



Environmental Associates

Air Quality Assessment

1 King Street, South Shields

April 2026

Regal Bifrons Properties Ltd



Air Quality Assessment

1 King Street, South Shields

Client: Regal Bifrons Properties Ltd

Report Reference: NJD26-0024-001R

Report Version	Prepared By	Reviewed By
Final	NJD-B	NJD-B

NJD Environmental Associates LTD

www.njdenvironmental.co.uk

Company Registration No 10956987

CONTENTS

1	INTRODUCTION	1
2	LEGISLATION AND POLICY	3
3	ASSESSMENT METHODOLOGY.....	7
4	BASELINE	10
5	IMPACT ASSESSMENT	13
6	MITIGATION AND RESIDUAL EFFECTS	17
7	CONCLUSION.....	18
	APPENDICES.....	19

APPENDICES

Appendix 1 - IAQM Construction Phase Assessment Criteria

Appendix 2 - Wind Rose for Newcastle Airport (2015-2024)

Appendix 3 - IAQM Construction Phase Mitigation

1 INTRODUCTION

- 1.1.1 NJD Environmental Associates Ltd was instructed by Regal Bifrons Properties Ltd to prepare an Air Quality Assessment, to inform a planning application for the conversion of the existing building at 1 King Street from vacant Class E(g) office space into 20 C3 residential self-contained apartments. The ground floor vacant Class E(c) bank space is to be converted to E(a) / E(b) retail space. Any fit out works / advertisements associated with the retail space is to be covered by a future application.
- 1.1.2 The Site is located in an area where air quality is mainly influenced by road traffic emissions along the local road network. The site location is provided at Drawing 1 below.



Drawing 1: Site location

- 1.1.3 The Proposed Development itself will not have a significant impact on local road traffic. Based on the scale of the Proposed Development, the development flows will be below an annual average daily traffic (AADT) of 500 once distributed on the local road network, indicating that an Air Quality Assessment of vehicle emissions is not required, in accordance with the Environmental Protection UK (EPUK) and Institute of Air Quality (IAQM) document 'Land-Use Planning and Development Control: Planning for Air Quality' (2017).

- 1.1.4 This report considers existing baseline conditions at the Site and determines its suitability for the proposed residential end use. Furthermore, the report provides an assessment of the construction phase and considers the potential local air quality effects associated with traffic generated by the Proposed Development during the operational phase.

2 LEGISLATION AND POLICY

2.1 Air Quality Legislation

Air Quality Strategy (2023)

- 2.1.1 The Air Quality Strategy for England is a strategic framework that fulfils the statutory requirement of the Environment Act 1995, as amended by the Environment Act 2021. The Strategy is aimed at local authorities, giving them a heightened level of responsibility to improve air quality in their areas of jurisdiction. The Strategy requires them to actively consider potential air quality implications of any new proposed development, with a focus on pollution prevention and improvement of local air quality throughout the planning process.
- 2.1.2 The Air Quality Strategy contains standards, objectives and measures for improving ambient air quality, including the ambitious new targets for fine particulate matter (PM_{2.5}) set out in the Environment Act 2021.
- 2.1.3 The Environmental Improvement Plan, released in January 2023, outlines both long-term and interim objectives aimed at minimising public exposure to PM_{2.5}. Following this, the 2040 concentration goal was established within the Environmental Targets (Fine Particulate Matter) Regulations (2023).

Air Quality Standards Regulations (2016)

- 2.1.4 The Air Quality Standards (Amendment) Regulations 2016 amend the Air Quality Standards Regulations 2010 that transpose the European Union Ambient Air Quality Directive (2008/50/EC) into law in England. The regulations aim to protect human health and the environment by providing air quality limit values for seven pollutants and target values for an additional five pollutants.
- 2.1.5 Table 1 provides the air quality objectives (AQOs) for the pollutants considered within the assessment.

Table 1 - Air Quality Objectives		
Pollutant	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour, not to be exceeded on more than 18 occasions per annum
PM ₁₀	40	Annual mean
	50	24-hour mean, not to be exceeded on more than 35 occasions per annum
PM _{2.5}	20(12*)	Annual mean

*Interim target to be achieved by end of January 2028

2.2 National Planning Policy

National Planning Policy Framework

2.2.1 The revised National Planning Policy Framework (NPPF), dated December 2024, sets out the Government's core policies and principles with respect to land use planning, including air quality.

2.2.2 The purpose of the planning system is to contribute to the achievement of sustainable development. In order to achieve this, the NPPF recognises three overarching objectives, including the following of relevance to air quality, provided at paragraph 8:

"c) An environmental objective - to contribute to protecting and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

2.2.3 The NPPF also includes the following considerations which are relevant to the Proposed Development:

"110. [...] Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. [...]"

"187. Planning policies and decisions should contribute to and enhance the natural and local environment by: [...]"

- *Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. [...]"*

"198. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development."

"199. Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."

"201. The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities."

- 2.2.4 The National Planning Practice Guidance (NPPG) states that whether or not air quality is relevant to a planning decision will depend on the proposed development air quality impacts in an area where air quality is known to be poor. They could also arise where the development is likely to adversely impact upon the implementation of air quality strategies and action plans and/or, in particular, lead to a breach of EU legislation (including that applicable to wildlife).

2.3 Local Planning Policy

South Tyneside Core Strategy (2007)

- 2.3.1 Core Strategy EA5 (Environmental Protection) affirms that to complement the regeneration of the Borough, the Council will control development so that it acts to reduce environmental risk and ensures that the individual and cumulative effects of development do not breach pollution limits.

South Tyneside Development Management Policies (2011)

- 2.3.2 Development Management Policy DM1 further sets out that in determining applications under the Planning Acts, the Council will make sure that, where relevant, development does not impact upon air pollution levels in any designated area where air quality objectives are not met or likely to be met in the foreseeable future or as a result of the proposed development.

South Tyneside Draft Local Plan (2021-2039)

- 2.3.3 The 'South Tyneside Draft Local Plan 2021-2039' is a planning framework designed to guide decisions and shape development in the borough until 2039, and is currently is being reviewed following a period of consultation during the summer of 2022. A review of the plan has identified the following policies relevant to air quality:

"Policy 2 - Air Quality

1. *Development should contribute to the improvement of air quality.*
2. *Where significant air quality impacts are likely to be generated by the development, an appropriate air quality assessment will be required. Development that would result in exposure to air pollution that exceeds national air quality objectives will only be approved where satisfactory mitigation measures can be implemented."*

"Policy 3 - Pollution

1. Development that may cause pollution of water, soil, or air through noise, vibration, odour, light, fumes, dust, or other pollutants, either individually or cumulatively, shall incorporate measures to prevent or reduce pollution to an acceptable standard to avoid negative impacts on people, the environment or biodiversity
2. Potentially polluting development will only be permitted where satisfactory mitigation measures can be demonstrated
3. Development which could lead to significant pollution, either individually or cumulatively, shall be accompanied by a detailed assessment of the likely impacts. Development proposals where pollution levels are assessed as being unacceptable will only be permitted where mitigation measures can be introduced to provide an acceptable living or working environment in relation to all existing or potential future occupants of the land."

- 2.3.4 The above policies related to air quality have been considered within this report.

3 ASSESSMENT METHODOLOGY

3.1 Construction Phase

3.1.1 The IAQM 'Guidance on the assessment of dust from demolition and construction'¹ (2024) provides a methodology to determine the potential air quality impacts associated with demolition and construction activity. The emphasis of the guidance document is to classify the risk of dust impacts from a site from which then to identify appropriate mitigation measures commensurate with the risk.

3.1.2 The underlying concept of Source-Pathway-Receptor is the basis of the guidance, with four main types of construction activity required to be considered as follows:

- Demolition;
- Earthworks;
- Construction; and
- Trackout.

3.1.3 The potential for dust emissions is assessed for each of these activities, taking into consideration three separate dust impacts:

- Annoyance due to dust soiling;
- The risk of health effects due to an increase in exposure to PM₁₀; and
- Harm to ecological receptors.

Assessment Procedure

3.1.4 The assessment steps provided within the IAQM guidance are summarised below.

Step 1

3.1.5 This step screens the requirement for a more detailed assessment. If there are no receptors within a certain distance then no further assessment is required.

3.1.6 For human receptors, these distances are specified as 250m from the site boundary or 50m from the construction vehicle route within 250m of the site entrance. Should any ecological receptors also be present within 50m of the site boundary or 50m of the construction vehicle route within 250m of the site entrance, these will require consideration. The assessment proceeds to Step 2 if any receptors are identified within these specified distances.

Step 2

- 3.1.7 This step assesses the risk of the dust impact for each of the four types of activity provided at paragraph 3.1.2, taking account of the scale and nature of the works to determine the dust magnitude (Step 2A) and the sensitivity of the area (Step 2B). Step 2C is then undertaken, considering these factors to provide the risk of dust impacts.
- 3.1.8 The criteria used during Step 2 of the assessment, as contained within the IAQM guidance, is summarised and provided at Appendix 1 of this report.

Step 3

- 3.1.9 Step 3 defines the site-specific mitigation measures to be adopted, based on the dust risk categories for each of the four activities undertaken at Step 2C.
- 3.1.10 Where the risk during Step 2C is defined as negligible, no mitigation measures beyond those required by legislation are required. However, control measures may be adopted as part of best practice.

Step 4

- 3.1.11 This step determines the significance of the effect after considering the construction activity with mitigation.
- 3.1.12 As recognised within the IAQM guidance, for almost all construction activity, the aim should be to prevent significant effects through the use of effective mitigation. Hence the residual effect will normally be 'not significant'.

3.2 Operational Phase

- 3.2.1 In accordance with the EPUK and IAQM document '*Land-Use Planning and Development Control: Planning for Air Quality*' (2017), a significant change would be described as a change in Light Duty Vehicle (LDV) flows of 500 Annual Average Daily Traffic (AADT) and/or Heavy-Duty Vehicle (HDV) flows of 100 AADT or more. Alternatively, a change in LDV flows of 100 AADT and/or HDV flows of 25 AADT or more on routes through an AQMA would also be considered a significant change in accordance with the guidance. Where these thresholds are not exceeded, a detailed assessment of air quality is not normally required.

¹ Institute of Air Quality Management (Version 2.2 Updated January 2024) Guidance on the Assessment of Dust from Demolition and Construction.

- 3.2.2 Traffic generated by the Proposed Development is therefore, assessed against the above criteria in order to identify potential significant effects associated with the operational phase of the Site.

Site Suitability

- 3.2.3 An appraisal of Site suitability has been undertaken to determine the risk of potential exposure of proposed new residential receptors to poor air quality.
- 3.2.4 Pollutant concentrations were quantified across the Site using monitoring data from South Tyneside Council (STC) locations and background pollutant data taken from the national 2021 based default concentration maps provided by Department for Environment, Food & Rural Affairs (Defra) to identify any potential exceedances. The results were subsequently compared with the relevant AQOs to determine the potential for any exceedance.

4 BASELINE

4.1 Introduction

4.1.1 A desk-top baseline review of existing air quality conditions in the vicinity of the Site has been undertaken. This is detailed in the following sections.

4.2 Local Emission Sources

4.2.1 The Site is located in an area where air quality is mainly influenced by road traffic emissions along the local road network.

4.3 Local Air Quality Management

4.3.1 The Site is located within STC. According to the latest available Air Quality Annual Status Report (ASR), dated June 2025, STC currently has no declared Air Quality Management Area (AQMA).

4.4 Air Quality Monitoring

4.4.1 STC currently monitor at three automatic (continuous) monitoring stations and 41 non-automatic (passive) diffusion tube sites. The closest monitoring location, diffusion tube 'DT40', is located on Anderson Street in South Shields. Recent diffusion tube monitoring data recorded in the vicinity of the Site are shown in Table 2.

Table 2 - Diffusion Tube Monitoring Results							
Monitoring Site			Monitored NO ₂ Concentration (µg/m ³)				
ID	Location	Site Type	2020	2021	2022	2023	2024
DT40	Anderson Street	Kerbside	21.8	19.8	25.9	24.9	25.7

4.4.2 Whilst the Site is located within the town centre, as shown in Table 2, annual mean NO₂ concentrations did not exceed the relevant AQO at the closest diffusion tube monitoring location during the five most recent monitoring years, where data were available. As there were no exceedances of the relevant AQO at this location during any of the most recent monitoring years, it is anticipated that concentrations would be similar at the Site and therefore, there is no predicted risk of the Proposed Development exposing future occupants of the Site to elevated pollutant concentrations.

4.5 Background Concentrations

- 4.5.1 In addition to the review of NO₂ undertaken in the vicinity of the Site, background concentrations for the current assessment year of 2026 have been obtained from the 2021 based default concentration maps provided by Department for Environment, Food & Rural Affairs (Defra) for the relevant grid square where the Site is located. These data are provided below in Table 3.

Table 3 - Predicted Background Pollutant Concentrations (2026)				
OS Grid Square (X, Y; m)	NO ₂ (µg/m ³)	NO _x (µg/m ³)	PM ₁₀ (µg/m ³)	PM _{2.5} (µg/m ³)
436500, 567500	11.27	14.88	10.51	6.52

- 4.5.2 As shown in Table 3, predicted background concentrations are well below the national AQOs of 40µg/m³ for NO₂ and PM₁₀ and 20µg/m³ for PM_{2.5}. Therefore, there is no predicted risk of the Proposed Development exposing future occupants of the Site to elevated pollutant concentrations. For PM_{2.5}, the predicted background concentration is also below the target exposure level of 10µg/m³, implemented at the end of January 2023 under the Environment Act 2021.

4.6 Construction Phase

- 4.6.1 Human receptors within 250m of the site boundary or within 50m of the construction vehicle route up to 250m from the site entrance, need to be considered during the construction phase assessment.
- 4.6.2 A review of the Site location has indicated that there are 10-100 receptors located <50m from the Site boundary, at worst. When considering the sensitivity of the area to dust soiling effects based on the criteria contained within Table A1.4 of Appendix 1, due to the number and distance to existing **high sensitivity** receptors, assuming upper floors of surrounding buildings may be residential use, the sensitivity of the area is deemed to be **medium**, at worst.
- 4.6.3 When considering the sensitivity of the area to human health effects based on the criteria contained within Table A1.5 of Appendix 1, due to the number and distance to existing high sensitivity receptors, and considering the annual mean background PM₁₀ concentrations at the Site presented in Table 3, the sensitivity is deemed to be **low**.

- 4.6.4 There are no ecological receptors located within 50m of the Site or within 50m of the assumed route that construction vehicles would take.

4.7 Meteorological Data

- 4.7.1 The potential for dust and particulate matter to impact sensitive locations depends significantly on meteorology, particularly wind direction and wind speed, during emissions. To consider the prevailing conditions at the Site, a review of historical weather data has been undertaken. The closest observation station with a suitable dataset is Newcastle Airport, located approximately 17.5km to the north-west of the Site. It is anticipated that meteorological conditions would be reasonably similar over a distance of this magnitude.
- 4.7.2 Meteorological data were obtained from the observation station at Newcastle Airport for the period 1st January 2015 to 31st December 2024 (inclusive), and reference should be made to Appendix 2 for a wind rose of these data.
- 4.7.3 A review of the wind rose has shown that any receptors located to the east of the Site have the greatest potential to be affected by dust and particulate matter emitted and re-suspended during the construction phase, as a result of the prevailing wind direction. However, under low wind speed conditions, it is likely that the majority of dust would be deposited in the area immediately surrounding the source.

5 IMPACT ASSESSMENT

5.1 Construction Phase

Step 1

- 5.1.1 A baseline review of the Site and surrounding area has identified human receptors within 250m of the Site boundary, and therefore, a detailed assessment has been undertaken.
- 5.1.2 There are no ecological receptors within the relevant screening distances of the Site or the local road network and as such, these effects are not considered further within the assessment. It is therefore concluded that, the level of risk for ecological receptors is **negligible**.

Step 2

- 5.1.3 The IAQM assessment methodology has been used to determine the potential dust emission magnitude for the following four dust and PM₁₀ sources: demolition, earthworks, construction and trackout. The findings are presented below, with detailed descriptors for each magnitude presented in Table A1.1 of Appendix 1.

Demolition

- 5.1.4 The key factors when determining the potential dust emission magnitude for the demolition element include the volume and height of the buildings being demolished and the type of materials present.
- 5.1.5 As there is no demolition associated with the Proposed Development, demolition activities are not considered further within this assessment.

Earthworks

- 5.1.6 Earthworks involve excavating material, haulage, tipping and stockpiling.
- 5.1.7 As there are no earthworks associated with the Proposed Development, earthwork activities are not considered further within this assessment.

Construction

- 5.1.8 The key factors when determining the potential dust emission magnitude for the construction element include the size of the buildings, method of construction and the construction materials used.
- 5.1.9 As there are no works to the external elements associated with the Proposed Development, construction activities are not considered further within this assessment.

Trackout

- 5.1.10 Trackout is the term given to the transport of dust and dirt from the Site on vehicle tyres, deposited on the local road network that may later become suspended in the air as a result of vehicle movements.
- 5.1.11 At this stage, there is no information available regarding the number of HDVs and therefore, professional judgement has been used. Based on the scale of the renovation works, it is considered that the potential dust emission magnitude associated with trackout is **small**.
- 5.1.12 As the sensitivity of the area to dust soiling effects is **medium** at worst, in accordance with Table A1.7 of Appendix 1, the risk of dust impact associated with trackout, with a **small** dust emission magnitude, is **low risk**.

Summary

- 5.1.13 The predicted dust emission magnitude has been combined with the defined sensitivity of the area (presented in Section 4.6) to determine the risk of dust impacts during the construction phase of the Proposed Development. A summary of the dust risk for each phase is provided in Table 4.

Table 4 - Summary of Dust Risk Prior to Mitigation				
Potential Impact	Risk			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	N/A	N/A	N/A	Low Risk
Human Health	N/A	N/A	N/A	Low Risk
Ecological	N/A	N/A	N/A	N/A

Step 3

- 5.1.14 Appropriate, site-specific mitigation is to be adopted based on the dust risk categories determined above. The IAQM guidance provides examples of mitigation to reduce dust impact which are summarised in Appendix 3, and should be included in the overall Construction Management Plan (CMP) for the scheme.

Step 4

- 5.1.15 With the implementation of the control measures outlined, the residual effect is considered to be **not significant** in accordance with the IAQM guidance.

5.2 Operational Phase

- 5.2.1 Based on the scale of the Proposed Development, the Proposed Development is predicted to result in traffic flows below the EPUK/IAQM criteria of 500 AADT, being located outside of an AQMA.
- 5.2.2 Furthermore, the measured and mapped background pollutant concentrations at the Site, as provided in Tables 2 and 3, are below the relevant annual mean AQOs. When taking this into consideration alongside the anticipated development flows, the Proposed Development will result in a **negligible** impact associated with the operational phase traffic on nearby sensitive receptors.
- 5.2.3 Based on professional judgement, the AQOs will not be approached or exceeded at existing receptor locations, as a result of the Proposed Development. As such, in accordance with the IAQM guidance, the effect can therefore be described as **not significant**.
- 5.2.4 Increases in pollutant concentrations as a result of exhaust emissions arising from traffic generated by the Proposed Development, once operational, are therefore, not considered further within this report.

Site Suitability

- 5.2.5 The review of STC's diffusion tube monitoring results concluded that annual mean NO₂ concentrations recorded within the vicinity of the Site are below the annual mean AQO for NO₂, during the most recent monitoring years, without the risk of exceedance.
- 5.2.6 Furthermore, Defra-predicted background concentrations of all pollutants considered, are well below the relevant AQOs at the Site.
- 5.2.7 The potential effect of air quality on future occupants of the Proposed Development is likely to be **not significant**. As such, the implementation of additional mitigation measures is not required and the Site is considered to be suitable for the Proposed Development.

6 MITIGATION AND RESIDUAL EFFECTS

6.1 Construction Phase

- 6.1.1 Based on the assessment results, mitigation will be required during the construction phase of the Proposed Development, commensurate with a **low-risk** site, identified in Section 5.1.
- 6.1.2 The full suite of IAQM mitigation measures is detailed in Appendix 3, with those relevant to the scheme to be included within the overall CMP.

Residual Effects

- 6.1.3 Following the application of the mitigation measures detailed in Appendix 3 and good site practice, the residual effects of dust and PM₁₀ generated by construction activities are considered to be **not significant**.
- 6.1.4 The residual effects of emissions to air from construction vehicles and plant on local air quality are considered to be **not significant**.

6.2 Operational Phase

- 6.2.1 The Proposed Development is expected to result in AADT flows below the EPUK/IAQM Air Quality criteria and would result in a **negligible** impact associated with the operational phase traffic on nearby receptors. As such, no significant effects on air quality are anticipated at existing receptors and mitigation is not required.

Residual Effects

- 6.2.2 The residual effects of the Proposed Development on air quality are considered to be **not significant** for NO₂, PM₁₀ and PM_{2.5}, according to the EPUK/IAQM assessment criteria.
- 6.2.3 The residual effect of air quality on future occupants of the Proposed Development is also judged to be **not significant**.

7 CONCLUSION

- 7.1.1 NJD Environmental Associates Ltd was instructed by Regal Bifrons Properties Ltd to prepare an Air Quality Assessment, to inform a planning application for the conversion of the existing building at 1 King Street from vacant Class E(g) office space into 20 C3 residential self-contained apartments. The ground floor vacant Class E(c) bank space is to be converted to E(a) / E(b) retail space. Any fit out works / advertisements associated with the retail space is to be covered by a future application.
- 7.1.2 A qualitative assessment of the potential impacts on local air quality from construction phase activities has been undertaken, in accordance with the relevant guidance document. This identified that there is a **low risk** of dust soiling impacts and a **low risk** of increases in particulate matter concentrations, due to unmitigated construction activities. However, through good site practice and the implementation of the recommended mitigation measures, the effects of dust and PM₁₀ releases would be significantly reduced. The residual effects of dust and PM₁₀ generated by construction activities on air quality are therefore, considered to be **not significant**.
- 7.1.3 Based on the development traffic flows predicted to be less than 500 AADT and low background concentrations, the Proposed Development itself will have a **not significant** impact on local air quality.
- 7.1.4 The review of monitored pollutant concentrations within the vicinity of the Site, and mapped background pollutant concentrations, at representative locations within the vicinity of the Site, indicated that all pollutants considered are below the relevant AQOs, without the risk of exceedance.
- 7.1.5 The residual effect of air quality on future occupants of the Proposed Development is therefore, judged to be **not significant**. As such, the implementation of additional mitigation measures is not required.
- 7.1.6 The Site is considered to be suitable for the intended end-use and there is no requirement for further assessment of potential air quality effects associated with the Proposed Development.
- 7.1.7 Based on the results of this assessment, it is concluded that air quality should not be a prohibitive factor in the determination of this planning application.

APPENDICES

Appendix 1 - IAQM Construction Phase Assessment Criteria

Table A1.1 - Potential Dust Emission Magnitude

Magnitude	Activity	IAQM Criteria
Large	Demolition	>75,000m³ building demolished - Potentially dusty material (e.g., concrete) - On-site crushing/screening - Demolition >12m above ground level
	Earthworks	- Total site area >110,000m² - Potentially dusty soil type, e.g., clay >10 heavy earth moving vehicles active at any one time - Formation of bunds >6m in height
	Construction	- Total building volume >75,000m³ - On site concrete batching - Sandblasting
	Trackout	>50 HDV (>3.5t) outward movements in any one day - Potentially dusty surface material, e.g., high clay content - Unpaved road length >100m
Medium	Demolition	12,000 - 75,000m³ building demolished - Potentially dusty material (e.g., concrete) - Demolition 6-12m above ground level
	Earthworks	- Total site area 18,000m² - 110,000m² - Moderately dusty soil type, e.g., silt 5-10 heavy earth moving vehicles active at any one time - Formation of bunds 3m-6m in height
	Construction	- Total building volume 12,000m³ - 75,000m³ - Potentially dusty construction material, e.g., concrete - On site concrete batching
	Trackout	20-50 HDV (>3.5t) outward movements in any one day - Moderately dusty surface material, e.g., high clay content - Unpaved road length 50m - 100m
Small	Demolition	<12,000m³ building demolished - Non-dusty material (e.g metal cladding) - Demolition <6m above ground level - Work during wetter months
	Earthworks	- Total site area <18,000m² - Soil type with large grain size, e.g., sand <5 heavy earth moving vehicles active at any one time - Formation of bunds <4m in height
	Construction	- Total building volume <12,000 m³ - Construction material with low potential for dust release, e.g., metal cladding or timber
	Trackout	<20 HDV (>3.5t) outward movements in any one day - Surface material with low potential for dust release - Unpaved road length <50m

Table A1.2 - Factors to Consider - Sensitivity of the Area to Dust Soiling Effects

Receptor Sensitivity	Human Receptors	Ecological Receptors
High	• Users can expect enjoyment of a high level of amenity • The appearance, aesthetics or value of their property would be diminished by soiling • People or property reasonably expected to be present continuously, or at least regularly for extended periods, as part of the normal use of the land • Indicative examples include dwellings, museums, medium and long-term car parks and car showrooms	• Locations with an international or national designation and the designated features may be affected by dust soiling • Locations where there is a community of particularly dust sensitive species such as vascular species included in the Red Data List for Great Britain • Indicative examples include a Special Area of Conservation (SAC) designated for acid heathlands or a local site designated for lichens adjacent to the demolition of a large site containing concrete (alkali) buildings
Medium	• Users would expect to enjoy a reasonable level of amenity, but would not reasonably expect to enjoy the same level of amenity as in their home • The appearance, aesthetics or value of their property could be diminished by soiling • The people or property wouldn't reasonably be expected to be present here continuously or regularly for extended periods as part of the normal use of the land • Indicative examples include parks and places of work	• Location where there is a particularly important plant species, where its dust sensitivity is uncertain or unknown • Locations with a national designation where the features may be affected by dust deposition • Indicative examples are a Site of Special Scientific Interest (SSSI) with dust sensitive features
Low	• The enjoyment of amenity would not reasonably be expected • Property would not reasonably be expected to be diminished in appearance, aesthetics or value by soiling • There is a transient exposure, where the people or property would reasonably be expected to be present only for limited periods of time as part of the normal pattern of use of the land • Indicative examples include playing fields, farmland (unless commercially sensitive horticultural), footpaths, short term car parks and roads	• Locations with a local designation where the features may be affected by dust deposition • Indicative example is a local nature reserve with dust sensitive features

Table A1.3 - Factors to Consider - Sensitivity of People to Health Effects of PM₁₀

Receptor Sensitivity	Human Receptors
High	- Locations where members of the public are exposed over a time period relevant to the air quality objective for PM₁₀ (in the case of the 24-hour objectives, a relevant location would be one where individuals may be exposed for 8 hours or more in a day). - Indicative examples include residential properties. Hospitals and schools should also be considered as have equal sensitivity to residential areas for the purposes of this assessment.
Medium	- Locations where the people exposed are workers and exposure is over a time period relevant to the air quality objective for PM₁₀ (in the case of the 24-hour objectives, a relevant location would be one where individuals may be exposed for 8 hours or more in a day). - Indicative examples include office and shop workers, but will generally not include workers occupationally exposed to PM₁₀, as protection is covered by Health and Safety at Work legislation.
Low	- Locations where human exposure is transient. - Indicative examples include public footpaths, playing fields, parks and shopping streets.

TABLE A1.4 - Sensitivity of the Area to Dust Soiling Effects on People and Property

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
		<20	<50	<100	<250
High	>100	High	High	Low	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

TABLE A1.5 - Sensitivity of the Area to Human Health Impacts

Receptor Sensitivity	Annual Mean PM ₁₀ Concentrations	Number of Receptors	Distance from the Source (m)				
			<20	<50	<100	<200	<250
High	>32µg/m ³ (>18 µg/m ³ in Scotland)	>100	High	High	High	Medium	Low
		10-100	High	High	Medium	Low	Low
		1-10	High	Medium	Low	Low	Low
	28-32µg/m ³ (16-18 µg/m ³ in Scotland)	>100	High	High	Medium	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	High	Medium	Low	Low	Low
	24-28µg/m ³	>100	High	Medium	Low	Low	Low
		10-100	High	Medium	Low	Low	Low

Receptor Sensitivity	Annual Mean PM ₁₀ Concentrations	Number of Receptors	Distance from the Source (m)				
			<20	<50	<100	<200	<250
High	(14-16 µg/m ³ in Scotland)	1-10	Medium	Low	Low	Low	Low
	<24µg/m ³ (<14 µg/m ³ in Scotland)	>100	Medium	Low	Low	Low	Low
		10-100	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Medium	>32µg/m ³ (>18 µg/m ³ in Scotland)	>10	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	28-32µg/m ³ (16-18µg/m ³ in Scotland)	>10	Medium	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	24-28µg/m ³ (14-16µg/m ³ in Scotland)	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	<24µg/m ³ (<14µg/m ³ in Scotland)	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Low	-	≥1	Low	Low	Low	Low	Low

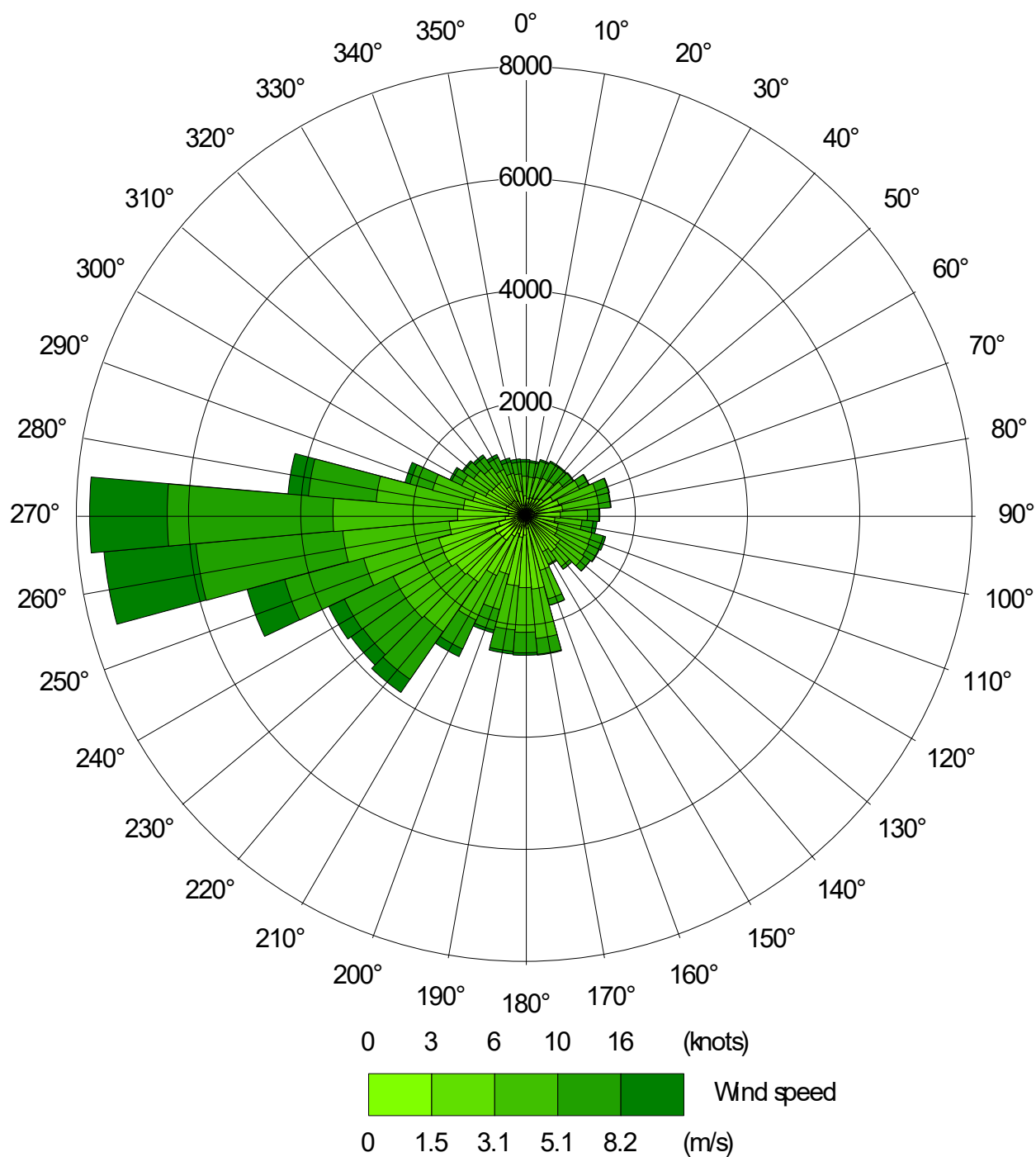
Table A1.6 - Factors to Consider - Sensitivity of the Area to Ecological Impacts

Receptor Sensitivity	Distance from the Source (m)	
	<20	<50
High	Medium	Medium
Medium	Medium	Low
Low	Low	Low

Table A1.7 - Risk of Dust Impacts

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
<u>Demolition</u>			
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible
<u>Earthworks and Construction</u>			
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible
<u>Trackout</u>			
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Negligible
Low	Low Risk	Low Risk	Negligible

Appendix 2 - Wind Rose for Newcastle Airport (2015-2024)



Appendix 3 - IAQM Construction Phase Mitigation Measures

The mitigation measures have been divided into general measures applicable to all sites and measures applicable specifically to demolition, earthworks, construction and trackout, for consistency with the IAQM assessment methodology.

The following table details the mitigation required for high, medium and low risk sites.

It is noted that not all mitigation measures will be applicable to every site and development, however, all of those recommended by the IAQM have been provided for completeness. Professional judgement should therefore be used, taking into consideration the site location, scale and nature of the proposed works.

Based on the assessment results, mitigation will be required during the construction phase of the Proposed Development, commensurate with a **low risk** site, which is the highest risk category identified in Section 5.1. This column has therefore been highlighted for ease.

Key to Table:

- H Highly Recommended
- D Desirable
- N Not Required

Table A3.1 - IAQM Construction Phase Mitigation Measures

Mitigation Measure	Low Risk	Medium Risk	High Risk
Communication			
1. Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	N	H	H
2. Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	H	H	H
3. Display the head or regional office contact information.	H	H	H
4. Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. In London additional measures may be required to ensure compliance with the Mayor of London's guidance. The DMP may include monitoring of dust deposition, dust flux, realtime PM ₁₀ continuous monitoring and/or visual inspections.	D	H	H

Mitigation Measure	Low Risk	Medium Risk	High Risk
Site Management			
5. Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	H	H	H
6. Make the complaints log available to the local authority when asked.	H	H	H
7. Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.	H	H	H
8. Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.	N	N	H
Monitoring			
9. Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.	D	D	H
10. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.	H	H	H
11. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	H	H	H
12. Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.	H	H	H
Preparing and Maintaining the Site			
13. Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	H	H	H
14. Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.	H	H	H
15. Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	D	H	H
16. Avoid site runoff of water or mud.	H	H	H
17. Keep site fencing, barriers and scaffolding clean using wet methods.	D	H	H
18. Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	D	H	H
19. Cover, seed or fence stockpiles to prevent wind whipping.	D	H	H
Operating Vehicle/Machinery and Sustainable Travel			
20. Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable.	H	H	H
21. Ensure all vehicles switch off engines when stationary - no idling vehicles.	H	H	H
22. Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.	H	H	H

Mitigation Measure	Low Risk	Medium Risk	High Risk
23. Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).	D	D	H
24. Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	N	N	H
25. Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	N	D	H
Operations			
26. Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	H	H	H
27. Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate	H	H	H
28. Use enclosed chutes and conveyors and covered skips.	H	H	H
29. Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	H	H	H
30. Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	D	H	H
Waste Management			
31. Avoid bonfires and burning of waste materials.	H	H	H
Measures Specific to Demolition			
32. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	D	D	H
33. Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	H	H	H
34. Avoid explosive blasting, using appropriate manual or mechanical alternatives.	H	H	H
35. Bag and remove any biological debris or damp down such material before demolition	H	H	H
Measures Specific to Earthworks			
36. Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.	N	D	H
37. Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.	N	D	H
38. Only remove the cover in small areas during work and not all at once.	N	D	H
Measures Specific to Construction			
39. Avoid scabbling (roughening of concrete surfaces) if possible.	D	D	H
40. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	D	H	H

Mitigation Measure	Low Risk	Medium Risk	High Risk
41. Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	N	D	H
42. For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.	N	D	D
Measures Specific to Trackout			
43. Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.	D	H	H
44. Avoid dry sweeping of large areas.	D	H	H
45. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	D	H	H
46. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	N	H	H
47. Record all inspections of haul routes and any subsequent action in a site log book.	D	H	H
48. Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	N	H	H
49. Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	D	H	H
50. Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.	N	H	H
51. Access gates to be located at least 10m from receptors where possible.	N	H	H

njd

Environmental Associates

NJD Environmental Associates LTD

www.njdenvironmental.co.uk

Company Registration No 10956987

