

Air Quality Assessment
St Michaels Place, Huyton

Client: Genr8 Kajima Regeneration (Huyton) Limited

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Executive Summary

Redmore Environmental Ltd was commissioned by Genr8 Kajima Regeneration (Huyton) Limited to undertake an Air Quality Assessment in support of the redevelopment of Huyton Town Centre.

An Air Quality Assessment was undertaken to:

- Assess potential impacts associated with fugitive dust emissions during the construction phase of the proposed development;
- Assess potential impacts associated with road transport emissions during the operational phase of the proposed development;
- Assess risk of future occupant exposure to any existing air quality issues; and,
- Identify any requirement for relevant mitigation measures.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Additionally, future occupants may be exposed to any existing air quality issues at the site. Dispersion modelling was therefore undertaken to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network both with and without the development in place. Results were subsequently verified using local monitoring data.

Review of the dispersion modelling results indicated that air quality impacts as a result of traffic generated by the development were not predicted to be significant at any sensitive location in the vicinity of the site.

The results of the assessment also demonstrated that predicted pollution levels were below the relevant criteria across the development. As such, the site is considered suitable for the proposed use from an air quality perspective and mitigation is not required.

Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

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1.0 INTRODUCTION

1.1 Instruction

- 1.1.1 Redmore Environmental Ltd was commissioned by Genr8 Kajima Regeneration (Huyton) Limited to undertake an Air Quality Assessment in support of the redevelopment of Huyton Town Centre.

1.2 Site Location and Context

- 1.2.1 The site is located at St Michaels Place, Huyton, at approximate National Grid Reference (NGR): 344195, 390880. The relevant Local Authority (LA) is Knowsley Council (KC). Reference should be made to Figure 1 for a map of the site and surrounding area.
- 1.2.2 The report has been prepared to support a hybrid planning application comprising the following:
- Detailed application for the erection of a new Council Headquarters, hotel, public realm, change of use of Cavendish Walk to flexible Class E and/or F1 uses, site-wide enabling and associated works following demolition of existing buildings; and,
 - Outline application for a mixed-use development comprising residential (Classes C2 and C3) uses, commercial and community uses (Classes E and F1), replacement car parking provision at Lathom Road, public realm and associated works, with provision for meanwhile uses.
- 1.2.3 Reference should be made to Figure 2 for a site layout plan.

1.3 Assessment Scope

- 1.3.1 The proposals have the potential to cause air quality impacts at sensitive locations. As such, an Air Quality Assessment was undertaken to:
- Assess potential impacts associated with fugitive dust emissions during the construction phase of the development;
 - Assess potential impacts associated with road transport emissions during the operational phase of the development;

- Assess risk of future occupant exposure to any existing air quality issues; and,
- Identify any requirement for relevant mitigation measures.

1.3.2 This is detailed in the following report.

2.0 LEGISLATION AND POLICY

2.1 Legislation

2.1.1 The Air Quality Standards Regulations (2010) and subsequent amendments include Air Quality Limit Values (AQLVs) for the following pollutants:

- Nitrogen dioxide (NO₂);
- Sulphur dioxide;
- Lead;
- Particulate matter with an aerodynamic diameter of less than 10µm (PM₁₀);
- Particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5});
- Benzene; and,
- Carbon monoxide.

2.1.2 Air Quality Target Values were also provided for several additional pollutants. It should be noted that the AQLV for PM_{2.5} stated in the Air Quality Standards Regulations (2010) was amended in the Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020).

2.1.3 The Air Quality Strategy (AQS) was produced by the Department for Environment, Food and Rural Affairs (DEFRA) and published on 28th April 2023¹. The document contains standards, objectives and measures for improving ambient air quality, including a number of Air Quality Objectives (AQOs). These are maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedences over a specified timescale. These are generally in line with the AQLVs, although the requirements for the determination of compliance vary.

2.1.4 The Environmental Improvement Plan 2023² was published in January 2023, providing long term and Interim Targets in order to reduce population exposure to PM_{2.5}. The Concentration Target for 2040 was subsequently adopted in the Environmental Targets (Fine Particulate Matter) (England) Regulations (2023).

¹ AQS: Framework for Local Authority Delivery, DEFRA, 2023.

² Environmental Improvement Plan 2023, DEFRA, 2023.

2.1.5 Table 1 presents the AQOs, Interim Target and Concentration Target for pollutants considered within this assessment.

Table 1 Air Quality Objectives/Interim Target/Concentration Target

Pollutant	Air Quality Objective/Interim Target/Concentration Target	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean, not to be exceeded on more than 18 occasions per annum
PM ₁₀	40	Annual mean
	50	24-hour mean, not to be exceeded on more than 35 occasions per annum
PM _{2.5}	12 ^(a)	Annual mean
	10 ^(b)	Annual mean

Note: (a) Interim Target to be achieved by end of January 2028.

(b) Concentration Target to be achieved by 2040.

2.1.6 Table 2 summarises the advice provided in DEFRA guidance³ on where the AQOs for pollutants considered within this report apply.

Table 2 Examples of Where the Air Quality Objectives Apply

Averaging Period	Objective Should Apply At	Objective Should Not Apply At
Annual mean	All locations where members of the public might be regularly exposed Building façades of residential properties, schools, hospitals, care homes etc.	Building façades of offices or other places of work where members of the public do not have regular access Hotels, unless people live there as their permanent residence Gardens of residential properties Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term

³ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Averaging Period	Objective Should Apply At	Objective Should Not Apply At
24-hour mean	All locations where the annual mean objective would apply, together with hotels Gardens of residential properties	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term
1-hour mean	All locations where the annual mean and 24 and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets) Those parts of car parks, bus stations and railway stations etc which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more Any outdoor locations where members of the public might reasonably be expected to spend one hour or longer	Kerbside sites where the public would not be expected to have regular access

2.2 Local Air Quality Management

2.2.1 LAs are required to periodically review and assess air quality within their area of jurisdiction under the system of Local Air Quality Management (LAQM). This review and assessment of air quality involves comparing present and likely future pollutant concentrations against the AQOs. If it is predicted that levels at locations of relevant exposure, as summarised in Table 2, are likely to be exceeded, the LA is required to declare an Air Quality Management Area (AQMA). For each AQMA the LA is required to produce an Air Quality Action Plan, the objective of which is to reduce pollutant concentrations in pursuit of the AQOs.

2.3 Dust

2.3.1 The main requirements with respect to dust control from industrial or trade premises not regulated under the Environmental Permitting (England and Wales) Regulations (2016) and subsequent amendments, such as construction sites, is that provided in Section 79 of Part III of the Environmental Protection Act (1990). The Act defines nuisance as:

"any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance."

2.3.2 Enforcement of the Act, in regard to nuisance, is currently under the jurisdiction of the local Environmental Health Department, whose officers are deemed to provide an independent evaluation of nuisance. If the LA is satisfied that a statutory nuisance exists, or is likely to occur or happen again, it must serve an Abatement Notice under Part III of the Environmental Protection Act (1990). The only defence is to show that the process to which the nuisance has been attributed and its operation are being controlled according to best practicable means.

2.4 National Planning Policy

2.4.1 The revised National Planning Policy Framework⁴ (NPPF) was published in December 2024 and amended in February 2025. The document sets out the Government's planning policies for England and how these are expected to be applied.

2.4.2 The purpose of the planning system is to contribute to the achievements of sustainable development. In order to ensure this, the NPPF recognises three overarching objectives including the following of relevance to air quality:

"c) an environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

2.4.3 Chapter 15 of the NPPF details objectives in relation to conserving and enhancing the natural environment. It states that:

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

[...]

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of

⁴ NPPF, Ministry of Housing, Communities and Local Government, 2025.

soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality [...]."

2.4.4 The NPPF specifically recognises air quality as part of delivering sustainable development and states that:

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

2.4.5 The implications of the NPPF have been considered throughout this assessment.

2.5 National Planning Practice Guidance

2.5.1 The National Planning Practice Guidance⁵ (NPPG) web-based resource was launched by the Department for Communities and Local Government to support the NPPF and make it more accessible. The air quality pages are summarised under the following headings:

1. What air quality considerations does planning need to address?
2. What is the role of plan-making with regard to air quality?
3. Are air quality concerns relevant to neighbourhood planning?
4. What information is available about air quality?
5. When could air quality considerations be relevant to the development management process?
6. What specific issues may need to be considered when assessing air quality impacts?

⁵ <https://www.gov.uk/guidance/air-quality--3>.

7. How detailed does an air quality assessment need to be?
8. How can an impact on air quality be mitigated?

2.5.2 These were reviewed and the relevant guidance considered as necessary throughout the undertaking of this assessment.

2.6 Local Planning Policy

2.6.1 The Core Strategy⁶ was adopted by KC in January 2016. Review of the document identified the following policy of relevance to this assessment:

"Policy CS2: Development Principles

1) New development in Knowsley and the preparation of subsequent stages of the Local Plan will be expected to support the following development principles:

[...]

Principle 4: Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place by:

[...]

e) Mitigating potential negative impacts of traffic growth and road traffic on highway safety, air quality, noise and health;

[...]

j) Minimising negative impact upon flood risk, air quality, water quality, land quality, soil quality, and noise or vibration levels and ensuring any negative impacts are appropriately mitigated.

[...]"

⁶ Core Strategy, KC, 2016.

2.6.2 The above policy was taken into consideration throughout the undertaking of this assessment.

3.0 METHODOLOGY

3.1 Introduction

3.1.1 The proposed development has the potential to cause air quality impacts during the construction and operational phases, as well as expose future occupants to elevated pollutant levels. These have been assessed in accordance with the following methodology which was outlined to Ian Gaskell, Senior Officer - Environmental Protection at KC on 22nd July 2025.

3.2 Construction Phase Assessment

3.2.1 There is the potential for fugitive dust emissions to occur as a result of construction phase activities. These have been assessed in accordance with the methodology outlined within the Institute of Air Quality Management (IAQM) document 'Guidance on the Assessment of Dust from Demolition and Construction V2.2'⁷.

3.2.2 Activities on the proposed construction site have been divided into four types to reflect their different potential impacts. These are:

- Demolition;
- Earthworks;
- Construction; and,
- Trackout.

3.2.3 The potential for dust emissions was assessed for each activity that is likely to take place and considered three separate dust effects:

- Annoyance due to dust soiling;
- Harm to ecological receptors; and,
- The risk of health effects due to a significant increase in exposure to PM₁₀.

3.2.4 The assessment steps are detailed below.

⁷ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

Step 1 - Screen the Need for an Assessment

- 3.2.5 Step 1 screens the requirement for a more detailed assessment. Should human receptors be identified within 250m from the boundary or 50m from the construction vehicle route up to 250m from the site entrance, then the assessment proceeds to Step 2. Additionally, should ecological receptors be identified within 50m of the site or the construction vehicle route up to 250m from the site entrance, then the assessment also proceeds to Step 2.
- 3.2.6 Should sensitive receptors not be present within the relevant distances then **negligible** impacts would be expected and further assessment is not necessary.

Step 2 - Assess the Risk of Dust Impacts

- 3.2.7 Step 2 assesses the risk of potential dust impacts. A site is allocated a risk category based on two factors:
- The scale and nature of the works, which determines the magnitude of dust arising as: small, medium or large (Step 2A); and,
 - The sensitivity of the area to dust impacts, which can be defined as low, medium or high sensitivity (Step 2B).
- 3.2.8 The two factors are combined in Step 2C to determine the risk of dust impacts without mitigation applied.
- 3.2.9 Step 2A defines the potential magnitude of dust emission through the construction phase. The relevant criteria are summarised in Table 3.

Table 3 Construction Dust - Magnitude of Emission

Magnitude	Activity	Criteria
Large	Demolition	• Total building volume greater than 75,000m³ • Potentially dusty construction material (e.g. concrete) • On site crushing and screening • Demolition activities greater than 12m above ground level

Magnitude	Activity	Criteria
	Earthworks	- Total site area greater than 110,000m² - Potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size) - More than 10 heavy earth moving vehicles active at any one time - Formation of bunds greater than 6m in height
	Construction	- Total building volume greater than 75,000m³ - On site concrete batching - Sandblasting
	Trackout	- More than 50 Heavy Duty Vehicle (HDV) trips per day - Potentially dusty surface material (e.g. high clay content) - Unpaved road length greater than 100m
Medium	Demolition	- Total building volume 12,000m³ to 75,000m³ - Potentially dusty construction material - Demolition activities 6m to 12m above ground level
	Earthworks	- Total site area 18,000m² to 110,000m² - Moderately dusty soil type (e.g. silt) 5 to 10 heavy earth moving vehicles active at any one time - Formation of bunds 3m to 6m in height
	Construction	- Total building volume 12,000m³ to 75,000m³ - Potentially dusty construction material (e.g. concrete) - On site concrete batching
	Trackout	20 to 50 HDV trips per day - Moderately dusty surface material (e.g. high clay content) - Unpaved road length 50m to 100m
Small	Demolition	- Total building volume less than 12,000m³ - Construction material with low potential for dust release (e.g. metal cladding or timber) - Demolition activities less than 6m above ground levels - Demolition during wetter months
	Earthworks	- Total site area less than 18,000m² - Soil type with large grain size (e.g. sand) - Less than 5 heavy earth moving vehicles active at any one time - Formation of bunds less than 3m in height

Magnitude	Activity	Criteria
	Construction	- Total building volume less than 12,000m³ - Construction material with low potential for dust release (e.g. metal cladding or timber)
	Trackout	- Less than 20 HDV trips per day - Surface material with low potential for dust release - Unpaved road length less than 50m

3.2.10 Step 2B defines the sensitivity of the area around the development to potential dust impacts. The sensitivities of specific receptors are shown in Table 4.

Table 4 Construction Dust - Sensitivities of People and Ecological Receptors

Receptor Sensitivity	Examples	
	Human Receptors	Ecological Receptors
High	- Users expect high levels of amenity - High aesthetic or value property - People expected to be present continuously for extended periods of time - Locations where members of the public are exposed over a time period relevant to the AQO for PM₁₀, e.g. residential properties, hospitals, schools and residential care homes	Internationally or nationally designated site e.g. Special Area of Conservation
Medium	- Users would expect to enjoy a reasonable level of amenity - Aesthetics or value of their property could be diminished by soiling - People or property wouldn't reasonably be expected to be present here continuously or regularly for extended periods as part of the normal pattern of use of the land e.g. parks and places of work	Nationally designated site e.g. Sites of Special Scientific Interest
Low	- Enjoyment of amenity would not reasonably be expected - Property would not be expected to be diminished in appearance - Transient exposure, where people would only be expected to be present for limited periods. e.g. public footpaths, playing fields, shopping streets, farmland, short term car parks and roads	Locally designated site e.g. Local Nature Reserve

3.2.11 The criteria for determining the sensitivity of the area to dust soiling effects on people and property is summarised in Table 5.

Table 5 Construction Dust - Sensitivity of the Area to Dust Soiling Effects on People and Property

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		Less than 20	Less than 50	Less than 100	Less than 250
High	More than 100	High	High	Medium	Low
	10 - 100	High	Medium	Low	Low
	1 - 10	Medium	Low	Low	Low
Medium	More than 1	Medium	Low	Low	Low
Low	More than 1	Low	Low	Low	Low

3.2.12 Table 6 outlines the criteria for determining the sensitivity of the area to human health impacts.

Table 6 Construction Dust - Sensitivity of the Area to Human Health Impacts

Receptor Sensitivity	Background Annual Mean PM ₁₀ Concentration	Number of Receptors	Distance from the Source (m)			
			Less than 20	Less than 50	Less than 100	Less than 250
High	Greater than 32µg/m ³	More than 100	High	High	High	Medium
		10 - 100	High	High	Medium	Low
		1 - 10	High	Medium	Low	Low
	28 - 32µg/m ³	More than 100	High	High	Medium	Low
		10 - 100	High	Medium	Low	Low
		1 - 10	High	Medium	Low	Low
	24 - 28µg/m ³	More than 100	High	Medium	Low	Low
		10 - 100	High	Medium	Low	Low
		1 - 10	Medium	Low	Low	Low
	Less than 24µg/m ³	More than 100	Medium	Low	Low	Low
		10 - 100	Low	Low	Low	Low

Receptor Sensitivity	Background Annual Mean PM ₁₀ Concentration	Number of Receptors	Distance from the Source (m)			
			Less than 20	Less than 50	Less than 100	Less than 250
		1 - 10	Low	Low	Low	Low
Medium	Greater than 32µg/m ³	More than 10	High	Medium	Low	Low
		1 - 10	Medium	Low	Low	Low
	28 - 32µg/m ³	More than 10	Medium	Low	Low	Low
		1 - 10	Low	Low	Low	Low
	24 - 28µg/m ³	More than 10	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low
	Less than 24µg/m ³	More than 10	Low	Low	Low	Low
		1 - 10	Low	Low	Low	Low
Low	-	1 or more	Low	Low	Low	Low

3.2.13 Table 7 outlines the criteria for determining the sensitivity of the area to ecological impacts.

Table 7 Construction Dust - Sensitivity of the Area to Ecological Impacts

Receptor Sensitivity	Distance from the Source (m)	
	Less than 20	Less than 50
High	High	Medium
Medium	Medium	Low
Low	Low	Low

3.2.14 Step 2C combines the dust emission magnitude with the sensitivity of the area to determine the risk of unmitigated impacts.

3.2.15 Table 8 outlines the risk category from demolition activities.

Table 8 Construction Dust - Dust Risk Category from Demolition Activities

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Medium
Medium	High	Medium	Low
Low	Medium	Low	Negligible

3.2.16 Table 9 outlines the risk category from earthworks, construction and trackout activities.

Table 9 Construction Dust - Dust Risk Category from Earthworks, Construction and Trackout Activities

Receptor Sensitivity	Dust Emission Magnitude		
	Large	Medium	Small
High	High	Medium	Low
Medium	Medium	Medium	Low
Low	Low	Low	Negligible

Step 3 - Site-specific Mitigation

3.2.17 Step 3 requires the identification of site-specific mitigation measures within the IAQM guidance⁸ to reduce potential dust impacts based upon the relevant risk categories identified in Step 2. For sites with **negligible** risk, mitigation measures beyond those required by legislation are not required. However, additional controls may be applied as part of good practice.

Step 4 - Determine Significant Effects

3.2.18 Once the risk of dust impacts has been determined and the appropriate mitigation measures identified, the final step is to determine the significance of any residual impacts. For almost all construction activity, the aim should be to control effects through the use of

⁸ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be **not significant**.

3.2.19 The determination of significance relies on professional judgement and reasoning should be provided as far as practicable. The IAQM guidance suggests the provision of details of the assessor's qualifications and experience. These are provided in Appendix 2.

3.3 Operational Phase Assessment

3.3.1 The development has the potential to affect existing air quality as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site. Potential impacts have therefore been defined by predicting pollutant concentrations at sensitive locations using dispersion modelling for the following scenarios:

- 2024 - Verification;
- Opening year Do-Minimum (DM) (predicted traffic flows in 2030 should the proposals not proceed); and,
- Opening year Do-Something (DS) (predicted traffic flows in 2030 should the proposals be completed).

3.3.2 Reference should be made to Appendix 1 for assessment input data and details of the verification process.

3.3.3 Locations sensitive to potential changes in off-site pollutant concentrations were identified within 200m of the highway network in accordance with the guidance provided by National Highways⁹ on the likely limits of pollutant dispersion from road sources. The criteria provided within DEFRA guidance¹⁰ on where the AQOs apply, as summarised in Table 2, was utilised to determine worst-case receptor positions in the vicinity of links likely to be affected by changes in traffic flows as a result of the development.

3.3.4 The significance of predicted air quality impacts was determined in accordance with the guidance provided within the IAQM document 'Land-Use Planning & Development

⁹ LA 105: Air Quality, National Highways, 2024.

¹⁰ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Control: Planning for Air Quality¹¹. Using this methodology impacts were defined based on the interaction between the predicted pollutant concentration from the DS scenario and the magnitude of change between the DM and DS scenarios, as outlined in Table 10.

Table 10 Significance of Operational Phase Road Vehicle Exhaust Emissions Impact

Concentration at Receptor in Assessment Year	Predicted Concentration Change as Proportion of AQO/ Interim Target (%)			
	1	2 - 5	6 - 10	> 10
75% or less of AQO/ Interim Target	Negligible	Negligible	Slight	Moderate
76 - 94% of AQO/ Interim Target	Negligible	Slight	Moderate	Moderate
95 - 102% of AQO/ Interim Target	Slight	Moderate	Moderate	Substantial
103 - 109% of AQO/ Interim Target	Moderate	Moderate	Substantial	Substantial
110% or more of AQO/ Interim Target	Moderate	Substantial	Substantial	Substantial

3.3.5 The matrix shown in Table 10 is intended to be used by rounding the change in percentage pollutant concentration to whole numbers, which makes it clearer which cell the impact falls within. It should be noted that changes of 0%, i.e. less than 0.5%, are described as **negligible**.

3.3.6 Following the prediction of impacts at discrete receptor locations, the IAQM document¹² provides guidance on determining the overall air quality impact significance of the operation of a development. The following factors are identified for consideration by the assessor:

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

3.3.7 The IAQM guidance states that an assessment must reach a conclusion on the likely significance of the predicted impact. Where the overall effect is **moderate** or **substantial**,

¹¹ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

¹² Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

the effect is likely to be considered **significant**, whilst if the impact is **slight** or **negligible**, the impact is likely to be considered **not significant**. It should be noted that this is a binary judgement of either it is **significant** or it is **not significant**.

4.0 **BASELINE**

4.1 **Introduction**

4.1.1 Existing air quality conditions in the vicinity of the proposed development site were identified in order to provide a baseline for assessment. These are detailed in the following Sections.

4.2 **Local Air Quality Management**

4.2.1 As required by the Environment Act (1995), as amended by the Environment Act (2021), KC has undertaken Review and Assessment of air quality within its area of jurisdiction. This process has indicated that concentrations of all pollutants considered within the AQS are currently below the relevant AQOs. As such, no AQMAs have been designated within the district.

4.3 **Air Quality Monitoring**

4.3.1 Monitoring of pollutant concentrations is undertaken by KC throughout its area of jurisdiction. Recent results recorded in the vicinity of the development, as provided in KC's '2025 Air Quality Annual Status Report (ASR)'¹³, are shown in Table 11.

Table 11 Monitoring Results

Monitoring Site		Monitored NO ₂ Concentration (µg/m ³)		
		2022	2023	2024
H1a, H1b	Station co-location	28.4	24.9	24.4
H2a, Hb	Outside 2 Whitefield Lane	30.1	29.0	26.8
H3a, H3b	Outside 1 Whitefield Lane	39.3	33.6	31.7
H4a, H4b	Opposite Smithford Walk	25.0	21.5	20.4
H5a, H5b	1 Whitefield Lane	31.4	28.1	26.0
H6a, H6b	Adjacent to 2 Whitefield Lane	36.7	32.4	31.4

¹³ 2025 Air Quality ASR, KC, 2025.

Monitoring Site		Monitored NO ₂ Concentration (µg/m ³)		
		2022	2023	2024
H7a, H7b	LC 011 outside of 2 Cronton Road	25.7	24.0	24.5
H8a, H8b	LC 014 on Cronton Road	34.4	30.1	29.6
H9a, H9b	LC 001 outside 3 Whitefield Lane	30.3	26.7	27.0
H10a, H10b	Outside 9 Ribchester Way	18.5	15.3	15.7

4.3.2 As shown in Table 11, annual mean NO₂ concentrations were below the AQO of 40µg/m³ at all monitoring locations in recent years. Reference should be made to Figure 3 for a map of the survey positions.

4.3.3 Monitoring of PM₁₀ or PM_{2.5} concentrations is not undertaken within the vicinity of the site.

4.4 **Background Pollutant Concentrations**

4.4.1 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire of the UK to assist LAs in their Review and Assessment of air quality. The site is located in grid square NGR: 344500 390500. Data for this location was downloaded from the DEFRA website¹⁴ for the purpose of the assessment and is summarised in Table 12.

Table 12 Background Pollutant Concentration Predictions

NGR (m)	Predicted Background Pollutant Concentration (µg/m ³)		
	2024	2025	2030
NO ₂	12.92	12.38	9.86
PM ₁₀	12.36	12.27	11.99
PM _{2.5}	7.67	7.58	7.30

4.4.2 As shown in Table 12, predicted background NO₂, PM₁₀ and PM_{2.5} concentrations are below the relevant AQOs and Interim Target at the development site.

¹⁴ <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>.

4.5 Sensitive Receptors

- 4.5.1 A sensitive receptor is defined as any location which may be affected by changes in air quality as a result of a development. These have been defined for construction dust and road vehicle exhaust emission impacts in the following Sections.

Construction Phase Fugitive Dust Emissions Sensitive Receptors

- 4.5.2 Receptors sensitive to potential dust impacts during demolition, earthworks and construction were identified from a desk-top study of the area up to 250m from the development boundary. These are summarised in Table 13.

Table 13 Demolition, Earthworks and Construction Dust Sensitive Receptors

Distance from Site Boundary (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Up to 20	More than 100	0
Up to 50	More than 100	0
Up to 100	More than 100	-
Up to 250	More than 100	-

- 4.5.3 Receptors sensitive to potential dust impacts from trackout were identified from a desk-top study of the area up to 50m from the road network within 250m of the site access. These are summarised in Table 14.

Table 14 Trackout Dust Sensitive Receptors

Distance from Site Access Route (m)	Approximate Number of Human Receptors	Approximate Number of Ecological Receptors
Up to 20	More than 100	0
Up to 50	More than 100	0

- 4.5.4 There are no ecological receptors within 50m of the development boundary or the access route within 250m of the site entrance. As such, ecological impacts have not been assessed further within this report.

4.5.5 Based on the criteria shown in Table 4, the sensitivity of the receiving environment to potential dust impacts is considered to be **high**. This was because the identified receptors included residential properties.

Operational Phase Road Vehicle Exhaust Emissions Sensitive Receptors

4.5.6 Locations sensitive to potential operational phase road vehicle exhaust emission impacts were identified from a desk-top study and are summarised in Table 15.

Table 15 Operational Phase Road Vehicle Exhaust Emission Sensitive Receptor Locations

Receptor		NGR (m)	
		X	Y
R1	Residential - Huyton Lane	344412.7	391152.1
R2	Residential - Grapper Grove	344353.0	391158.3
R3	Residential - Blue Bell Lane	344252.9	391088.5
R4	Residential - Archway Road	344218.7	391020.2
R5	Residential - Archway Road	344182.2	390990.1
R6	Residential - Rupert Road	344047.0	390891.1
R7	Residential - Archway Road	344127.0	390949.1
R8	Proposed Residential - Archway Road	344127.6	390899.4
R9	Proposed Residential - Archway Road	344096.9	390877.7
R10	Residential - Priory Court	343998.2	390797.7
R11	Residential - Briar Drive	343974.4	390829.1
R12	Residential - Archway Road	343936.8	390790.8
R13	Huyton With Roby C of E Primary School	343938.0	391000.2
R14	Residential - Huyton Hey Road	344526.4	390708.2
R15	Residential - Retirement Living - McCarthy Stone	344360.7	391111.8

4.5.7 Reference should be made to Figure 4 for a graphical representation of road vehicle exhaust emission sensitive receptor locations.

5.0 CONSTRUCTION PHASE ASSESSMENT

5.1 Introduction

- 5.1.1 There is the potential for air quality impacts as a result of the construction of the proposed development. These are assessed in the following Sections.

5.2 Step 1 - Screen the Need for an Assessment

- 5.2.1 The undertaking of activities such as demolition, excavation, ground works, cutting, construction, concrete batching and storage of materials has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul roads and highway surfaces.
- 5.2.2 The potential for impacts at sensitive locations depends significantly on local meteorology during the undertaking of dust generating activities, with the most significant effects likely to occur during dry and windy conditions.
- 5.2.3 The desk-study undertaken to inform the baseline identified a number of sensitive receptors within 250m of the site boundary. As such, a detailed assessment of potential dust impacts was required.

5.3 Step 2a - Define the Potential Dust Emission Magnitude

Demolition

- 5.3.1 Demolition will be undertaken at the start of the construction phase and will involve clearance of the existing Municipal Tower and Annex, Computer Building, 22 Derby Road as well as Lathom Road multi-storey car park, the former Indoor Market Hall beneath and the adjoining 'Lansdowne Way' shopping arcade. It is estimated that the total building volume to be demolished is greater than 75,000m³. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from demolition is therefore **large**.

Earthworks

- 5.3.2 Earthworks will primarily involve excavating material, haulage, tipping and stockpiling, as well as site levelling and landscaping. The area of the proposed site is between 18,000m² and 110,000m². In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from earthworks is therefore **medium**.

Construction

- 5.3.3 Due to the size of the development, the total building volume is likely to be greater than 75,000m³. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from construction is therefore **large**.

Trackout

- 5.3.4 Due to the existing hardstanding, it is anticipated that the unpaved road length will be less than 50m. In accordance with the criteria outlined in Table 3, the magnitude of potential dust emissions from trackout is therefore **small**.

5.4 Step 2b - Define the Sensitivity of the Area

Dust Soiling

- 5.4.1 Table 13 shows that there are more than 100 **high** sensitivity receptors within 20m of the site boundary. The sensitivity of the area with respect to dust soiling from demolition, earthworks and construction, as defined using the criteria summarised in Table 5, is therefore considered to be **high**.
- 5.4.2 Table 14 shows that there are more than 100 **high** sensitivity receptors within 20m of the road network within 250m of the site access. The sensitivity of the area with respect to dust soiling from trackout, as defined using the criteria summarised in Table 5, is therefore considered to be **high**.

Human Health

5.4.3 As shown in Table 12, the annual mean PM₁₀ background concentration at the site is 12.27µg/m³. As shown in Table 6, where the background annual mean PM₁₀ concentration is below 24µg/m³ and there are more than 100 **high** sensitivity receptors within 20m of the site boundary, the sensitivity of the area to potential human health from demolition, earthworks and construction is **medium**.

5.4.4 There are more than 100 **high** sensitivity receptors within 20m of the road network within 250m of the site access. The sensitivity of the area with respect to human health from trackout, as defined using the criteria in Table 6, is therefore considered to be **medium**.

5.5 Step 2c - Define the Risk of Dust Impacts

5.5.1 The derived dust emission magnitude for each activity has been combined with the sensitivity of the area to determine the risk of unmitigated impacts in line with the methodology set out in Table 8 and Table 9. A summary of the risk from each dust generating activity is provided in Table 16.

Table 16 Summary of Potential Unmitigated Dust Risks

Potential Impact	Activity	Step 2A - Dust Emission Magnitude	Step 2B - Sensitivity of the Area	Step 2C - Risk
Dust Soiling	Demolition	Large	High	High
	Earthworks	Medium	High	Medium
	Construction	Large	High	High
	Trackout	Small	High	Low
Human Health	Demolition	Large	Medium	High
	Earthworks	Medium	Medium	Medium
	Construction	Large	Medium	Medium
	Trackout	Small	Medium	Low

5.5.2 As indicated in Table 16, the potential risk of dust soiling is **high** from demolition and construction, **medium** from earthworks and **low** from trackout. The potential risk of human

health impacts is **high** from demolition, **medium** from earthworks and construction and **low** from trackout.

5.5.3 It should be noted that the potential for impacts depends significantly on the distance between the dust generating activity and receptor location. Risk was predicted based on a worst-case scenario of works being undertaken at the site boundary closest to each sensitive area. Therefore, actual risk is likely to be lower than that predicted during the majority of the construction phase.

5.6 **Step 3 - Site-specific Mitigation**

5.6.1 The IAQM guidance¹⁵ provides potential mitigation measures to reduce impacts as a result of fugitive dust emissions during the construction phase. These have been adapted for the development site as summarised in Table 17. These may be reviewed prior to the commencement of construction works and incorporated into a Construction Environmental Management Plan (CEMP) if required by the LA.

Table 17 Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site • 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 • Display the head or regional office contact information • Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the LA
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 • Make the complaints log available to the LA upon request • 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

¹⁵ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

Issue	Control Measure
Monitoring	• Undertake daily on-site and off-site inspection to monitor dust, record inspection results, and make the log available to the LA upon request • Carry out regular site inspections, record inspection results, and make an inspection log available to the LA upon request • 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
Site preparation	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible • Erect solid screens or barriers around dusty activities or the site • Fully enclose site or specific operations where there is a high potential for dust production and they are active for an extensive period • Avoid site runoff of water or mud • Keep site fencing, barriers and scaffolding clean using wet methods • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used • 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 vehicles • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials • 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 • Ensure an adequate water supply on 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 and use fine water sprays wherever appropriate • Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	• Avoid bonfires or burning of waste materials
Demolition	• Soft strip inside buildings before demolition • Ensure effective water suppression is used during demolition operations • Avoid explosive blasting, using appropriate manual or mechanical alternatives • Bag and remove any biological debris or damp down such material before demolition

Issue	Control Measure
Construction	• Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out
Trackout	• Use water-assisted dust sweeper on access and local roads, if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Implement a wheel washing system, if required

5.7 **Step 4 - Determine Significant Effects**

5.7.1 Assuming the relevant mitigation measures outlined in Table 17 are implemented, the residual impacts from all dust generating activities is predicted to be **not significant**, in accordance with the IAQM guidance¹⁶.

¹⁶ Guidance on the Assessment of Dust from Demolition and Construction V2.2, IAQM, 2024.

6.0 OPERATIONAL PHASE ASSESSMENT

6.1 Introduction

6.1.1 The development has the potential to increase concentrations of NO₂, PM₁₀ and PM_{2.5} as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site during the operational phase. An assessment was therefore undertaken using dispersion modelling in order to quantify potential changes in pollutant concentrations at sensitive locations in the vicinity of the site, as well as consider potential exposure of future occupants to AQO and Interim Target exceedences.

6.1.2 The assessment considered the following scenarios:

- 2024 - Verification;
- 2030 - DM; and,
- 2030 - DS.

6.1.3 The DM scenario (i.e. without development) included baseline traffic data, inclusive of anticipated growth for the relevant assessment year. The DS scenario (i.e. with development) included baseline traffic data, inclusive of anticipated growth for the relevant assessment year, in addition to predicted vehicle trips associated with the operation of the proposals.

6.1.4 For the purpose of the assessment traffic data for 2030 was utilised as the development opening year. Air quality is predicted to improve in the future. However, in order to provide a robust assessment, emissions factors and background concentrations for 2024 were utilised within the dispersion model. The use of 2030 traffic data and 2024 emission factors is considered to provide a robust scenario and therefore a sufficient level of confidence can be placed within the predicted pollution concentrations.

6.1.5 Reference should be made to Appendix 1 for full assessment input details.

6.2 Potential Development Impacts

Predicted Concentrations

6.2.1 Annual mean NO₂ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 18.

Table 18 Predicted Annual Mean NO₂ Concentrations

Receptor		Predicted Annual Mean NO ₂ Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Huyton Lane	22.22	22.53	0.31
R2	Residential - Grapper Grove	25.13	25.62	0.49
R3	Residential - Blue Bell Lane	25.98	26.34	0.36
R4	Residential - Archway Road	23.65	23.89	0.24
R5	Residential - Archway Road	23.29	23.46	0.17
R6	Residential - Rupert Road	24.82	24.88	0.06
R7	Residential - Archway Road	23.28	23.41	0.13
R8	Proposed Residential - Archway Road	25.18	25.17	-0.01
R9	Proposed Residential - Archway Road	26.69	26.79	0.10
R10	Residential - Priory Court	23.23	23.36	0.13
R11	Residential - Briar Drive	23.11	23.23	0.12
R12	Residential - Archway Road	23.10	23.23	0.13
R13	Huyton With Roby C of E Primary School	20.12	20.17	0.05
R14	Residential - Huyton Hey Road	23.73	23.94	0.21
R15	Residential - Retirement Living - McCarthy Stone	29.81	31.36	1.55

6.2.2 As indicated in Table 18, predicted annual mean NO₂ concentrations were below the AQO of 40µg/m³ at all receptor locations in both scenarios.

6.2.3 Reference should be made to Figures 5 and 6 for graphical representations of annual mean NO₂ concentrations across the assessment area for the DM and DS scenarios, respectively.

6.2.4 Annual mean PM₁₀ concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 19.

Table 19 Predicted Annual Mean PM₁₀ Concentrations

Receptor		Predicted Annual Mean PM ₁₀ Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Huyton Lane	16.44	16.55	0.11
R2	Residential - Grapper Grove	17.20	17.36	0.17
R3	Residential - Blue Bell Lane	17.72	17.85	0.13
R4	Residential - Archway Road	17.00	17.10	0.09
R5	Residential - Archway Road	16.95	17.02	0.07
R6	Residential - Rupert Road	17.48	17.50	0.02
R7	Residential - Archway Road	16.95	17.00	0.05
R8	Proposed Residential - Archway Road	17.68	17.67	-0.00
R9	Proposed Residential - Archway Road	18.26	18.30	0.04
R10	Residential - Priory Court	16.95	17.01	0.05
R11	Residential - Briar Drive	16.91	16.96	0.05
R12	Residential - Archway Road	16.90	16.96	0.05
R13	Huyton With Roby C of E Primary School	15.72	15.74	0.01
R14	Residential - Huyton Hey Road	17.02	17.10	0.08
R15	Residential - Retirement Living - McCarthy Stone	18.64	19.20	0.56

6.2.5 As indicated in Table 19, predicted annual mean PM₁₀ concentrations were below the AQO of 40µg/m³ at all receptor locations in both scenarios.

6.2.6 Reference should be made to Figures 7 and 8 for graphical representations of annual mean PM₁₀ concentrations across the assessment area for the DM and DS scenarios, respectively.

6.2.7 Annual mean PM_{2.5} concentrations were predicted at the sensitive receptor locations for the DM and DS scenarios. These are summarised in Table 20.

Table 20 Predicted Annual Mean PM_{2.5} Concentrations

Receptor		Predicted Annual Mean PM _{2.5} Concentration (µg/m ³)		
		DM	DS	Change
R1	Residential - Huyton Lane	9.27	9.33	0.06
R2	Residential - Grapper Grove	9.68	9.77	0.09
R3	Residential - Blue Bell Lane	9.96	10.03	0.07
R4	Residential - Archway Road	9.57	9.62	0.05
R5	Residential - Archway Road	9.54	9.58	0.04
R6	Residential - Rupert Road	9.83	9.84	0.01
R7	Residential - Archway Road	9.54	9.57	0.03
R8	Proposed Residential - Archway Road	9.93	9.93	-0.00
R9	Proposed Residential - Archway Road	10.24	10.26	0.02
R10	Residential - Priory Court	9.54	9.57	0.03
R11	Residential - Briar Drive	9.52	9.54	0.03
R12	Residential - Archway Road	9.52	9.54	0.03
R13	Huyton With Roby C of E Primary School	8.89	8.90	0.01
R14	Residential - Huyton Hey Road	9.59	9.64	0.04
R15	Residential - Retirement Living - McCarthy Stone	10.47	10.77	0.30

6.2.8 As indicated in Table 20, predicted annual mean PM_{2.5} concentrations were below the Interim Target of 12µg/m³ at all receptor locations in both scenarios.

6.2.9 Reference should be made to Figures 9 and 10 for graphical representations of annual mean PM_{2.5} concentrations across the assessment area for the DM and DS scenarios, respectively.

Predicted Impacts

6.2.10 Predicted impacts on annual mean NO₂ concentrations at the sensitive receptor locations are summarised in Table 21.

Table 21 Predicted Impacts - NO₂

Receptor		Predicted Annual Mean NO ₂ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R1	Residential - Huyton Lane	Below 75% of AQO	1	Negligible
R2	Residential - Grapper Grove	Below 75% of AQO	1	Negligible
R3	Residential - Blue Bell Lane	Below 75% of AQO	1	Negligible
R4	Residential - Archway Road	Below 75% of AQO	1	Negligible
R5	Residential - Archway Road	Below 75% of AQO	0	Negligible
R6	Residential - Rupert Road	Below 75% of AQO	0	Negligible
R7	Residential - Archway Road	Below 75% of AQO	0	Negligible
R8	Proposed Residential - Archway Road	Below 75% of AQO	0	Negligible
R9	Proposed Residential - Archway Road	Below 75% of AQO	0	Negligible
R10	Residential - Priory Court	Below 75% of AQO	0	Negligible
R11	Residential - Briar Drive	Below 75% of AQO	0	Negligible
R12	Residential - Archway Road	Below 75% of AQO	0	Negligible
R13	Huyton With Roby C of E Primary School	Below 75% of AQO	0	Negligible
R14	Residential - Huyton Hey Road	Below 75% of AQO	1	Negligible
R15	Residential - Retirement Living - McCarthy Stone	76 - 94% of AQO	2 - 5	Slight

6.2.11 As indicated in Table 21, impacts on annual mean NO₂ concentrations as a result of the proposed development were predicted to **slight** at one location and **negligible** at all remaining receptors.

6.2.12 Predicted impacts on annual mean PM₁₀ concentrations at the sensitive receptor locations are summarised in Table 22.

Table 22 Predicted Impacts - PM₁₀

Receptor		Predicted Annual Mean PM ₁₀ Concentration	Predicted Concentration Change as Proportion of AQO (%)	Impact Significance
R1	Residential - Huyton Lane	Below 75% of AQO	0	Negligible
R2	Residential - Grapper Grove	Below 75% of AQO	0	Negligible
R3	Residential - Blue Bell Lane	Below 75% of AQO	0	Negligible
R4	Residential - Archway Road	Below 75% of AQO	0	Negligible
R5	Residential - Archway Road	Below 75% of AQO	0	Negligible
R6	Residential - Rupert Road	Below 75% of AQO	0	Negligible
R7	Residential - Archway Road	Below 75% of AQO	0	Negligible
R8	Proposed Residential - Archway Road	Below 75% of AQO	0	Negligible
R9	Proposed Residential - Archway Road	Below 75% of AQO	0	Negligible
R10	Residential - Priory Court	Below 75% of AQO	0	Negligible
R11	Residential - Briar Drive	Below 75% of AQO	0	Negligible
R12	Residential - Archway Road	Below 75% of AQO	0	Negligible
R13	Huyton With Roby C of E Primary School	Below 75% of AQO	0	Negligible
R14	Residential - Huyton Hey Road	Below 75% of AQO	0	Negligible
R15	Residential - Retirement Living - McCarthy Stone	Below 75% of AQO	1	Negligible

6.2.13 As indicated in Table 22, impacts on annual mean PM₁₀ concentrations as a result of the proposed development were predicted to be **negligible** at all receptors.

6.2.14 Predicted impacts on annual mean PM_{2.5} concentrations at the sensitive receptor locations are summarised in Table 23.

Table 23 Predicted Impacts - PM_{2.5}

Receptor		Predicted Annual Mean PM _{2.5} Concentration	Predicted Concentration Change as Proportion of Interim Target (%)	Impact Significance
R1	Residential - Huyton Lane	76 - 94% of Interim Target	0	Negligible
R2	Residential - Grapper Grove	76 - 94% of Interim Target	1	Negligible
R3	Residential - Blue Bell Lane	76 - 94% of Interim Target	1	Negligible
R4	Residential - Archway Road	76 - 94% of Interim Target	0	Negligible
R5	Residential - Archway Road	76 - 94% of Interim Target	0	Negligible
R6	Residential - Rupert Road	76 - 94% of Interim Target	0	Negligible
R7	Residential - Archway Road	76 - 94% of Interim Target	0	Negligible
R8	Proposed Residential - Archway Road	76 - 94% of Interim Target	0	Negligible
R9	Proposed Residential - Archway Road	76 - 94% of Interim Target	0	Negligible
R10	Residential - Priory Court	76 - 94% of Interim Target	0	Negligible
R11	Residential - Briar Drive	76 - 94% of Interim Target	0	Negligible
R12	Residential - Archway Road	76 - 94% of Interim Target	0	Negligible
R13	Huyton With Roby C of E Primary School	Below 75% of Interim Target	0	Negligible
R14	Residential - Huyton Hey Road	76 - 94% of Interim Target	0	Negligible
R15	Residential - Retirement Living - McCarthy Stone	76 - 94% of Interim Target	2 - 5	Slight

6.2.15 As indicated in Table 23, impacts on annual mean PM_{2.5} concentrations as a result of the proposed development were predicted to be **slight** at one location and **negligible** at all remaining receptors.

6.3 Potential Future Exposure

- 6.3.1 The proposed development has the potential to cause the exposure of future occupants to elevated pollution levels. Dispersion modelling was therefore undertaken with the inputs described in Appendix 1 to quantify air quality conditions at the site. Reference should be made to Figures 6, 8 and 10 for graphical representations of annual mean NO₂, PM₁₀ and PM_{2.5} concentrations.
- 6.3.2 As shown in Figure 6, annual mean NO₂ concentrations were predicted to be below the AQO of 40µg/m³ across the site. The maximum level was 29.47µg/m³.
- 6.3.3 As shown in Figure 8, annual mean PM₁₀ concentrations were predicted to be below the AQO of 40µg/m³ across the site. The maximum level was 18.45µg/m³.
- 6.3.4 As shown in Figure 10, annual mean PM_{2.5} concentrations were predicted to be below the Interim Target of 12µg/m³ across the site. The maximum level was 10.39µg/m³.
- 6.3.5 Based on the assessment results, future occupants are not predicted to be exposed to pollutant concentrations above the AQOs and Interim Target. As such, the site is considered suitable for the proposed use from an air quality perspective.

6.4 Overall Impact Significance

- 6.4.1 The overall significance of operational phase road traffic emission impacts was determined as **slight**. This was based on the worst-case predicted impact at any discrete receptor location and the considerations outlined previously. Further justification is provided in Table 24.

Table 24 Overall Impact Significance

Guidance	Comment
The existing and future air quality in the absence of the development	Predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQOs and Interim Target at all locations in the DM and DS scenarios The predicted concentrations are considered unlikely to change significantly in the absence of the proposals given the established nature of the area

Guidance	Comment
The extent of current and future population exposure to the impacts	The development is not predicted to affect the population exposed to exceedences of the AQOs and Interim Target
The influence and validity of any assumptions adopted when undertaking the prediction of impacts	It was assumed that vehicle exhaust emission rates and background concentrations will not reduce in future years. This provides robust results when compared with DEFRA and National Highways methodologies Due to the adopted assumptions it is considered the presented results are sufficiently robust for an assessment of this nature

6.4.2 The IAQM guidance¹⁷ states that only if the impact is **moderate** or **substantial**, the effect is considered **significant**. As impacts were predicted to be **slight**, overall effects are considered **not significant**, in accordance with the stated methodology.

6.5 Interim Planning Guidance for PM_{2.5}

6.5.1 Interim Planning Guidance¹⁸ on the consideration of the PM_{2.5} targets identified in the Environment Act (2021) in planning decisions has been produced by DEFRA. This requires evidence that the key sources of air pollution within a development have been identified and appropriate action to minimise emissions of PM_{2.5} and its precursors as far as is reasonably practicable be provided in support of planning applications. To assist the process, two questions and associated considerations are provided. These are summarised in Table 25, along with the development response.

¹⁷ Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.

¹⁸ <https://uk-air.defra.gov.uk/pm25targets/planning>.

Table 25 Interim Planning Guidance

Question	Response
How has exposure to PM_{2.5} been considered when selecting the development site? Factors to consider include: • Site proximity to people (particularly large populations and/or vulnerable groups, e.g. schools, hospitals, care homes, areas of deprivation) and the impact of the development on these • Site proximity to pollution sources and the impact of these on users of the development Exposure and emissions during both construction and in-use	The site is located within a large population. However, as shown in Section 6.2, impacts associated with the development are predicted to be not significant The site is adjacent to the B5199 Archway Road and associated road vehicle emissions. However, as outlined above, PM_{2.5} concentrations across the site were predicted to be below the Interim Target As outlined in Table 17, a number of mitigation measures will be used throughout the construction phase in order to reduce fugitive dust emissions as far as practicable. This will control potential exposure at off-site locations
What actions and/or mitigations have been considered to reduce PM_{2.5} exposure for development users and nearby receptors and to reduce emissions of PM_{2.5} and its precursors? Factors to consider include: • Site layout • The development's design • Technology used in the construction or installed for use in the development Construction and future use of the development	A number of mitigation measures have been incorporated into the design of the scheme in order to reduce PM_{2.5} emissions. These include the following: • Provision of Electric Vehicle charging spaces • Provision of Travel Plan measures including to encourage occupants to use sustainable transport modes • Provision of cycle parking Further to the above, in order to reduce emissions during the construction phase, a number of mitigation measures will be used to minimise dust generation from associated activities

6.5.2 Based on the responses provided in Table 25 and the results of the assessment, as outlined in Sections 5.0 and 6.0, it is considered that the development has identified key sources of air pollution and taken appropriate action to minimise emissions of PM_{2.5}.

7.0 CONCLUSION

- 7.1.1 Redmore Environmental Ltd was commissioned by Genr8 Kajima Regeneration (Huyton) Limited to undertake an Air Quality Assessment in support of the redevelopment of Huyton Town Centre.
- 7.1.2 The development has the potential to cause air quality impacts at sensitive locations during the construction and operational phases. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and assess potential effects as a result of the construction and operation of the proposals.
- 7.1.3 During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Site-specific dust control measures were subsequently determined. Following implementation, the residual significance of potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities are predicted to be **not significant**.
- 7.1.4 The development has the potential to impact on existing air quality in the vicinity of the site and expose future occupants to elevated pollution levels during operation. Dispersion modelling was undertaken to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place. Results were subsequently verified using local monitoring data.
- 7.1.5 Review of the dispersion modelling results indicated that impacts on annual mean NO₂ and PM_{2.5} concentrations as a result of traffic generated by the development were predicted to be **slight** at one receptor and **negligible** at all remaining locations. Impacts on annual mean PM₁₀ concentrations as a result of traffic generated by the development were predicted to be **negligible** at all receptors.
- 7.1.6 The results of the dispersion modelling assessment also indicated that predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQOs and Interim Target across the development. The site is therefore considered suitable for the proposed end use from an air quality perspective.

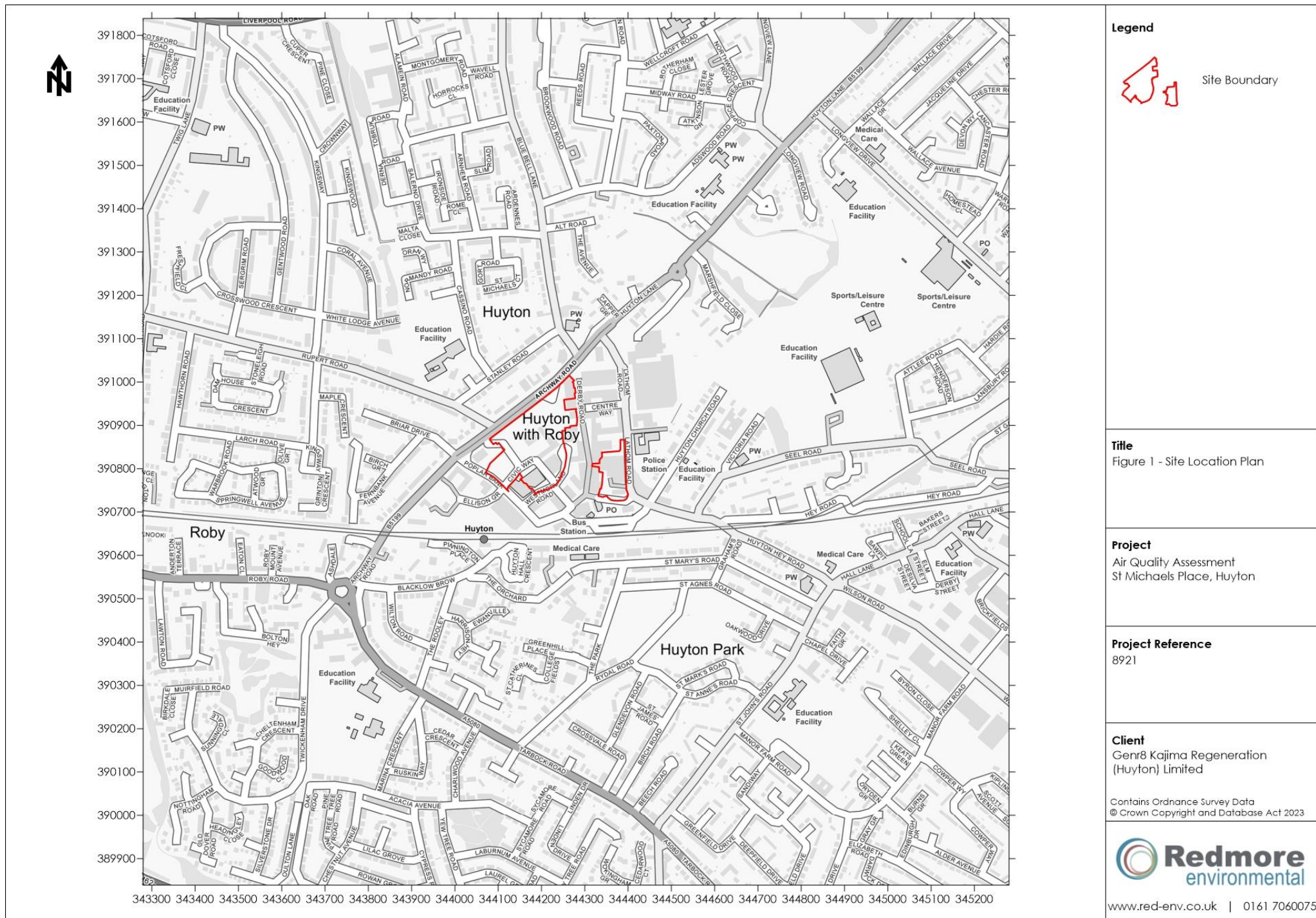
7.1.7 Following consideration of the relevant issues, impacts as a result of the operation of the development were considered to be **not significant**, in accordance with the IAQM guidance.

7.1.8 Based on the assessment results, air quality factors are not considered a constraint to the development.

8.0 **ABBREVIATIONS**

AADT	Annual Average Daily Traffic
ADM	Atmospheric Dispersion Modelling
AQMA	Air Quality Management Area
AQLV	Air Quality Limit Value
AQO	Air Quality Objective
AQS	Air Quality Strategy
ASR	Annual Status Report
CEMP	Construction Environmental Management Plan
CERC	Cambridge Environmental Research Consultants
DEFRA	Department for Environment, Food and Rural Affairs
DM	Do-Minimum
DMP	Dust Management Plan
DMRB	Design Manual for Roads and Bridges
DS	Do-Something
EFT	Emissions Factor Toolkit
KC	Knowsley Council
HDV	Heavy Duty Vehicle
IAQM	Institute of Air Quality Management
LA	Local Authority
LAQM	Local Air Quality Management
NB	Northbound
NGR	National Grid Reference
NO ₂	Nitrogen dioxide
NO _x	Oxides of nitrogen
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
PM ₁₀	Particulate matter with an aerodynamic diameter of less than 10µm
PM _{2.5}	Particulate matter with an aerodynamic diameter of less than 2.5µm
SB	Southbound
SP	Slow Phase
Z ₀	Roughness length

Figures





Legend



Site Boundary

Title

Figure 2 - Site Layout

Project

Air Quality Assessment
St Michaels Place, Huyton

Project Reference

8921

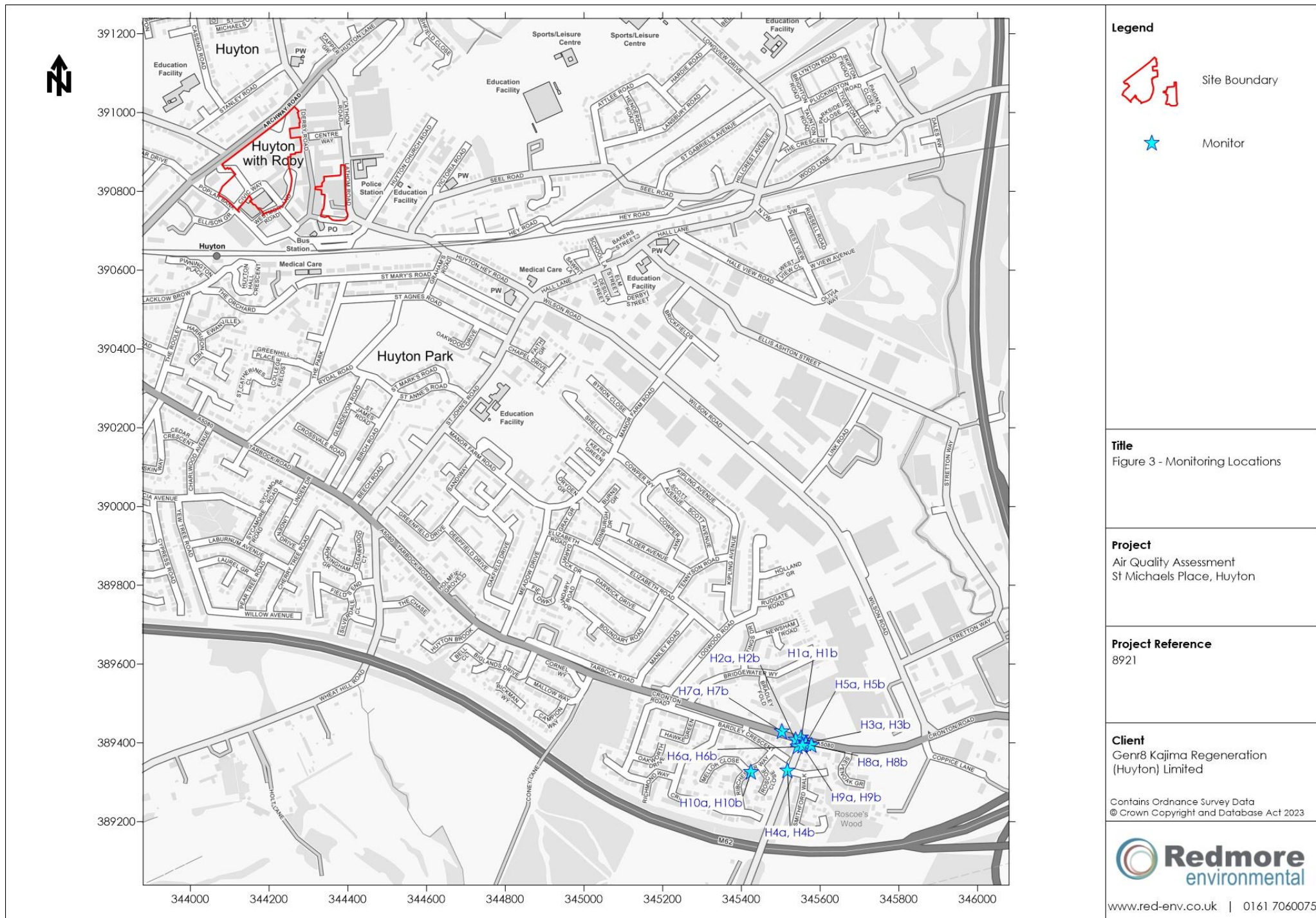
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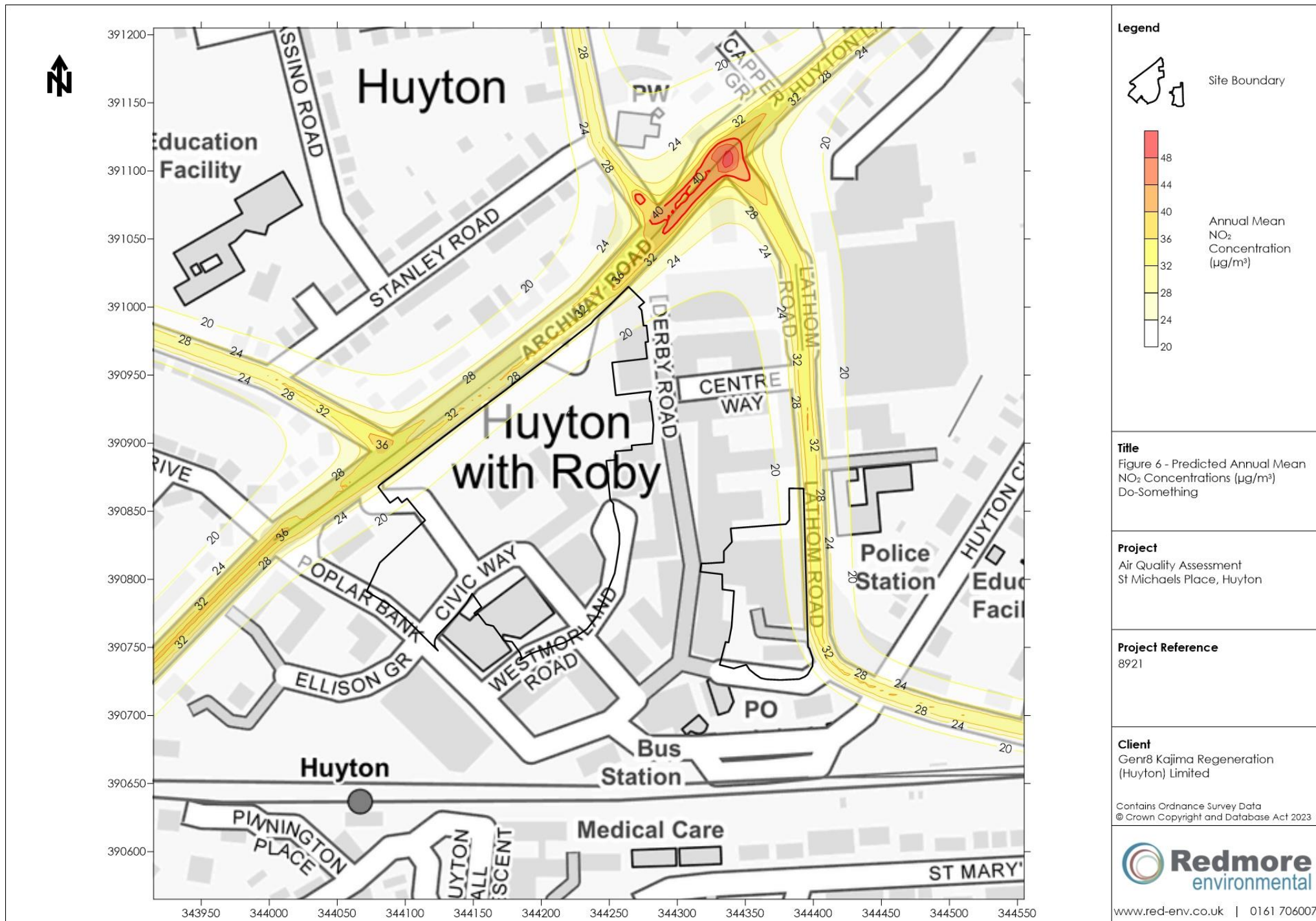
Genr8 Kajima Regeneration
(Huyton) Limited

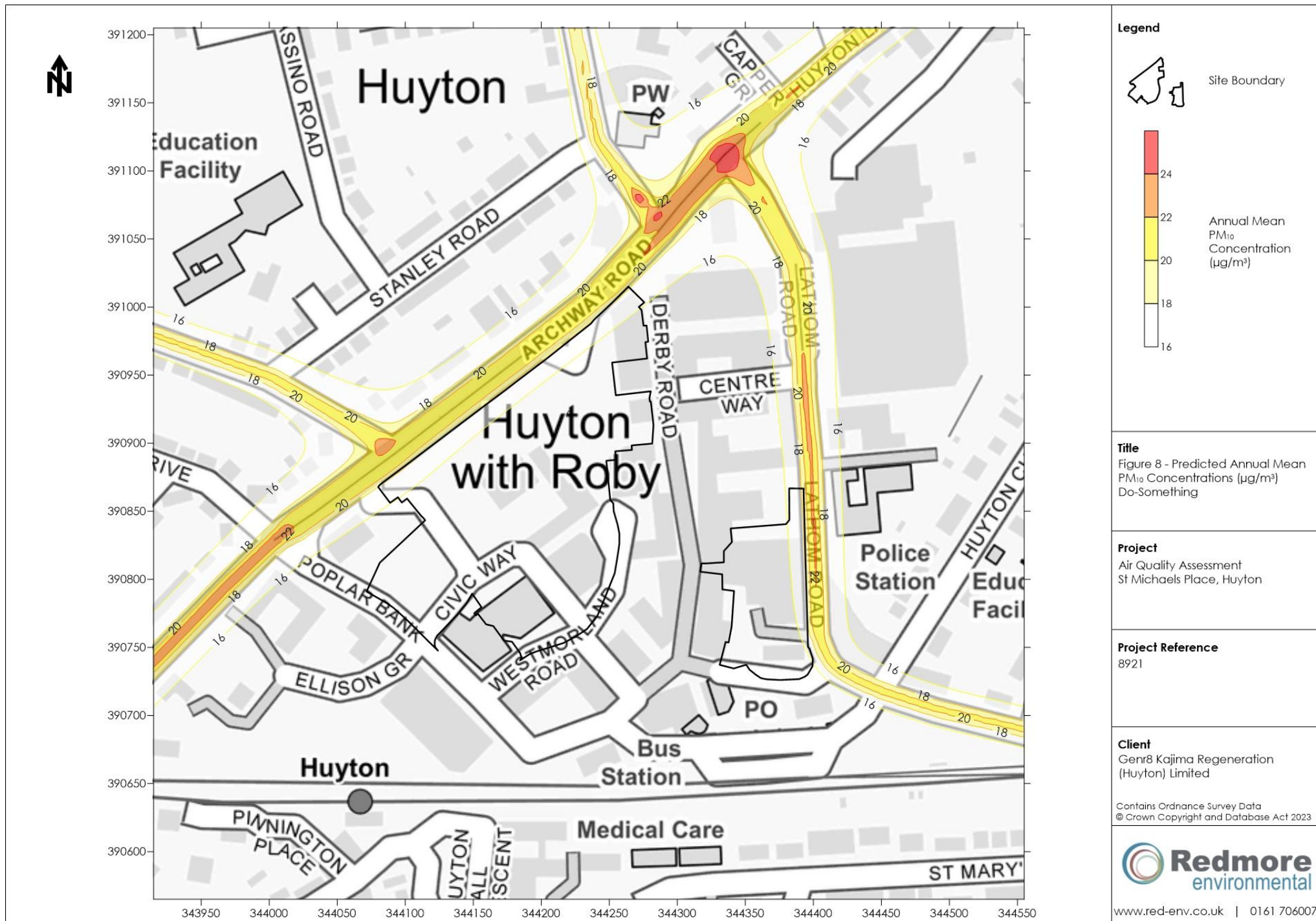
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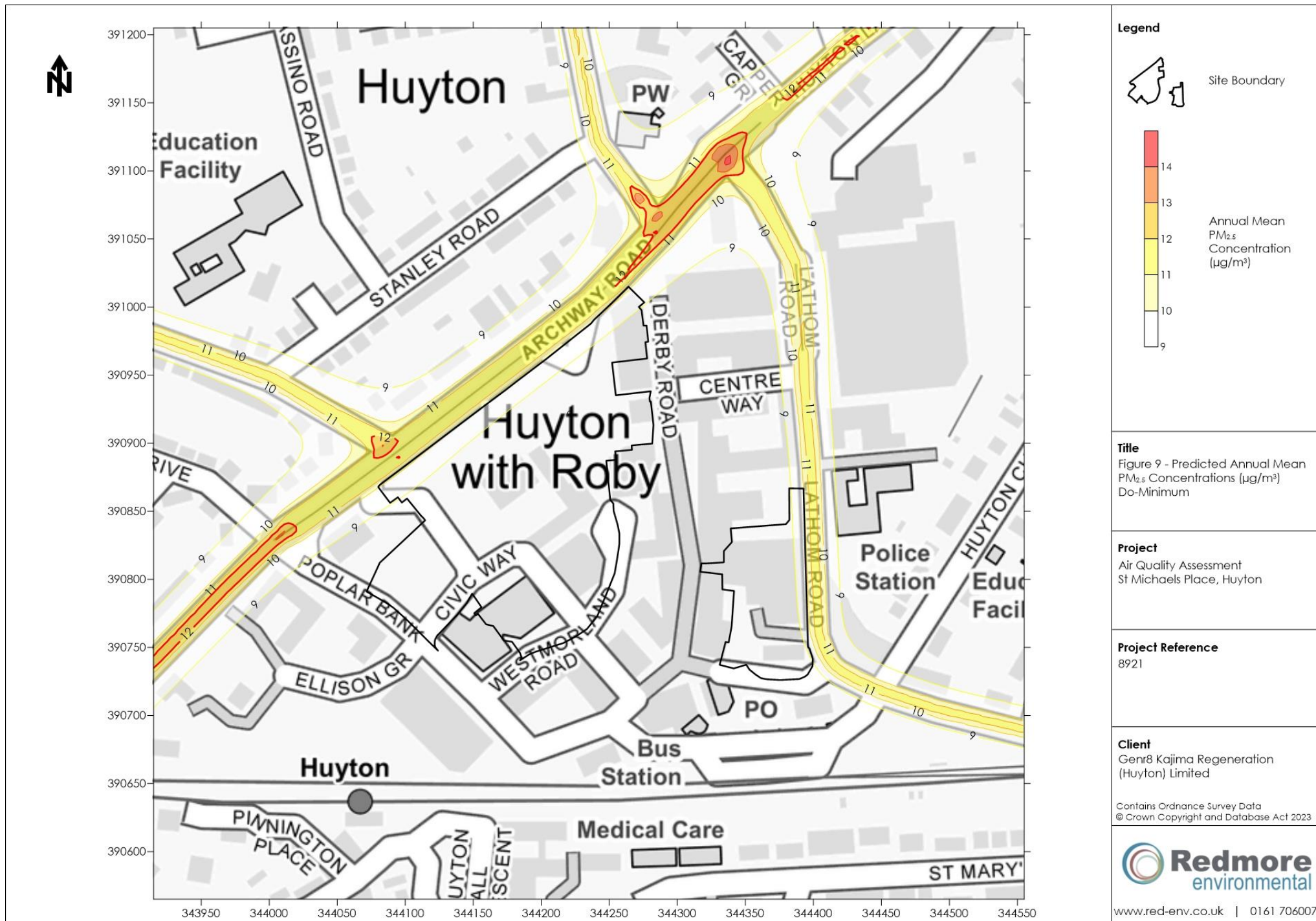


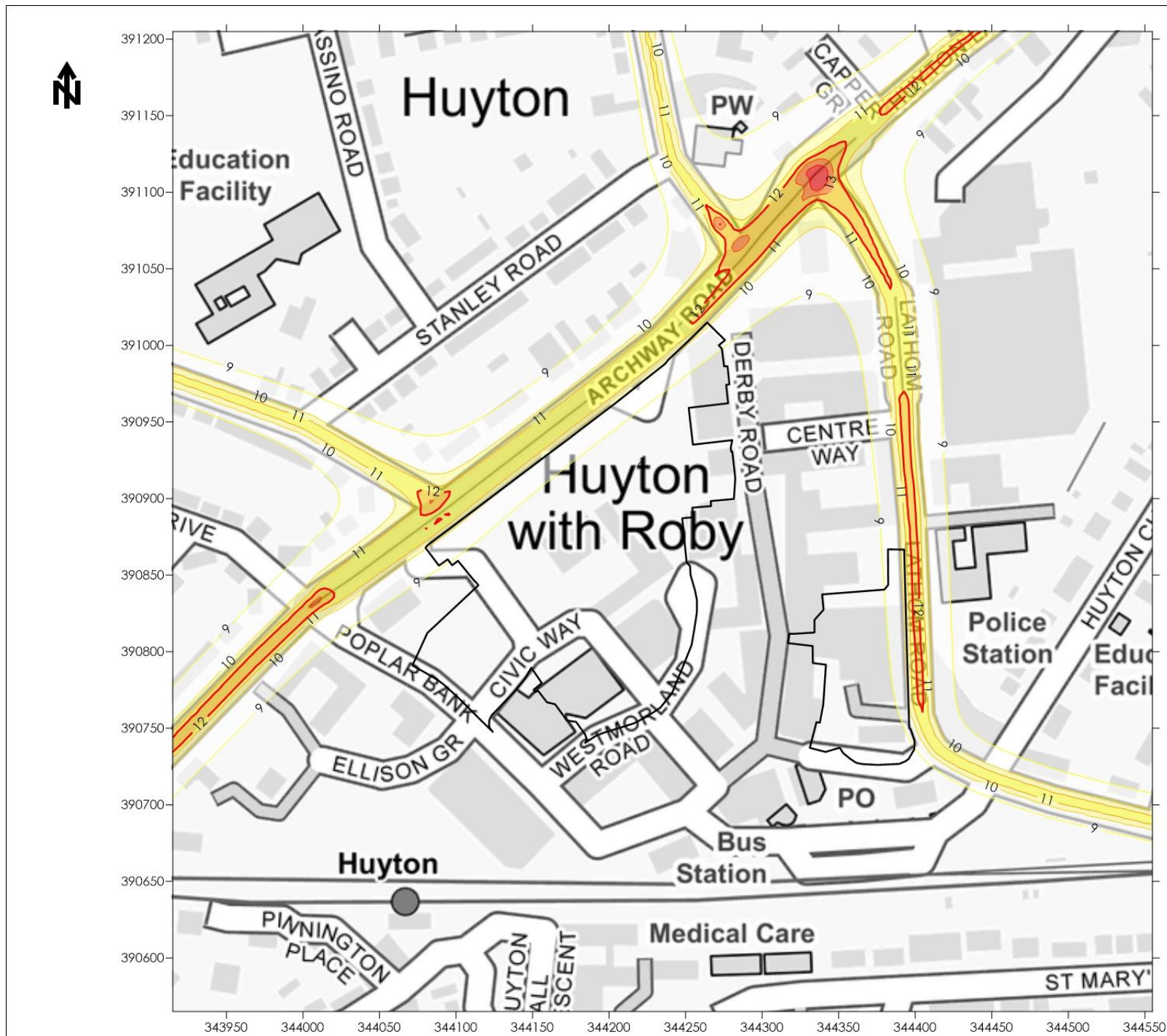
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Legend



Site Boundary



Annual Mean
PM_{2.5}
Concentration
(µg/m³)

Title

Figure 10 - Predicted Annual Mean
PM_{2.5} Concentrations (µg/m³)
Do-Something

Project

Air Quality Assessment
St Michaels Place, Huyton

Project Reference

8921

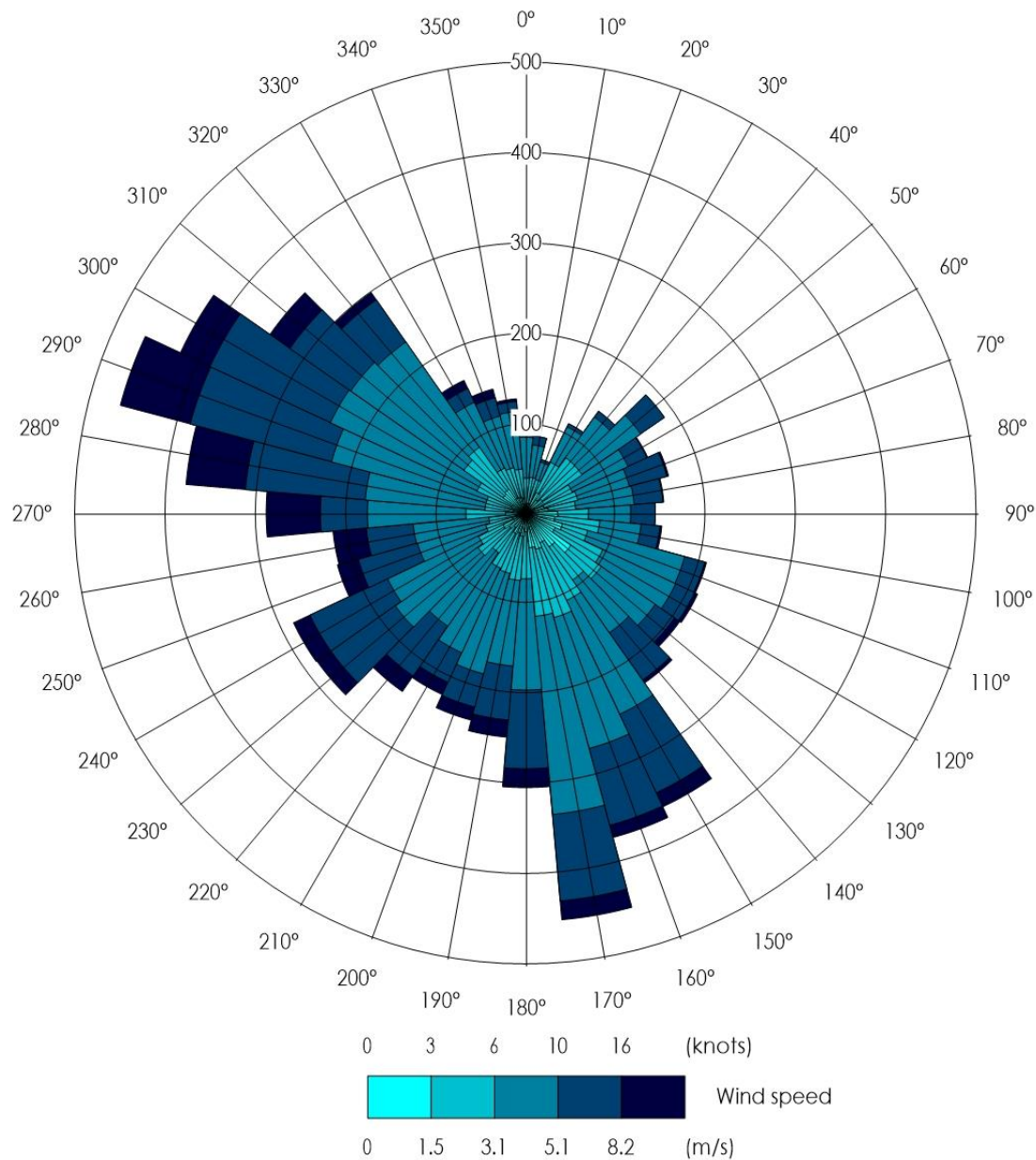
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Legend

Title

Figure 11 - Wind Rose of 2024
Liverpool John Lennon Airport
Meteorological Data

Project

Air Quality Assessment
St Michaels Place, Huyton

Project Reference

8921

Client

Gen8 Kajima Regeneration
(Huyton) Limited



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Appendix 1 - Assessment Input Data

Introduction

The proposed development has the potential to cause air quality impacts as a result of emissions associated with vehicles travelling to and from the site, as well as expose future occupants to any existing air quality issues. In order to assess NO₂, PM₁₀ and PM_{2.5} concentrations at sensitive locations, detailed dispersion modelling was undertaken in accordance with the following methodology.

Dispersion Model

Dispersion modelling was undertaken using the ADMS-Roads dispersion model (version 5.1.0.2). ADMS-Roads is developed by Cambridge Environmental Research Consultants (CERC) and is routinely used throughout the world for the prediction of pollutant dispersion from road sources. Modelling predictions from this software package are accepted within the UK by the Environment Agency and DEFRA.

The model requires input data that details the following parameters:

- Assessment area;
- Traffic flow data;
- Vehicle emission factors;
- Spatial co-ordinates of emissions;
- Street width;
- Meteorological data;
- Roughness length (z_0); and,
- Monin-Obukhov length.

The relevant inputs are detailed in the following Sections.

Assessment Area

Ambient concentrations were predicted over the area NGR: 343915, 390565 to 344555, 391205. One cartesian grid was included within the model to produce data suitable for contour plotting using the Surfer software package. The default intelligent grid spacing option was selected within ADMS-Roads in order to improve contour resolution within the vicinity of sources.

Reference should be made to Figure 8 for a graphical representation of the assessment grid extents.

Traffic Flow Data

Traffic data for use in the assessment, including 24-hour Annual Average Daily Traffic (AADT) flows and fleet composition as HDV proportion, was provided by Astute Transport Ltd, the Transport Consultants for the scheme.

Baseline traffic data was not available from the Transport Consultants for a number of roads included within the assessment. Vehicle flows for these roads were therefore obtained from the Department for Transport (DfT)¹⁹. The DfT web tools enables the user to view and download traffic flows on every link of the 'A' road and motorway network, as well as selected minor roads, in Great Britain for the years 1999 to 2024. It should be noted that the DfT web tool is referenced in DEFRA guidance²⁰ as being a suitable source of data for air quality assessments and it is therefore considered to provide a reasonable estimate of traffic flows in the vicinity of the site.

Baseline traffic data was converted to the opening year of the development utilising a factor obtained from TEMPro (version 8.0). This software package has been developed by the DfT to calculate future traffic growth throughout the UK.

Road parameters for input into the model were based on the following:

- Road widths were estimated from aerial photography and UK highway design standards;
- Vehicle speeds were estimated as an average for the relevant road link over the course of a 24-hour period;
- Vehicle speeds were determined following review of speed limits within the study extents, as well as congestion data available from GoogleMaps;
- Vehicle speeds specific to slow phases were determined using the methodology outlined in the DEFRA guidance²¹;
- Necessary adjustments to slow phase vehicle speeds were based upon congestion data available from GoogleMaps; and,

¹⁹ <https://roadtraffic.dft.gov.uk/#6/55.254/-11.107/basemap-regions-countpoints>.

²⁰ Local Air Quality Management (TG22) Technical Guidance, DEFRA, 2022.

²¹ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

- The length for slow phases were derived using the approaching distance of 25m outlined in the DEFRA guidance²², and adjusted accordingly based on aerial photography and congestion data available from GoogleMaps.

A summary of the traffic flow data used in the assessment is provided in Table A1.1.

Table A1.1 Traffic Data

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2024	2030 DM	2030 DS			
L1	Lathom Road	11,636	12,444	15,971	6.71	6.6	40
L2	Lathom Road, north of Centre Way	11,636	12,444	15,971	6.71	13.3	40
L3	Lathom Road, slow phase (SP)	11,636	12,444	15,971	6.71	17.1	20
L4	Huyton Lane SP	17,014	18,196	18,406	1.69	16.5	20
L5	Huyton Lane	17,014	18,196	18,406	1.69	9.4	40
L6	Huyton Lane, north of roundabout	17,014	18,196	18,406	1.69	8.5	40
L7	Archway Road northbound (NB) SP, north of Bluebell Lane	10,304	11,019	12,148	1.68	6.8	20
L8	Archway Road southbound (SB) SP, north of Bluebell Lane	11,275	12,058	12,281	4.72	7.1	20
L9	Bluebell Lane SP	9,533	10,194	10,310	4.72	14.3	20
L10	Bluebell Lane	9,533	10,194	10,310	4.72	4.5	40
L11	Archway Road NB, north of Rupert Road	9,118	9,751	10,219	1.39	6.9	40
L12	Archway Road SB, north of Rupert Road	9,889	10,576	10,170	4.57	6.5	40
L13	Rupert Road SP	11,503	12,302	12,316	4.36	12.1	20
L14	Rupert Road	11,503	12,302	12,316	4.36	6.9	40
L15	Archway Road NB, north of Briar Drive	9,493	10,152	9,993	1.42	8.4	40
L16	Archway Road SB, north of Briar Drive	10,495	11,223	11,461	4.50	8.2	40

²² Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Link		24-hour AADT Flow			HDV Prop. of Fleet (%)	Road Width (m)	Avg. Vehicle Speed (km/h)
		2024	2030 DM	2030 DS			
L17	Archway Road, north of roundabout	18,934	20,249	20,598	2.29	6.9	40
L18	Roby Road	15,128	15,838	16,043	1.30	8.5	40
L19	Tarbock Road, roundabout exit	7,564	7,919	8,021	1.30	7.2	40
L20	Tarbock Road, roundabout entry	7,564	7,919	8,021	1.30	7.4	20
L21	Tarbock Road/ Cronton Road	15,128	15,838	16,043	1.30	7.6	40
L22	Cronton Road, west of Whitefield Lane	15,128	15,838	16,043	1.30	6.4	40
L23	Cronton Road, west of Whitefield Lane SP	15,128	15,838	16,043	1.30	8.7	20
L24	Cronton Road, east of Whitefield Lane SP	15,128	15,838	16,043	1.30	9.3	20
L25	Cronton Road, east of Whitefield Lane	15,128	15,838	16,043	1.30	7.2	40
L26	Whitefield Lane SP	7,217	7,555	7,640	1.12	8.6	20
L27	Whitefield Lane	7,217	7,555	7,640	1.12	8.2	40
L28	Huyton Hay Road	11,129	11,902	12,094	7.01	7.2	40
L29	M62 Eastbound	37,629	39,394	39,394	3.16	11.2	110
L30	M62 Westbound	40,115	41,996	41,996	2.88	10.8	110
R1	Huyton Lane Roundabout	8,507	9,098	9,203	3.39	7.2	20
R2	Archway Road Roundabout	12,298	12,981	13,171	2.24	9.4	20

Reference should be made to Figure 11 for a graphical representation of the road link locations.

Emission Factors

Emission factors for each link were calculated using the relevant traffic flows and the Emissions Factor Toolkit (EFT) (version 13.1). This has been produced by DEFRA and incorporates COPERT 5.8

vehicle emission factors and fleet information.

There is current uncertainty over NO₂ concentrations within the UK, with the implementation of new vehicle emission standards not resulting in the previously expected reduction in roadside levels. Therefore, 2024 emission factors were utilised in preference to the development opening year in order to provide robust model outputs. As predictions for 2024 were verified, it is considered the results are a robust indication of worst-case concentrations for the future year.

Meteorological Data

Meteorological data used in the assessment was taken from Liverpool John Lennon Airport meteorological station over the period 1st January 2024 to 31st December 2024 (inclusive). Liverpool John Lennon Airport is located at NGR: 343488, 381791, which is approximately 9.1km south of the development. It is anticipated that conditions would be reasonably similar over a distance of this magnitude. The data was therefore considered suitable for an assessment of this nature.

All meteorological records used in the assessment were provided by Atmospheric Dispersion Modelling (ADM) Ltd, which is an established distributor of data within the UK. Reference should be made to Figure 12 for a wind rose of utilised meteorological data.

Roughness Length

The z_0 is a modelling parameter applied to allow consideration of surface height roughness elements. A z_0 of 0.5m was used to describe the modelling extents. This value is considered appropriate for the morphology of the area and is suggested within ADMS-Roads as being suitable for 'parklands, open suburbia'.

A z_0 of 0.1m was used to describe the meteorological site. This value is considered appropriate for the morphology of the area due to the large expanse of surrounding flat land use, such as runways and surrounding grassland, and is suggested within ADMS-Roads as being suitable for 'root crops'.

Monin-Obukhov Length

The Monin-Obukhov length provides a measure of the stability of the atmosphere. A minimum Monin-Obukhov length of 30m was used to describe the modelling extents and the meteorological site. This value is considered appropriate for nature of both areas and is suggested within ADMS-Roads as being suitable for 'Cities and large towns'.

Background Concentrations

Annual mean NO₂, PM₁₀ and PM_{2.5} background concentrations for use in the assessment were taken from the DEFRA mapping study for the grid square containing the monitors listed in Section 4.3, NGR: 345500, 389500. These are shown in Table A1.2.

Table A1.2 Background Pollutant Concentrations - Modelling Extents

Pollutant	Predicted 2024 Background Pollutant Concentration (µg/m ³)
NO ₂	14.07
PM ₁₀	13.70
PM _{2.5}	7.80

The values were chosen to represent concentrations throughout the dispersion modelling extents without the contribution from road vehicles as they were higher than the DEFRA background for the grid squares containing the site, as shown in Table 12.

Similarly to emission factors, background concentrations from 2024 were utilised in preference to the future year. This provided a robust assessment and is likely to overestimate pollutant concentrations during the operation of the proposal.

NO_x to NO₂ Conversion

Predicted annual mean NO_x concentrations were converted to NO₂ concentrations using the spreadsheet (version 9.1) provided by DEFRA, which is the method detailed within DEFRA guidance²³.

²³ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Verification

The results from a dispersion model may differ from measures concentrations for a large number of reasons, including.

- Estimates of background concentrations;
- Uncertainties in source activity data such as traffic flows and emission factors;
- Variations in meteorological conditions;
- Overall model limitations; and,
- Uncertainties associated with monitoring data, including locations.

Model verification is the process by which these and other uncertainties are investigated and where possible minimised. In reality, the differences between modelled and monitored results are likely to be a combination of all of these aspects.

For the purpose of the assessment, model verification was undertaken for 2024 using traffic data, meteorological data and monitoring results from this year.

Monitoring of NO₂ concentrations was undertaken at nine locations within the vicinity of roads included within the model during 2024. The results were obtained and the road contributions to total NO_x concentrations calculated following the methodology contained within DEFRA guidance²⁴. The monitored annual mean NO₂ concentrations and calculated road NO_x concentrations are summarised in Table A1.3.

Table A1.3 NO_x Verification - Monitoring Results

Monitoring Location		Monitored NO ₂ Concentration (µg/m ³)	Calculated Road NO _x Concentration (µg/m ³)
H1a, H1b	Station co-location	24.4	23.66
H2a, H2b	Outside 2 Whitefield Lane	26.8	29.79
H3a, H3b	Outside 1 Whitefield Lane	31.7	43.24
H4a, H4b	Opposite Smithford Walk	20.4	14.01
H5a, H5b	1 Whitefield Lane	26	27.71

Monitoring Location		Monitored NO ₂ Concentration (µg/m ³)	Calculated Road NO _x Concentration (µg/m ³)
H6a, H6b	Adjacent to 2 Whitefield Lane	31.4	42.38
H7a, H7b	LC 011 outside of 2 Cronton Road	24.5	23.91
H8a, H8b	LC 014 on Cronton Road	29.6	37.31
H9a, H9b	LC 001 outside 3 Whitefield Lane	27	30.31

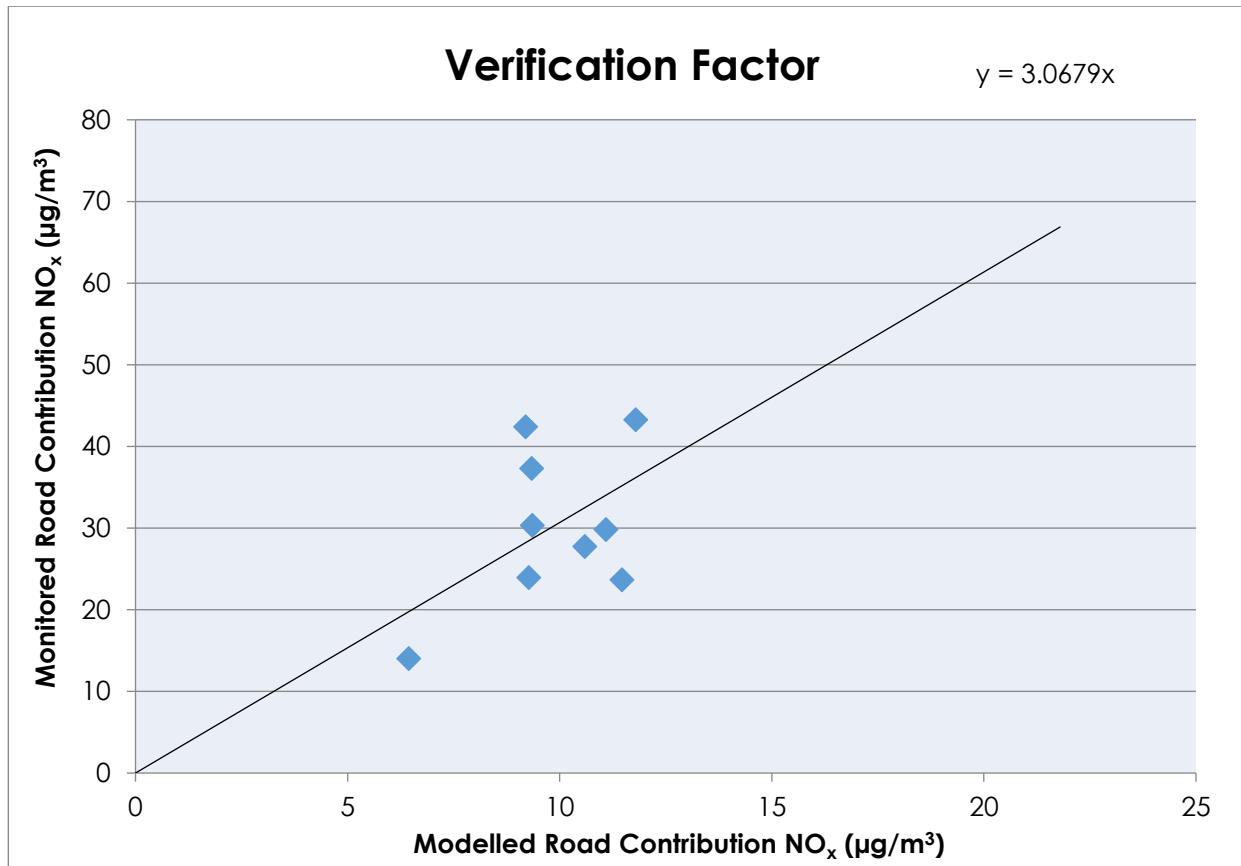
The annual mean road NO_x concentrations predicted from the dispersion model and the 2024 road NO_x concentrations calculated from the monitoring results are summarised in Table A1.4.

Table A1.4 NO_x Verification - Modelling Results

Monitoring Location		Calculated Road NO _x Concentration (µg/m ³)	Modelled Road NO _x Concentration (µg/m ³)
H1a, H1b	Station co-location	23.66	11.47
H2a, H2b	Outside 2 Whitefield Lane	29.79	11.09
H3a, H3b	Outside 1 Whitefield Lane	43.24	11.80
H4a, H4b	Opposite Smithford Walk	14.01	6.44
H5a, H5b	1 Whitefield Lane	27.71	10.60
H6a, H6b	Adjacent to 2 Whitefield Lane	42.38	9.20
H7a, H7b	LC 011 outside of 2 Cronton Road	23.91	9.27
H8a, H8b	LC 014 on Cronton Road	37.31	9.34
H9a, H9b	LC 001 outside 3 Whitefield Lane	30.31	9.35

The monitored and modelled road NO_x concentrations were graphed and the equation of the trendline based on linear progression through zero calculated. This indicated that a verification factor of 3.0679 was required to be applied to all modelling results, as shown in Graph 1.

Graph 1 NO_x Verification Factor



Monitoring of PM₁₀ and PM_{2.5} concentrations is not undertaken within the assessment extents. The NO_x verification factor was therefore used to adjust model predictions of these species in lieu of more accurate data in accordance with DEFRA guidance²⁵.

²⁵ Local Air Quality Management Technical Guidance (TG22), DEFRA, 2022.

Appendix 2 - Curricula Vitae

KEY EXPERIENCE:

Emily is a Director with specialist experience in the air quality sector. Her key capabilities include:

- Production of Air Quality Assessments in accordance with Department for Environment, Food and Rural Affairs (DEFRA) methodologies for a range of residential, commercial and industrial sectors.
- Detailed dispersion modelling of road vehicle and industrial emissions using ADMS-Roads and ADMS-5. Studies have included impact assessment of ground level pollutant and odour concentrations and assessment of suitability of development sites for proposed end-use.
- Project management and co-ordination of Environmental Impact Assessments and scoping reports for developments throughout the UK.
- Assessment of fugitive dust impacts from a range of mineral extraction developments.
- Assessment of petrol stations to address benzene concentrations and their impact on adjacent developments.
- Production of air quality mitigation strategies specifically tailored to address issues at individual sites.
- Assessment of potential effects associated with network realignment schemes and highway developments.

SELECT PROJECTS SUMMARY:

Broad Street, Birmingham

Air Quality Assessment in support of a residential-led development on land at Broad Street, Birmingham. The proposals were located adjacent to a section of the Midland Metro Westside which runs along Broad Street. Consideration was made to the potential for re-alignment of the local road network as a result of the Metro to effect pollution levels at the development. The assessment indicated NO₂ concentrations exceeded air quality criteria from ground to third floor level as a result of road vehicle exhaust emissions. Mitigation was therefore specified for the affected units.

Home Farm, Forest Road, Warfield

Ecological Air Quality Assessment in support of a residential development. Natural England held concerns regarding potential impacts at sensitive ecological designations as a result of traffic exhaust emissions associated with the development. The predicted change in NO_x and ammonia concentrations and nitrogen and acid deposition was below the relevant criteria at all locations within the ecological designations. Impacts were therefore not considered to be significant.

Saltcoats Road, Stevenston

Air Quality Assessment in support of an educational campus and associated energy centre. Impacts associated with emissions from the proposed gas and biomass boilers were assessed through detailed dispersion modelling. This indicated impacts on annual mean NO₂ and PM₁₀ concentrations were predicted to be not significant.

Blackthorn & Piddington

Environmental Impact Assessment in support of a railway embankment scheme on land at the Network Railway Embankment between Piddington and Blackthorn. Due to the extensive stabilisation works a Fugitive Dust Emissions Assessment was undertaken in addition to consideration of road vehicle exhaust emissions. Due to the location of the site in relation to nearby sensitive receptors, potential impacts associated with construction works were not considered to be significant.

Blackmoorfoot Road, Huddersfield

Air Quality in support of a residential-led development in close proximity to an operational minerals facility. Due to the presence of the Johnsons Wellfield Quarry to the south of the site a Fugitive Dust Emissions Assessment was undertaken to determine potential impacts. Dispersion modelling of road vehicle exhaust emissions was also undertaken in support of the scheme. Results indicated the overall significance of fugitive dust emissions from the quarry and air quality impacts associated with operation of the development itself were not significant.

Lockwood Bar, Huddersfield

Air Quality Assessment for the proposed highway realignment scheme along Lockwood Road, Huddersfield. Changes in pollution levels were considered at sensitive receptors as a result of variations to road geometry and associated redistribution of vehicle trips across the local area. Results of the dispersion modelling study indicated air quality impacts as a result of the scheme were not significant.

KEY EXPERIENCE:

Alec is an Environmental Consultant with specialist experience in the air quality sector. His key capabilities include:

- Production of Air Quality Assessments in accordance with Department for Environment, Food and Rural Affairs (DEFRA) methodologies for a range of residential, commercial and industrial sectors
- Detailed dispersion modelling of road vehicle and industrial emissions using ADMS-Roads and ADMS-6. Studies have included impact assessment of ground level pollutant concentrations and assessment of suitability of development sites for proposed end-use.
- Advanced Canyon Modelling to evaluate the impact of altered urban topography on air quality in built up areas
- Assessment of fugitive dust impacts from a range of industrial developments.
- Assessment of petrol stations to address benzene concentrations and their impact on adjacent developments.
- Periodic bioaerosol monitoring campaigns at a number of waste facilities in support of permit compliance.
- Assessment of potential effects associated with network realignment schemes and highway developments.
- Development of bespoke monitoring programmes to assess workplace exposure at commercial and industrial facilities and colleges.

SELECT PROJECTS SUMMARY:

1 Piccadilly Circus, London

Air Quality Assessment in support of a tourist hostel located within an Air Quality Management Area (AQMA). The development had the potential to expose future occupants to elevated pollution levels and cause impacts at sensitive locations. Potential emissions from the proposals were also assessed to determine compliance with the Air Quality Neutral requirements of the London Plan. Results of the assessment indicated that the site was Air Quality Neutral and air quality factors were not a constraint to the development.

Kingscroft Farm, Havant

Air Quality Assessment in support of a residential development located in close proximity to the A27 and a number of gas-fired generator sites. The development had the potential to expose future residents to elevated pollution concentrations and cause impacts at sensitive locations. Detailed dispersion modelling was undertaken using ADMS-roads to assess pollutant concentrations across the development and a comparison was made between overall concentrations with and without the development in place. Results indicated pollutant concentrations were below the relevant standards across the site and impacts associated with the development were not significant.

Trademark House, Petersfield

Odour Assessment in support of a mixed-use development at Trademark House, Petersfield. The site was located in close proximity to a petrol filling station (PFS) and associated retail unit, which may result in loss of amenity at the development site. A two stage

Odour Assessment was undertaken to assess baseline conditions across the site and consider the risk of reduced amenity. An Air Quality Benzene Assessment was also undertaken to determine potential exposure of future occupants to elevated benzene concentrations associated with the PFS. Results indicated odour effects at the site did not represent a constraint to planning consent and that exceedences of the Air Quality Objective (AQO) were not predicted at the development location

Granby Road, Buxton

Air Quality Assessment in support of a residential development on land off Granby Road, Buxton. Results of detailed dispersion modelling utilising advanced canyons indicated air quality impacts associated with the development were not significant. The scheme was also located in close proximity to Ashwood Dale Quarry. Potential impacts on future residential amenity were assessed using the Source-Pathway-Receptor approach, which indicated that existing emissions associated with the operation of the quarry were not considered significant.

Industrial Chemicals Ltd, West Thurrock

Air Quality Assessment in support of the relocation of an existing polyaluminium chloride process from Titan Works, Hogg Lane Grays, to West Thurrock Works, Stoneness Road, Grays. Results of the assessment indicated that potential emissions associated with construction and operation of the site were not significant.

KEY EXPERIENCE:

Emily is a Senior Environmental Consultant with specialist experience in the air quality sector. Her key capabilities include:

- Production of Air Quality Assessments in accordance with Department for Environment, Food and Rural Affairs (DEFRA) methodologies for a range of residential, commercial and industrial sectors.
- Detailed dispersion modelling of road vehicle exhaust emissions using ADMS-Roads. Studies have included assessment of road traffic exhaust emissions on sensitive receptors and exposure of new residents to poor air quality.
- Advanced canyon modelling to evaluate the impact of altered urban topography on air quality in built up areas.
- Assessment of construction dust impacts from a range of development sizes.
- Definition of baseline air quality and identification of sensitive areas across the UK.
- Production of air quality mitigation strategies specifically tailored to address issues at individual sites.
- Air quality monitoring at industrial sites to quantify pollutant concentrations
- Odour surveys to assess amenity and suitability of sites for potential future development for residential use.

SELECT PROJECTS SUMMARY:

Bowlers Yard, Manchester

Air Quality Assessment in support of an eleven storey residential development to provide circa 65 units on land known as Bowlers Yard, Manchester. The site was located in an Air Quality Management Area (AQMA) and concerns were raised regarding the exposure of future occupants to poor air quality due to road traffic emissions. Detailed dispersion modelling was undertaken using ADMS-roads to assess PM_{2.5}, PM₁₀ and NO₂ concentrations across the site. Results indicated that pollution levels were below the air quality objectives across the development.

Freemasons Arms Hotel, Heywood

Air Quality Assessment to support a residential-led development in an AQMA. Detailed dispersion modelling was undertaken with the inclusion of advanced canyon modelling to evaluate the impact of the urban topography within the locality on the dispersion of traffic related pollutants. Predicted concentrations of NO₂ were found to exceed air quality criteria at the building façade fronting Market Place at first floor level. As such, mitigation was specified for the affected units to ensure future residents would not be exposed to poor air quality.

Griffin Road, London

Air Quality Assessment in support of a residential development located in an AQMA. Detailed dispersion modelling was undertaken using ADMS-roads to assess PM₁₀ and NO₂ concentrations across the site. Results indicated that pollution levels were classified as APEC - A in accordance with the London Councils Air Quality and Planning Guidance.

High Street, Dudley

Odour Impact Assessment in support of a proposed residential-led development. Due to the location of the site, being above an existing hot food takeaway, odour surveys were required to assess the level of odour across the development. A risk assessment was also undertaken in accordance with the relevant odour guidance. An appropriate ventilation system was identified on the basis of the assessment results.

East Common Lane, Selby

Air Quality Assessment in support of an industrial development on land associated with Access 63 Business Park, East Common Lane Selby. Due to the size of the development it was possible that traffic generated from the scheme may cause negative impacts on sensitive receptors nearby. NO₂ and PM₁₀ concentrations were quantified at specific receptor points to ensure there would be no significant increases in pollution levels. Results revealed negligible impacts at all locations.

Wharton Road, Winsford

Air Quality Assessment in support of a residential development of circa 138 units on land off Wharton Road, Winsford. Using sensitive receptors, located in areas where increased road traffic may affect NO₂ concentrations, a comparison was made between overall concentrations with and without the development in place. Results revealed pollutant concentrations were below the relevant standards across the site and impacts associated with the development were not significant.