

Ipswich Borough Council - Low Emissions SPD 2021

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 only
 - Type 1 & 2 for Medium proposals

Name and address of site:	Site within an Air Quality Management Area
Description of proposed development: <ul style="list-style-type: none"> • Size (number of dwellings or floor area in m²) • Type (residential/commercial/industrial) 	1 residential dwelling 120 sq m Private residential dwelling

Air Quality Exposure Assessment

<p>Do any of the following criteria apply to the proposal?</p> <ul style="list-style-type: none"> • The proposal is adjacent to¹ 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) <p>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)</p>	<p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No – not within 20m of roads listed below</p>
<p><u>Relevant exposure</u> - 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 suitable mitigation in place then an Air Quality Assessment will be required as part of the</p>	

¹ Adjacent is defined as within 20m of the AQMA boundary

application. If you are unsure if an Air Quality Assessment is required, speak with the Council's Air Quality Officer. In this case, an Air Quality Assessment will be required because the site is within an Air Quality Management Area. This Assessment should identify which of the mitigation measures listed below would be necessary to mitigate the impact.

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?

For an application of this type, we would expect all the measures listed in this box below to be considered by the applicant, where possible. Measures may not be practicable if, for example, the site is not large enough to accommodate a set back).

<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

For an application of this type, we would expect all the following to be incorporated into the scheme, where possible. Many are Local Plan policy requirements. However, single dwelling schemes may have more limited scope to support the use of public transport or incorporate significant green infrastructure.

<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 	Yes/No

<p>source, use of green infrastructure (landscaping), non-opening windows and mechanical ventilation</p> <ul style="list-style-type: none"> • Adequate provision of secure cycle storage • 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) • Measures to support the use of public transport • Low NO_x heating to meet a minimum standard of <40mgNO_x/kWh • 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. 	<p>Yes/No</p> <p>Yes/No E.g. scheme can incorporate a green wall</p> <p>Yes/No E.g. Not practicable for this scale of development</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p>
<p>Any other mitigation proposed? Detail below: For example: Appliances to achieve 'A' energy efficiency rating. Space heating to be provided through air source heat pump.</p>	

<p>Type 2 Mitigation for <u>Medium</u> Proposals – development should incorporate as many types of mitigation as are appropriate and deliverable</p> <p>Not applicable to this small scale development.</p>	
<p>Type 1 mitigation required plus:</p> <p><u>Residential</u></p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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); 	<p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p>

<ul style="list-style-type: none"> • 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. <p><u>Commercial/Industrial</u> - As above plus:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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. 	<p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p>
<p>Any other mitigation proposed? Detail below:</p>	