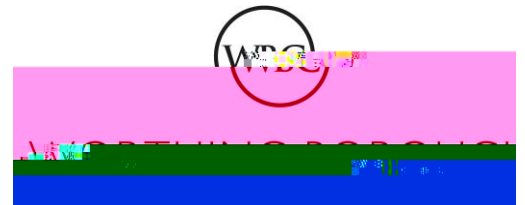
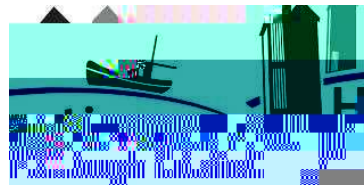


Participating members of the Sussex-air partnership:



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This section explains the steps required to assess and mitigate the impact that new developments may have on local air quality.

Pre-application discussions with the LPA will highlight where a development is:
planned in, near to, or will have an impact on an Air Quality Management Area (AQMA); or,
is a Major Development; or,
will impact on a 'candidate' AQMA (please see screening checklist, page 6).

The screening checklist on page 6 identifies which proposed developments require either:

- 1) No further action to address air quality, because they are considered unlikely to have an impact on local air quality. A statement to this effect should be included in

The purpose of an emissions mitigation assess

The calculation uses the DEFRA Emissions Factor Toolkit to estimate the transport emissions from a proposed development, which is then used to estimate the associated health damage cost.

The emissions assessment and corresponding mitigation calculation follows this process:

1. identify the trips/annum generated by the proposed development (this information will be available in the Transport Assessment, Transport Statement or 12 Tf1 0 0 1 191.3 764.4 Tm0 g0 G

The following simple example for road transport emissions demonstrates the calculation based on a development with 10 domestic properties.

Quantify change in emissions for NO_x and PM_{2.5} (in tonnes per annum) for 5 years of scheme operation:

10 Household (urban not London)

Mitigation must be agreed with the local authority in the form of a mitigation statement. Mitigation of emissions should be designed in to new development from the outset (see Good Design section below).

Table 2: Mitigation measures (page 14) lists some of the mitigation options to be considered. The list is not exhaustive and further options may be suggested where local authorities feel it is appropriate, depending on the scale of development and air quality issues within an area. As a minimum, the total cost of mitigation measures should be equal to the health damage cost.

Where possible, the likely emission reduction(s) resulting from the mitigation proposed should also be quantified; for example, the reduction in emissions from the fleet (bus, taxi, haulage, etc.).

The mitigation options selected should be relevant and appropriate to:

- Local policies²

design should consider:

The statement must include:

- i. The development traffic input data used in the mitigation calculation and quote the source of the data.
- ii. Emissions calculation and total calculated value of emissions' health damage cost.
- iii. Itemised costing for each proposed mitigation option and total value of all proposed emissions' mitigation. This should be equal to the value from ii. above. (appropriate to the type and size of development and local policy requirements) (See Table 3 below).
- iv. Statement of proposals to minimise dust emissions in accordance with the IAQM Guidance on the Assessment of Dust from Demolition and Construction. at

: National Planning Policy Framework

Key paragraphs in the NPPF (see link in References, page 20) that relate to air quality in

Guidance : List of main changes made for version 1 of 2020

- P3 Glossary updates
- P6a Previous version Quick Reference Guide removed
- P4 Links added on air quality assessments on designated nature conservation sites and biomass boilers
- P4 Reference to NPPG added
- P4 NPPF text removed and added as an Appendix with updates
- P6 Screening Checklist simplified – checklist one removed and consolidated into a single checklist; Addition of a B8 floorspace threshold of 500m²
- P11 Good Design section added
- P11 Addition of a sentence requesting the chosen mitigation options also include an attempt to quantify the expected likely emission reduction
- P12 Addition of consideration of renewable energy sources after the sentence on low NOx boilers
- P12 Links to relevant EV parking standards and Travel Plan guidance added to section on Standard mitigation
- P14 Minor changes to existing wording, addition of reference to car clubs
- P20 Updated reference for Town and Country Planning (Development Management Procedure) (England) Order 2015 added.

Framework (NPPF) (February 2019)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779771/NPPF_Feb_2019_print.pdf

Ministry of Housing, Communities & Local Government, National Planning Policy Guidance (NPPG)

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

Sussex Air Quality Partnership

www.sussex-air.net

Town and Country Planning (Development Management Procedure) (England) Order 2015

http://www.legislation.gov.uk/uksi/2015/595/pdfs/uksi_20150595_en.pdf