Air Quality Exposure Assessment Template   LARGE

Checklist for Submission
• Air Quality Assessment (if relevant exposure) ☐ • Damage Cost Calculations ☐ • Mitigation Proposed ☐   o Types 1, 2 & 3 for Large Proposals

Name and address of site:	
Description of proposed development: • Size (number of dwellings or area in m^2) • Type (residential/commercial/industrial)	

Mitigation Proposed

Type 1 Mitigation for <u>Small, Medium and Large</u> Proposals – development should incorporate as many types of mitigation as are appropriate and deliverable	
• Provision of Electric Vehicle Charging Points and future infrastructure as per the Ipswich Local Plan, where appropriate	Yes/No
• Measures to support and improve walking infrastructure (or other non-motorised users where appropriate), e.g. encourage links to existing Rights of Way (ROW) in order to improve opportunities for walking.	Yes/No
• Design measures that make the best use of location and site layout and help reduce trip demand and total emissions generated by a development (see also design measures under step 3 such as set backs)	Yes/No
• Improved cycle paths to link cycle network	Yes/No
• Adequate provision of secure cycle storage	Yes/No
• Using, where appropriate, trees and green infrastructure to absorb dust and other pollutants (the NPPF now requires new streets to be tree lined – para. 131)	Yes/No
• Measures to support the use of public transport	Yes/No
• Low NO$_x$ heating to meet a minimum standard of <40mgNOx/kWh	Yes/No
• Adherence to Construction Good Practice, including: o Mitigation in accordance with the Institute of Air Quality Management (IAQM) Guidance on the Assessment of Dust from Demolition and Construction	

○ Ensure all Non-Road Mobile Machinery (NRMM) comply with the requirements of the NRMM regulations.	

Type 2 Mitigation for <u>Medium and Large</u> Proposals – development should incorporate as many types of mitigation as are appropriate and deliverable	

Type 1 mitigation required plus:
 	
<u>Residential</u>
 	
 • Travel plan (where required) including mechanisms for discouraging high emission vehicle use and encouraging modal shift as well as the uptake of low emission fuels and technologies, which could include:
  • A Welcome Pack available to all new residents online and as a booklet, containing information and incentives to encourage the use of sustainable transport modes from new occupiers;
  • Eco-driver advice to aid to all residents;
  • Designation of parking spaces for low emission vehicles;
	Yes/No

• 'Full Fibre to property' broadband provision to enable working from home;	Yes/No
• EV charging infrastructure within the development (wall mounted or free standing in-garage or off-street points);	Yes/No
• Car club provision within the development or support given to local car club/EV car clubs;	Yes/No

• Contributing funding to measures, including those identified in the Council's current Air Quality Action Plan and low emission strategies, designed to offset the impact on air quality arising from new development.
 	
<u>Commercial/Industrial</u> - As above plus:
 	
 • Travel plan (where required) including mechanisms for discouraging high emission vehicle use and encouraging modal shift as well as the uptake of low emission fuels and technologies, which could include:
  • Differential parking charges depending on vehicle emissions;
  • Public transport subsidy for employees;
  • All commercial vehicles should comply with current European Emission Standard, to be progressively maintained for the lifetime of the development
  • Fleet operations should provide a strategy for considering reduced emissions, low emission fuels and technologies
	Yes/No
	
	Yes/No

• Use of ultra-low emission service vehicles;	Yes/No
• Provision of high-quality workplace shower and locker facilities;	Yes/No
• On-street EV charging;	Yes/No
• Contributing funding to measures, including those identified in the Council's current Air Quality Action Plan and low emission strategies, designed to offset the impact on air quality arising from new development.	Yes/No
Type 3 Mitigation for Large Proposals – development should incorporate as many types of mitigation as are appropriate and deliverable	
Type 1 and 2 mitigation required plus:	

• Low emission and ultra-low public transport, including bus service provision (see also SCC Transport Mitigation Strategy);	Yes/No
• Low emission waste collection services;	Yes/No
• Contribution to low emission vehicle refuelling infrastructure e.g. refuse collection and community transport services;	Yes/No
• Cycling hubs and corridors, including bicycle/e-bike hire schemes;	Yes/No
• Incentives for the take-up of low emission technologies and fuels;	Yes/No
• Transport network improvements (e.g. signal improvements and traffic management) – that can be shown to benefit air quality;	Yes/No
• Air Quality Monitoring programmes.	Yes/No
Any other mitigation proposed? Detail below:	