



Dove Valley Park, Plot 10C

Air Quality Assessment

Dove Valley Park Limited

Prepared by:

SLR Consulting Limited

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 410.067971.00001

21 July 2026

Revision: 2.0

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	2 July 2026	Jemima Hill	Jamie Munro	Graeme Blacklock
2.0	21 July 2026	Jamie Munro	Jamie Munro	Jamie Munro

Basis of Report

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1.0 Introduction

SLR Consulting Ltd (SLR) has been commissioned by Dove Valley Park Limited to undertake an air quality assessment in support of a planning application for an employment development (B2/B8 and ancillary E(g) uses) with associated landscaping, drainage, parking, refuse stores and other infrastructure (the 'Proposed Development') at Plot 10C of the Dove Valley Park, Foston (the 'Site').

The Proposed Development will comprise a 1,350m² warehouse, 135m² of office space and 13 car parking spaces.

The Site is located at the approximate National Grid Reference (NGR): x420250, y331570 within the administrative area of South Derbyshire District Council (SDDC) and is bounded by other existing commercial properties within the Dove Valley Park to the east, south and north beyond the A50. An undeveloped woodland area is located to the west of the Site. Vehicular access to the Site will be provided via Uttoxeter Road, to the east of the Site.

Figure 1-1: Site Context



Aerial Imagery Source: Google Maps

1.1 Scope of Assessment

Consultation with the Environmental Health Officer (EHO) at SDDC was undertaken to agree upon the extent and methodology of the assessment¹. The following scope of works has been undertaken as agreed with SDDC and in accordance with established best practice:

- Baseline Evaluation;

¹ Email correspondence from the EHO at SDDC to SLR, dated 29th June 2026.



- Construction Phase Dust Risk Assessment;
- Operational Phase Assessment; and
- Recommended Mitigation Measures.



2.0 Environmental Standards

The relevant environmental standards for the protection of human health are presented below, with additional detail and context provided in Appendix A.

The ambient air quality standards of relevance to this assessment (collectively termed Air Quality Assessment Levels (AQALs) throughout this report) are provided in Table 2-1.

Table 2-1: Relevant Ambient AQALs Applied

Pollutant	AQAL ($\mu\text{g}/\text{m}^3$)	Averaging Period
Nitrogen dioxide (NO_2)	40	Annual mean
	200	1-hour mean (not to be exceeded on more than 18 occasions per annum)
Particles (as PM_{10})	40	Annual mean
	50	24-hour mean (not to be exceeded on more than 35 occasions per annum)
Particles (as $\text{PM}_{2.5}$)	20 (10 in 2040)	Annual mean

In accordance with Department for Environment Food and Rural Affairs' (Defra) technical guidance on Local Air Quality Management (LAQM.TG(22))², the AQALs in Table 2-1 should only be assessed at locations of relevant public exposure, where people may be present for the duration of the specified averaging period. The AQALs do not apply to exposure at the workplace.

A summary of the typical relevant locations associated with each applicable AQAL assessed is detailed below in Table 2-2.

Table 2-2: Human Health Relevant Exposure

AQAL Averaging Period	AQALs Should Apply At	AQALs Should Not Apply At
Annual mean	Building facades of residential properties, schools, hospitals etc.	Facades of offices Hotels Gardens of residences Kerbside sites
24-hour mean	As above together with hotels and gardens of residential properties	Kerbside sites where public exposure is expected to be short term
1-hour mean	As above together with kerbside sites of regular access, car parks, bus stations etc.	Kerbside sites where public would not be expected to have regular access

² Defra in partnership with the Scottish Government, Welsh Government and Department of Agriculture, Environment and Rural Affairs Northern Ireland, Local Air Quality Management Technical Guidance 22, May 2025.



3.0 Assessment Methodology

3.1 Construction Phase

A construction dust assessment has been undertaken in accordance with Institute of Air Quality Management (IAQM) Guidance on the Assessment of Dust from Demolition and Construction (the 'IAQM Construction Dust Guidance')³.

Initially, proposed construction activities are reviewed to inform the dust emission magnitude potential, without considering mitigation. This is performed for the full life cycle of construction, targeting four discrete activities:

- **Demolition:** Removal of existing structures;
- **Earthworks:** Soil-stripping, levelling, excavation, and landscaping;
- **Construction:** Activities involved in creating or modifying structures; and
- **Trackout:** Dust resuspension by HGVs on public and haul roads.

Separately, the sensitivity of the surrounding area is characterised with reference to three discrete impacts. These include:

- Dust soiling effects on people and property;
- The risk of health effects due to an increase in exposure to PM₁₀; and
- Harm to ecological receptors.

Once identified, the likely dust emission magnitude is considered in conjunction with the sensitivity of the surrounding area to determine the risk of impact iteratively for each activity (as activity and receptor context can vary). The maximum risk level is then used as a benchmark to inform general mitigation measures, alongside activity-specific measures proportionate to their individual risks.

The overall aim is to determine the proportionate level of mitigation necessary to prevent significant effects on receptors from construction activities. Upon successful implementation of these controls, residual effects associated with construction dust are expected to be not significant. To confirm this, the controls are supplemented by a communication and monitoring framework to evaluate effectiveness and determine whether any additional measures are required.

Given the short-term nature of the construction phase and the low volume of vehicle movements that will likely arise, it is unlikely that significant air quality effects from development related road traffic emissions during the construction phase will arise. Such potential effects have therefore been scoped out from requiring detailed assessment based on their assumed 'insignificant' effect as per the Environmental Policy Implementation Community (EPIC) & IAQM guidance⁴.

3.2 Operational Road Traffic

The Proposed Development has the potential to affect local air quality through changes in road traffic emissions during the operational phase.

A road traffic screening assessment has been undertaken using established industry screening criteria. The EPIC & IAQM guidance provides a series of indicative screening criteria where, if exceeded, further consideration of the potential air quality impact is

³ IAQM, Guidance on the Assessment of Dust from Demolition and Construction, v2.2 January 2024.

⁴ EPIC & IAQM, Land-Use Planning & Development Control: Planning for Air Quality, January 2017.



required. If the Site is found not to exceed any of the relevant screening thresholds, then further assessment is not required, and impacts are concluded to be 'insignificant'.

The screening thresholds relevant for this assessment are as follows (i.e. for locations outside an AQMA):

- A change of Light-Duty Vehicle (LDV) flows of more than 500 annual average daily traffic (AADT); and/or
- A change of Heavy-Duty Vehicle (HDV) flows of more than 100 AADT.

These thresholds apply to the change in traffic flows generated by the Proposed Development.



4.0 Baseline Conditions

4.1 Air Quality Management Areas

SDDC currently does not have any declared AQMAs within their administrative area. The nearest AQMA is located greater than 5km away. Given this separation distance, AQMAs are not considered relevant to the assessment.

4.2 Review of Air Quality Monitoring

National and local air quality data networks have been reviewed. Baseline air quality data collected during the COVID-19 pandemic (2020 and 2021) is expected to be atypical and has therefore not been considered, however, has been presented for completeness.

4.2.1 Automatic Air Quality Monitoring

There are no automatic monitors located within 5km of the Site. Automatic monitoring is therefore not considered representative and has not been considered further.

4.2.2 NO₂ Diffusion Tube Monitoring

From review of the latest (2025) Air Quality Annual Status Report (ASR)⁵, SDDC undertakes monitoring of NO₂ across its administrative area.

The details and results of the monitoring locations of relevance to the Site (i.e. those within 3km) are presented in Table 4-1 and Table 4-2 respectively, whilst their locations are illustrated in Figure 4-1. All monitoring data presented has been ratified by SDDC.

Table 4-1: NO₂ Diffusion Tube Monitoring Sites: Details

Site ID	Site Type	NGR (m)		Height (m)	Within AQMA?	Distance to Site (km)
		X	Y			
SDDC24	Kerbside	421591	330015	2.0	No	2.0
SDDC4	Roadside	421480	329630	2.0	No	2.2

Table 4-2: NO₂ Diffusion Tube Monitoring Sites: Results

Site ID	2024 Data Capture %	Annual Mean NO ₂ Concentration (µg/m ³)				
		2020	2021	2022	2023	2024
SDDC24	75.0	-	-	18.8	15.9	16.8
SDDC4	84.6	19.1	20.4	20.5	17.3	11.9

As shown in Table 4-2, all monitors are 'well-below' (i.e. <75%) the annual mean NO₂ AQAL (40µg/m³) across the period presented.

The highest recorded annual mean NO₂ concentration in 2024 is 16.8µg/m³, recorded at monitoring location SDDC24 kerbside of (A551) Station Road in Hatton. Baseline conditions at the Site are likely to be lower as it is located away from major roads and within a less urbanised area where traffic flows and congestion are reduced.

The empirical relationship given in LAQM.TG(22) states that exceedances of the 1-hour mean NO₂ AQAL are unlikely to occur where annual mean concentrations are <60µg/m³.

⁵ SDDC, 2025 Air Quality Annual Status Report, 2025.



This indicates that exceedances of the 1-hour mean AQAL are unlikely to have occurred at the above locations across the period assessed.

4.3 Defra Mapped Background Concentrations

Defra maintains a nationwide model of existing and future background air quality concentrations at a 1km grid square resolution. The data sets include annual average concentration estimates for NO₂, PM₁₀ and PM_{2.5} using a reference year of 2021 (the year in which comparisons between modelled and monitored concentrations are made).

The Defra mapped background concentrations for the base year (2024) and current year (2026) are presented in Table 4-3.

Table 4-3: Defra Mapped Background Pollutant Concentrations

Grid Square (m)	Year	Annual Mean Concentration (µg/m ³)		
		NO ₂	PM ₁₀	PM _{2.5}
x420500, y331500	2024	6.7	12.3	6.3
	2026	6.2	12.1	6.2
AQAL		40	40	20

All mapped background concentrations are 'well-below' the respective annual mean AQALs and improving between 2024 and 2026.

4.4 Summary

Based on the above, there is a large headroom between baseline concentrations and the AQALS. No air quality constraints to the Proposed Development have been identified.



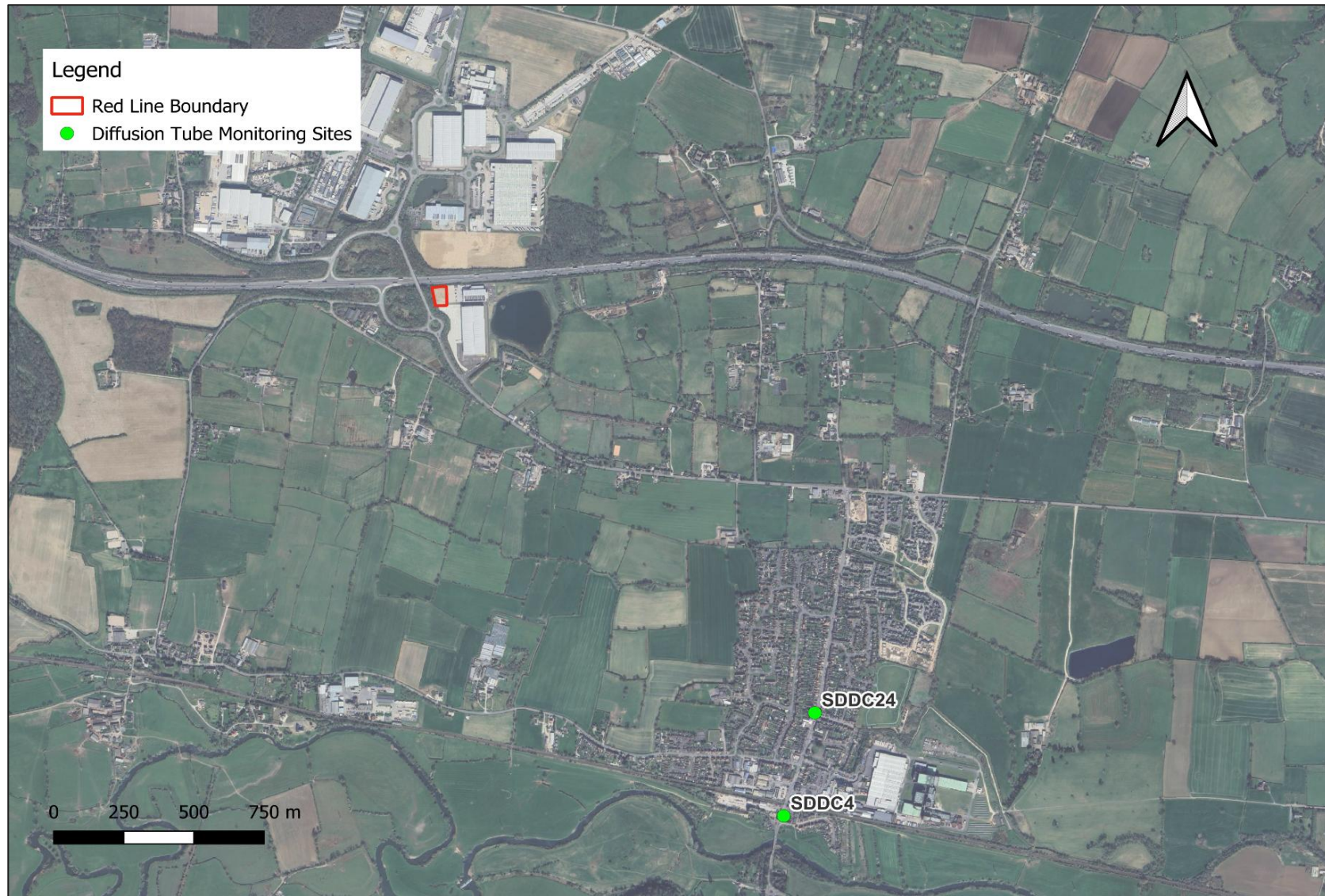


Figure 4-1: Site Setting and Local Air Quality Monitoring



5.0 Construction Dust Assessment

Where figures relating to area and volume of the Site, approximate number of construction vehicles or distances to receptors are given, these relate to thresholds as defined in the IAQM Construction Dust Guidance to guide the assessor to define the dust emissions magnitude and sensitivity of the area.

5.1 Assessment Screening

There are 'human receptors' within 250m of the Site but no designated sensitive ecological sites within 50m of the Site boundary or 50m of the roads anticipated to witness construction traffic movements up to 250m of the Site access. Therefore, only an assessment of construction dust on human receptors is required.

5.2 Potential Dust Emissions Magnitude

5.2.1 Demolition

The Site comprises an area of land previously stripped as part of the wider site works with no permanent structures and as such, no demolition is expected during the construction phase of the Proposed Development. Therefore, demolition has not been considered further in this assessment.

5.2.2 Earthworks

The total area of the Site is below 18,000m². Furthermore, given the scale of the development and that it has already previously been stripped, there are also likely to be <5 heavy earth moving vehicles active at any one time. The dust emission magnitude for earthworks is therefore considered to be 'small'.

5.2.3 Construction

The total building volume for construction associated with the Proposed Development is expected to be below 12,000m³. It is also expected that construction materials will have a low potential for dust generation and release (i.e. metal cladding and steel framework). The dust emission magnitude for construction is therefore considered to be 'small'.

5.2.4 Trackout

Construction vehicles will access the Site from an unnamed road off Uttoxeter Road to the east of the Site. Given the scale and nature of works required, it is considered likely that there will be <20 HDV outward movements in any worst-case day. The dust emission magnitude for trackout is therefore considered to be 'small'.

5.2.5 Summary

A summary of the potential dust emission magnitude for each of the activities is displayed in Table 5-1.

Table 5-1: Potential Dust Emission Magnitude

Activity	Dust Emission Magnitude
Earthworks	Small
Construction	Small
Trackout	Small



5.3 Sensitivity of the Area

5.3.1 Dust Soiling Impacts

There are >1 existing commercial property (i.e. medium sensitivity receptors) within 100m of the Site boundary and 10-100 long term car parking spaces (i.e. high sensitivity receptors) within 250m.

Furthermore, there are >1 existing commercial properties and 1-10 long term car parking spaces within 20m of sections of the roads anticipated to witness construction traffic up to 250m from the Site (the trackout routes).

The sensitivity of the area with respect to dust soiling effects on people and property in relation to earthworks and construction is considered 'low', and in relation to trackout is considered 'medium'.

5.3.2 Human Health Impacts

The maximum 2026 mapped background PM₁₀ concentration (2021 reference year) for the 1km² grid squares covering the Site is estimated to be 12.1µg/m³ (i.e. falls into the <24µg/m³ class).

In consideration of the sensitive receptors identified above (offices associated with the commercial properties), there are >1 potential medium sensitivity receptors within 100m of the Site and within 20m of the trackout routes.

The sensitivity of the area with respect to human health impacts in relation to earthworks, construction and trackout is considered to be 'low'.

5.3.3 Summary

A summary of the sensitivity of the area defined for each potential impact is displayed in Table 5-2, whereas the spatial densities of receptors discussed in relation to the Site boundary are illustrated in Figure 5-1.

Table 5-2: Sensitivity of the Area

Potential Impact	Sensitivity of the Surrounding Area		
	Earthworks	Construction	Trackout
Dust Soiling Impacts	Low	Low	Medium
Human Health Impacts	Low	Low	Low

5.4 Risk of Impacts (Unmitigated)

The outcome of the assessment of the potential 'magnitude of dust emissions', and the 'sensitivity of the area' are combined in Table 5-3 below to determine the risk of impact which is used to inform the selection of appropriate mitigation.

Table 5-3: Risk of Dust Impacts (Unmitigated)

Potential Impact	Earthworks	Construction	Trackout
Dust Soiling Impacts	Negligible	Negligible	Low Risk
Human Health Impacts	Negligible	Negligible	Negligible

5.5 Mitigation

Following the construction dust assessment, the Site is found to be at worst:



- 'Low risk' in relation to dust soiling effects on people and property; and
- 'Negligible' in relation to human health impacts.

However, potential dust effects during the construction phase are considered to be temporary in nature and may only arise at particular times (i.e. certain activities and/or meteorological conditions).

The maximum dust risk has informed the suite of mitigation required to minimise or eliminate potential impacts. These measures are listed in Table B-1 which represents a refined list. With effective implementation of these measures, residual effects are considered 'not significant'.



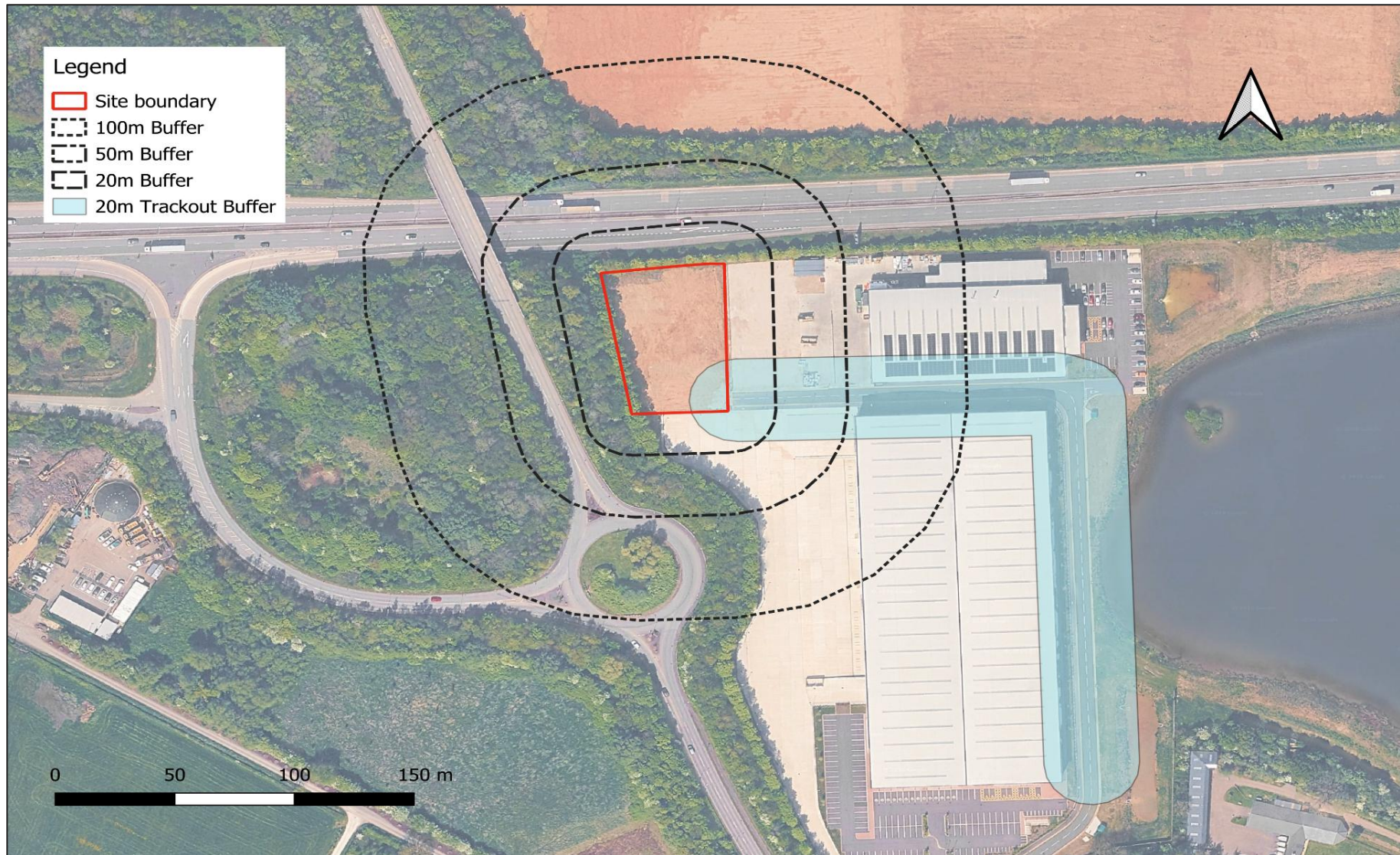


Figure 5-1: Construction Dust Buffers



6.0 Operational Road Traffic Assessment

Traffic data used for the purposes of the screening assessment has been provided by Ridge and Partners LLP Transport and Mobility Planning team – the appointed transport consultant.

Table 6-1 presents the maximum net change in road traffic flows generated by the Proposed Development which will impact the local road network. These have been compared to the relevant EPIC & IAQM screening thresholds.

Table 6-1: Human Road Traffic Screening on the Local Road Network

Trip Generation	AADT	
	LDV	HDV
Proposed Development Generated Trips	62	10
<i>EPIC & IAQM Screening Criteria</i>	<i>500</i>	<i>100</i>

The Proposed Development is predicted to generate vehicle movements well below the relevant EPIC & IAQM screening thresholds. As such, no further assessment is required, and the associated air quality impacts are considered 'insignificant'.



7.0 Mitigation Measures

This section presents any proportionate mitigation measures required during the construction and operational phases of the Proposed Development.

7.1 Construction Dust

As discussed in Section 5.0, construction impacts associated with the Proposed Development would result in the generation of dust and PM₁₀.

In order to control potential impacts, a range of mitigation measures which could be applied and align with the IAQM Construction Dust guidance are listed in Table B-1 which represents a refined list. With the effective application of the dust mitigation measures, residual effects will be 'not significant'.

7.2 Operational Phase

Impacts associated with the operation of the Proposed Development are considered to be 'insignificant', as vehicle movements are below the relevant screening thresholds. No mitigation is therefore considered necessary.



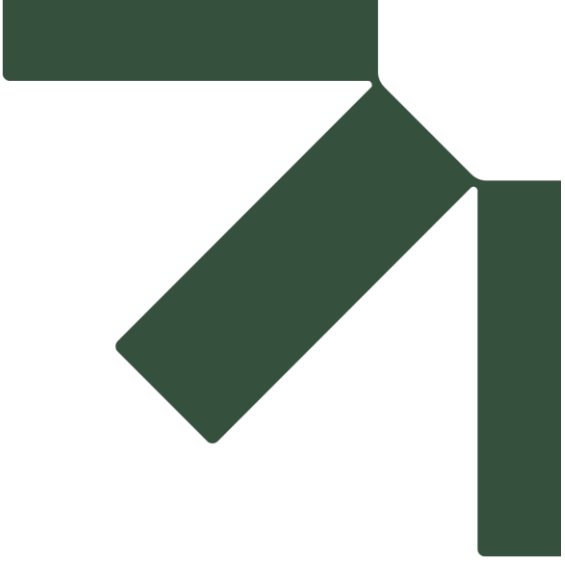
8.0 Conclusions

SLR has undertaken an air quality assessment in support of a planning application for an employment development (B2/B8 and ancillary E(g) uses) with associated landscaping, drainage, parking, refuse stores and other infrastructure at Plot 10C of the Dove Valley Park, Foston.

The scope of work has been defined in accordance with relevant guidance, policy and established best practice. The findings are as follows:

- **Construction Dust Assessment:** A qualitative assessment has been undertaken in accordance with IAQM Construction Dust Guidance. With implementation of the mitigation measures outlined in Table B-1, effects are predicted to be not significant.
- **Operational Road Traffic:** Road traffic movements generated by the Proposed Development have been compared against the screening thresholds set out in EPIC & IAQM guidance. The Proposed Development does not exceed the relevant screening thresholds and, as such, no further assessment is required. Operational road traffic impacts are therefore considered insignificant.





Appendix A Legislation and Policy

Dove Valley Park, Plot 10C

Air Quality Assessment

Dove Valley Park Limited

SLR Project No.: 410.067971.00001

21 July 2026

A.1 Legislation

A dual set of regulations, separately applicable to National and Local Government, are currently operable within the UK.

A.1.1 National Obligations

The Air Quality Standards Regulations 2010⁶ (AQSR) transpose both the EU Ambient Air Quality Directive (2008/50/EC), and the Fourth Daughter Directive (2004/107/EC) within UK legislation. The AQSR sets legally binding Limit Values for ambient concentration thresholds which apply only at specific locations (Schedule 1: AQSR)⁷.

Following the UK's withdrawal from the EU, the Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020⁸ was introduced to mirror revisions to supporting EU legislation. As a result, the fine particulate matter (as PM_{2.5}) Limit Value is 20µg/m³ (to be met by 2020).

The responsibility of achieving the AQSR (and European equivalent Directives) is a national obligation for Central Government. Local Authorities have no statutory obligation to achieve the AQSR or the European equivalent Directives, unless otherwise instructed to assist Central Government under Ministerial Direction.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023⁹ introduced an annual mean concentration target of 10µg/m³ to be met across England by 2040. A subsequent Defra policy paper set an interim target for 2030¹⁰. Central Government is responsible for meeting this future target, whereas Local Authorities have no statutory obligation to achieve this target.

A.1.2 Local Obligations

Part IV of the Environment Act 1995 (as amended) requires the Secretary of State to review the national Air Quality Strategy (AQS) every five years and update it as necessary. It also established the Local Air Quality Management (LAQM) framework, under which Local Authorities must regularly assess air quality in their areas.

The Air Quality (England) Regulations 2000 (as amended) ('the Regulations') set the statutory Air Quality Objectives that Local Authorities must meet under LAQM. PM_{2.5} is not currently cited; however, Local Authorities are required to work towards reducing it. To support this, the Defra issued PM_{2.5} Targets: Interim Planning Guidance¹¹ which Local Authorities are encouraged to consider when determining planning applications.

The Air Quality Objectives apply at locations where members of the public are regularly present and might reasonably be expected to be exposed to pollutant concentrations over the relevant averaging period (referred to as 'relevant exposure'). Table 2-2 provides an indication of those locations. If any objective is unlikely to be met, the Local Authority must declare an AQMA and prepare an Air Quality Action Plan (AQAP) to improve air quality.

⁶ The Stationary Office Limited (TSOL). The Air Quality Standards Regulations (England) 2010, Statutory Instrument No. 1001.

⁷ Schedule 1 of the 2010 AQSR provides the locations of the sampling points where the AQSR Limits Values can be assessed.

⁸ TSOL, The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020, Statutory Instrument No. 1313.

⁹ TSOL, The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023, Statutory Instrument No. 96.

¹⁰ Defra, Air Quality Environment Act Target Delivery Plan. 1st December 2025.

¹¹ Defra, PM_{2.5} Targets: Interim Planning Guidance, October 2024.

The latest AQS for England was published in 2023¹². The AQS provides the delivery framework for air quality management across England for local authorities and summarises the air quality standards and objectives operable within England for the protection of public health and the environment.

A.1.3 Environmental Protection Act 1990

The Environmental Protection Act 1990¹³ sets out provisions for the regulation of statutory nuisances. Section 79 sets out this statutory nuisance as, ‘*any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance*’.

Section 79 requires that, where a complaint of a statutory nuisance is made to it by a person living within its area, a Local Authority must take steps as are reasonably practicable to investigate the complaint.

Fractions of dust greater than 10µm (i.e. greater than PM₁₀) in diameter typically relate to nuisance effects as opposed to potential health effects and therefore are not covered within the UK AQS. In legislation there are currently no numerical limits in terms of what level of dust deposition constitutes a nuisance.

A.2 Policy

These policies have been considered and embedded within this assessment where relevant.

A.2.1 National Planning Policy Framework

The December 2024 update to the National Planning Policy Framework¹⁴ (NPPF) sets out planning policy for England. The NPPF states that the planning system should contribute to and enhance the natural and local environment, by preventing new development from contributing to or being adversely affected by unacceptable concentrations of air pollution and development should, wherever possible, help to improve local environmental conditions such as air quality.

In specific relation to air quality policy, the document states:

“Chapter 15 - Conserving and Enhancing the Natural Environment

Ground Conditions and Pollution

Para 199: Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, considering 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.

¹² Defra, Air Quality Strategy: Framework for Local Authority Delivery, April 2023.

¹³ UK Government, The Environmental Protection Act 1990, (1990). Available at: <http://www.legislation.gov.uk/ukpga/1990/43/contents>.

¹⁴ Ministry of Housing, Communities & Local Government, National Planning Policy Framework, December 2024.

The NPPF is accompanied by web based supporting Planning Practice Guidance (PPG)¹⁵ which includes guiding principles on how planning can take account of the impacts of new development on air quality. In regard to air quality, the PPG states:

“The Department for Environment, Food and Rural Affairs carries out an annual national assessment of air quality using modelling and monitoring to determine compliance with relevant limit values. It is important that the potential impact of new development on air quality is taken into account where the national assessment indicates that relevant limits have been exceeded or are near the limit, or where the need for emissions reductions has been identified.”

“Whether air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to have an adverse effect on air quality in areas where it is already known to be poor, particularly if it could affect the implementation of air quality strategies and action plans and/or breach legal obligations (including those relating to the conservation of habitats and species). Air quality may also be a material consideration if the proposed development would be particularly sensitive to poor air quality in its vicinity.”

The PPG advises that air quality assessments should be proportionate to the nature and scale of the proposed development and its potential impacts. Mitigation should also be tailored and proportionate.

A.2.2 Local Policy: South Derbyshire Local Plan Review

SDDC adopted the ‘South Derbyshire Local Plan Part One¹⁶ & Part Two¹⁷ in June 2016. Part One sets out the long-term vision, objectives and strategy for the spatial development of South Derbyshire whilst Part Two sets out the housing allocations and detailed development management policies.

The SDDC Local Plan documents contain the following policy of relevance to this air quality assessment:

“Policy SD1 Amenity and Environmental Quality

A. The Council will support development that does not lead to adverse impacts on the environment or amenity of existing and future occupiers within or around proposed developments.

B. The council will take into consideration the following: [...]

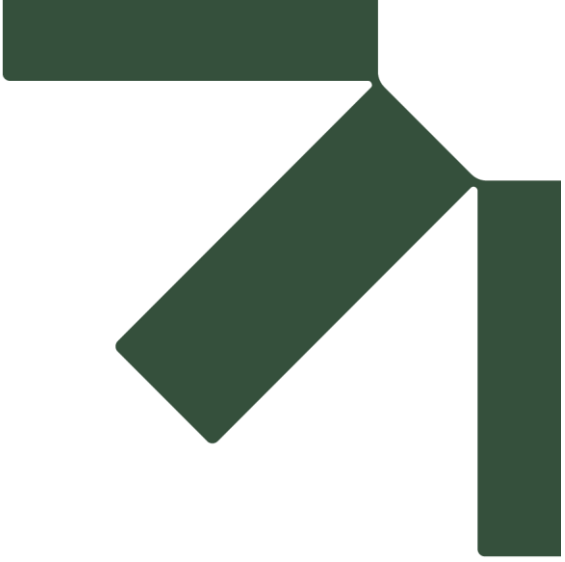
ii) The potential for development to affect designated Air Quality Management Areas (AQMAs).

iii) The need for a strategic buffer between conflicting land uses such that they do not disadvantage each other in respect of amenity issues, such as odours, fumes, or dust and other disturbance such as noise, vibration, light or shadow flicker.”

¹⁵ Ministry of Housing, Communities and Local Government, Planning Practice Guidance Air Quality, November 2019.

¹⁶ SDDC, Local Development Plan Part One, 2016.

¹⁷ SDDC, Local Development Plan Part Two, 2016.



Appendix B Construction Dust Mitigation Measures

Dove Valley Park, Plot 10C

Air Quality Assessment

Dove Valley Park Limited

SLR Project No.: 410.067971.00001

21 July 2026

B.1 Construction Dust Mitigation Measures

Table B-1: Construction Dust Mitigation Measures

Site Application	Mitigation Measures
Highly Recommended	
Communications	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.
	Display the head or regional office contact information.
Monitoring	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.
	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.
Machinery and Sustainable Travel	Ensure all vehicles switch off engines when stationary - no idling vehicles.
	Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
Operations	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.
	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
	Use enclosed chutes and conveyors and covered skips.
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
Preparing and Maintaining the Site	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
	Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
	Avoid site runoff of water or mud.
Site Management	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.
	Make the complaints log available to the local authority when asked.
	Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook.
Waste Management	Avoid bonfires and burning of waste materials.
Desirable	
Communications	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.
Monitoring	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 windowsills within 100m of site boundary, with cleaning to be provided if necessary.
Machinery and Sustainable Travel	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).
Operations	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.



Site Application	Mitigation Measures
Preparing and Maintaining the Site	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
	Keep site fencing, barriers and scaffolding clean using wet methods.
	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.
	Cover, seed or fence stockpiles to prevent wind whipping.
Trackout	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.
	Avoid dry sweeping of large areas.
	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
	Record all inspections of haul routes and any subsequent action in a site logbook.
	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).





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