

Part: R

Air Quality

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This part the Development Requirements SPD provides further detailed guidance on the interpretation of the following Core Strategy policies, as appropriate:

- CS.9 Design and Distinctiveness
- CS.26 Transport and Communications
- CS.27 Developer Contributions

This section of the SPD provides further information and guidance on air quality as required by Policy CS.26 in Stratford-on-Avon District Council's Core Strategy.

It will be used by Stratford-on-Avon District Council to help reach decisions on whether to approve or refuse planning applications. Making sure that applications comply with the guidance contained within SPD will make it easier for the Council to grant planning permission. The Council's Planning Policies are set out in the Core Strategy, available at www.stratford.gov.uk/corestrategy

Key words or terms which appear throughout the document, are included in the Glossary

R1. Air Quality

Poor air quality is a major influence on public health, causing particular problems for those with respiratory illnesses and cardio-respiratory conditions. Whilst air quality in Stratford-on-Avon District is generally good, there are localised air quality problems caused by road transport and traffic congestion, where levels of Nitrogen Dioxide (NO₂) are the key concern. Two Air Quality Management Areas (AQMA) have been declared within Stratford-on-Avon, the first in Studley and the second in Stratford-upon-Avon town in response to high levels of nitrogen dioxide. Whilst pollution levels have generally improved since their declaration, further improvements in air quality remain important to deliver benefits to all.

Stratford-on-Avon District Council's Vision for Air Quality

To encourage well designed sustainable development that reduces emissions and exposure to pollution, and contributes to better air quality management. Core Strategy Policies AS.1 (A.14) and AS.8 (A.5) reflect this vision.

www.stratford.gov.uk/corestrategy

Warwickshire Local Transport Plan 2011-2026

The Warwickshire Local Transport Plan provides a comprehensive area strategy for the Stratford-on-Avon District with particular emphasis on encouraging modal shift to a greater use of more sustainable forms of transport. The strategy seeks to deliver transport improvement across the district, reducing the environmental impact of traffic as well as reducing the dominance of vehicular traffic in Stratford-upon-Avon town centre and improving air quality within existing AQMAs.

Stratford-on-Avon District Air Quality and Planning Technical Guidance December 2018

The Air Quality and Planning Technical Guidance has been developed by the Coventry and Warwickshire sub regional local planning authorities, including Coventry City Council, Coventry & Warwickshire Public Health, Nuneaton and Bedworth Borough Council, Rugby Borough Council, Stratford-on-Avon District Council and Warwick District Council. This technical guidance aims to simplify the consideration of air quality impacts associated with development schemes and focus on incorporation of mitigation at design stage, countering the cumulative impacts of aggregated developments, providing clarity to developers and defining of sustainability in air quality terms. Stratford-on-Avon District Air Quality and Planning Technical Guidance December 2018 is available on the Council's website, using the link below.

<https://www.stratford.gov.uk/environment/air-quality-management.cfm>

R2. Air Quality Assessments for new developments

Core Strategy Policy CS.26 (D) will be applied to all proposals for new development, where it is considered justified by the scale of the development. An air quality assessment will be required

where there is a risk of significant air quality effect either from a new development causing an air quality impact, or by creating exposure to high concentrations for new residents.

R3. Development Classification, Assessment and Mitigation

The assessment of air quality for relevant planning applications should follow a three-stage process:

1. Determining the classification of the development proposal;
2. Assessing and quantifying the impact on local air quality;
3. Determining the level of a mitigation required by the proposal to make the scheme acceptable.

Stage 1 - Development Type Classification

The classification of developments is shown in tables 1 and 2. The assessment and mitigation of development proposals is shown in figure 1.

Table R1 – Air quality classification of developments

Scheme Type	Minor	Medium	Major
Threshold	Below threshold criteria for a Transport Assessment or Travel Plan	Meets threshold criteria for a Transport Assessment or Travel Plan	Medium type developments which also trigger any of the following criteria: i) Where development is within or adjacent to an AQMA ii) Where development requires an EIA and air quality is to be considered iii) Where any of the criteria within in table 2 of Stratford – on-District Air Quality and Planning Technical Guidance are triggered ¹
Assessment	Health Exposure Assessment where applicable	Health Exposure Assessment where applicable	Air Quality Assessment required including an evaluation of changes in emissions
Mitigation	Type 1	Types 1 and 2	Types 1,2 and 3

Minor schemes are defined as proposals for 1 – 9 dwellings, 1000 sq. new floor space and change of use. Minor, Medium and Major Schemes relate to full and outline applications and variations and do not relate to Reserved Matters applications. Section O8 and O9 within Part O: Parking and Travel of the SPD provides guidance on the threshold criteria for Transport Assessment and Travel Plans. However, it is recommended that applicants also contact Warwickshire County Council for further information on Transport Assessment and Travel Plans.

¹ For further information, see Stratford-on-Avon District Air Quality and Planning Technical Guidance
Stratford-on-Avon District Council – July 2019

Stage 2 – Air Quality Impact Assessment

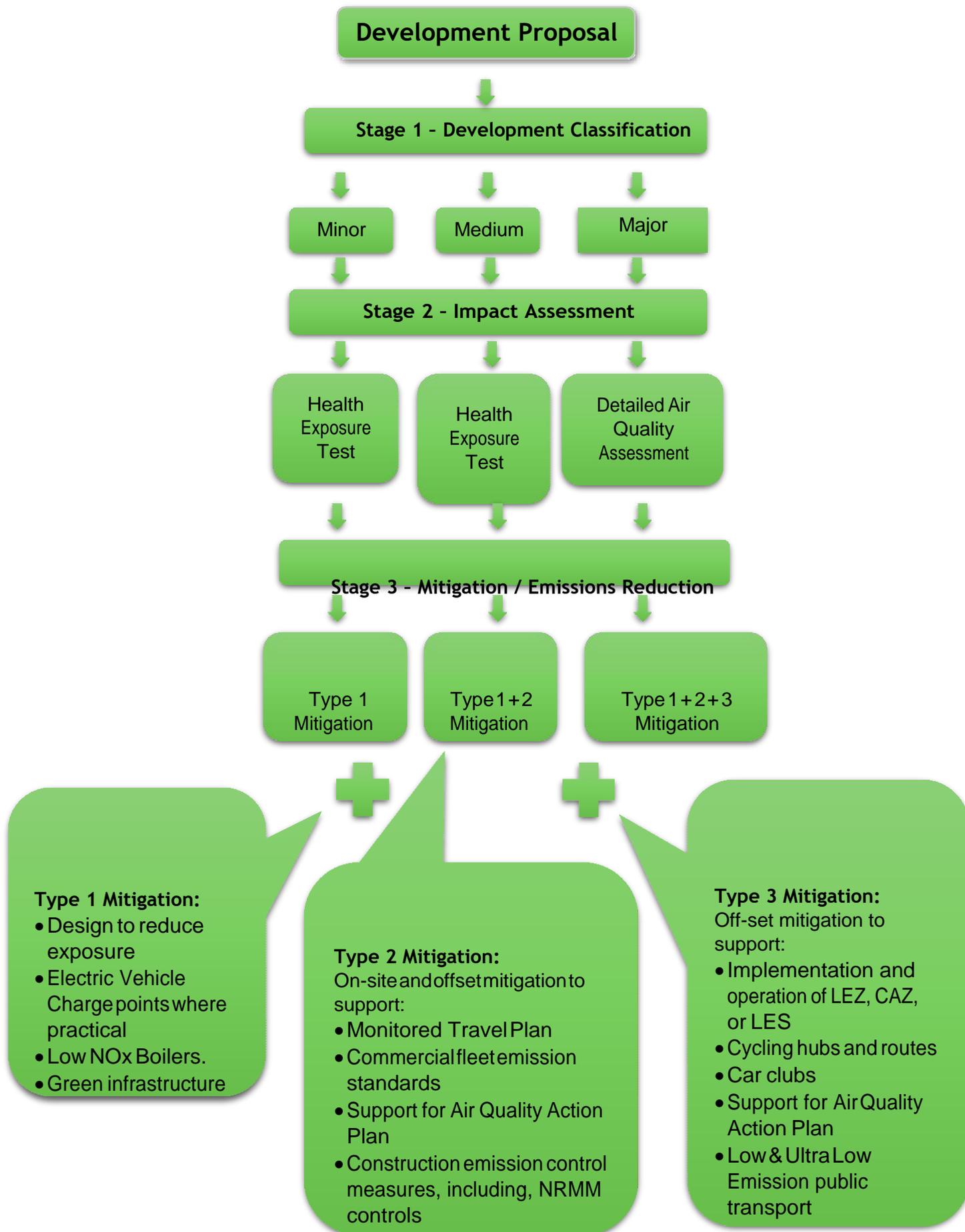
Exposure Assessment- Minor, Medium and Major classified proposals

Smaller development proposals may not in themselves create an additional air quality problem but will add to local air pollution and potentially introduce more people likely to be exposed to existing levels of poor air quality. It can be seen from Table R1 that minor and medium impact schemes should have considered whether the development will expose future occupiers to unacceptable levels of NO₂.

Major Classified Proposals

All major schemes should identify suitable assessment requirements and potential mitigation through pre-application discussions and submit details at application stage.

Figure R1 – Classification, assessment & mitigation of new developments



Stage 3- Mitigation

Where mitigation is not integrated into a proposal it will be required through planning condition. If on-site mitigation is not possible, SDC will seek compensation for the identified air quality impacts through a Section 106 Agreement or similar. The value of mitigation should be equivalent to the damage cost calculation.

Type 1 Mitigation

Table R2 – Type 1 Mitigation

Plug-in Vehicle Re-Charging:

Residential:

1 charging point per unit (16 amp for 1-3 bed and 32 amp for charging for 4+ bed dwelling) with dedicated parking or 1 charging point per 10 spaces (unallocated parking) and ensure appropriate cabling is provided to enable increase in future provision

Commercial/Retail:

10% of parking spaces (32 amp or 7kW) which may be phased with 5% initial provision and the remainder at an agreed trigger level, plus additional cabling for future provision. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour for public access car parks.

Industrial:

10% of parking spaces which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered

Developers installing public charging points shall ensure that the National Charge Point Registry is updated.

Low NOx heating and boilers (see Stratford-on-Avon Air Quality and Planning Guidance for further details)

Where it can be shown that **Green Infrastructure** such infrastructure will reduce exposure from air pollution.

Plug in Vehicles

Plug in vehicles such as electric or hybrid vehicles may be charged on-street or off street, using different types of charging points. Electric Vehicle Charging Points (EVCPs) are post mounted or street light (footway) mounted and off street charging points in external car parks (usually surface level) or within the curtilage of a dwelling can be post or wall mounted. It may be appropriate in certain circumstances to only

require the provision of cabling for electricity supply rather than the 'above ground' charging point equipment. Higher voltage cabling may be required where large scale charging is envisaged.

In addition, charging points for mobility scooters and electric bikes (e-bikes) should be considered in new developments in a safe, convenient and covered location at ground floor level. This particularly applies to flatted developments and elderly persons housing where it may be difficult for occupants to charge scooters within the property itself.

Where on-street parking is proposed, ECVPs may be provided through a community hub setup, where multiple rapid charge points are provided locally for the community.

Details of EVCPs must accompany Full and Reserved Matters planning applications. Outline planning applications will need to include a commitment to provide details of EVCPs at reserved matters stage. The location of EVCPs should be considered at an early stage in the masterplanning process, so that the most suitable locations are identified; i.e hub sites for public access charging points. Public infrastructure to accommodate visitors and opportunities for pooling of electric vehicles will be supported.

Layout and Design Considerations

When considering the layout of the electric vehicle charging infrastructure, the following considerations should be taken into account.

- Where provided the width of electric vehicles charging bays should be a minimum of 2.75 metres;
- EVCPs should be protected from collision and should be positioned to avoid becoming a trip hazard or an obstruction; and should not be located in close proximity to trees;
- Infrastructure should be designed to minimise street clutter, such as using existing street lighting to house ECVPs, where possible.;
- Equipment provision should be in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment;
- Developers should work with the Distribution Network Operators e.g. Western Power Distribution to ensure that an adequate electrical capacity to power EVCPs is provided.
- Details of Electric Vehicle Charging Points and cable enabled points should be shown on a layout plan.

Type 2 Mitigation

The following tables provide a suite of measures to be considered where appropriate.

Table R3 – Type 2 Mitigation

- Monitored Travel Plan²
- Measures to support public transport infrastructure and promote use
- Measures to support cycling and walking infrastructure, including segregated cycle ways;
- Measures to support an Air Quality Action Plan;
- Designated parking spaces and differentiated parking charges for low emission vehicles;
- Non-road mobile machinery (NRMM) controls for built up areas
- Commercial development specific:
- Use reasonable endeavors to use/require vehicle use complying with the latest European Emission Standard
- Provide a fleet emission reduction strategy/Low Emission Strategy, including low emission fuels and technologies, including ultra-low emission service vehicles

Type 3 Mitigation

Table R4 – Type 3 Mitigation

Off-set mitigation to support:

- Implementation and operation of Air Quality Action Plans (AQMA) emerging Low Emission Strategies (LES) or electric vehicle strategies (EVS)
- Growth in low and ultra-low emission public transport, including buses
- Car clubs (including electric) and car sharing schemes
- Cycling Hubs and corridors, including bike and e-bike hire
- Secure cycle storage both on and off site
- Plugged-in development and demonstration schemes e.g. new occupants given demonstration use of plug-in vehicles
- Low emission waste collection services
- Infrastructure for low emission, alternative fuels e.g. refuse collection and community transport services
- Electricity sub-station capable of supporting electric vehicle provision (future proofing)

Further information on the suitability of mitigation for developments can be obtained from the Council Environmental Health Team.

Code of Construction Practice

A Construction Environmental Management Plan (CEMP) should be incorporated into MEDIUM and MAJOR developments and agreed with Council Officers, usually via the Discharge of Planning Conditions. This shall include Non Road Mobile Machinery (NRMM) controls.

² Where the developer funds the monitoring of a travel plan
Stratford-on-Avon District Council – July 2019

R4. High Quality Development Incorporating Good Practice Design

It is beyond dispute that air quality is a major influence on public health and so improving air quality will deliver real benefits. The provision of well-designed development is considered an essential component in improving air quality and creating healthy communities. All developments that have not been screened out at the assessment stage should incorporate good practice design and thereby contribute towards the delivery of wider strategic public health objectives. Part B, C, E and F of this SPD provide further guidance on achieving high quality design proposals in our District.

New development should not contravene any measures set out in the Council's Air Quality Action Plan or any Air Quality Strategy and should be designed to minimise air quality impacts and public exposure to pollution sources. Development should aim to include measures to encourage sustainable means of transport.

Consideration will be given to whether additional measures are required to offset emissions or whether a financial contribution is required, based upon the nature and scale of the development and the level of concern about local air quality. The value assigned to emissions will be based on the 'damage cost approach' used by DEFRA. Proposed mitigation measures should clearly demonstrate their effectiveness. Further information may be found in the Council's Air Quality and Planning Technical Guidance <https://www.stratford.gov.uk/environment/air-quality-management.cfm>

R5. S106 Contributions

Stratford-on-Avon Council has adopted the Community Infrastructure Levy (CIL) and our CIL User Guide can be found on the Council website.

Subject to the rules on pooling, we will seek Section 106 Agreements (Town and Country Planning Act 1990) and other relevant obligations with developers to secure mitigation, including off-set, on larger schemes (Medium and Major), where appropriate, to make the scheme acceptable.

We will not seek Section 106 Agreements for mitigation that is included in our Regulation 123 list. Section U of the Council's Development Requirements SPD provides further guidance on the Council's approach to S106 and CIL.

Find out more:

Further information regarding CIL, including the rates, where they apply, and how they should be paid can be found on the Council's website at:

www.stratford.gov.uk/CIL

The Infrastructure Delivery Plan and Schedule of Infrastructure Projects can be found on the Council's Core Strategy page under "Adoption Documents":

<https://www.stratford.gov.uk/corestrategy>

