnes to 100,000 tonnes
	Construction	Total building volume 25,000m^3 to 100,000m^3 Potentially dusty construction material (e.g. concrete) On-site concrete batching
	Trackout	10 to 50 HDV trips per day Moderately dusty surface material (e.g. high clay content) Unpaved road length 50m to 100m
Small	Demolition	<20,000m^3 building demolished, non-dusty material (e.g metal cladding), <10m above ground level, work during wetter months

Magnitude	Activity	Criteria
Small	Earthworks	Total site area less than 2,500m^2; Soil type with large grain size (e.g. sand) Less than 5 heavy earth moving vehicles active at any one time Formation of bunds less than 4m in height Total material moved less than 20,000 tonnes Earthworks during wetter months
	Construction	Total building volume less than 25,000m^3 Construction material with low potential for dust release (e.g. metal cladding or timber)
	Trackout	Less than 10 HDV trips per day Surface material with low potential for dust release Unpaved road length less than 50m

Step 2b - Define the Sensitivity of the Area

The tables below present the IAQM assessment methodology to determine the sensitivity of the area to dust soiling, human health and ecological impacts respectively. The IAQM guidance provides guidance to allow the sensitivity of individual receptors to dust soiling and health effects to assist in the assessment of the overall sensitivity of the study area.

Table D2- Sensitivity of the Area to Dust Soiling Effects

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		<20	<50	<100	<350
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 D3 - Sensitivity of the Area to Human Health Impacts

Receptor Sensitivity	Annual Mean PM_{10} Concentrations (µg/m^3)	Number of Receptors	Distance from the Source (m)				
			<20	<50	<100	<200	<350
High	>32	>100	High	High	High	Medium	Low
		10-100	High	High	Medium	Low	Low
		1-10	High	Medium	Low	Low	Low
	28-32	>100	High	High	Medium	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	High	Medium	Low	Low	Low
	24-28	>100	High	Medium	Low	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	<24	>100	Medium	Low	Low	Low	Low
		10-100	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low

Receptor Sensitivity	Annual Mean PM_{10} Concentrations ($\mu g/m^3$)	Number of Receptors	Distance from the Source (m)				
			<20	<50	<100	<200	<350
Medium	>32	>10	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	28-32	>10	Medium	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	24-28	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	<24	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Low	-	>1	Low	Low	Low	Low	Low

Table D4 - Sensitivity of the Area to Ecological Impacts

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 emissions magnitude determined at Step 2A should be combined with the sensitivity of the area determined at Step 2B to determine the risk of impacts without mitigation applied. For those cases where the risk category is 'negligible' no mitigation measures beyond those required by legislation will be required.

Table D5 - Risk of Dust Impacts

Sensitivity of Surrounding 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 and 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	Low Risk	Negligible
Low	Low Risk	Low Risk	Negligible

Step 3 - Site Specific Mitigation

Having determined the risk categories for each of the four activities it is possible to determine the site-specific measures to be adopted. These measures will be related to whether the site is considered to be a low, medium or high risk site. The IAQM guidance details the mitigation measures required for high, medium and low risk sites as determined in Step 2C.

Step 4 - Determine Significant Effects

Once the risk of dust impacts has been determined in Step 2C and the appropriate dust mitigation measures identified in Step 3, the final step is to determine whether there are significant effects arising from the construction phase. For almost all construction activities, the application of effective mitigation should prevent any significant effects occurring to sensitive receptors and therefore the residual effect will normally be negligible.

Appendix E - Dispersion Model Details

Model Input Parameters

Traffic Flow Data

2019 is the most recent year for which appropriate monitoring data and meteorological data are available to enable verification of the model results, and so this year has been used as the baseline year for this assessment. 2025 is the anticipated opening year of the Proposed Development.

Traffic data for use in the assessment, including 24-hour AADT flows and fleet composition as HDV proportion, were obtained from the PTC and DfT's Road Traffic Statistics website[19], where applicable. The DfT web tool enables the user to view and download available traffic flows on every link of the 'A' road and motorway network, as well as selected minor roads, in Great Britain for the years 2000 to 2021. It should be noted that the DfT web tool is referenced in Defra's LAQM.TG22 guidance as being a suitable source of data for air quality assessments and it is therefore considered to provide a reasonable estimate of traffic flows in the vicinity of the Site.

The 2019 traffic data obtained from DfT were converted to the anticipated operational year utilising a factor obtained from TEMPro (version 7.2c). This software package has been developed by the DfT to calculate future traffic growth throughout the UK.

Table E1 - 2019 Verification Traffic Data

Road Link	Description	AADT (Total vehicles)	%HDV	Speed (km/h)	NO_x Emission Factor (g/km/s)
1	B1173 Barrier Bank, south of Goodison Road, roundabout approach/exit	7,632	0.68	15	0.041470
2	B1173 Barrier Bank, north of Goodison Road	7,632	0.68	80	0.026013
3	B1173 Cowbit Road onto Churchgate, south of The Vista	7,632	0.68	30	0.032466
4	B1173 High Street, north of The Vista, south of Bath Lane, traffic light junction approach/exit	7,632	0.68	5	0.055717
5	B1173 High Street onto Commercial Road, north of Bath Lane, south of Albert Street	7,632	0.68	30	0.032466
6	A151 Winsover Road, east of West Parade, west of St John's Road	6,548	1.91	30	0.029624
7	A151 Winsover Road, east of St John's Road, west of Short Street	6,548	1.91	5	0.057926
8	A151 Winsover Road onto Station Street, east of Short Street, traffic light junction approach/exit	6,548	1.91	5	0.057926
9	B1356 Pinchbeck Road, south of Fern Drive	7,669	4.08	30	0.038351
10	B1356 Pinchbeck Road, north of Woolram Wygate/Sherwood Drive, traffic light junction approach/exit	7,669	4.08	5	0.088760
11	B1356 Pinchbeck Road, south of Woolram Wygate/Sherwood Drive, traffic light junction approach/exit	7,669	4.08	5	0.088760
12	B1356 Pinchbeck Road, north of B1356 Park Road	7,669	4.08	30	0.038351
13	B1356 Pinchbeck Road, south of B1356 Park Road, north of A151 West Elloe Avenue, traffic light junction approach/exit	7,669	4.08	5	0.088760
14	A151 Pinchbeck Road, south of A151 West Elloe Avenue, north of Pool Close, traffic light junction approach/exit	11,516	2.06	5	0.104046
15	A151 Pinchbeck Road onto King's Road, south of Pool Close	11,516	2.06	20	0.061919
16	A151 roundabout	11,516	2.06	15	0.069312
17	A151, north of Swan Street	11,516	2.06	20	0.061919
18	A151 Bond Street Court, south of Swan Street, north of Station Street	11,516	2.06	5	0.104046
19	A151 West Elloe Avenue	11,516	2.06	20	0.061919
20	A151/B1173 roundabout	11,516	2.06	15	0.069312
21	B1173 Commercial Road, north of Albert Street	7,632	0.68	20	0.037604

Road Link	Description	AADT (Total vehicles)	%HDV	Speed (km/h)	NO_x Emission Factor (g/km/s)
22	Woolram Wygate, west of A151 Pinchbeck Road, east of Smithdale Close, juction approach/exit	8,844	0.81	5	0.066010
23	Woolram Wygate, west of Smithdale Close, east of Lilburn Drive	8,844	0.81	30	0.037874
24	St John's Road, south of Winsover Road, junction approach/exit	1,834	2.13	5	0.016731
25	St John's Road, north of Mclaren Gardens	1,834	2.13	30	0.008386
26	B1356 Park Road, north of A151 Winsover Road, juction approach/exit	3,732	1.53	5	0.031232
27	B1356 Park Road	3,732	1.53	20	0.019422
28	A16 north, roundabout approach/exit	11,467	20.86	15	0.141580
29	A16 north	11,467	20.86	80	0.051090
30	A16 north, across Drain Bank North and Spalding Drove	11,467	20.86	60	0.056726
31	A16 north	11,467	20.86	80	0.051090
32	A1175, roundabout approach/exit	7,629	5.83	15	0.056688
33	A1175	7,629	5.83	60	0.029893
34	A16 south Cowbit Road/Crowland Bypass, roundabout approach/exit	15,211	12.33	15	0.145366
35	A16 south Cowbit Road/Crowland Bypass	15,211	12.33	80	0.062406
36	A16/A1175/B1173 Roundabout	11,326	13.10	15	0.111091
37	A16 north, roundabout approach/exit	11,467	20.86	15	0.141580
38	Roundabout	9,755	12.90	15	0.095044
39	Low Road, roundabout approach/exit	7,632	0.68	15	0.043854
40	B1165 Low Road, west of Fulney Lane South, roundabout approach/exit	7,632	0.68	15	0.043854
41	A16 Low Road, roundabout approach/exit	11,467	20.86	15	0.141580

Table E2 - 2025 Without Development Traffic Data

Road Link	AADT (Total vehicles)	%HDV	Speed (km/h)	NO_x Emission Factor (g/km/s)	PM_{10} Emission Factor (g/km/s)	$PM_{2.5}$ Emission Factor (g/km/s)
1	8,001	0.68	15	0.043475	0.003303	0.001991
2	8,001	0.68	80	0.027271	0.003094	0.001783
3	8,001	0.68	30	0.034036	0.003179	0.001868
4	8,001	0.68	5	0.058411	0.003401	0.002090
5	8,001	0.68	30	0.034036	0.003179	0.001868
6	6,875	1.91	30	0.031103	0.002838	0.001670
7	6,875	1.91	5	0.060819	0.003054	0.001886
8	6,875	1.91	5	0.060819	0.003054	0.001886
9	8,052	4.08	30	0.040266	0.003544	0.002089
10	8,052	4.08	5	0.093193	0.003850	0.002395
11	8,052	4.08	5	0.093193	0.003850	0.002395
12	8,052	4.08	30	0.040266	0.003544	0.002089
13	8,052	4.08	5	0.093193	0.003850	0.002395
14	12,092	2.06	5	0.109251	0.005400	0.003336
15	12,092	2.06	20	0.065016	0.005138	0.003074
16	12,092	2.06	15	0.072779	0.005231	0.003166
17	12,092	2.06	20	0.065016	0.005138	0.003074
18	12,092	2.06	5	0.109251	0.005400	0.003336
19	12,092	2.06	20	0.065016	0.005138	0.003074
20	12,092	2.06	15	0.072779	0.005231	0.003166
21	8,001	0.68	20	0.039422	0.003251	0.001939

Road Link	AADT (Total vehicles)	%HDV	Speed (km/h)	NO_X Emission Factor (g/km/s)	PM_{10} Emission Factor (g/km/s)	$PM_{2.5}$ Emission Factor (g/km/s)
22	9,286	0.81	5	0.069309	0.003966	0.002438
23	9,286	0.81	30	0.039767	0.003705	0.002177
24	1,926	2.13	5	0.017571	0.000862	0.000533
25	1,926	2.13	30	0.008807	0.000800	0.000471
26	3,919	1.53	5	0.032797	0.001718	0.001059
27	3,919	1.53	20	0.020395	0.001637	0.000978
28	12,021	20.86	15	0.148420	0.006550	0.004320
29	12,021	20.86	80	0.053559	0.005671	0.003441
30	12,021	20.86	60	0.059467	0.005699	0.003469
31	12,021	20.86	80	0.053559	0.005671	0.003441
32	7,997	5.83	15	0.059422	0.002980	0.001947
33	7,997	5.83	60	0.031334	0.002665	0.001631
34	15,946	12.33	15	0.152390	0.007130	0.004681
35	15,946	12.33	80	0.065421	0.006274	0.003825
36	11,873	13.10	15	0.116456	0.005414	0.003556
37	12,021	20.86	15	0.148420	0.006550	0.004320
38	10,226	12.90	15	0.099633	0.004639	0.003047
39	8,001	0.68	15	0.045975	0.002510	0.001630
40	8,001	0.68	15	0.045975	0.002510	0.001630
41	12,021	20.86	15	0.148420	0.006550	0.004320

Table E3 - 2025 With Development Traffic Data

Road Link	AADT (Total vehicles)	%HDV	Speed (km/h)	NO_X Emission Factor (g/km/s)	PM_{10} Emission Factor (g/km/s)	$PM_{2.5}$ Emission Factor (g/km/s)
1	8,480	0.64	15	0.045934	0.003495	0.002107
2	8,480	0.64	80	0.028879	0.003276	0.001888
3	8,480	0.64	30	0.035999	0.003365	0.001977
4	8,480	0.64	5	0.061481	0.003600	0.002211
5	8,480	0.64	30	0.035999	0.003365	0.001977
6	6,875	1.91	30	0.031103	0.002838	0.001670
7	6,875	1.91	5	0.060819	0.003054	0.001886
8	6,875	1.91	5	0.060819	0.003054	0.001886
9	8,052	4.08	30	0.040266	0.003544	0.002089
10	8,052	4.08	5	0.093193	0.003850	0.002395
11	8,052	4.08	5	0.093193	0.003850	0.002395
12	8,052	4.08	30	0.040266	0.003544	0.002089
13	8,052	4.08	5	0.093193	0.003850	0.002395
14	12,092	2.06	5	0.109251	0.005400	0.003336
15	12,092	2.06	20	0.065016	0.005138	0.003074
16	12,092	2.06	15	0.072779	0.005231	0.003166
17	12,092	2.06	20	0.065016	0.005138	0.003074
18	12,092	2.06	5	0.109251	0.005400	0.003336
19	12,092	2.06	20	0.065016	0.005138	0.003074
20	12,092	2.06	15	0.072779	0.005231	0.003166
21	8,480	0.64	20	0.041672	0.003441	0.002052
22	9,286	0.81	5	0.069309	0.003966	0.002438
23	9,286	0.81	30	0.039767	0.003705	0.002177
24	1,926	2.13	5	0.017571	0.000862	0.000533
25	1,926	2.13	30	0.008807	0.000800	0.000471
26	3,919	1.53	5	0.032797	0.001718	0.001059
27	3,919	1.53	20	0.020395	0.001637	0.000978
28	12,810	23.00	15	0.167128	0.007294	0.004814

Road Link	AADT (Total vehicles)	%HDV	Speed (km/h)	NO_x Emission Factor (g/km/s)	PM_{10} Emission Factor (g/km/s)	$PM_{2.5}$ Emission Factor (g/km/s)
29	12,810	23.00	80	0.058208	0.006295	0.003816
30	12,810	23.00	60	0.065246	0.006330	0.003850
31	12,810	23.00	80	0.058208	0.006295	0.003816
32	8,116	6.75	15	0.062749	0.003110	0.002033
33	8,116	6.75	60	0.032312	0.002775	0.001698
34	16,345	14.13	15	0.165827	0.007646	0.005025
35	16,345	14.13	80	0.068275	0.006701	0.004080
36	12,117	14.50	15	0.124398	0.005719	0.003760
37	12,810	23.00	15	0.167128	0.007294	0.004814
38	10,764	14.40	15	0.110156	0.005068	0.003332
39	8,395	0.68	15	0.048239	0.002633	0.001710
40	8,395	0.68	15	0.048239	0.002633	0.001710
41	12,415	20.86	15	0.153284	0.006765	0.004461

Roughness Length

The roughness length (z_0) is a modelling parameter applied to allow consideration of surface height roughness elements. A z_0 of 0.5m was used to describe the modelling extents and 0.2m for the meteorological station site. These values of z_0 are considered appropriate for the morphology of these areas and are suggested within ADMS-Roads as being suitable for 'Parkland, open suburbia' and 'Agricultural areas (min)' respectively.

Monin-Obukhov Length

The Monin-Obukhov length provides a measure of the stability of the atmosphere. A minimum Monin-Obukhov length of 10m was used to describe both the modelling extents and the meteorological station site. These values are considered appropriate for the nature of these areas and are suggested within ADMS-Roads as being suitable for 'Small towns <50,000'.

Model Verification

Introduction

The comparison of modelled concentrations with local monitored concentrations is a process termed 'verification'. Model verification investigates the discrepancies between modelled and measured concentrations, which can arise due to the presence of inaccuracies and/or uncertainties in model input data, modelling and monitoring data assumptions. The following are examples of potential causes of such discrepancy:

- Estimates of background pollutant concentrations;
- Meteorological data uncertainties;
- Traffic data uncertainties;
- Model input parameters, such as 'roughness length'; and
- Overall limitations of the dispersion model.

The ADMS-Roads dispersion model has been widely validated for this type of assessment and is considered to be fit for purpose. Model validation undertaken by the software developer will not have included validation in the vicinity of the Proposed Development.

To determine the performance of the model at a local level, a comparison of modelled results with the results of monitoring carried out within the study area was undertaken. This process of verification aims to minimise modelling uncertainty and systematic error by correcting modelled results by an adjustment factor to gain greater confidence in the final results and was carried out following the methodology specified in Chapter 7, Section 4, of LAQM.TG22.

Nitrogen Dioxide (NO_2)

Most NO_2 is produced in the atmosphere by the reaction of nitric oxide (NO) with ozone. It is therefore most appropriate to verify the model in terms of the primary pollutant emissions of NO_x (NO_x = NO + NO_2), in line with the guidance provided within LAQM.TG22.

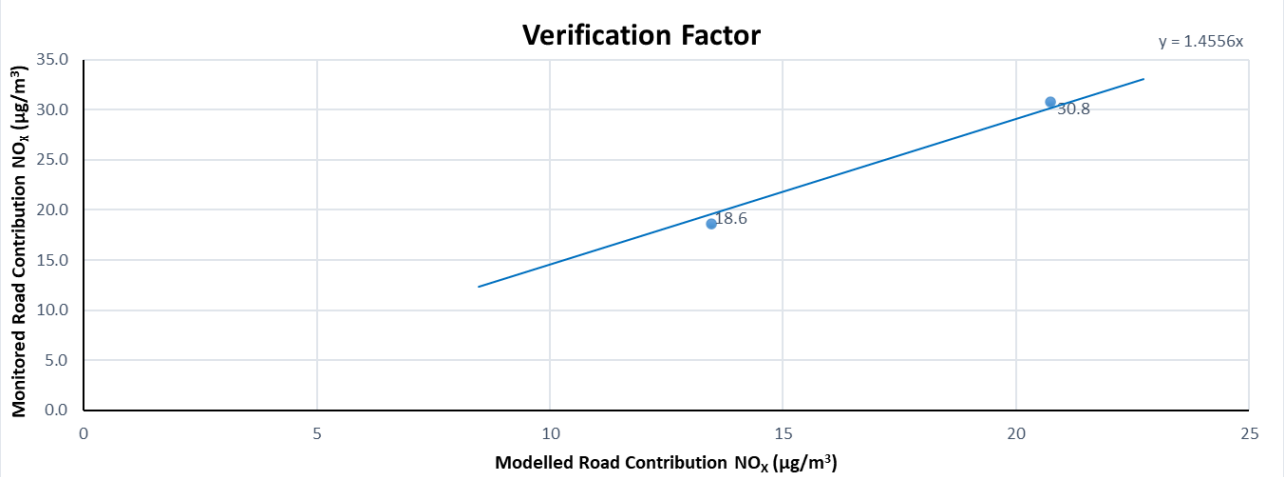
The model has been run to predict the 2019 annual mean road-NO_x contribution at two roadside diffusion tubes within the modelled road network at the verification locations with suitable monitoring data and traffic data. The model outputs of road-NO_x have been compared with the 'measured' road-NO_x, which was determined from the NO_2 concentrations measured using the diffusion tubes at the monitoring locations, utilising the NO_x to NO_2 Calculator provided by Defra and the NO_2 background concentrations (from the Defra background map). As discussed in the methodology section, the most recent suitable data available for model verification purposes is 2019 data.

Table E4 - Model Verification

Site ID	2019 Monitored Total NO_2 (µg/m³)	2019 Background NO_2 (µg/m³)	2019 Monitored Road Contribution NO_x (µg/m³)	2019 Modelled Road Contribution NO_x (µg/m³)	Ratio
SH13	25.7	9.6	30.8	20.7	1.488
SH17	20.3	10.4	18.6	13.5	1.379

The road-NO_x adjustment factor was determined as the slope of the best fit line between the 'measured' road contribution and the model derived road contribution, forced through zero (**Figure E1**). This resulted in a factor of **1.46**, indicating that the model was under-predicting. This road-NO_x adjustment factor was applied to the modelled road-NO_x concentrations for the monitoring sites to provide adjusted modelled road-NO_x concentrations. The total NO_2 concentrations were then determined by inputting the adjusted modelled road-NO_x concentrations and the background NO_2 concentrations into the NO_x to NO_2 Calculator (version 8.1, 26th June 2020) provided by Defra[22]. The NO_2 diffusion tube monitoring results recorded by SHDC were subsequently used to derive an indicative baseline annual mean NO_2 concentration for each site in the vicinity of the Proposed Development. Reference should be made to **Figure** 1, which shows the diffusion tube monitoring locations within the assessment extents.

Figure E1 - Comparison of Measured Road-NO_x with Unadjusted Modelled Road-NO_x



Particulate Matter (PM_{10} and $PM_{2.5}$)

There are no local PM_{10} or $PM_{2.5}$ monitoring data against which the model could be verified. Consequently, the verification factor determined above for adjusting the road-NO_x contribution has been applied to the predicted road-PM_{10} and road-$PM_{2.5}$ contributions, consistent with guidance set out in LAQM.TG22.

Model Uncertainty

An evaluation of model performance has been undertaken to establish confidence in model results. LAQM.TG22 identifies a number of statistical procedures that are appropriate to evaluate model performance and assess the uncertainty. These include:

a) Root mean square error (RMSE);

b) Fractional bias (FB); and

c) Correlation coefficient (CC).

These parameters estimate how the model results agree or diverge from the observations. These calculations can be carried out prior to, and after adjustment, or based on different options for adjustment, and can provide useful information on model improvement. Further details can be found in Box 7-17 of LAQM.TG22.

Table E5 - Methods for Describing Model Uncertainty

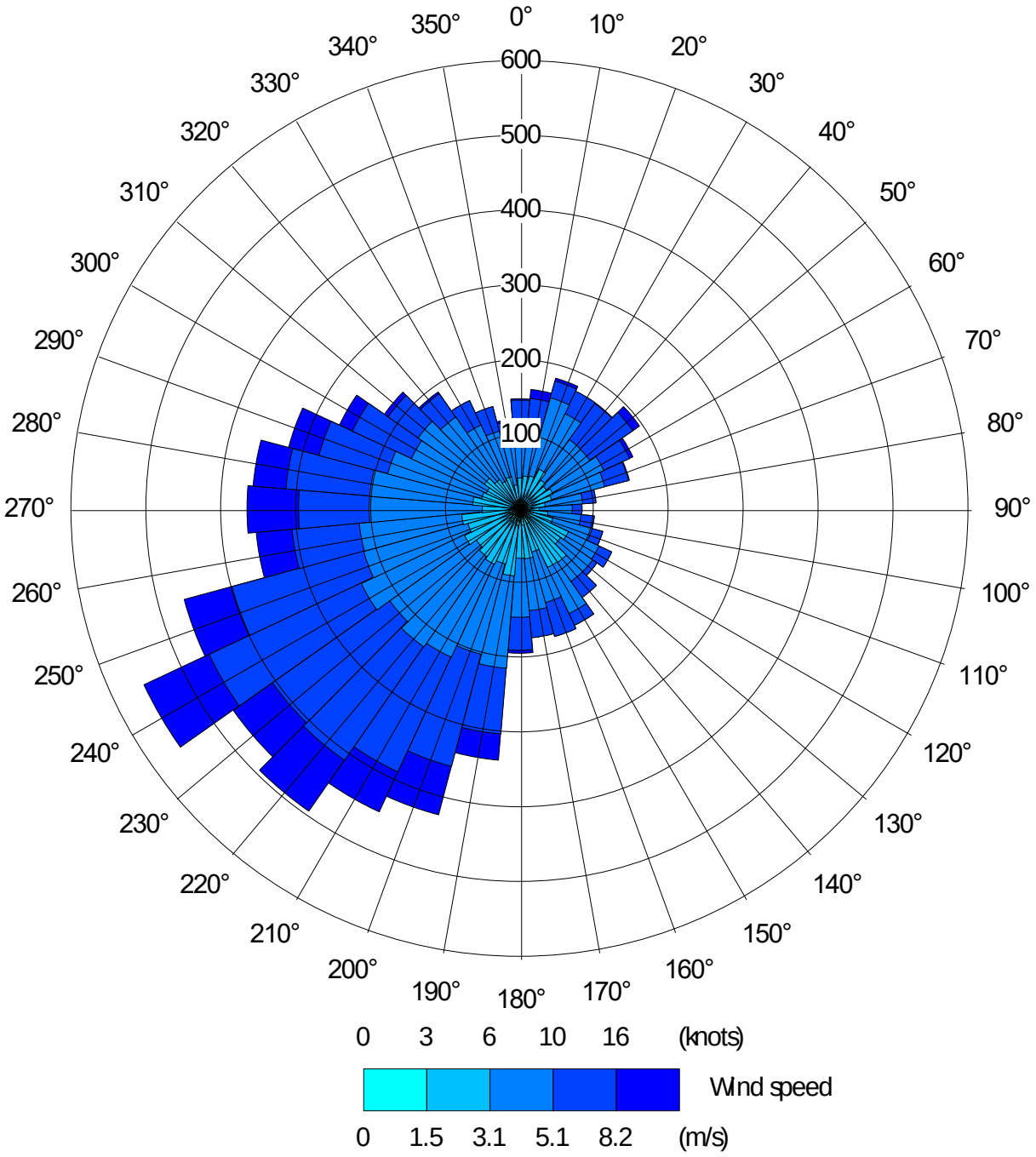
Statistical Parameter	Comments
RMSE	RMSE is used to define the average error or uncertainty of the model. The units of RMSE are the same as the quantities compared. If the RMSE values are higher than 25% of the objective being assessed, it is recommended that the model inputs and verification should be revisited in order to make improvements. For example, if the model predictions are for the annual mean NO_2 objective of 40µg/m^3, if an RMSE of 10µg/m^3 or above is determined for a model it is advised to revisit the model parameters and model verification. Ideally an RMSE within 10% of the air quality objective would be derived, which equates to 4µg/m^3 for the annual mean NO_2 objective.
Fractional Bias	It is used to identify if the model shows a systematic tendency to over or under predict. FB values vary between +2 and -2 and has an ideal value of zero. Negative values suggest a model over-prediction and positive values suggest a model under-prediction.
Correlation Coefficient	It is used to measure the linear relationship between predicted and observed data. A value of zero means no relationship and a value of 1 means absolute relationship. This statistic can be particularly useful when comparing a large number of model and observed data points.

To assess the uncertainty of a model, the RMSE is the simplest parameter to calculate providing an estimate of the average error of the model in the same units as the modelled predictions. It is also often easier to interpret the RMSE than the other statistical parameters and therefore it has been calculated in this assessment to understand the model uncertainty.

The overall weighted RMSE value calculated after verification was 1.08% and therefore the final predictions are considered to be acceptable.

Appendix F - Wind Rose for Wittering (2019)

Wind Rose for Wittering (2019)



Appendix G - Dispersion Modelling Results

Table G1 - Annual Mean NO_2 Concentration

Receptor	Future Without Dev. (µg/m³)	Future With Dev. (µg/m³)	% of AQAL	Change (µg/m³)	% of AQO	Impact
R1	8.9	9.0	22.4	0.1	<0.5	Negligible
R2	10.4	10.5	26.4	0.2	<0.5	Negligible
R3	11.5	11.8	29.4	0.2	0.6	Negligible
R4	11.0	11.3	28.2	0.3	0.7	Negligible
R5	10.94	11.21	28.0	0.3	0.7	Negligible
R6	11.2	11.4	28.6	0.3	0.7	Negligible
R7	10.0	10.1	25.3	0.1	<0.5	Negligible
R8	16.0	16.7	41.9	0.7	1.9	Negligible
R9	15.0	15.6	39.0	0.6	1.5	Negligible

* Results are rounded to 0.1µg/m³

Table G2 - Annual Mean PM_{10} Concentration

Receptor	Future Without Dev. (µg/m³)	Future With Dev. (µg/m³)	% of AQAL	Change (µg/m³)	% of AQO	Impact
R1	16.3	16.3	40.7	<0.1	<0.5	Negligible
R2	16.6	16.6	41.6	<0.1	<0.5	Negligible
R3	16.8	16.9	42.2	<0.1	<0.5	Negligible
R4	17.26	17.32	43.3	0.1 (0.06)	<0.5	Negligible
R5	17.2	17.3	43.3	0.1	<0.5	Negligible
R6	17.5	17.6	44.0	0.1	<0.5	Negligible
R7	17.31	17.35	43.4	0.0 (0.04)	<0.5	Negligible
R8	16.2	16.3	40.7	0.1	<0.5	Negligible
R9	16.08	16.13	40.3	0.1 (0.05)	<0.5	Negligible

* Results are rounded to 0.1µg/m³

Table G3 - Annual Mean $PM_{2.5}$ Concentration

Receptor	Future Without Dev.(µg/m³)	Future With Dev. (µg/m³)	% of AQAL	Change (µg/m³)	% of AQO	Impact
R1	9.2	9.2	46.1	<0.1	<0.5	Negligible
R2	9.4	9.4	47.1	<0.1	<0.5	Negligible
R3	9.5 (9.54)	9.6 (9.56)	47.8	<0.1 (0.03)	<0.5	Negligible
R4	9.7 (9.74)	9.8 (9.77)	48.9	<0.1 (0.03)	<0.5	Negligible
R5	9.7 (9.72)	9.8 (9.76)	48.8	<0.1 (0.04)	<0.5	Negligible
R6	9.8	9.8	49.2	<0.1	<0.5	Negligible
R7	9.7	9.7	48.42	<0.1	<0.5	Negligible
R8	9.6 (9.63)	9.7 (9.67)	48.37	<0.1 (0.05)	<0.5	Negligible
R9	9.5 (9.55)	9.6 (9.58)	47.9	<0.1 (0.04)	<0.5	Negligible

* Results are rounded to 0.1µg/m³