

Appendix 3 – Template Scheme Mitigation Statement

Air Quality Exposure Assessment Template

SMALL and MEDIUM

Checklist for Submission

- Exposure Assessment
- Air Quality Assessment (if relevant exposure)
- Mitigation Proposed
 - Type 1 for Small proposals
 - Type 1 & 2 for Medium proposals

Name and address of site:	
Description of proposed development: <ul style="list-style-type: none"> • Size (number of dwellings or floor area in m²) • Type (residential/commercial/industrial) 	

Air Quality Exposure Assessment

Do any of the following criteria apply to the proposal?	
<ul style="list-style-type: none"> • The proposal is adjacent to²⁷ or within an AQMA (see IBC online mapping http://maps.ipswich.gov.uk/Online_Mapping/ and Map 1); or • The proposal is located in an area of concern (e.g. adjacent to an industrial site, transport depot, bus depot); or • The proposal is in an area close to exceeding Air Quality Objectives (within 10% of National Air Quality Objectives) – see IBC’s latest Annual Status Report for details: https://www.ipswich.gov.uk/airqualitymanagement/; or • The proposal is one of the Land Use types: <ul style="list-style-type: none"> ○ C1 to C3; (hotels, residential institutions, dwelling houses) ○ C4 (Homes in Multiple Occupation); ○ F1 (non-residential institutions) 	Yes/No
and within 20m of roads with >10,000 Annual average daily traffic flows (AADT) - (Orwell Bridge, Wherstead Road, Star lane + College St, Woodbridge Rd, Norwich Road, Felixstowe Road, Nacton Road, Valley Road, St Helens Street, Foxhall Road, Landseer Road)	
Relevant exposure - If you answered ‘Yes’ to any of the above questions and it is unclear if the proposals may expose new receptors to unacceptable levels of air pollution despite	

²⁷ Adjacent is defined as within 20m of the AQMA boundary

suitable mitigation in place then an Air Quality Assessment will be required as part of the application. If you are unsure if an Air Quality Assessment is required, speak with the Council's Air Quality Officer.

No relevant exposure - If you answered 'No' to all of the above questions, then an Air Quality Assessment is not required.

Mitigation for relevant exposure

Where relevant exposure has been identified, it is important that careful consideration is given to proposed mitigation, to prevent exposing new receptors to poor air quality. Have the following mitigation measures been incorporated into the development?

- | | |
|---|--------|
| <ul style="list-style-type: none"> Increasing the set back distance between the development facade and the pollution source; | Yes/No |
| <ul style="list-style-type: none"> Reducing opening windows/doors facing the roadside; | Yes/No |
| <ul style="list-style-type: none"> Take account of the height separation of living accommodation from a road source (e.g. can residential dwellings be provided on higher floors?) | Yes/No |
| <ul style="list-style-type: none"> Design of schemes to avoid the creation of canyons | Yes/No |
| <ul style="list-style-type: none"> The use of green infrastructure such as living walls or hedges to provide a barrier to an adjacent pollution source; | Yes/No |
| <ul style="list-style-type: none"> Non-opening windows and/or mechanical ventilation (with heat recovery) into the building, with the air intake away from the road. Note: this measure should be seen as a last resort. | Yes/No |

Mitigation Proposed

Type 1 Mitigation for Small and Medium Proposals – development should incorporate as many types of mitigation as are appropriate and deliverable

- | | |
|--|--------|
| <ul style="list-style-type: none"> Provision of Electric Vehicle Charging Points and future infrastructure as per the Ipswich Local Plan, where appropriate | Yes/No |
| <ul style="list-style-type: none"> Measures to support accessibility and walking and cycling infrastructure (or other non-motorised users where appropriate), including routes linking into existing and planned networks and commuted sums to support their maintenance | Yes/No |
| <ul style="list-style-type: none"> Design measures which may include where appropriate building set-backs, habitable rooms away from the pollution source, use of green infrastructure (landscaping), non-opening windows and mechanical ventilation | Yes/No |
| <ul style="list-style-type: none"> Adequate provision of secure cycle storage | Yes/No |
| <ul style="list-style-type: none"> Using, where appropriate, trees and green infrastructure or planting to absorb dust and other pollutants (the NPPF now requires new streets to be tree lined – para. 131) | Yes/No |
| <ul style="list-style-type: none"> Measures to support the use of public transport | Yes/No |
| <ul style="list-style-type: none"> Low NO_x heating to meet a minimum standard of <40mgNO_x/kWh | Yes/No |
| <ul style="list-style-type: none"> Adherence to Construction Good Practice, including: <ul style="list-style-type: none"> 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. | |

Any other mitigation proposed? Detail below:

Type 2 Mitigation for Medium Proposals – development should incorporate as many types of mitigation as are appropriate and deliverable

Type 1 mitigation required plus:

Residential

- 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 all residents;
 - Designation of parking spaces for low emission vehicles;
- ‘Full Fibre to property’ broadband provision to enable working from home;
- EV charging infrastructure within the development (wall mounted or free standing in-garage or off-street points);
- Car club provision within the development or support given to local car club/EV car clubs;
- 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

Yes/No

Yes/No

Yes/No

Yes/No

Commercial/Industrial - 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
- Use of ultra-low emission service vehicles;
- Provision of high-quality workplace shower and locker facilities;
- On-street EV charging;
- 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

Yes/No

Yes/No

Yes/No

Yes/No

Any other mitigation proposed? Detail below: