



AIR QUALITY ASSESSMENT

on behalf of

MANCHESTER UNIVERSITY NHS FOUNDATION TRUST

for

WITHINGTON COMMUNITY HOSPITAL: COMMUNITY DIAGNOSTICS CENTRE

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Summary

This air quality report has been prepared to accompany a planning application for a proposed healthcare development at Withington Community Hospital for a Community Diagnostics Centre. It assesses the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality.

The assessment of dust soiling and human health impacts during the demolition and construction phase of the development results in the proposal of dust mitigation measures. The implementation of these will ensure that residual dust impacts during the demolition and construction phase are not significant.

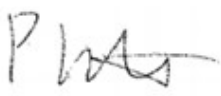
Concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives at the proposed development site which is therefore considered suitable for the intended healthcare development with regards to air quality. Concentrations of PM_{2.5} are expected to be below the annual mean target.

The proposed development is not expected to have a significant impact on local air quality.

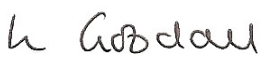
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Signed



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1 Introduction

- 1.1 Miller Goodall Ltd has been instructed to prepare an air quality assessment to accompany a planning application for a proposed healthcare development at Withington Community Hospital. The site lies within the administrative boundary of Manchester City Council (MCC).
- 1.2 The report provides a review of the existing air quality in proximity to the proposed development site and assesses the potential impact of the proposed development on local air quality following Local Air Quality Management Technical Guidance¹ and EPUK and IAQM guidance².
- 1.3 The report provides an assessment of the potential air quality impacts associated with the construction and operational phases of the proposed development.
- 1.4 The main pollutants of health concern from road traffic exhaust releases are nitrogen dioxide (NO₂) and fine particulates, normally assessed as the fraction of airborne particles of mean aerodynamic diameter less than ten micrometres (PM₁₀) and 2.5 micrometres (PM_{2.5}) since these pollutants are most likely to approach their respective air quality objectives in proximity to major roads and congested areas. This assessment has therefore focused on the impact of the proposed development on concentrations of NO₂, PM₁₀ and PM_{2.5}.

2 Site Description

- 2.1 The site is located within the grounds of Withington Community Hospital in Withington, Greater Manchester.
- 2.2 The hospital is adjacent to the northern boundary of the site, Burton Road borders the site to the east with existing housing beyond, existing housing borders the site to the south and a care facility building borders the site to the west.
- 2.3 The site is not located in an Air Quality Management Area (AQMA). However, there are several pockets of the Greater Manchester AQMA on the roads surrounding the hospital, including:
 - AQMA on Burton Road, approximately 180 m to the north east of the hospital;
 - AQMA on A5145, approximately 220 m to the south west of the hospital;
 - AQMA at the junction of A5145/A5103, approximately 480 m to the south west of the hospital; and
 - AQMA at the junction of A5145/B5167, approximately 410 m to the south east of the hospital;
- 2.4 The site location and AQMAs are shown in **Appendix A**.

¹ Department for the Environment Food and Rural Affairs (2018) 'Local Air Quality Management Technical Guidance Document LAQM.TG (22)', London: Defra.

² EPUK and IAQM (January 2017) Land Use Planning and Development Control: Planning for Air Quality (v1.2)

3 Proposed Development

- 3.1 The proposed development is for a 2-storey building to provide a Community Diagnostic Centre (CDC) at the hospital. The development will include six extra parking spaces, all of which are accessible bays. However, three existing car park spaces at the hospital will be removed and converted to drop-off visitor bays. In addition two further car park spaces will be lost due to the extension of the service/waste compound which is being completed under permitted development rights. Each of the six proposed parking spaces will be equipped with electric vehicle (EV) charging facilities.

4 Policy Context

4.1 Air Quality Objectives

- 4.1.1 The standards and objectives relevant to the LAQM framework have been prescribed through the Air Quality (England) Regulations (2000) and the Air Quality (England) (Amendment) Regulations 2002; the Air Quality Standards Regulations 2010 set out the combined Daughter Directive limit values and interim targets for Member State compliance.
- 4.1.2 The United Kingdom left the European Union on 31st January 2020 and is no longer a member state. However, the current framework of air quality legislation was converted into domestic law through the European Union (Withdrawal) Act 2018³.
- 4.1.3 The relevant air quality standards and objectives are presented in **Table 1**. Pollutant standards relate to ambient pollutant concentrations in air, set based on medical and scientific evidence of how each pollutant affects human health.

Table 1: Air Quality Strategy Objectives (England) for the Purposes of Local Air Quality Management

Pollutant	Air Quality Objective	
	Concentration	Measured As
Nitrogen dioxide (NO ₂)	200 µg/m ³	1-hour mean not to be exceeded more than 18 times per year
	40 µg/m ³	Annual mean
Particles (PM ₁₀)	50 µg/m ³	24-hour mean not to be exceeded more than 35 per year
	40 µg/m ³	Annual mean
Particles (PM _{2.5})	25 µg/m ³	Annual mean (target)

³ UK Parliament (2018): <http://www.legislation.gov.uk/ukpga/2018/16/contents/enacted>

4.1.4 Where an air quality objective is unlikely to be met by the relevant deadline, local authorities must designate those areas as Air Quality Management Areas (AQMA) and take action to work towards meeting the objectives. Following the designation of an AQMA, local authorities are required to develop an Air Quality Action Plan (AQAP) to work towards meeting the objectives and to improve air quality locally.

4.1.5 Possible exceedances of air quality objectives are generally assessed in relation to those locations where members of the public are likely to be regularly present and are likely to be exposed for a period of time appropriate to the averaging period of the objective.

4.2 Manchester City Council Air Quality & Planning Technical Guidance

4.2.1 MCC has published the Air Quality & Planning Technical Guidance, 2022 ^[4] to assist developers with air quality matters. The Guidance provides a summary of local air quality, the department overseeing air quality matters, local policy, but broadly for air quality it considers three overarching topics:

- Construction & demolition – assessment of dust and particulate matter emissions. The Guidance refers to assessment using the Institute of Air Quality Management ‘Guidance on the assessment of dust from demolition and construction’ 2014. Concerning Non-Road Mobile Machinery (NRMM) emissions, the Guidance specifies *“MCC recommends that NRMM used on the site of any major development within Manchester city centre for the purpose of construction or demolition works should meet Stage IV of EU directive 97/68/EC, and Stage IIIA as a minimum.”*
- Development Planning – assessment of air quality change to existing residents and predictions of air quality concentrations for future receptors. The Guidance refers to an assessment using the Environmental Protection UK ‘Land-use Planning & Development Control: Planning for Air Quality’ 2017.
- Electric vehicle charging – MCC encourages the adoption of electric vehicle charging for developments. Best practice is outlined in Appendix IV of the Guidance. MCC recommend 1 charging point per residential unit with allocated parking and 20% allocation for commercial uses with more than 11 parking spaces. The Guidance continues and specifies the capacities and electric requirements.

4.2.2 The MCC Guidance also specifies guidance for chimney stacks, however, it is not relevant to this assessment. All of the bullet points and referenced guidance are considered in this report.

4.3 Greater Manchester Action Plan 2016-2021

4.3.1 The Greater Manchester Combined Authority (GMCA) Air Quality Action Plan 2016-2021 ^[5] provides information in respect of the actions planned by the Greater Manchester Authorities in relation to declared AQMA. Action Plans are the mechanism by which the local authorities, in collaboration with national agencies and others, outline their plans for working towards achieving the air quality objectives through the powers available to them. In relation to managing new development, the action plan states that:

“Action 1.1

⁴ Manchester City Council, 2022. Air Quality & Planning Technical Guidance

⁵ GMCA (2016) Greater Manchester Air Quality Action Plan 2016-2021

Greater Manchester (GM)councils to adopt the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction as current best practice to assess and mitigate emissions from construction sites. i. Where a key priority area is affected by a proposed scheme, a high level of mitigation control will be requested.

Action 1.2

GM local authorities will adopt the most recent IAQM/EPUK guidance for air quality assessment as current best practice, to help ensure that planning applications consider potential local air quality impacts and opportunities to improve air quality are realised. i. Where a Key Priority Area is significantly adversely affected by a proposed scheme, a high level of mitigation control will be requested. ii. The IAQM/EPUK guidance will also be used to screen and assess industrial sources, such as boilers or large stationary engines. GM local authorities to recommend mitigation controls in accordance with the most recent guidance and the other actions in this document for new developments that contribute to a deterioration of air quality in Air Quality Management Areas (AQMA's). Where an air quality assessment is triggered, it should include a review of monitoring data. Where monitoring is not currently undertaken, it may be requested to inform the application or to confirm the effects."

4.3.2 The Greater Manchester Air Quality Administration Committee has submitted the 'GM Clean Air Plan – July 2022 update', as a draft document, to the Secretary of State on the 1st of July 2022. Appendix 1 of the document refers to the Clean Air Zone (GM CAZ). There are no further updates at the time of writing this report.

4.3.3 It is likely that the action plan update is tied to the conclusions and actions of the Clean Air Plan which defines how Greater Manchester intend to meet the legal mandate to improve NO₂ concentrations in the shortest time possible. GMCA no longer intends to implement a vehicle charge CAZ. The following is listed on the Clean Air Greater Manchester webpages:

"In January 2023, government asked for additional evidence to support Greater Manchester's case for an investment-led, non-charging Clean Air Plan. We expect to provide the additional evidence, which requires detailed modelling, to government by the end of June 2023. Once we have had full, formal government feedback on our Clean Air Plan following the submission of this additional evidence, we will consider timescales for a public consultation on the plan."

5 Methodology

5.1 Data Sources

5.1.1 The air quality assessment has been undertaken and prepared with reference to information from several sources, as detailed in **Table 2**.

Table 2: Key Information Sources

Data Source	Reference
Manchester City Council (MCC) / Greater Manchester Combined Authority (GMCA)	MCC / GMCA (2016) <i>Greater Manchester Air Quality Action Plan 2016-2021</i>
	MCC / GMCA (2021) <i>2021 Air Quality Annual Status Report for Greater Manchester</i>
	GMCA Clean Air Greater Manchester (website)
Institute of Air Quality Management (IAQM)	IAQM (2014) <i>Assessment of Dust from Demolition and Construction</i> (v1.1)
Department for Environment Food and Rural Affairs (Defra)	Defra <i>Local Air Quality Management Technical Guidance TG(22), updated 2022</i>
Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM)	EPUK and IAQM (January 2017) <i>Land Use Planning and Development Control: Planning for Air Quality</i> (v1.2)
Ministry of Housing, Communities & Local Government	Planning Practice Guidance: Air Quality, November 2019
	National Planning Policy Framework (NPPF), July 2021
Defra's LAQM Support Tools	Local Air Quality Management 1 km x 1 km grid background pollutant maps
	NOx to NO ₂ Calculator
Curtins	Traffic Data

5.2 Local Guidance

- 5.2.1 This report has been written following relevant MCC guidance including their Air Quality & Planning Technical Guidance⁴.

5.3 IAQM Construction Dust Assessment

- 5.3.1 The IAQM has produced guidance⁶ on the assessment of air quality impacts arising from dust associated with construction and demolition activities and provides a methodology by which to complete such assessments. The IAQM methodology provides a risk assessment structure to determine the likely impact of the development on nearby receptor locations and recommends mitigation measures that should be implemented to reduce any such impact. The methodology for the assessment is shown in **Appendix B**. The study area in relation to dust

⁶ IAQM "Assessment of dust from demolition and construction" v1.1 2014

and the zones of interest used within the assessment (<20 m, 20 m – 50 m and 50 – 100 m from the site) are shown in **Appendix C**. The dust assessment informed the recommended mitigation outlined in **Appendix D**.

5.4 Simple Air Quality Assessment

- 5.4.1 A simple assessment of air quality in terms of the impact of the development and suitability of the site, which relies on already published information, has been completed using sources such as the Local Authority's monitoring network and the Defra LAQM support tools.

6 Baseline Air Quality

6.1 Local Air Quality

- 6.1.1 Baseline air quality at the proposed development has been established by examining monitoring data produced by MCC (provided in the 2021 Annual Status Report and Clean Air webpages) and background concentration maps provided by Defra for the grid squares covering the proposed development.
- 6.1.2 The Greater Manchester AQMA was declared in 2016, based on annual average levels of NO₂. It was declared based on the outputs of air dispersion modelling conducted in 2016. All locations across Greater Manchester that were predicted to be above an annual mean concentration of NO₂ of 35 µg/m³ were declared as part of the AQMA. The annual mean objective is 40 µg/m³; the choice of 35 µg/m³ as the threshold was selected to account for model uncertainty.
- 6.1.3 As described in Section 3, there are several pockets of the Greater Manchester AQMA near the site.

6.2 Air Quality Monitoring

Nitrogen Dioxide (NO₂)

- 6.2.1 MCC does not operate any air quality monitors in the immediate vicinity of the site. The nearest monitoring undertaken site is located in the AQMA and on the A5103 and A34 main roads. It is not, therefore, representative of the conditions that would be experienced at or near the hospital. The hospital is located approximately 220 m from the nearest A-road. The results from the nearest diffusion tubes are shown in **Table 3** and the monitor locations are shown in **Appendix A**.

Table 3: Annual Mean NO₂ Concentrations Monitored by MCC within the Study Area

Site ID & Classification	Location	Annual Mean NO ₂ Concentrations (µg/m ³)				
		2017	2018	2019	2020	2021
MAN37 (Roadside)	382829 391493	<u>42.62</u>	39.28	38.69	26.9	29.5
MAN74 (Roadside)	385399 390093	37.10	35.66	33.61	23.3	25.6
Annual Mean NO ₂ air quality objective					40 µg/m ³	

- 6.2.2 The monitoring results in **Table 3** indicate that annual mean concentrations of NO₂ have been below the NO₂ annual mean objective at the identified monitoring sites since 2019.

- 6.2.3 The results indicate that the short-term objective for NO₂ was unlikely to be exceeded at the identified monitoring sites as monitored annual mean concentrations were well below the indicative screening concentration of 60 µg/m³ during the period shown.

Particulate Matter (PM₁₀ & PM_{2.5})

- 6.2.4 MCC does not undertake PM₁₀ or PM_{2.5} monitoring in the vicinity of the proposed development site, neither is there any nearby representative monitoring available. The results from the wider Greater Manchester particulate matter monitoring network, however, indicate there have been no exceedances of these pollutants.

6.3 Background Concentrations

- 6.3.1 There are no background monitoring locations in the vicinity of the proposed development site or at receptor locations included in the air quality assessment
- 6.3.2 Background concentrations of NO₂, PM₁₀ and PM_{2.5} obtained from the background concentration maps provided by Defra for the grid squares covering the proposed development and receptor locations⁷ are shown in **Table 4**.

Table 4: Background Pollutant Concentrations Obtained for the 1km x 1km Grid Squares Covering the Site*

Grid Square	Pollutant	2022
		(µg/m ³)
383500, 392500 (western part of the site)	NO ₂	15.43
	PM ₁₀	11.65
	PM _{2.5}	7.72
383500, 391500 (eastern part of the site)	NO ₂	14.82
	PM ₁₀	11.24
	PM _{2.5}	7.50

* Background concentrations obtained from the latest 2018 based background maps

7 Construction Dust Impact Assessment

7.1 Step 1 – Requirement for a Detailed Assessment

- 7.1.1 There are sensitive receptors located within 350m of the site boundary, therefore, a detailed assessment of the construction phase of the development has been undertaken. There are no ecological designations within 50m of the site boundary or trackout routes which require assessment.

7.2 Step 2 – Assess the Risk of Dust Impacts

Step 2A Dust Emission Magnitude

⁷ <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>

- 7.2.1 The potential dust emission magnitude in relation to the development has been determined using the criteria detailed in **Table B1** in **Appendix B**. The scale and nature of works onsite were considered to determine the potential dust emission magnitude for earthwork activities, construction and trackout activities. No demolition is required at the development site.
- 7.2.2 Information to determine the classification has been estimated from the site plans, Google Earth and information provided by the Applicant. The dust emission magnitude is outlined in **Table 5**.

Table 5: Dust Emission Magnitudes for Each Activity

Activity	Dust Emission Magnitudes	Justification for Sensitivity Classification
Demolition	N/A	N/A
Earthworks	Medium	the site area is between 2,500 m² – 10,000 m²
Construction	Medium	total building volume estimated to be constructed is between 25,000 to 100,000 m³
Trackout	Medium	there are likely to be between 10 to 50 HDV outward movements in any one day

Step 2B Sensitivity of the Receptors to Dust Soiling and Health Effects

- 7.2.3 The proposals are adjacent to a hospital. As a robust and conservative approach, it is assumed that there are more than 100 patients within 20 m of earthwork and construction activities. The trackout route will travel through the car park at an increased distance from the existing hospital, therefore, the risk from trackout is deemed to be lower.
- 7.2.4 In accordance with the criteria in **Table B2** in **Appendix B** and the IAQM guidance, the sensitivity of human receptors is **high**.

Step 2B Sensitivity of the Area to Dust Soiling and Human Health Effects of PM₁₀

- 7.2.5 The sensitivity of the area for dust soiling and human health effects has been determined using the criteria detailed in **Table B3** and **Table B4** respectively in **Appendix B**.
- 7.2.6 The sensitivity of the area to dust soiling and human health for each activity is summarised in **Table 6**.

Table 6: Outcome of Defining the Sensitivity of the Area

Pollution	Activity	Sensitivity of the Surrounding Area	Justification for Sensitivity Classification
Dust Soiling	Demolition	N/A	N/A
	Earthworks	High	There are more than 100 highly sensitive receptors within 20 m of the site boundary
	Construction	High	There are more than 100 highly sensitive receptors within 20 m of the site boundary
	Trackout	High	There are more than 100 highly sensitive receptors within 50 m of the trackout route, up to 200 m from the site
	Demolition	N/A	N/A

Human Health	Earthworks	Medium	There are more than 100 highly sensitive receptors within 20 m of the site boundary. Background pollutant concentrations are below 24 µg/m ³
	Construction	Medium	There are more than 100 highly sensitive receptors within 20 m of the site boundary. Background pollutant concentrations are below 24 µg/m ³
	Trackout	Low	There are more than 100 highly sensitive receptors within 50 m of the trackout route. Background pollutant concentrations are below 24 µg/m ³

Step 2C Risk of Impacts

- 7.2.7 The dust emission magnitude and sensitivity of the area were combined and the risk of impacts have been determined using the criteria detailed in **Table B5** to **Table B8** in **Appendix B**.
- 7.2.8 A summary of the risks, before mitigation measures are applied, is shown in **Table 7**.

Table 7: Risk of Dust Impacts

Potential Impact	Dust Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	N/A	Medium	Medium	Medium
Human Health	N/A	Medium	Medium	Low

7.3 Step 3 – Site-Specific Mitigation

- 7.3.1 Step 3 of the IAQM guidance identifies appropriate site-specific mitigation. These measures are related to the site risk for each activity. Mitigation measures specific to earthworks, construction and trackout are proposed based on the risk classifications in **Table 7**. Recommended mitigation measures are shown in **Appendix D**.
- 7.3.2 The general mitigation measures (for site management, preparing and maintaining the site, operating vehicle/machinery, operations and waste management), are appropriate for a site with a 'medium risk' classification⁸.
- 7.3.3 An interim Construction Environmental Management Plan (CEMP) has been prepared for the development. This will be refined and updated as construction methods become fixed and will include the dust control measures identified in this assessment.

7.4 Step 4 – Determine Significant Effects

- 7.4.1 The characteristics of the site and the surrounding area suggest that mitigation would not be impracticable or ineffective. With the implementation of the mitigation measures, therefore, the residual impacts from the construction are considered to be not significant when considered following IAQM guidance.

⁸ For those mitigation measures that are general, the highest risk category should be applied. For example, if the site is medium risk for earthworks and construction, but a high risk for demolition and track-out, the general measures applicable to a high risk site should be applied.

8 Effect of Air Quality on the Proposed Development

- 8.1 The background concentrations in **Table 4** indicate that background concentrations of NO₂, PM₁₀ and PM_{2.5} are well below health-based air quality objectives of 40 µg/m³ for both pollutants. However, the site is likely experiencing concentrations above the background levels due to the surrounding road network.
- 8.2 GMCA declared the Greater Manchester AQMA based on the results of air quality modelling undertaken in 2016 for the urban area. Model screenshots for the local area have been procured from GMCA and are shown in **Appendix E**. The screenshots indicate that NO₂ concentrations in the local area, and the immediate surrounding AQMAs, are below the annual mean air quality objective of 40 µg/m³. Air quality concentrations have improved since 2016, therefore, it is expected that concentrations have reduced further from those shown.
- 8.3 Air quality monitoring undertaken by MCC on the nearby A-roads indicates that NO₂ concentrations have been below the annual mean air quality objective for several recent years. Air pollution concentrations reduce with distance from the source due to the dispersal of the pollution and chemical reducing reactions. The proposed development site is located approximately 220 m from any A-road and is, therefore, separated by an appreciable distance from the main source of NO₂ pollution.
- 8.4 The evidence from existing information sources is that the proposed development site is likely to experience levels of NO₂ and PM₁₀ below the annual mean and short-term objectives for the pollutants and below the annual mean target for PM_{2.5}.

9 Impact of the Proposed Development on Existing Air Quality

- 9.1 The proposed development will introduce a net increase of 200 Annual Average Daily Traffic (AADT), primarily comprising light-duty vehicles (LDV) associated with staff and visitors, with a negligible number of heavy-duty vehicles (HDV). This value is the total increase along the access road.
- 9.2 Due to the insignificant impact of road traffic on the road network, the appointed transport consultant, Curtins, is unable to specify at this stage how the 200 AADT would disperse and route to and from the site. A distribution network would need to be calculated based on the hospital patient catchment and staff travel census.
- 9.3 It can be seen that total development flows are below 500 LDV AADT outside the AQMA. In terms of travel through the AQMA, there are several routes away from the development which encompass pockets of AQMA. Whilst it is not possible to directly state there will be an increase of less than 100 LDV AADT within any pocket of AQMA until further review and calculations of the distribution are taken, it is considered that potential air quality changes would be insignificant.
- 9.4 Routing to the north, east and west directions away from the hospital all provide main route options to the established residential areas served by the hospital which primarily serves the residents of south Manchester. Exiting northwards of the hospital also provides access Manchester City Centre. There is a likelihood that the dispersion of the additional 200 AADT this development may create along the four main routing options will result in increases in AADT on local roads of less than 100 AADT.

- 9.5 IAQM guidance² provides indicative criteria as to when an air quality assessment is required; a change of LDV flows of more than 100 AADT within or adjacent to an AQMA is one of these benchmarks. This indicates that an increase of 100 DV AADT or less, as is likely to be the case here, would be insignificant.

10 Mitigation

- 10.1 The development is expected to have a not significant effect on local air quality.
- 10.2 The effects of construction dust will be controlled using dust mitigation and management, as outlined by the selection of measures in **Appendix D**.
- 10.3 There is not expected to be an increase in traffic along through any part of the AQMA of more than 100 AADT.
- 10.4 All six proposed parking spaces will be equipped with electric vehicle charging points, meeting the MCC local guidance requirements⁴.
- 10.5 The heating strategy is unknown. If a connection to the existing hospital is sought, then there are no further air quality effects to consider. If boilers are proposed for the new building, then the boilers installed will meet a minimum standard of <40 mgNO_x/kWh ^[2].
- 10.6 Based on this assessment, no further mitigation in relation to the operational phase is deemed to be required.

11 Summary of Impacts and Conclusion

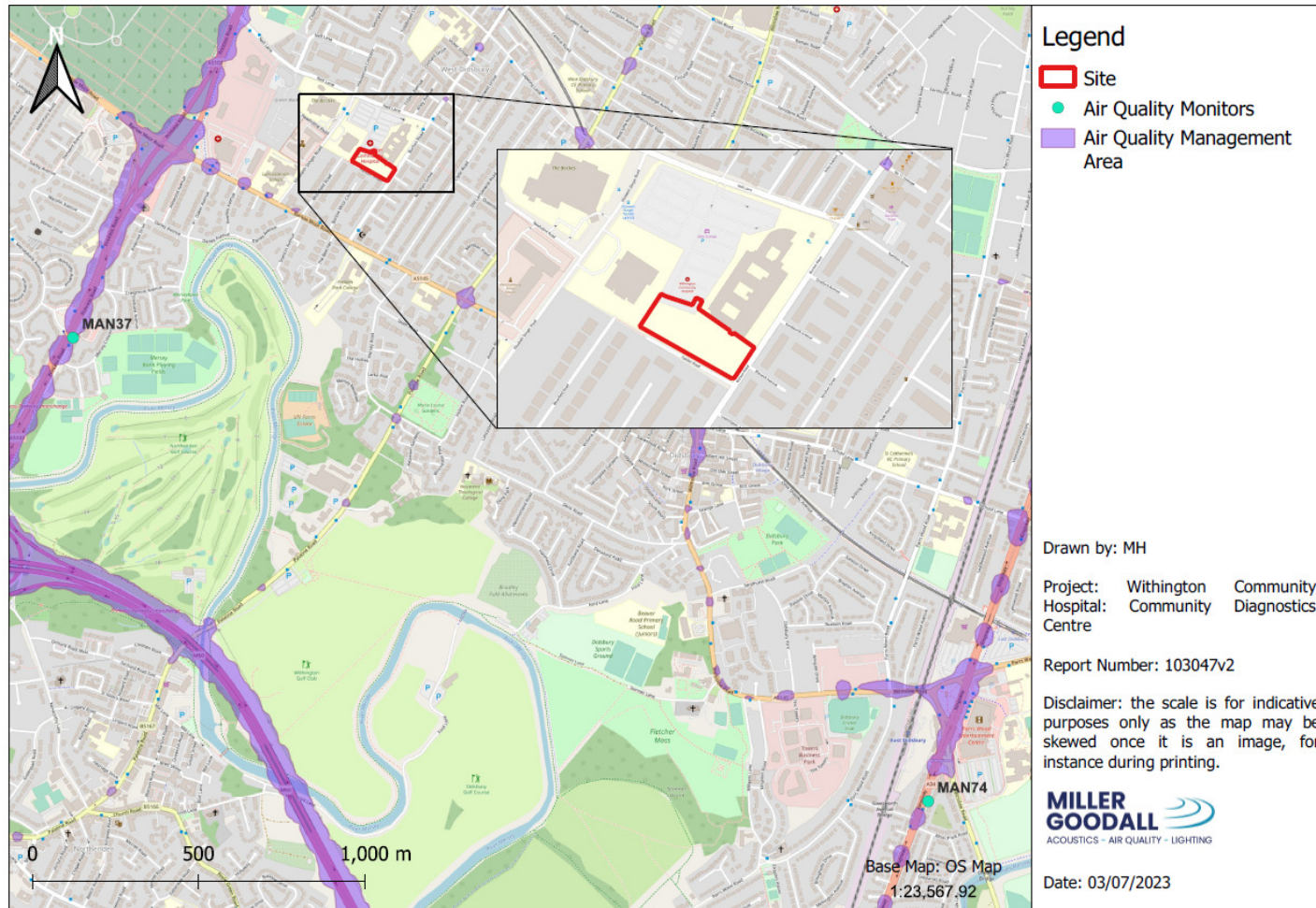
- 11.1 This air quality report assesses the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality.
- 11.2 The assessment of dust soiling and human health impacts during the demolition and construction phase of the development results in the proposal of dust mitigation measures. The implementation of these will ensure that residual dust impacts during the demolition and construction phase are not significant.
- 11.3 Concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives at the proposed development site which is therefore considered suitable for residential/ commercial use with regards to air quality. Concentrations of PM_{2.5} are expected to be below the annual mean target.
- 11.4 The proposed development is not expected to have a significant impact on local air quality.

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APPENDICES

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Appendix A: Location of site, AQMA and MCC monitoring



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Appendix B: IAQM Dust Risk Assessment Methodology

The following section outlines criteria developed by the IAQM for the assessment of air quality impacts arising from construction and demolition activities⁶. The assessment procedure is divided into four steps and is summarised below:

Step 1: Screen the Need for a Detailed Assessment

An assessment will normally be required where there are human receptors within 350 m of the site boundary and/or within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the site entrance(s). Ecological receptors within 50 m of the site boundary or within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the site entrance(s), are also identified at this stage. An ecological receptor refers to any sensitive habitat affected by dust soiling. For locations with a statutory designation, such as a Site of Specific Scientific Interest (SSSI), Special Area of Conservation (SACs) and Special Protection Areas (SPAs), consideration should be given as to whether the particular site is sensitive to dust. Some non-statutory sites may also be considered if appropriate.

Where the need for a more detailed assessment is screened out, it can be concluded that the level of risk is 'negligible' and any effects will not be significant.

Step 2: Assess the Risk of Dust Impacts

In step two, a site is allocated to a risk category on the basis of the scale and nature of the works (Step 2A) and the sensitivity of the area to dust impacts (Step 2B). These two factors are combined in Step 2C to determine the risk of dust impacts before the implementation of mitigation measures. The assigned risk categories may be different for each of the construction activities outlined by the IAQM (construction, demolition, earthworks and trackout). A site can be divided into zones, for example on a large site where there are differing distances to the nearest receptors.

Step 2A: Define the Potential Dust Emission Magnitude

Dust emission magnitude is based on the scale of the anticipated works and is classified as Small, Medium or Large. The IAQM guidance recommends that the dust emission magnitude is determined separately for demolition, earthworks, construction and trackout. **Table B1** describes the potential dust emission class criteria for each outlined activity.

Table B1: Criteria Used in the Determination of Dust Emission Magnitude

Activity	Criteria used to Determine Dust Emission Magnitude		
	Small	Medium	Large
Demolition	Total building volume <20,000 m ³ , construction materials with low potential for dust release.	Total building volume 20,000 m ³ – 50,000 m ³ , potential dusty construction material.	Total building volume >50,000 m ³ , potentially dusty construction material.
Earthworks	Total site area <2,500 m ² , soil type with large grain	Total site area 2,500 – 10,000 m ² , moderately dusty soil type	Total site area >10,000 m ² , potentially dusty soil type
Construction	Total building volume <25,000 m ³ .	Total building volume 25,000 – 100,000 m ³ .	Total building volume >100,000 m ³ .
Trackout	<10 outward HDV trips in any one day. Unpaved road length <50 m.	10-50 outward HDV trips in any one day. Unpaved road length 50-100 m.	>50 outward HDV trips in any one day. Unpaved road length >100 m.

Step 2B: Define the Sensitivity of the Area

The sensitivity of the area takes into account the following factors:

- the specific sensitivities of receptors in the area;
- the proximity and number of receptors;
- the local background PM₁₀ concentration; and
- site-specific factors, such as whether there are natural shelters, such as trees, to reduce the risk of windblown dust.

The criteria detailed in **Table B2** is used to determine the sensitivity of the receptor in relation to dust soiling, health effects and ecological effects.

Table B2: Criteria for Determining Sensitivity of Receptors

Sensitivity of Receptor	Criteria for Determining Sensitivity		
	Dust Soiling Effects	Health Effects of PM ₁₀	Ecological Sites
High	Dwellings, museums and other culturally important collections, medium and long-term car parks and car showrooms	Residential properties, hospitals, schools and residential care homes	International or national designation <i>and</i> the features may be affected by dust soiling
Medium	Parks, places of work	Office and shop workers not occupationally exposed to PM ₁₀	Presence of an important plant species where dust sensitivity is uncertain or locations with a national designation with features that may be affected by dust deposition
Low	Playing fields, farmland, footpaths, short-term car parks and roads	Public footpaths, playing fields, parks and shopping streets	Local designation where features may be affected by dust deposition

Table B3 and **Table B4** are then used to define the sensitivity of the area to dust soiling and human health effects. This should be derived for each of construction, demolition, earthworks and trackout.

Table B3: Sensitivity of the Area to Dust Soiling Effects on People and Property.

Receptor Sensitivity	Number of Receptors	Distance from 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

*distances considered are to the dust source

Table B4: Sensitivity of the Area to Human Health Impacts

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

The sensitivity of the area is then summarised.

Step 2C Define the Risks of Impacts

The dust emission magnitude from **Table B1** and sensitivity of the area and receptors from **Table B2**, **Table B3** and **Table B4** are combined, and the risk of impacts from each activity (demolition, earthworks, construction and trackout) before mitigation is applied, is determined using the criteria detailed in **Table B5** to **Table B8**.

Table B5: Risk of Dust Impacts - Demolition

Potential Impact Sensitivity of the Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible

Table B6: Risk of Dust Impacts- Earthworks

Potential Impact Sensitivity of the Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table B7: Risk of Dust Impacts- Construction

Potential Impact Sensitivity of the Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table B8: Risk of Dust Impacts- Trackout

Potential Impact Sensitivity of the Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Low Risk	Negligible
Low	Low Risk	Low Risk	Negligible

Step 3 Determine Site Specific Mitigation

Step three of the IAQM guidance identifies appropriate site-specific mitigation. These measures are related to whether the site is a low, medium or high risk site.

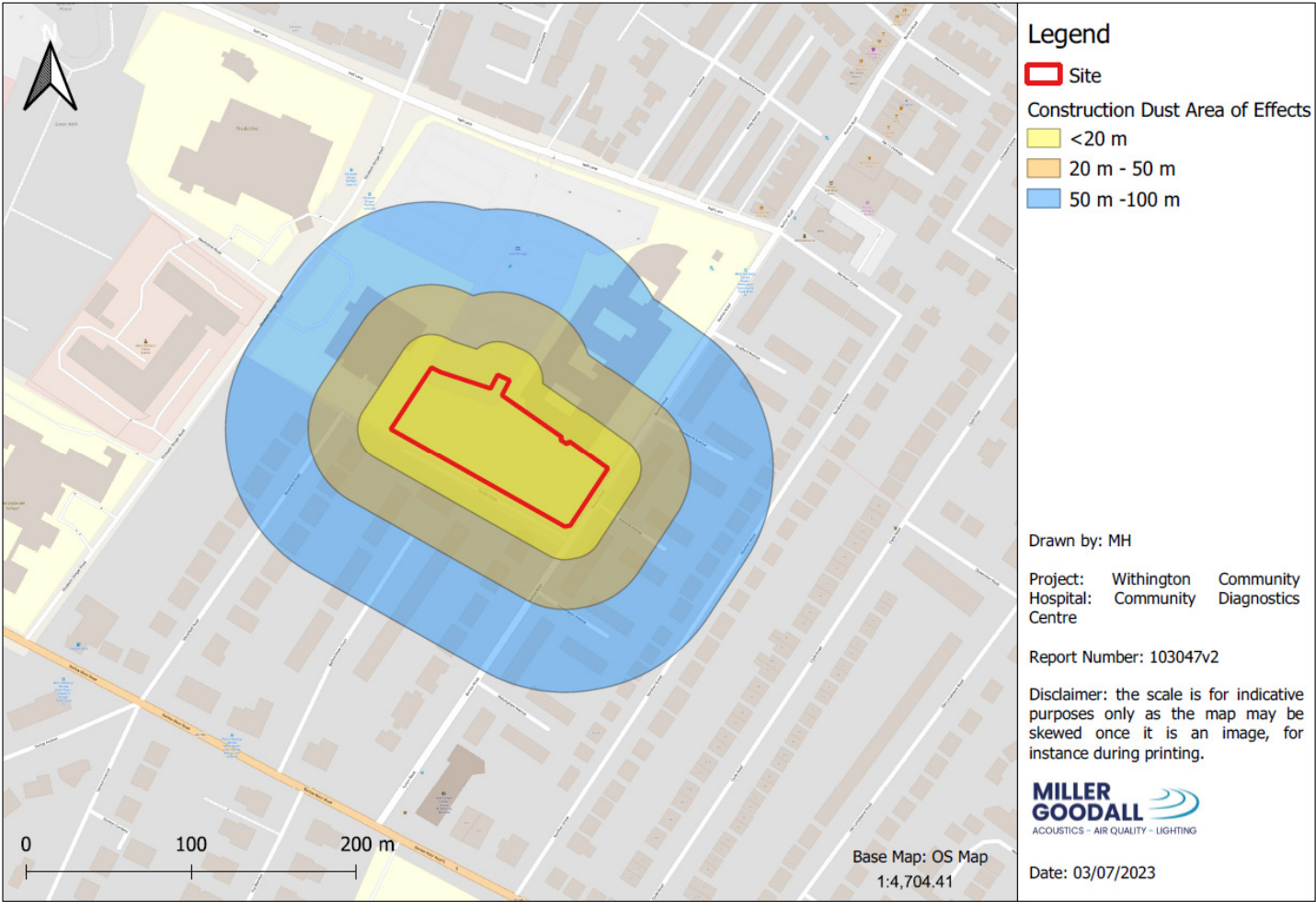
Step 4 Determine Significance of Residual Effects

At step four the significance of residual effects is assessed. For almost all construction activity, the aim should be to prevent significant effects on receptors through the use of effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be 'not significant'.

There may be cases where, for example, there is inadequate access to water for dust suppression to be effective, and even with other mitigation measures in place there may be a significant effect. Therefore, it is important to consider the specific characteristics of the site and the surrounding area to ensure that a conclusion of no significant effect is robust.

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Appendix C: Construction Dust Area of Effects



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Appendix D: IAQM Dust Assessment Mitigation

xx Highly Recommended

x Desirable

Measures relevant for demolition, earthworks, construction and trackout

Mitigation Measure	Medium Risk
Communications	
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	xx
Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	xx
Display the head or regional office contact information.	xx
Develop and implement a Dust Management Plan (DMP).	xx
Site management	
Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	xx
Make the complaints log available to the local authority when asked.	xx
Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.	xx
Monitoring	
Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, with cleaning to be provided if necessary.	x
Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.	xx
Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	xx
If requested by the Local Authority: Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority; where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.	xx
Preparing and maintaining the site	
Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	xx
Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.	xx
Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	xx
Avoid site runoff of water or mud.	xx
Keep site fencing, barriers and scaffolding clean using wet methods.	xx
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 as described below.	xx

Cover, seed or fence stockpiles to prevent wind whipping.	xx
Operating vehicle/machinery and sustainable travel	
Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable.	xx
Ensure all vehicles switch off engines when stationary - no idling vehicles.	xx
Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable.	xx
Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	x
Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	xx
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	x
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.	xx
Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	xx
Use enclosed chutes and conveyors and covered skips.	xx
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	xx
Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	xx
Waste management	
Avoid bonfires and burning of waste materials.	xx

Measures specific to earthworks

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

Measures specific to construction

Mitigation Measure	Medium Risk
Avoid scabbling (roughening of concrete surfaces) if possible.	x
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.	xx

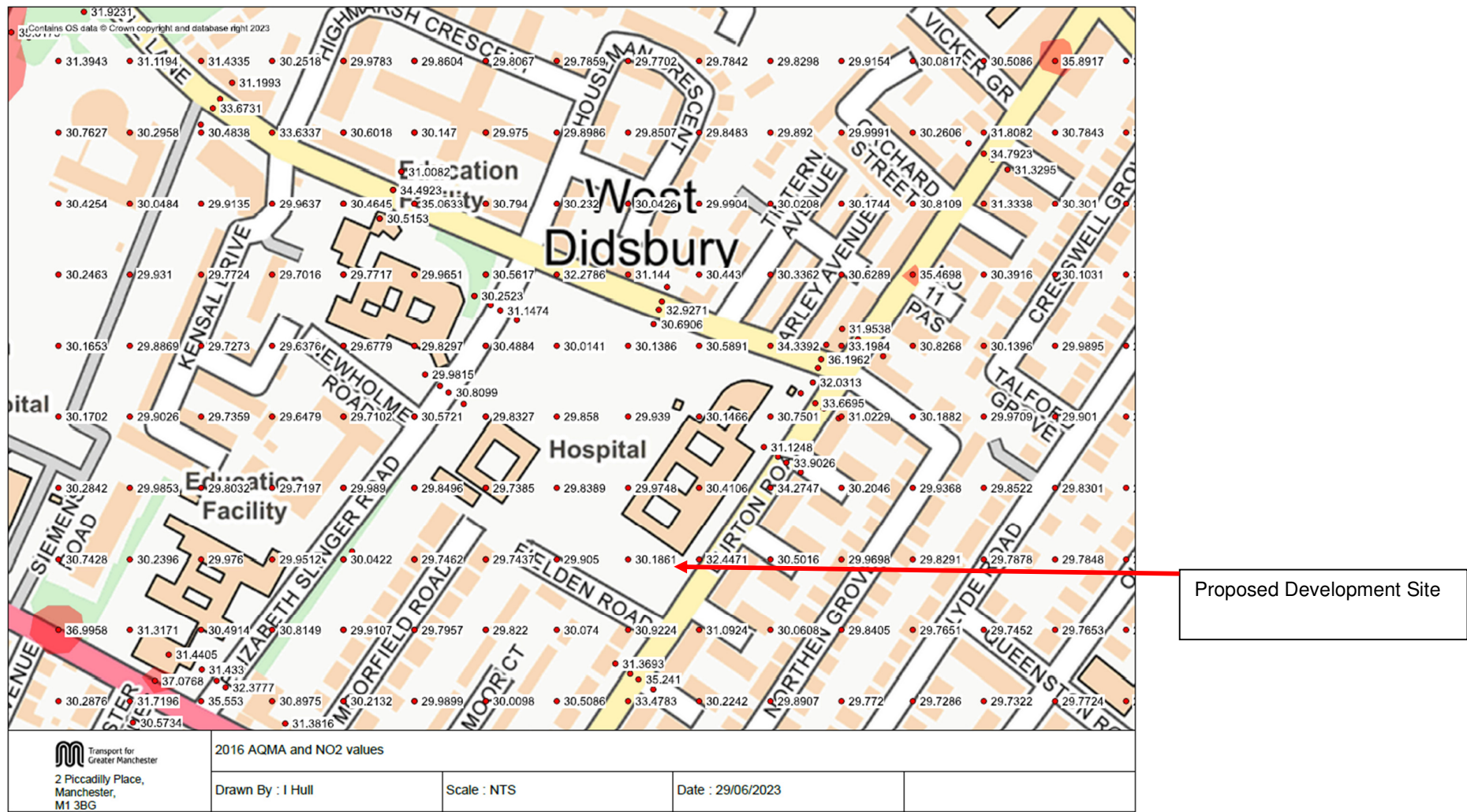
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	x
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Measures specific to trackout

Mitigation Measure	Medium Risk
Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.	xx
Avoid dry sweeping of large areas.	xx
Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	xx
Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable	xx
Record all inspections of haul routes and any subsequent action in a site log book.	xx
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowzers and regularly cleaned.	xx
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	xx
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.	xx
Access gates to be located at least 10 m from receptors where possible.	xx

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Appendix E: NO₂ Concentrations from the GMCA 2016-based Air Quality Models



Glossary of Terms

AADT Annual Average Daily Traffic flow

Air Quality Standard Pollutant standards relate to ambient pollutant concentrations in air, set on the basis of medical and scientific evidence of how each pollutant affects human health and the environment

Air Quality Objective Pollutant Objectives incorporate future dates by which a standard is to be achieved, taking into account economic considerations, practicability and technical feasibility

Annual Mean A mean pollutant concentration value in air which is calculated on a yearly basis, yielding one annual mean per calendar year. In the UK air quality regulations, the annual mean for a particular substance at a particular location for a particular calendar year is:

- (a) in the case of lead, the mean of the daily levels for that year;
- (b) in the case of nitrogen dioxide, the mean of the hourly means for that year;
- (c) in the case of PM₁₀, the mean of the 24-hour means for that year.

Annoyance (Dust) Loss of amenity due to dust deposition or visible dust plumes, often related to people making complaints, but not necessarily sufficient to be a legal nuisance.

AQAP Air Quality Action Plan

AQEG Air Quality Expert Group

AQMA Air Quality Management Area

AQMP Air Quality Management Plan

AQO Air Quality Objective

AQS Air Quality Strategy for England, Scotland, Wales and Northern Ireland

Background Concentrations The term used to describe pollutant concentrations which exist in the ambient atmosphere, excluding local pollution sources such as roads and stacks

Construction Any activity involved with the provision of a new structure (or structures), its modification or refurbishment. A structure will include a residential dwelling, office building, retail outlet, road, etc.

Construction Impact Assessment An assessment of the impacts of demolition, earthworks, construction and trackout. In this Guidance, specifically the air quality impacts.

Defra Department for Environment, Food and Rural Affairs

Demolition Any activity involved with the removal of an existing structure (or structures). This may also be referred to as de-construction, specifically when a building is to be removed a small part at a time.

Deposited Dust that is no longer in the air and which has settled onto a surface. Deposited dust is also sometimes called amenity dust or nuisance dust, with the term nuisance applied in the general sense rather than the specific legal definition.

DMP Dust Management Plan; a document that describes the site-specific methods to be used to control dust emissions.

Dust Solid particles that are suspended in air, or have settled out onto a surface after having been suspended in air. The terms dust and particulate matter (PM) are often used interchangeably, although in some contexts one term tends to be used in preference to the other. In this guidance the term 'dust' has been used to include the particles that give rise to soiling, and to other human health and ecological effects. Note: this is different to the definition given in BS 6069, where dust refers to particles up to 75 µm in diameter.

Earthworks Covers the processes of soil-stripping, ground-levelling, excavation and landscaping.

Effects The consequences of the changes in airborne concentration and/or dust deposition for a receptor. These might manifest as annoyance due to soiling, increased morbidity or mortality due to exposure to PM₁₀ or PM_{2.5} or plant dieback due to reduced photosynthesis. The term 'significant effect' has a specific meaning in EIA regulations. The opposite is an insignificant effect. In the context of construction impacts any effect will usually be adverse, however, professional judgement is required to determine whether this adverse effect is significant based in the evidence presented.

EPUK Environmental Protection UK

HDV Heavy Duty Vehicle

Impacts The changes in airborne concentrations and/or dust deposition. A scheme can have an 'impact' on airborne dust without having any 'effects', for instance if there are no receptors to experience the impact.

LAQM Local Air Quality Management

LDV Light Duty Vehicle

Mg/m³ Microgrammes (of pollutant) per cubic metre of air. A measure of concentration in terms of mass per unit volume. A concentration of 1 µg/m³ means that one cubic metre of air contains one microgramme (millionth of a gramme) of pollutant

NO₂ Nitrogen Dioxide

NO_x A collective term used to represent the mixture of nitrogen oxides in the atmosphere, as nitric oxide (NO) and nitrogen dioxide (NO₂)

NPPF National Planning Policy Framework

Nuisance The term nuisance dust is often used in a general sense when describing amenity dust. However, this term also has specific meanings in environmental law:

Statutory nuisance, as defined in S79(1) of the Environmental Protection Act 1990 (as amended from time to time).

Private nuisance, arising from substantial interference with a person's enjoyment and use of his land.

Public nuisance, arising from an act or omission that obstructs, damages or inconveniences the right of the community.

Each of these applying in so far as the nuisance relates to the unacceptable effects of emissions. It is recognised that a significant loss of amenity may occur at lower levels of emission than would constitute a statutory nuisance.

Note: as nuisance has a specific meaning in environmental law, and to avoid confusion, it is recommended that the term is not used in a more general sense.

PM_{2.5} The fraction of particles with a mean aerodynamic diameter equal to, or less than, 2.5 µm. More strictly, particulate matter which passes through a size selective inlet as defined in the reference method for the sampling and measurement of PM_{2.5}, EN 14907, with a 50% efficiency cut-off at 2.5 µm aerodynamic diameter

PM₁₀ The fraction of particles with a mean aerodynamic diameter equal to, or less than, 10 µm. More strictly, particulate matter which passes through a size selective inlet as defined in the reference method for the sampling and measurement of PM₁₀, EN 12341, with a 50% efficiency cut-off at 10 µm aerodynamic diameter

Running Annual Mean A mean pollutant concentration value in air which is calculated on an hourly basis, yielding one running annual mean per hour. The running annual mean for a particular substance at a particular location for a particular hour is the mean of the hourly levels for that substance at that location for that hour and the preceding 8759 hours

Trackout The transport of dust and dirt from the construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when heavy duty vehicles (HDVs) leave the construction/demolition site with dusty materials, which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road having travelled over muddy ground on site.

