

AIR QUALITY ASSESSMENT
FOR
THE FORMATION OF EXTENSIONS
AT
NEW HEY ROAD OAKES
HUDDERSFIELD
ON BEHALF OF
WOOLTEX UK LTD

AIR QUALITY ASSESSMENT
DATED: SEPTEMBER 2023

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1.0 – INTRODUCTION

1.1 This report describes the potential air quality impacts associated with the proposed development at Wooltex UK Ltd New Hey Road Oakes Huddersfield.

1.2 The proposals include the development of Proposed Extensions to the existing Textile Manufacturing Building (hereafter referred to as the 'proposed development'). There are existing car parking space on the site. The whole building has a centralised energy plant providing boilers for heat and hot water. The proposed development does not lie close to any Air Quality Management Areas (AQMAs) and is located near to New Hey Road a major arterial route in and out of Huddersfield

1.3 – The site does not lie within a area of Special Scientific Special Interest

1.4 This report describes the existing air quality conditions near to the proposed development based on a review of available air quality data. In addition, future air quality conditions with and without the proposed development have been qualitatively considered to determine the impacts of the scheme on local air quality and the suitability of the site for the proposed development use.

1.5 This report has been prepared taking into account all relevant local and national guidance and regulations, and follows a methodology agreed with Kirklees Council.

1.6. Electric vehicle charging facilities will need to be provided for the site within the proposed development in accordance with the Kirklees Council Air Quality and Emissions Technical Planning Guidance.

1.7. The new units will be powered by individual boilers in each unit and there will be no significant point source emissions associated with the proposed development. The impacts of combustion related building emissions have therefore been screened out.

1.8. The overall operational air quality effects are judged to be 'not significant'.

2.0- POLICY CONTEXT

2.1 The United Kingdom formally left the European Union (EU) on 31 January 2020; until the end of 2020 there will be a transition period while the UK and EU negotiate additional arrangements. During this period EU rules and regulations will continue to apply to the UK. All European legislation referred to in this report is written into UK law and will remain in place beyond 2020, unless amended, although there is uncertainty at this point in time as to who will enforce the requirements of some of this legislation.

2.2 The Air Quality Strategy (Defra, 2007) published by the Department for Environment, Food, and Rural Affairs (Defra) and Devolved Administrations, provides the policy framework for air quality management and assessment in the UK. It provides air quality standards and objectives for key air pollutants, which are designed to protect human health and the environment. It also sets out how the different sectors: industry, transport and local government, can contribute to achieving the air quality objectives. Local authorities are seen to play a particularly important role. The strategy describes the Local Air Quality Management (LAQM) regime that has been established, whereby every authority has to carry out regular reviews and assessments of air quality in its area to identify whether the objectives have been, or will be, achieved at relevant locations, by the applicable date. If this is not the case, the authority must declare an Air Quality Management Area (AQMA), and prepare an action plan which identifies appropriate measures that will be introduced in pursuit of the objectives.

2.3 The Clean Air Strategy (Defra, 2019a) sets out a wide range of actions by which the UK Government will seek to reduce pollutant emissions and improve air quality. Actions are targeted at four main sources of emissions: Transport, Domestic, Farming and Industry. At this stage, there is no straightforward way to take account of the expected future benefits to air quality within this assessment.

2.4 The Office for Low Emission Vehicles (OLEV) and Department for Transport (DfT) published a Policy Paper (DfT, 2018) in July 2018 outlining how the government will support the transition to zero tailpipe emission road transport and reduce tailpipe emissions from conventional vehicles during the transition. This paper affirms the Government's pledge to end the sale of new conventional petrol and diesel cars and vans by 2040, and states that the Government expects the majority of new cars and vans sold to be 100% zero tailpipe emission and all new cars and vans to have significant zero tailpipe emission capability by this year, and that by 2050 almost every car and van should have zero tailpipe emissions. It states that the Government wants to see at least 50%, and as many as 70%, of new car sales, and up to 40% of new van sales, being ultra-low emission by 2030.

2.5 The National Planning Policy Framework (NPPF) (2019a) sets out planning policy for England. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, and that the planning system has three overarching objectives, one of which is an 2.7 To prevent unacceptable risks from air pollution, the NPPF states that: *“to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”*. environmental objective

“Planning policies and decisions should contribute to and enhance the natural and local environment by...preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air quality

2.6 More specifically on air quality, the NPPF makes clear that: and *“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”. Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan”. “Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of*

3.00 CONCLUSION:

3.01. This report describes the potential air quality impacts associated with the proposed development of Extensions to the existing Textile Manufacturing Building operated by Wooltex UK Ltd

3.02 The proposed development is not located in an Air Quality Management Area and based on a review of available air quality data, pollutant concentrations at the proposed development are likely to be below the relevant objectives set for human health. As such, future occupants of the proposed industrial development will experience acceptable air quality.

3.03 The proposed development will generate some additional traffic, however based on air quality guidance for when air quality effects are likely to arise, it has been shown that this increase will not have a significant effect on air quality at existing industrial units in the area. Overall, the air quality effects of the proposed development are judged to be 'not significant'.