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# Bretton Road, Dewsbury

Arbtech

**Air Quality Assessment**  
September 2025





## Document Control

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Job No.	251030	
Project Name	Bretton Road, Dewsbury	
Document Title	Air Quality Assessment	
Status	Issue	
Client	Arbtech	
	Name	Date
Prepared By	Freya Hoyle	September 2025
Checked By	Brendan Quinn	September 2025
Approved By	Freya Hoyle	September 2025

## Record of Revisions

Revision	Date	Details	Made By

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## Executive Summary

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Rappor Consultants Limited was appointed by Arbtech to undertake an air quality assessment for a proposed industrial warehousing unit at the site off Bretton Street in Dewsbury. The proposed development Site is located within the administrative area of Kirklees Council and is located in the vicinity of Kirklees Council Air Quality Management Area Number 2 and Number 5.

A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management guidance and measures were recommended to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with Institute of Air Quality Management guidance.

The proposed development trip generation was screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process, to determine whether a detailed road traffic emissions impact assessment was required. The proposed development trip generation did not exceed the relevant screening criteria. Where the screening thresholds are not exceeded, guidance states that the development can be concluded to have an insignificant impact on local air quality and there is no requirement for detailed assessment of the operation of the proposed development on local air quality.

The proposed development is supported by a Travel Plan designed to reduce emissions associated with the operation of the development, further minimising the impact of the development proposals on local air quality. The proposed development will also provide Electric Vehicle charging in accordance with Building Regulations requirements.



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# 1 Introduction

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## General

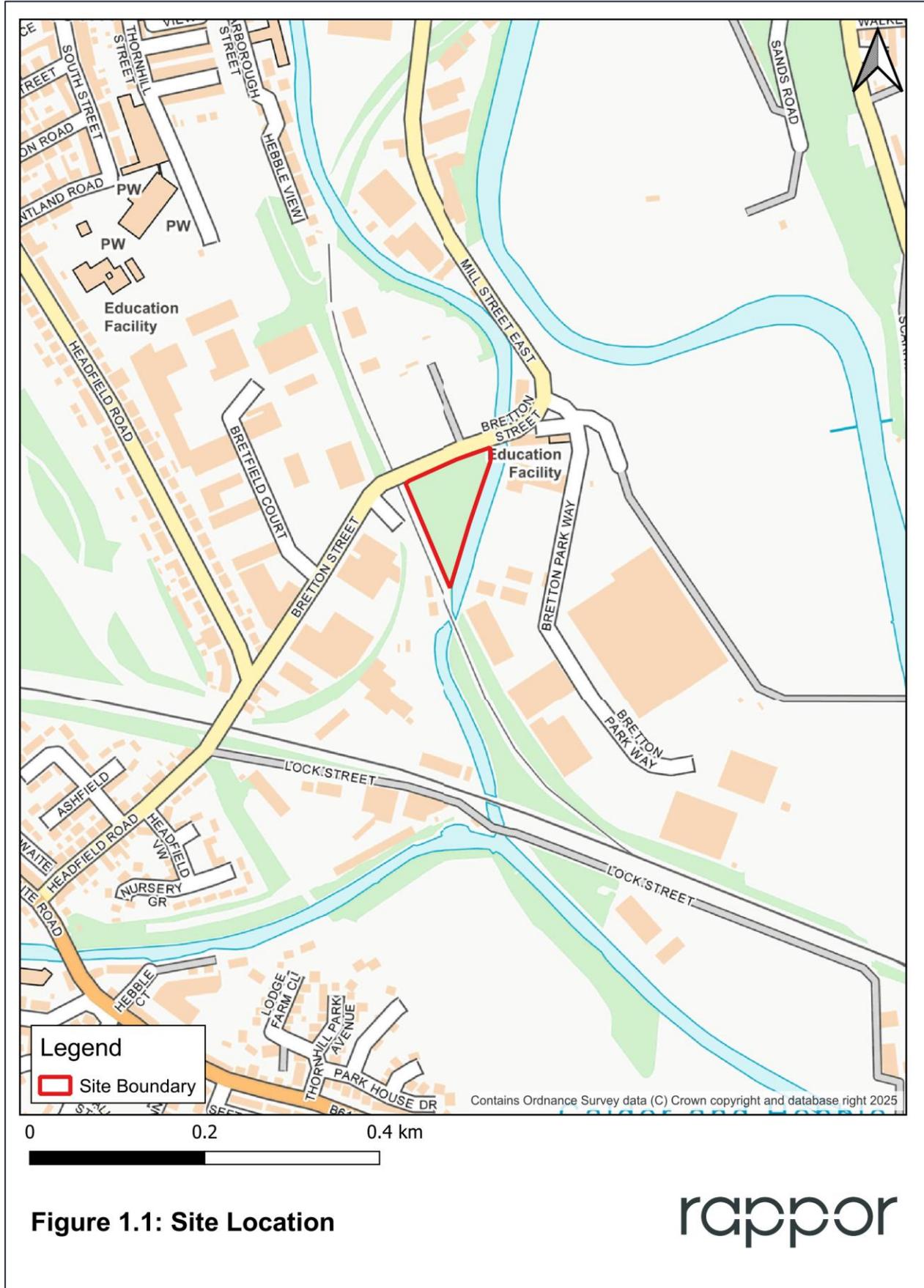
- 1.1 Rappor Consultants Limited was instructed by Arbtech to undertake an air quality assessment for a proposed industrial warehousing development at land off Bretton Street in Dewsbury ('the Site'). The proposals comprise a single industrial unit with associated car parking and access from Bretton Street.
- 1.2 The assessment considers the potential impacts of the proposed development during both the construction and operational phases. A qualitative construction phase assessment was undertaken in accordance with relevant guidance. An operational phase road traffic emissions screening assessment was undertaken to consider the impact of development-generated road traffic on local air quality.
- 1.3 The assessment takes account of relevant local and national policy and guidance. A glossary of terms utilised in this report is provided in **Appendix A**.

## Site Location

- 1.4 The Site is located off Bretton Street on the southern edge of Dewsbury town centre and lies within the administrative area of Kirklees Council. The Site is not located within an Air Quality Management Area (AQMA) however, Kirklees Council AQMA Number 2 and Number 5 are located approximately 1.5km northwest and 1.3km north of the Site on major arterial routes into Dewsbury town centre. The AQMAs were declared for exceedances of the annual mean nitrogen dioxide (NO<sub>2</sub>) air quality objective.
- 1.5 Bretton Street forms the northern boundary of the Site with industrial units and yards beyond. To the east and south lies the Calder and Hebble Navigation with further industrial units beyond. A railway line forms the western boundary of the Site. The Site currently comprises vacant grassed area.
- 1.6 The Site location is illustrated in **Figure 1.1**.



Figure 1.1 Site Location





## 2 Relevant Policy and Guidance

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### National Legislation and Planning Policy

2.1 The following national legislation and planning policy is relevant to air quality and was considered throughout this air quality assessment:

- European Parliament, EU 2008 Ambient Air Quality Directive (2008)<sup>1</sup>;
- HMSO, Air Quality (England) Regulations (2000)<sup>2</sup>;
- HMSO, Environment Act (1995)<sup>3</sup>;
- HMSO, Environment Act (2021)<sup>4</sup>;
- Department for Environment, Air Quality Strategy (1997)<sup>5</sup>;
- Department for the Environment, Food and Rural Affairs (DEFRA), Air Quality Strategy (2007)<sup>6</sup>;
- Department for the Environment, Food and Rural Affairs, The Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020)<sup>7</sup>;
- HMSO, The Environmental Targets (Fine Particulate Matter) (England) Regulations (2023)<sup>8</sup>;
- Department for the Environment, Food and Rural Affairs, Air Quality Strategy: Framework for Local Authority Delivery (2023)<sup>9</sup>;
- Department for the Environment, Food and Rural Affairs, Environmental Improvement Plan 2023 (2023)<sup>10</sup>;
- Ministry of Housing, Communities and Local Government, National Planning Policy Framework (NPPF) (2025)<sup>11</sup>; and
- Ministry for Housing, Communities and Local Government, Planning Practice Guidance (PPG) for air quality (2019)<sup>12</sup>.

### Local Planning Policy

2.2 The following local planning policy was reviewed with regards to air quality and a summary of any relevant policies is provided in **Appendix B**:

- Kirklees Council, Kirklees Local Plan Strategy and Policies (2019)<sup>13</sup>.

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<sup>1</sup> European Parliament (2008) Council Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe

<sup>2</sup> HMSO (2000) Statutory Instrument 2000 No. 928, The Air Quality (England) Regulations 2000 (as amended), London: HMSO

<sup>3</sup> HMSO (1995) The Environment Act 1995, London: TSO

<sup>4</sup> HMSO (2021) The Environment Act 2021, London: TSO

<sup>5</sup> Department of the Environment (DoE) (1997) The UK National Air Quality Strategy, London: HMSO

<sup>6</sup> Department of the Environment, Food and Rural Affairs (Defra) (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, London: HMSO

<sup>7</sup> Department of the Environment, Food and Rural Affairs (Defra) (2020) The Environment (Miscellaneous Amendments) (EU Exit) Regulations, London: HMSO

<sup>8</sup> HMSO (2023) The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023

<sup>9</sup> Defra (2023) Air Quality Strategy: Framework for Local Authority Delivery

<sup>10</sup> Defra (2023) Environmental Improvement Plan 2023, First revision of the 25 Year Environment Plan

<sup>11</sup> Ministry of Levelling Up, Communities and Local Government (2025) National Planning Policy Framework, HMSO London

<sup>12</sup> Ministry for Housing, Communities and Local Government (2019) Planning Practice Guidance Air Quality

<sup>13</sup> Kirklees Council (2019) Kirklees Local Plan Strategy and Policies



## Air Quality Guidance

2.3 The following air quality guidance was utilised in the air quality assessment:

- DEFRA, Local Air Quality Management Technical Guidance (LAQM.TG) 22 (2022)<sup>14</sup>;
- Institute of Air Quality Management (IAQM), Guidance on the assessment of dust from demolition and construction (2024)<sup>15</sup>; and
- IAQM and Environmental Protection UK (EPUK), Land-Use Planning and Development Control: Planning for Air Quality (2017)<sup>16</sup>.

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<sup>14</sup> Defra (2022) Local Air Quality Management Technical Guidance LAQM.TG(22)

<sup>15</sup> Institute of Air Quality Management (2024) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, London

<sup>16</sup> Institute of Air Quality Management and Environmental Protection UK (2017) Land-Use Planning and Development Control: Planning for Air Quality



## 3 Assessment Methodology

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### Consultation

- 3.1 Consultation was undertaken with Environmental Health Department at Kirklees Council detailing the proposed scope of works and assessment methodology to be utilised within the air quality assessment. A response was received from Kirklees Council advising that they do not approve methodologies prior to assessment and direct consultants to utilise appropriate guidance and set out how this has been applied to the assessment undertaken. Details of the consultation with Kirklees Council is provided in **Appendix C** and the assessment methodology is detailed below.

### Construction Phase - Dust Assessment

- 3.2 A qualitative assessment of the potential for construction phase activities to influence local air quality through dust soiling, human health and ecological effects was undertaken utilising the methodology set out in IAQM guidance<sup>15</sup>. The IAQM guidance provides a four step approach, summarised below:
- Step 1: Screen the need for a detailed assessment. Where relevant sensitive receptors are located within 250m of the Site boundary, or within 50m of roads used by construction vehicles up to 250m from the Site, the assessment should progress to Step 2. No further assessment is required if there are no receptors within the specified distances of the works.
  - Step 2: Assess the risk of dust impacts using the following steps:
    - a) Define the potential dust emission magnitude for demolition, earthworks, construction and trackout, as appropriate;
    - b) Define the sensitivity of the area to dust; and
    - c) Define the risk of impacts.
  - Step 3: Identify appropriate site-specific mitigation based on the identified dust risk;
  - Step 4: Determine the significance of residual effects.

### Operational Phase – Screening Assessment

- 3.3 IAQM and EPUK guidance<sup>16</sup> provides screening criteria to determine whether a detailed assessment of development-generated road traffic emissions is potentially required. The screening criteria are split into two stages:

#### Stage One:

- 3.4 The Stage One criteria detailed below are utilised to determine whether there is the need to proceed to Stage Two of the screening assessment:
- If any of the following apply:
    - a) 10 or more residential units or a Site area greater than 0.5ha; or
    - b) More than 1,000m<sup>2</sup> of floorspace for all other use classes or a Site area of greater than 1ha;
  - Coupled with any of the following:



- a) The development has more than 10 parking spaces; or
- b) The development will have a centralised energy facility or other centralised combustion process.

#### Stage Two:

- 3.5 Where the proposed development exceeds the criteria set out in Stage One, the following indicative criteria are used to determine whether a detailed assessment of development-generated road traffic emissions is required.
- 3.6 The Stage Two screening criteria are:
- A change in Light Duty Vehicles (LDVs) flows of:
    - a) More than 100 Annual Average Daily Traffic (AADT) flow within or adjacent to an Air Quality Management Area (AQMA); or
    - b) More than 500 LDVs as an AADT elsewhere.
  - A change in Heavy Duty Vehicles (HDVs) of:
    - a) More than 25 AADT flow within or adjacent to an AQMA; or
    - b) More than 100 AADT flow elsewhere.
- 3.7 Where none of the Stage Two criteria are exceeded, IAQM and EPUK guidance<sup>16</sup> states:

*“there should be no requirement to carry out an air quality assessment of the impact of the proposed development on the local area, and the impacts can be considered to have insignificant effects”.*



## 4 Baseline Conditions

### Introduction

4.1 Baseline air quality conditions in the study area were defined based on a review of the following sources of data:

- Kirklees Council's Local Air Quality Management reports<sup>17</sup> and monitoring data; and
- Aerial imagery, maps and plans of the Site and study area.

### Local Air Quality Management and Monitoring

4.2 The Site is not located within an AQMA, however the Kirklees AQMA Number 2 and Number 5 are located approximately 1.3km northwest and 1.5km north of the Site. Both AQMAs were declared for exceedances of the annual mean NO<sub>2</sub> objective.

4.3 Kirklees undertakes monitoring of NO<sub>2</sub> within its administrative area. The closest, most representative monitoring locations to the Site are detailed in **Table 4.1** below. As a result of the COVID-19 pandemic, monitoring data up to 2019 are considered to represent the 'pre-pandemic baseline' whilst data from 2022 onwards represent the 'post-pandemic baseline' in accordance with the IAQM position statement<sup>18</sup>. Monitoring data for 2020 and 2021 are considered outlier data due to the influence of lockdown restrictions on road traffic levels and subsequent changes to road traffic emissions.

**Table 4.1: Local Air Quality Monitoring Data ( $\mu\text{g}\cdot\text{m}^{-3}$ )**

Site ID	X	Y	Site Type	Monitored Concentration				
				2019	2020	2021	2022	2023
K54a	425157	421584	Roadside	32.1	29.4	37.2	38.0	33.2
K87	424409	421271	Roadside	31.3	29.4	32.5	31.4	27.5

4.4 Annual mean concentrations at the closest monitoring locations to the Site were below the annual mean NO<sub>2</sub> objective of 40 $\mu\text{g}\cdot\text{m}^{-3}$  in all years however, concentrations have fluctuated considerably with no clear trend evident. The monitoring locations detailed in **Table 4.1** are located closer to Dewsbury town centre than the site, with location K54a situated on the A629 Wakefield Road which is a heavily trafficked arterial road carrying much higher traffic flows than the roads around the Site.

4.5 Monitoring location K87 is located on Mill Street West which leads towards the Site and industrial estate area and is therefore likely to carry similar traffic flows to those experienced near the Site. K87 is located at a roundabout where vehicles stopping are considered likely to increase pollutant concentrations relative to free-flowing sections of road like those experienced near the Site. It is therefore considered that pollutant concentrations at the Site will likely to similar to, or lower, than those at K87.

4.6 No PM<sub>10</sub> or PM<sub>2.5</sub> monitoring is undertaken near the Site.

<sup>17</sup> Kirklees Council (2024) 2024 ASR

<sup>18</sup> Institute of Air Quality Management (2022) The Use of 2020 and 2021 Monitoring Datasets



## 5 Construction Phase Dust Assessment

- 5.1 Construction phase activities associated with demolition, earthworks, construction and trackout have the potential to generate dust and particulate matter which may influence local air quality at sensitive receptor locations.
- 5.2 As there are existing sensitive receptors within the distances set out in IAQM guidance<sup>15</sup>, a construction phase dust assessment was undertaken. The assessment includes determining the dust emission magnitude for construction phase activities and identifying the sensitivity of the area to determine the overall risk of construction phase dust impacts. Mitigation measures proportionate to the level of dust impacts identified are then recommended to minimise the impact of construction phase activities on local air quality.

### Assessing Risk of Dust Impacts

#### Defining the Dust Emission Magnitude

- 5.3 The scale and nature of construction phase activities were compared to the criteria set out in IAQM guidance<sup>15</sup> to define the initial dust emission magnitude for each activity. **Table 5.1** summarises the dust emission magnitude for each activity and provides the justification for each assigned magnitude.

**Table 5.1: Dust Emission Magnitude**

Activity	Dust Emission Magnitude	Justification
Demolition	N/A	No demolition is required as part of the development proposals and therefore this has not been considered further.
Earthworks	Small	The total Site area is less than 18,000m <sup>2</sup> .
Construction	Small	The total volume of buildings to be constructed on Site is less than 12,000m <sup>3</sup> .
Trackout	Small	Up to 20 outward HDV movements are anticipated to occur in any one day during peak construction phase activity.

#### Defining the Sensitivity of the Area

- 5.4 The proximity of receptors to construction phase activities was reviewed alongside meteorological conditions and receptor use classes to define the sensitivity of the area. In accordance with IAQM guidance<sup>15</sup>, different use classes can be more or less sensitive to dust and particulate matter emissions during the construction phase based on parameters such as the level of amenity typically expected and the duration of time spent at the location. **Table 5.2** details the sensitivity of the area to dust soiling and human health effects for the different phases of construction activities. **Figure 5.1** was utilised to identify the number of sensitive receptors within the distances set out in IAQM guidance<sup>15</sup>.



**Table 5.2: Sensitivity of Study Area**

Activity	Sensitivity to Dust Soiling	Sensitivity to Human Health
Earthworks	<p><b>Medium</b> – there are footpaths, roads and a railway line located within 20m of the Site and less than 10 residential properties within 50m of the Site. Footpaths, roads and infrastructure are low sensitivity receptors for dust soiling whilst residential receptors are highly sensitive. The overall sensitivity of the area to dust soiling associated with earthworks and construction activities is therefore Medium.</p>	<p><b>Low</b> – there are less than 10 residential properties within 50m of the Site, and several commercial businesses within 20m of the Site. Residential properties are highly sensitive to human health effects associated with particulate matter releases whilst commercial premises are medium sensitivity receptors. Due to background PM<sub>10</sub> concentrations being well below 24µg.m<sup>-3</sup>, the overall sensitivity of the area to human health effects as a result of earthworks and construction activities is Low.</p>
Trackout	<p><b>High</b> – there are between 10 and 20 highly sensitive residential properties within 20m of roads to be used by construction vehicles up to 100m from the Site. Additionally, there are footpaths and industrial premises, which are low sensitivity receptors, within 20m of these roads. The overall sensitivity of the area to dust soiling associated with trackout as a result of construction vehicles on the local highway is High.</p>	<p><b>Low</b> – there are between 10 and 20 residential properties within 20m of roads to be used by construction vehicles up to 100m from the Site access. Residential properties are highly sensitive to human health effects associated with particulate matter releases. Due to background PM<sub>10</sub> concentrations being well below 24µg.m<sup>-3</sup>, the overall sensitivity of the area to human health effects as a result of trackout is Low.</p>





### Defining the Risk of Impacts

- 5.5 The dust emission magnitude and sensitivity of the area for demolition, earthworks, construction and trackout are then combined to determine the overall risk of impacts associated with each activity. **Table 5.3** below summarises the risk of dust impacts for each activity.

**Table 5.3: Summary of Risk of Dust Impacts**

Activity	Dust Emission Magnitude	Highest Sensitivity of Area	Risk of Dust Impact
Earthworks	Small	Medium	Low Risk
Construction	Small	Medium	Low Risk
Trackout	Small	High	Low Risk

### Mitigation

- 5.6 IAQM guidance<sup>15</sup> provides a list of dust mitigation measures that should be implemented on site during the construction phase, where practicable. Mitigation measures proportionate to the level of dust risk identified in **Table 5.3** are detailed in **Appendix D**. With the implementation of these measures, the residual impacts associated with construction phase activities are considered to be 'not significant'.



## 6 Operational Phase Screening Assessment

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- 6.1 The trip generation associated with the proposed development was reviewed and compared to the two stage screening criteria set out in IAQM and EPUK guidance<sup>16</sup>.

### Stage One

- 6.2 The development proposals include more than 1,000m<sup>2</sup> of additional floorspace and more than 10 car parking spaces and therefore exceeds the Stage One criteria set out in IAQM and EPUK guidance<sup>16</sup>.

### Stage Two

- 6.3 The proposed development will generate an additional 71 trips as a 24 hour AADT, of which 12 will be HDVs. The trip generation falls below the relevant Stage Two screening criteria of 500 LDVs and 100 HDVs outside an AQMA. The traffic associated with the Site will distribute with 54% turning southwest on Bretton Street away from Dewsbury town centre and the closest sensitive receptors at the junction with Bretton Park Way, whilst the remaining 46% will turn northeast towards Dewsbury.
- 6.4 There are several AQMAs in Dewsbury and therefore consideration was also given to the AQMA screening thresholds of 100 LDVs and 25 HDVs. The proposed development will not generate in excess of these thresholds as a total, and once distributed onto the network, the level of development-generated traffic travelling into the AQMA will further reduce.
- 6.5 In accordance with IAQM and EPUK guidance<sup>16</sup>, where the Stage Two criteria are not exceeded, a detailed assessment of the impact of the proposed development on local air quality is not required, and the proposed development is considered to have an insignificant effect.

### Development Measures

- 6.6 Whilst the proposed development is not predicted to give rise to any significant air quality impacts as a result of development-generated traffic, measures are incorporated into the proposals to further minimise emissions associated with the operation of the proposed development.
- 6.7 Measures include:
- Preparation of a Travel Plan to promote active and sustainable travel to the Site for staff and visitors.
  - Installation of Electric Vehicle charging points in accordance with Building Regulations to promote to uptake of low emission vehicle technologies.



## 7 Summary and Conclusions

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- 7.1 Rappor was instructed by Arbtech to undertake an air quality assessment for submission with a planning application for a proposed industrial development at land off Bretton Street in Dewsbury.
- 7.2 A qualitative construction phase dust assessment was undertaken and mitigation measures proportionate to the level of dust risk identified are recommended. With the implementation of these measures, the impact of construction phase dust is negligible which is not significant.
- 7.3 A qualitative operational phase road traffic emissions screening assessment was undertaken to consider the impact of the proposed development on local air quality. The two stage screening criteria set out in guidance were not exceeded and there was no need to undertake any further detailed assessment of the impact of development-generated road traffic. Where the two stage screening criteria are not exceeded, the proposed development can be considered as having a not significant impact on local air quality as a result of development-generated traffic.



## Appendix A – Glossary



Term	Definition
AADT	Annual Average Daily Traffic flow.
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 sub groups (see also air quality objective).
Annual mean	The average (mean) of the concentrations measured for each pollutant for one year. Usually this is for a calendar year, but some species are reported for the period April to March, known as a pollution year. This period avoids splitting winter season between two years, which is useful for pollutants that have higher concentrations during the winter months.
AQAP	Air Quality Action Plan.
AQMA	Air Quality Management Area.
AQS	Air Quality Strategy.
Defra	Department for Environment, Food and Rural Affairs.
EPUK	Environmental Protection UK.
Exceedance	A period of time where the concentrations of a pollutant is greater than, or equal to, the appropriate air quality standard.
HDV	Heavy Duty Vehicles (HGVs + buses and coaches)
HGV	Heavy Goods Vehicles.
IAQM	Institute of Air Quality Management.
LAQM	Local Air Quality Management.
LDV	Light Duty Vehicles (motorbikes, cars, vans and small trucks)
NO	Nitrogen monoxide, a.k.a. nitric oxide.
NO <sub>2</sub>	Nitrogen dioxide.
NO <sub>x</sub>	Nitrogen oxides.
Percentile	The percentage of results below a given value.
PM <sub>10</sub>	Particulate matter with an aerodynamic diameter of less than 10 micrometres.
PM <sub>2.5</sub>	Particulate matter with an aerodynamic diameter of less than 2.5 micrometres.
micrograms per cubic metre (µg.m <sup>-3</sup> )	A measure of concentration in terms of mass per unit volume. A concentration of 1µg.m <sup>-3</sup> means that one cubic metre of air contains one microgram (millionth of a gram) of pollutant.



## Appendix B – Local Planning Policy



## **Kirklees Local Plan Strategy and Policies 2019**

The Kirklees Local Plan contains the following policies relevant to air quality:

*“Policy LP15 Residential use in town centres*

*Proposals for residential uses (including student accommodation) within the defined town centres as set out on the Policies Map will be supported subject to:*

*[...]*

*d. the protection of amenity of existing residents and future occupiers of the proposed residential use in accordance with amenity and design policies within the plan, and will in particular consider matters such as privacy, noise and air quality;*

*[...]*

*Policy LP47 Healthy, active and safe lifestyles*

*The council will, with its partners, create an environment which supports healthy, active and safe communities and reduces inequality.*

*Health, active and safe lifestyles will be enabled by:*

*[...]*

*g. ensuring that the current air quality in the district is monitored and maintained and, where required, appropriate mitigation measures included as part of new development proposals;*

*[...]*

*LP51 Protection and improvement of local air quality*

*1. Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution which would have an unacceptable impact on the natural and built environment or to people.*

*2. Proposals that have the potential to increase local air pollution either individually or cumulatively must be accompanied by evidence to show that the impact of the development has been assessed in accordance with the relevant guidance. Development which has the potential to cause levels of local air pollution to increase must incorporate sustainable mitigation measures that reduce the level of this impact. If sustainable measures cannot be introduced the development will not be permitted.*

*3. Where the development introduces new receptors into an AQMA or areas of concern, or near other areas of relatively poor air quality, for example near roads or junctions, the development must incorporate sustainable measures that protect the new receptors from unacceptable level of air pollution. Where sustainable mitigation measures cannot be introduced which prevent receptors from being exposed to unsafe levels of air pollution, development will not be permitted.”*



## Appendix C – Consultation



## Appendix D – Construction Phase Dust Mitigation



Mitigation Measure	Highly Recommended	Desirable
Communication	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	None
	Display the name and contact details of person(s) responsible for air quality and dust issues on the site boundary. This may be the environment manager / engineer or the site manager.	
	Display the head or regional office contact information.	
	Develop and implement a Dust Management Plan which may include measures to control other emissions, approved by the Local Authority.	
Site Management	Record all dust and air quality complaints, identify causes and take appropriate action to reduce emissions in a timely manner and record any measures taken.	None
	Make the complaints log available to the local authority when asked.	
	Record any exceptional incidents that cause dust or air emissions, either on or off site and the action taken to resolve the situation in the log book.	
Monitoring	Carry out regular inspections to monitor compliance with the Dust Management Plan, record inspection results and make an inspection log available to the local authority when asked.	Undertake daily on site and off site inspections where receptors including roads are nearby, to monitor dust. Record inspection results and make the log available to the local authority when asked.
	Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	
	Agree dust deposition, dust-flux or real-time dust monitoring locations with the local authority, where monitoring is required. Baseline monitoring should commence at least three months prior to works on site, where possible.	
Preparing and maintain the Site	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible.	None
	Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as stockpiles on site.	
	Fully enclose the 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 with wet methods.	
	Remove materials that have 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 as described below.	
	Cover, seed or fence stockpiles to prevent wind whipping.	
Operating vehicle / machinery and sustainable travel	Ensure all vehicles switch off engines when stationary – no idling.	Impost and signpost a maximum 15 mph speed limit on surfaced and 10mph speed limited on unsurfaced haul roads and work areas.



Mitigation Measure	Highly Recommended	Desirable
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	Implement a Travel Plan that supports and encourages sustainable travel.
Operations	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.	None
	Ensure an adequate water supply to the site for effective dust suppression 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 and handling equipment and use fine water sprays on such equipment wherever appropriate.	
	Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable.	
Waste management	Avoid bonfires and burning of waste materials.	None
Earthworks	None	Re-vegetate earthworks and exposed areas / soil stockpiles to stabilise surfaces as soon as practicable.
		Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
		Only remove the cover in small areas during work and not all at once.
Construction	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	Avoid scabbling (roughening of concrete surfaces) if possible.
		Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
		For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust.
Trackout	None	Use water-assisted dust sweepers on the access and local roads to remove, as necessary, any material tracked out of the site.
		Avoid dry sweeping of large areas.
		Ensure vehicles entering and leaving the site are covered to prevent any escape of materials during transportation.
		Record all inspections of haul routes and any subsequent action taking in site log book.
		Implement a wheel-washing system with rumble grids to dislodge mud prior to leaving the site, where practicable.

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