Lambeth Air Quality Guidance Note

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Glossary

Air Quality Assessment (AQA)	An assessment of the impact of a development on the levels of certain pollutants in the local area.
Air Quality Management Areas (AQMAs)	Areas where the air quality objectives are likely to be exceeded. Declared by way of an order issued under the Section 83(1) of the Environment Act 1995.
Air Quality Objectives	Air quality targets to be achieved locally as set out in the Air Quality Regulations 2000 and subsequent Regulations. Objectives are expressed as pollution concentrations over certain exposure periods, which should be achieved by a specific target date. Some objectives are based on long term exposure (e.g. annual averages), with some based on short term objectives. Objectives only apply where a member of the public may be exposed to pollution over the relevant averaging time.
Best Available Techniques (BAT)	The basis for determining the appropriate technique for reducing pollution under the Prevention and Control of Pollution Regulations.
LAQM.TG(09)	Local Air Quality Management Technical Guidance (2009). This document provides national advice on how local authorities should assess air quality.
Exceedence	Concentrations of a specified air pollutant greater than the appropriate Air Quality Objective.
Limit Values/EU limit values	The maximum pollutant levels set out in the EU Daughter Directives on Air Quality. In some cases the limit values are the same as the national air quality objective, but may allow a longer period for achieving.
Mitigation	Mitigation measures will minimise, but not necessarily remove, the impact of or effect of poor air quality on a development.
National Air Quality Objectives	See Air Quality Objectives.
National Air Quality Strategy	The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. The current version at the time of producing this SPD was January 2000 with addendum published in February 2003.
NO_2	Nitrogen dioxide
NOx	NOx = nitrogen oxides, which includes nitric oxide and nitrogen dioxide. Most pollution sources emit nitrogen oxides primarily as nitric oxide. However, once in the atmosphere nitric oxide can be converted to nitrogen dioxide. Therefore it is important to know the concentrations of both NOx and NO_2.
Offsetting	Measures which 'compensate' for anticipated increases in pollution in the area but not necessarily at the exact locality. This might be for example by funding more general measures in the air quality action plan.
PM_{10}	Fine particulate matter with a diameter of less than 10 microns diameter.
Part A1 and A2 Processes	Industrial processes which are regulated under the Pollution Prevention and Control (PPC) Regulations and subsequent

	Integrated Pollution Prevention and Control (IPPC) for emissions to all media (i.e. atmosphere, land and water).
Part B Processes	Industrial processes which are regulated under the Local Air Pollution Control (LAPC) and Local Air Quality Pollution Prevention and Control (LAPPC) Regulations for emissions to air only.
Polluting development	A development which will directly or indirectly increase levels of relevant pollutants. This may include industrial processes but my also include developments which could cause increased traffic emissions. These types of development may increase pollution concentrations.
PPC Regulations	Pollution Prevention and Control Regulations 2000 (as amended).
Risk Assessments	A comprehensive assessment of the risks associated with a particular hazard which is relevant to the development site.
Sensitive development	A development which would allow users of the site to potentially be exposed to pollutants above the objective for the relevant period. For example, the introduction of a new residential development into an area where an air quality objective is already exceeded, would create the potential for the exposure of residents to poor air quality above the objective. Incidentally, this type of development may also generate significant additional traffic flow and also be a polluting development.

Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
GN	Guidance Note
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM_{10}	Particulate matter less than 10 micron in diameter
$PM_{2.5}$	Particulate matter less than 2.5 micron in diameter
SPG	Supplementary Planning Guidance
TEB	Transport Emissions Benchmark
TfL	Transport for London

1 Introduction

This Guidance Note (GN) sets out the Council's advice for reducing air pollution from all planning applications within the Borough.

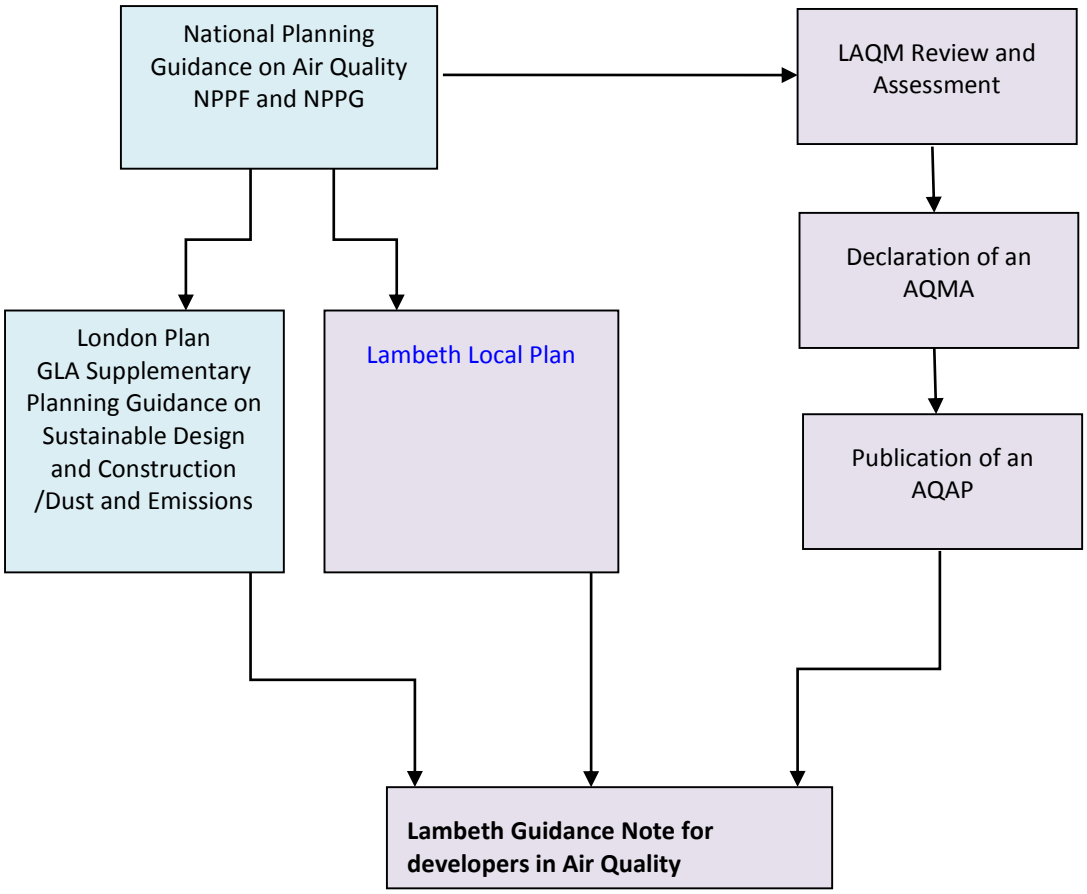
The Lambeth Local Plan, together with the London Plan, is the current development plan for the borough, and is used to determine applications for planning permission. The council uses London Plan policy on air quality, notably policy 7.14 as a direct policy to improve air quality in the borough. The Lambeth Local Plan contains many policies that indirectly seek to improve air quality, for example, sustainable travel, open spaces, sustainable design and construction.

The objectives of this GN on air quality are:

- to help ensure consistency in the approach to dealing with air quality and planning in Lambeth;
- to highlight the existing policy framework in London and Lambeth, and emphasise the importance of air quality as a material planning consideration;
- to identify the circumstances where detailed assessments and/or low emission strategies will be required as part of planning applications;
- to provide guidance on measures that can be implemented to mitigate the potentially harmful impacts of new developments on air quality in Lambeth;
- to provide guidance on the use of planning conditions and Section 106 obligations to improve air quality; and
- to provide guidance on the requirements of air quality assessments and the circumstances under which these will be required (set out in Appendix B).

The role of this GN and its relationship to the national, regional and local policy and guidance affecting air quality in Lambeth, as well as its relationship to the Lambeth air quality action plan (AQAP), are displayed in Figure 1. The relevant air quality policy and guidance are outlined in Chapters 3 and 4 of this SPG.

Figure 1. The role of this guidance note and its relationship to national, regional and local policy and guidance, and the Lambeth AQAP



2 Background

This section sets out the background to forming this GN.

2.1 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007) sets out air quality objectives and policy options to improve air quality in the UK. It required all local authorities to assess and review air quality on a regular basis under the Local Air Quality Management (LAQM) regime. Targets were set for seven pollutants that all local authorities are obliged to work towards, which are equal to the statutory air quality objective values imposed under the Air Quality Regulations for England, Scotland, Wales and Northern Ireland. The seven pollutants for which local authorities were required to report and meet target values are:

- nitrogen dioxide (NO_2);
- particulates (PM_{10});
- carbon monoxide;
- sulphur dioxide (SO_2);
- benzene;
- 1,3-butadiene; and
- lead.

2.2 London LAQM Framework

Defra and the Greater London Authority require local authorities to report on pollutants of greatest concern to the health of Londoners. These are: NO_2, PM_{10}, $PM_{2.5}$ and SO_2. Lambeth's LAQM statutory reports can be found at http://www.lambeth.gov.uk/community-safety-and-anti-social-behaviour/pollution/air-quality-guide .

2.3 Air Quality in Lambeth

The whole of Lambeth Borough has been designated an air quality management area (AQMA) for exceedences of nitrogen dioxide and particulate matter.

The main sources of air pollution in the borough are from road transport. The other major sources of emissions in the borough include those from: residential and commercial premises, which mainly relate to gas boilers user for space and water heating; and construction site, including dust and machinery emissions. In recent years there has been a significant increase in construction activities in the borough, making reducing emissions from construction one of the main Lambeth air quality priorities.

The Lambeth AQAP sets out measures to reduce emissions from key sources of air pollution in the borough, and helps to work towards achieving the required standards and objectives. The AQAP can be found at the following link: http://www.lambeth.gov.uk/community-safety-and-anti-social-behaviour/pollution/air-quality-guide .

3 Air Quality Policy Context

3.1 Greater London Policy

The Mayor of London's key priorities for air quality, as set out in the Mayor's Air Quality Strategy, are:

- Achieving the EU established health-based standards and objectives for a number of air pollutants; and
- Ensuring that all new developments 'air quality neutral' or better.

The London Plan policies relating to air quality and developments are set out below:

London Plan Policy 3.2	The Mayor will take account of the potential impact of development proposals on health and health inequalities. This includes improving air quality and minimising exposure to existing poor air quality.
London Plan Policy 5.3	Sustainability principles include minimising air pollution. Major development proposals should meet the minimum standards outlined in the Mayor's SPGs.
London Plan Policy 7.14	Developers and contractors should follow the guidance set out in the SPGs in the design and construction of their development. All development proposals should address local problems of air quality (e.g. within Air Quality Management Areas) and avoid further deterioration of existing poor air quality.

The Mayor has published two SPGs that deal with air quality:

- *Sustainable Design and Construction SPG* which includes guidance on preparing air quality assessments, minimising emissions, addressing exposure to air pollution, air quality neutral, emissions standards for combustion plant; and
- *The Control of Dust and Emissions during Construction and Demolition SPG* which describes requirements for dust assessments, pollutant monitoring and Ultra Low Emission Zone (ULEZ) standards for Non-Road Mobile Machinery.

The requirements are briefly discussed below with specific guidance in which you will find further information provided.

Following the publication of the government's Housing Standards Review in March 2015, the Air Quality Neutral benchmarks and on-site energy generation limits referenced below cannot be required for developments that are residential only. However, the Mayor of London and national government have obligations regarding compliance with the EU limits for ambient concentrations. In order to address those obligations, in particular with respect to NO_2, developers are strongly encouraged to implement the guidance below.

Air Quality Neutral

Calculation of emissions compared to the Air Quality Neutral benchmarks must be carried out as part of the assessment of air quality impacts (Section 6). Where the Air Quality Neutral benchmarks cannot be met developers should undertake mitigation as described in Section 5 and/or make a contribution to off-setting their emissions as described in Section 4.

On-site Energy Generation

Developers should:

- select plant that meet the emission limits for combined heat and power (CHP) and solid biomass boilers set out in *'Appendix 7: Emission Standards for solid biomass and CHP plant'* in the *Sustainable Design and Construction SPG;* and
- use ultra low NOx boilers. In addition, stacks should reach stack discharge velocities above the recommended minimum and be at recommended heights above nearby buildings.

The emissions from any on-site energy centre must form part of the Air Quality Assessment (Section 6 and Appendix B).

Dust

Completing an Air Quality and Dust Risk Assessment (AQDRA) is part of the assessment of air quality impacts (Section 6).

Non-Road Mobile Machinery (NRMM)

The NRMM policy set out in the Dust and Emissions SPG is as follows:

- From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out below. This will apply to both variable and constant speed engines for both NOx and PM. These standards will be based upon engine emissions standards set in EU Directive 97/68/EC and its subsequent amendments:
    - NRMM used on the site of any major development within Greater London will be required to meet Stage IIIA of the Directive as a minimum; and
    - NRMM used on any site within the Central Activity Zone or Canary Wharf will be required to meet Stage IIIB of the Directive as a minimum.

- From 1 September 2020 the following will apply:
    - NRMM used on any site within Greater London will be required to meet Stage IIIB of the Directive as a minimum.
    - NRMM used on any site within the Central Activity Zone or Canary Wharf will be required to meet Stage IV of the Directive as a minimum.

- The requirements set out above may be met using the following techniques;
    - Reorganisation of NRMM fleet;
    - Replacing equipment (with new or second hand equipment which meets the policy);
    - Retrofit abatement technologies; and
    - Re-engining.

There are a small number of permitted exemptions to the above, and more details of this can be found at the website: www.nrmm.london

Prior to commencement of any works, all major developments across London and all developments within the Central Activity Zone and Canary Wharf must register their NRMM online at www.nrmm.london/register

3.2 National Policy

The National Planning Policy Framework (NPPF) March 2012 states that:

> "Planning policies should sustain compliance with and contribute towards EU Limit Values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan."

National guidance on when air quality is relevant to a planning decision, what should be included in an air quality assessment and the type of mitigation to be proposed can be found on the government's planning portal.[1]

3.3 Permitting Under Part 1 of the Environmental Protection Act 1990

Industrial processes which may range from large industrial plant to dry cleaners and paint spraying workshops, are regulated by the Environment Agency (Part A1 processes) and the borough (Part A2 and Part B processes). The planning regime must assume that the permitting regime will ensure the processes comply with their permits and the Act. The planning regime can, however consider whether a land use is appropriate and it must consider the exposure to pollutants. For developments requiring planning applications this is done at the planning application stage, and for existing processes it is an ongoing review through Air Quality Action Planning.

[1] http://planningguidance.planningportal.gov.uk/blog/guidance/air-quality/

4 Planning Conditions and Section 106 Obligations in Lambeth

Planning permission can be granted subject to planning conditions. Conditions are a useful tool to enhance the quality of a development and to ameliorate any adverse impacts that might otherwise arise. A planning obligation (under Section 106 of the Town and Country Planning Act 1990 (as amended) can also be used as a site specific mitigation mechanism.

Some developments will be required to pay the Community Infrastructure Levy (CIL), which may contribute to improving air quality in the borough.[2] However Lambeth does not currently have an air quality component to the CIL.

Conditions and planning obligations seeking to improve air quality may take a number of forms. The below is an indicative list of conditions or obligations that can be employed with the aim of reducing impacts on air quality:

- Construction Phase:
    - restricting the use of certain types of vehicles;
    - setting emissions standards for vehicles and construction plant used on site (please note that all relevant sites will be subject to the requirements of the NRMM Low Emission Zone, detailed in section 3.2);
    - making provisions for transporting waste and construction materials to and from development sites by train or water, where practicable; and
    - real-time dust monitoring linked to an alert system direct to the site manager so that action can be taken when dust levels breach acceptable limits.

- Operational Phase:
    - requiring the developer to submit an emissions assessment and a site specific low emission strategy;
    - maintenance of pollution emitting plant;
    - measures to reduce emissions including implementation of travel plans and sustainable building design;
    - restricting on site car parking provision;
    - making provisions for alternative forms of transport, such as car clubs;
    - electronic charging points for vehicles or contributions to public transport improvements; and
    - making a standard one-off financial contribution to an air quality action fund.

Planning conditions must meet government requirements set out in Circular 11/1995 and S106 planning obligations must comply with paragraphs 203-206 of the NPPF.

[2] http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/

5 Mitigating Air Quality Impacts in Lambeth

Lambeth requires sustainable design and construction through policy EN4 of the Lambeth Local Plan 2015, London Plan and Sustainable Design and Construction SPG to be built into the design of all planning applications. Design should also be such that exposure of occupants to existing poor air quality is minimised. Developers should seek to further mitigate the residual impacts and provide local offsetting measures off-site to deal with any negative air quality impacts associated with development proposals.

The following sections describe the types of mitigation of residual emissions Lambeth encourages developers to form a part of applications.

5.1 Traffic Reduction and Low Emission Strategies

Emissions from road traffic are the dominant source of elevated pollutant concentrations in London. Lambeth promotes infrastructure for modes of transport with low impacts on air quality.

These could include:

- adoption of car free and car capped developments;
- provision of cycling facilities such as secure cycle storage;
- green travel plans;
- provision of car club bays; and
- provision of infrastructure for low emission vehicles such as electric vehicle recharging points.

The Lambeth Local Plan 2015 contains the following transport policies that seek to improve air quality:

- Policy T1: Sustainable travel
- Policy T2: Walking
- Policy T3: Cycling
- Policy T4: Public transport infrastructure
- Policy T5: River transport
- Policy T6: Assessing impacts of development on transport capacity and infrastructure
- Policy T9: Minicabs, taxis and private hire vehicles

5.2 Sustainable Building Design

The sustainable design principles advise on energy efficient design, retro-fitting measures, pollution control and urban greening, all of which may reduce energy use and hence air pollution. In addition, the design and layout of development to increase distances from sources of air pollution and human receptors can reduce the pollution exposure of building occupants. This is particularly relevant where developments include sensitive uses such as hospitals, schools and children's playgrounds.

The Council encourages the impact of outdoor air pollution on indoor air quality in new developments to be taken into account at the earliest stages of building design. Ventilation inlets and the location of opening windows should be on higher floors away from air pollution at the ground level.

The location of outside space is also an important consideration and any exposure of gardens and roof terraces should be screened and, where practicable, minimised through appropriate positioning and orientation. You should take care not to locate flues and exhaust vents in close proximity to recreational areas such as roof terraces or gardens.

5.3 Heating and Energy Supply

The sustainable design principles require that developments make the fullest contribution to the mitigation of and adaptation to climate change and minimise emissions of carbon dioxide. The adoption of technologies to generate heat and energy from efficient and/or renewable sources, such as solar water heating, district heating, ground source and/or photovoltaic panels in major developments can minimise air pollution emissions. This is due to the technologies either not requiring combustion or, in the case of district heating, being more efficient at heating than individual boilers. These technologies therefore give rise to lower emissions of local pollutants hence and improve air quality.

If gas boilers are installed in developments they should be ultra low NO_X boilers[3].

When sited and specified appropriately in accordance with the energy demands of the building, Combined Heat and Power plants and Biomass boilers can have benefits in terms of carbon emissions. However, they usually give rise to higher emissions of NOx and/or PM_{10} emissions than regular gas boilers, and developers should ensure that the emission standards set in the *Sustainable Design and Construction SPG* are not exceeded[3]. Where these are permitted, the appliance will be required to meet high standards of air pollution control, with particular emphasis on:

- boiler design and operation;
- pollution abatement equipment;
- the servicing and maintenance regime;
- fuel quality, storage and delivery; and
- exhaust stack height, to reduce the risk of increasing exposure.

5.4 Reducing Dust Impacts

Dust and emissions from the construction and demolition of buildings has the potential to significantly impact local air quality. Air Quality and Dust Management Plans will ensure that best practice mitigation measures are implemented during the construction phases of a development. Appropriate mitigation measures are outlined in *The Control of Dust and Emissions During Demolition and Construction* SPG. Section 106 planning obligations may be used to ensure that construction sites meet various requirements for the control of dust and emissions from construction and demolition, and to ensure that monitoring is put in place on High Risk Sites.

[3] Following the publication of the government's Housing Standards Review in March 2015, the requirement for ultra low NO_X boilers and the on-site energy generation limits referenced cannot be required for developments that only residential. However, the Mayor of London and national government have obligations regarding compliance with the EU limits for ambient concentrations. In order to address those obligations, in particular with respect to NO_2, developers are strongly encouraged to implement this guidance.

6 Assessing Air Quality Impacts in Lambeth

In line with the policy context in London, Lambeth requires all new developments to be at least 'air quality neutral', and if necessary, to be accompanied by an air quality assessment. This approach will manage and prevent further deterioration of existing poor air quality.

The below sections set out the guidelines of Lambeth for the assessment of air quality impacts on all new developments.

6.1 Overarching Principles of Assessment

Cumulative Impacts

Developers should assess the cumulative impact of multiple sources from the new development e.g. the combined impact of vehicles and energy sources. The developer should also assess the cumulative impact of the proposed development with all consented developments nearby. Consideration of proposed but not yet consented development may be required and developers should check with the Sustainability Team before commencing a study.

Conservative Approach

Where applicable, assessments should be carried out using a worst-case approach. For example, if certain parameters are unknown, worst case assumptions should be used to ensure that assessment results are conservative in nature.

6.2 Construction Phase

Developers and contractors should follow the guidance set out in *The Control of Dust and Emissions during Construction and Demolition SPG* for the assessment of air quality impacts from the demolition, earthworks, construction, and trackout phases of a development.

An Air Quality and Dust Risk Assessment (AQDRA) should be provided by the developer during the application phase which should confirm that an Air Quality and Dust Management Plan (AQMDP) will be submitted to the local authority prior to works commencing on-site.

The AQDMP should confirm:

- which air quality emission and dust control measures are to be implemented;
- which monitoring methods are to be implemented; and
- that construction machinery will meet NRMM standards, where possible (from 2015).

Further details, including what is required as part of an AQDRA and AQMDP, are provided in Chapters 3 and 4 of *The Control of Dust and Emissions during Construction and Demolition*.

The councils Local Application Requirements requires submission of a construction management or construction logistics plan with some applications.

Examples of conditions on demolition and construction that may be attached to planning permissions are below:

> ***Demolition***
> *No demolition shall commence until full details of the proposed demolition methodology for each phase, in the form of a Method of Demolition Statement, has been submitted to and approved in writing by the Local Planning Authority. The Method of Demolition Statement shall include details of:*

a) The notification of neighbours with regard to the timing and coordination of works with a named contact for residents;
b) Advance notification of road closures;
c) Details regarding parking, deliveries, and storage;
d) Details regarding dust mitigation;
e) Details of measures to prevent the deposit of mud and debris on the public highway;
f) Details of a site hoarding strategy;
g) Details of a temporary lighting strategy, including details of temporary lighting of all public areas and buildings showing acceptable positioning and levels of glare;
h) Details of the hours of works and other measures to mitigate the impact of demolition on the amenity of the area; and
i) Any other measures to mitigate the impact of demolition upon the amenity of the area and the function and safety of the highway network.

The details of the approved Method of Demolition Statement must be implemented and complied with for the duration of the demolition process for each phase, unless the written consent of the Local Planning Authority is received for any variation.

Reason: This is required prior to demolition to ensure minimal nuisance or disturbance is caused to the amenities of adjoining occupiers and of the area generally, and avoid hazard and obstruction to the public highway during the whole of the demolition period. (Policies T6 and Q2 of the Lambeth Local Plan, adopted September 2015).

Construction
Prior to commencement of the development (other than demolition to ground level) a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include details of the following relevant measures:

a) An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
b) Information on environmental management;
c) A description of management responsibilities;
d) A description of the construction programme;
e) Site working hours and a named person for residents to contact;
f) Detailed Site logistics arrangements;
g) Temporary works requirements;
h) Advance notification of road closures;
i) Details regarding parking, deliveries, and storage;
j) Details regarding dust mitigation;
k) Details of measures to prevent the deposit of mud and debris on the public highway;
l) Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area. The hours of deliveries associated with construction activity should work around the core school hours at nearby schools; and
m) Any other measures to mitigate the impact of construction upon the amenity of the area and the function and safety of the highway network;
n) Communication procedures with the LBL and local community regarding key construction issues - newsletters, fliers etc.; and
o) Established environmental monitoring and control measures with respect to:
- Air Quality;

- *Noise and Vibration;*
- *Water;*
- *Fuel and Chemicals;*
- *Waste Management;*
- *Worksite Housekeeping;*
- *Electricity and Lighting;*
- *Traffic Management and Site Access;*
- *Operations Likely to Result in Disturbance;*
- *Site Layout Arrangements with respect to temporary works, plans for storage, accommodation, vehicular movement, delivery and access;*
- *Materials;*
- *Contaminated Land;*
- *Ecology;*
- *Vermin Control;*
- *Public Relations - procedures ensuring that communication is maintained with the LBL and the community and also provisions for affected parties to register complaints and a means of replying to these complaints;*
- *An overview of environmental incidents;*
- *A description of relevant documentation and records;*
- *Environmental inspections and reviews; and*
- *Housekeeping and general site management, materials storage and handling, waste management, recycling and disposal.*

Evidence of and details related to consultation with local residents on the CEMP to be submitted shall be included within the submission. The construction shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the related phase, unless the written consent of the Local Planning Authority is received for any variation.

Reason: This is required prior to construction to avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity during the whole of the construction period. (Policies T6 and Q2 of the Lambeth Local Plan, adopted September 2015).

Local Plan Policy T8 Servicing states that planning applications for major development, and other development where construction related activities may lead to a significant impact on the surrounding public highway, should include a construction logistics plan or a construction management plan that is appropriate to the scale of the development demonstrating arrangements for construction traffic and how environmental, traffic and amenity impacts will be minimised.

Policy EN4 Sustainable Design and Construction states that all development, including construction of the public realm, highways and other physical infrastructure, will be required to meet high standards of sustainable design and construction feasible, relating to the scale, nature and form of the proposal.

Dust, odour and air quality would be included in the above policies.

6.3 Operational Phase

Air Quality Neutral Calculation

Developers should:

- determine the relevant emission benchmark for buildings for NO_2 and PM_{10} at the site, based on its land use class and location (see Appendices 5 and 6 in the *Sustainable Design and Construction* SPG and Air Quality Neutral Planning Support Update: GLA 80371, April 2014);
- calculate the sites NO_2 and PM_{10} emissions from buildings and compare them with the buildings benchmark;
- determine the relevant emission benchmark for transport for NO_2 and PM_{10} at the site;
- calculate the sites NO_2 and PM_{10} emissions from transport and compare them with the transport benchmark; and
- both building and transport emission benchmarks should be met in order to achieve air quality neutral requirements.

Where the benchmarks cannot be met developers should undertake mitigation as described in Section 5 and/or make a contribution to off-setting their emissions as described in Section 4.

Air Quality Assessment

Developers may be required to carry out an air quality assessment. This will be required for planning applications for developments that could have a significant negative impact in air quality or introduce uses that are susceptible to poor air quality, such as housing or a school, into areas of particularly poor air quality.

Where an air quality assessment is required, air quality, dust and odour for the operational and construction and demolition phases must be assessed.

The box below shows the criteria that will be used to judge whether an assessment is required. Appendix B provides advice on carrying out an assessment.

An Air Quality Assessment is required in developments:

- with potential to significantly change road traffic on any road exceeding 10,000 vehicles per day. Significant changes include:
  − increase in traffic volumes > 5% (Annual Average Daily Traffic (AADT) – or peak);
  − lower average vehicle speed or significant increase in congestion;
  − significant increase in the percentage of HGVs;
- that introduce, or increase car parking facilities by, 100 spaces or more;
- with commercial floor space of more than 1,000sq m;
- with more than 75 homes;
- where people will be exposed to poor air quality for significant periods of the day, in particular developments located on busy roads;
- involving the following - biomass boilers, biomass or gas combined heat and power (CHP);
- involving industrial or commercial floor space regulation under the Environmental Permitting (England and Wales) Regulations (EPR) which will be subject to Environmental Assessment under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

Appendix A: Further information

Borough	• Planning Policy, Planning, Transport and Development, Neighbourhoods and Growth, London Borough of Lambeth. Email planningpolicy@lambeth.gov.uk • Sustainability Manager, Neighbourhoods and Growth, London Borough of Lambeth, email: sustainability@lambeth.gov.uk • Lambeth Local Plan 2015 https://www.lambeth.gov.uk/sites/default/files/pl-lambeth-local-plan-2015-web.pdf • Air Quality Action Plan http://www.lambeth.gov.uk/pests-noise-and-pollution/pollution/air-quality-guide
Mayor, Greater London Authority and Association of London Government	• The London Plan The Spatial Development Strategy for London Consolidated with Alterations Since 2011, March 2015Mayor of London https://www.london.gov.uk/priorities/planning/london-plan • Clearing the Air, The Mayor's Air Quality Strategy, December 2010 GLA https://www.london.gov.uk/sites/default/files/archives/Air_Quality_Strategy_v3.pdf • Sustainable Design and Construction Supplementary Planning Guidance, April 2014, GLA https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction This provides guidance on air quality neutral procedures and combustion emission limits. • The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, July 2014, GLA https://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and The aim of this guidance is to protect the health of on-site workers and the public and to provide London-wide consistency for developers through the control and monitoring of dust and Non-Road Mobile Machinery (NRMM). • Technical Guidance Note: Assessment of Air Quality Issues of Planning Applications, 2006, Association of London Government (ALG)
National Regulation and Guidance	• Air Quality Standards Regulations 2010 • UK Air Quality Strategy for England, Scotland, Wales and Northern Ireland, July 2007 • National Planning Policy Framework, March 2012, Department for Communities and Local Government https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf • Housing Standards Review, 2015

	• Defra (2009). Local Air Quality Management Technical Guidance LAQM.TG(09) • Defra, Emissions Factor Toolkit (2014) http://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html • Development Control: Planning for Air Quality. Environmental Protection UK, 2010 • Low Emission Strategies Partnership http://www.lowemissionstrategies.org/ tools and resources • Biomass and Air Quality Guidance for Local Authorities (Environmental Protection UK) 2009

Appendix B: Requirements of an Air Quality Assessment

An air quality assessment may be carried out because a development will potentially contribute to poor air quality and/or because the development would introduce new receptors into an area of already poor air quality. The contribution maybe due to the construction and/or operational phase of the development.

The scope of an air quality impact assessment is:

- To assess local air quality pollutants, dust and, in some cases, odour
- To assess the current baseline situation in the vicinity of the proposed development
- To predict the future impact in the first year of operation, both with and without the proposed development, but including all consented development, by calculating statistics that can be compared with the air quality objectives

The following advice should be followed:

a) **Emissions**: Create an inventory of the $PM_{10,}$ $PM_{2.5}$ and NO_x emissions associated with the proposed development, including the type and quantity of emission concentrations, during the construction and operational phase. This shall cover transport, stationary and mobile emission sources. Sources of data include Defra's Emissions Factor Toolkit for emissions from traffic and the London Atmospheric Emissions Inventory (LAEI).

b) **Dispersion Modelling:** Use an atmospheric dispersion model to predict the current baseline and future $PM_{10,}$ $PM_{2.5}$ and NO_x concentrations. Predictions of future concentrations should be both with and without the proposed development. Dispersion modelling shall be carried out in accordance with Defra's Technical Guidance Note (TG09).

c) **Significance**: The over-riding test for significance of impacts is whether the development is air quality neutral. For uses not covered by air quality neutral or for additional assessment boroughs will use the Association of London Government (ALG) 2006 test on significance.

d) **Cumulative impacts:** Consider the potential cumulative impacts on air quality which may arise during the construction or operational phases as a result of emissions arising from other developments within a 100m radius of the development.

e) **On-site energy generation:** For applications which include biomass boilers or biomass CHP, the air quality assessment shall compare the impact of emissions from the intended biomass boiler/CHP and a gas boiler/CHP of identical thermal rating.

   Where a biomass boiler or combined heat and power (CHP)/combined cooling, heating and power (CCHP) will be used for on-site energy generation, you must specify technical details related to the appliance, fuel type, emission concentrations, and maintenance and exhaust stack. The CHP information request form can be access on the council's air quality guide webpage: http://www.lambeth.gov.uk/sites/default/files/combined-heat-and-power-system-information-request-form.pdf

f) **Exposure:** An indication of the number of new occupiers and users of the site who will be exposed to poor air quality as a result of the development (the occupiers/users should also be shown on a map). For multi-storey dwellings that are part of the proposed development or existing For further information please refer to the Environmental Protection UK Guidance Note: *Development Control: Planning For Air Quality (2010 Update).*

g) **Sensitive receptors:** Sensitive receptors that could be affected must be identified as part of the assessment.

h) **Ecological receptors**: Assessment of the impact on ecological receptors is not likely to be required for road traffic nor for combustion sources under 20MW thermal input).

i) **Mitigation:** An outline of, and justification for, mitigation measures associated with the design, location, operation and construction of the development in order to reduce air pollution and exposure to poor air quality.