

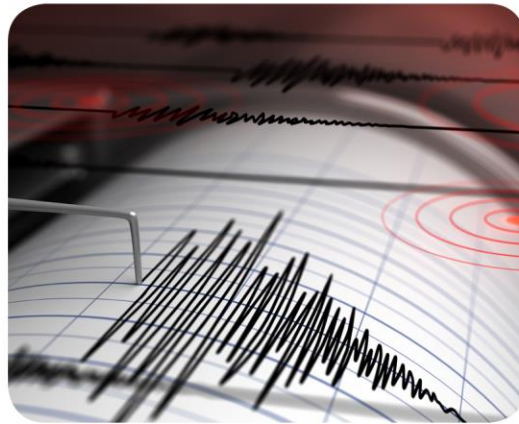


Portward Homes Limited

# Former Carlton Colliery, Barnsley

## Air Quality Assessment

April 2021



[airandacoustics.co.uk](http://airandacoustics.co.uk)





Portward Homes Limited

# Former Carlton Colliery, Barnsley

## Air Quality Assessment

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Portward Homes Limited

## Former Carlton Colliery, Barnsley

Air Quality Assessment



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# Former Carlton Colliery, Barnsley

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# Former Carlton Colliery, Barnsley

## Air Quality Assessment

# 1 Introduction

## 1.1 Brief

1.1.1 Air & Acoustic Consultants Limited have been commissioned by Portward Homes Limited to undertake an Air Quality Assessment to support a planning application for a proposed remediation scheme on land at the Former Carlton Colliery, Shaw Lane, Carlton, Barnsley, S71 3HJ.

## 1.2 Application Site

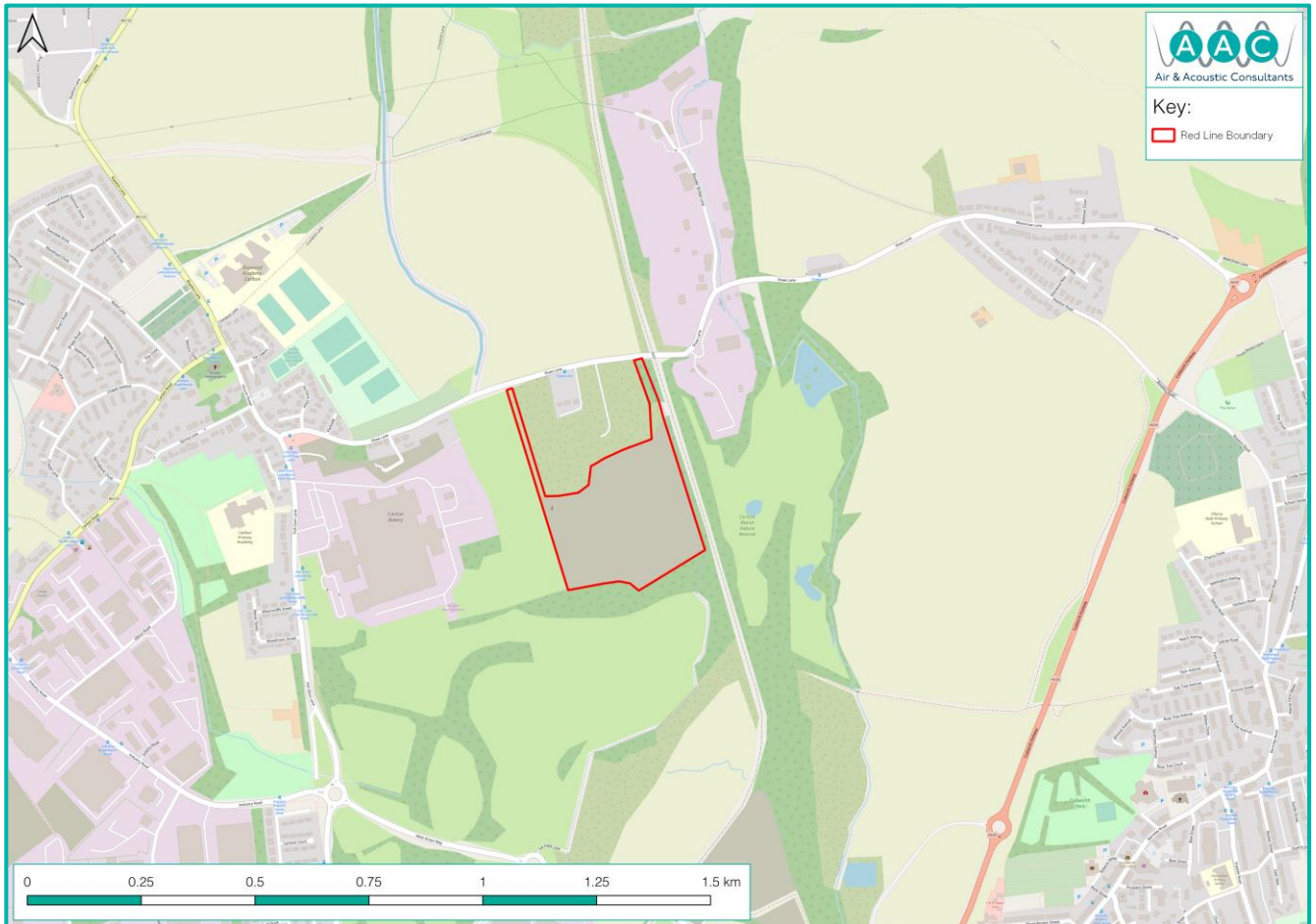
1.2.1 The site, which is located on land off Shaw Lane, is comprised of approximately 8 ha of land. The site is bound to the north by Shaw Lane, to the east a railway line with the Trans-Pennine Trail between the railway and the site boundary, to the south by the reclaimed colliery tip and to the west by a field.

1.2.2 The National Grid Reference for the centre of the site is SE 37508 09852. The site location and surrounding area are shown in [Figure 1.1](#) (British National Grid co-ordinates E: 437508, N: 409852).

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Figure 1.1: Site Location



## 1.3 Scheme Proposals

1.3.1 The proposed scheme seeks approval for the variation of a number of planning conditions associated with previous planning approval to extend the duration of the scheme to provide for a residential standard remediation strategy, to amend the quantity of waste to be imported, and to amend finished levels and the landscaping scheme.

## 1.4 Assessment Scope

1.4.1 This assessment has been undertaken to assess if the temporary proposed scheme is likely to give rise to any air quality impacts.

1.4.2 To note, no considerations have been made for construction phase dust impacts, a dust management plan is already in place for the scheme.

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1.4.3 The report is structured as follows:

- **Section 2** sets out an overview of the national and local air quality policy context, in relation to the scheme proposals;
- **Section 3** details the methodology for estimating the air quality impacts;
- **Section 4** describes the baseline conditions;
- **Section 5** considers the temporary operational phase traffic impacts;
- **Section 6** describes potential mitigation measures for the operational phase (where required); and
- **Section 7** summaries and concludes the assessment.

1.4.4 The scope and methodology of this air quality assessment has been sent to Barnsley Metropolitan Borough Council (BMBC) Environmental Health department, and has been agreed.

## Former Carlton Colliery, Barnsley

### Air Quality Assessment

## 2 Legislation and Policy Context

### 2.1 European Legislation

- 2.1.1 The following text is taken from the [legislation.gov.uk](https://www.legislation.gov.uk)<sup>1</sup> website and sets out how EU Legislation will be retained in the United Kingdom after the Brexit transition.

*“The UK is no longer a member of the European Union. EU legislation as it applied to the UK on 31 December 2020 is now a part of UK domestic legislation, under the control of the UK’s Parliaments and Assemblies, and is published on [legislation.gov.uk](https://www.legislation.gov.uk).*

*[.....]*

*EU legislation which applied directly or indirectly to the UK before 11.00 p.m. on 31 December 2020 has been retained in UK law as a form of domestic legislation known as ‘retained EU legislation’. This is set out in [sections 2 and 3](#) of the [European Union \(Withdrawal\) Act 2018](#) (c. 16).”*

- 2.1.2 Air pollutants at high concentrations can give rise to adverse effects upon the health of both humans and ecosystems. The European Union (EU) legislation on air quality forms the basis for the national UK legislation and policy.
- 2.1.3 The EU Framework Directive 2008/50/EC came into force in May 2008 and sets out legally binding limits for concentrations of the major air pollutants that can impact on public health. This Directive came into force in England in June 2010<sup>2</sup>. Amendments to this Directive was made following amendments to the 2008/50/EC and 1004/107/EC on air quality made by Directive 2015/1480/EC. The updated Directive, The Air Quality Standards (Amendment) Regulations 2016, came into force on 31<sup>st</sup> December 2016<sup>3</sup>.

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<sup>1</sup> EU legislation and UK law. Accessible at: <https://www.legislation.gov.uk/eu-legislation-and-uk-law>

<sup>2</sup> Statutory Instrument, 2010. *The Air Quality Standards Regulations*, No. 1001. Queen's Printer of Acts of Parliament.

<sup>3</sup> Statutory Instrument, 2016. *The Air Quality Standards Regulations*, No. 1184. Queen's Printer of Acts of Parliament.

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## 2.2 National Legislation

- 2.2.1 Part IV of the Environment Act 1995<sup>4</sup> requires local authorities to review and assess the air quality within their boundaries. As a result, the Air Quality Strategy was adopted in 1997<sup>5</sup>, with national health-based standards and objectives set out for the, then, eight key air pollutants including benzene, 1-3 butadiene, carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter and sulphur dioxide.
- 2.2.2 The purpose of the Air Quality Strategy was to identify areas where air quality was unlikely to meet the objectives prescribed in the regulations. The strategy was reviewed in 2000 and the amended Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2000) was published. This was followed by an Addendum in February 2003 and in July 2007, when an updated Air Quality Strategy was published<sup>6</sup>.
- 2.2.3 The pollutant standards relate to ambient pollutant concentrations in air, set on the basis of medical and scientific evidence regarding how each pollutant affects human health. Pollutant objectives are the future dates by which each standard is to be achieved, considering economic considerations, practical and technical feasibility.
- 2.2.4 The air quality objectives are managed through the Local Air Quality Management, (LAQM) regime, which is defined within the Air Quality (England) Regulations 2000, (SI 928), The Air Quality (England) (Amendment) Regulations 2002, (SI 3043). [Table 2.1](#) lists the National Air Quality Objectives that are relevant to this assessment.

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<sup>4</sup> Parliament of the United Kingdom, 1990. *Environmental Protection Act*, Chapter 43. Queen's Printer of Acts of Parliament.

<sup>5</sup> Department for Environment Food and Rural Affairs, 1997. *The United Kingdom National Air Quality Strategy*, Cm 3587.

<sup>6</sup> Department for Environment Food and Rural Affairs, 2007. *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland*, Cm 7169, Department for Environment Food and Rural Affairs.

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Table 2.1: Air Quality Objectives (England)

Pollutant	Air Quality Objective	
	Concentration	Measured as
Nitrogen Dioxide (NO <sub>2</sub> )	200 µg/m <sup>3</sup>	1-hour mean not to be exceeded more than 18 times per year
	40 µg/m <sup>3</sup>	Annual mean
Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup>	24-hour mean not to be exceeded more than 35 times per year
	40 µg/m <sup>3</sup>	Annual mean
Particulate Matter (PM <sub>2.5</sub> )	25 µg/m <sup>3</sup>	15% reduction in background to be achieved between 2010 & 2020

## 2.3 National Planning Policy

2.3.1 The National Planning Policy Framework (NPPF) (2019)<sup>7</sup> sets out the planning policy for England, to help achieve sustainable development within the planning sector.

2.3.2 Paragraph 103 states:

*“The planning system should actively manage patterns of growth in support of these objectives. 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

2.3.3 Paragraph 170 states:

<sup>7</sup> National Planning Policy Framework. Accessible at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)  
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*“Planning policies and decisions should contribute to and enhance the natural and local environment by:*

*[..]*

*e) 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. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.*

*[..]”*

#### 2.3.4 Paragraph 180 states:

*“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.”*

#### 2.3.5 Paragraph 181 states:

*“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.”*

#### 2.3.6 Paragraph 183 states:

*“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*

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*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.”*

2.3.7 The NPPF also sets out the national planning policy on biodiversity and conservation. This emphasises that the planning system should seek to minimise effects on and provide net gains in biodiversity, wherever possible, as part of the Government’s commitment to halting decline and establishing coherent and resilient ecological networks.

2.3.8 The NPPF is supported by Planning Practice Guidance (PPG) (DCLG, 2019)<sup>8</sup>, which includes guiding principles on how planning can take account of the impacts of new developments on air quality.

2.3.9 Paragraph 001 Reference ID: 32-001-20191101 states:

*“The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that affect public health such as particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and nitrogen dioxide (NO<sub>2</sub>).*

*The UK also has national emission reduction commitments for overall UK emissions of 5 damaging air pollutants:*

- *fine particulate matter (PM<sub>2.5</sub>)*
- *ammonia (NH<sub>3</sub>)*
- *nitrogen oxides (NO<sub>x</sub>)*
- *sulphur dioxide (SO<sub>2</sub>)*
- *non-methane volatile organic compounds (NMVOCs)*

*As well as having direct effects on public health, habitats and biodiversity, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.”*

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<sup>8</sup> National Planning Practice Guidance web-based resource. Accessible at: <http://planningguidance.planningportal.gov.uk/airandacoustics.co.uk> | April 2021

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2.3.10 Paragraph: 005 Reference ID: 32-005-20191101 states:

*“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.*

*Where air quality is a relevant consideration the local planning authority may need to establish:*

- *The ‘baseline’ local air quality, including what would happen to air quality in the absence of the development;*
- *whether the proposed development could significantly change air quality during the construction and operational phases (and the consequences of this for public health and biodiversity); and*
- *whether occupiers or users of the development could experience poor living conditions or health due to poor air quality”*

## 2.4 Local Planning Policy

### [Barnsley Metropolitan Borough Council Local Plan](#)

2.4.1 The Barnsley Local Plan<sup>9</sup> was adopted on the 3<sup>rd</sup> January 2019 and at the time of writing is the current policy framework to aid in deciding planning applications.

2.4.2 Policy T5 Reducing the Impact of Road Travel states:

- *“Developing and implementing robust, evidence-based air quality action plans to improve air quality;*

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<sup>9</sup> Barnsley Metropolitan Borough Council, 2019. *Local Plan*.

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- *Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions; and*
- *Implementing measures to ensure the current road system is used efficiently."*

#### 2.4.3 Policy Poll1 Pollution Control and Protection states:

*"Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.*

*We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.*

*Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate."*

#### 2.4.4 Policy AQ1 Development in Air Quality Management Areas states:

*"Development which impacts on areas sensitive to air pollution in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), taking into account any suitable and proportionate mitigation required for the development.*

*We will only allow residential development which impacts on areas sensitive to air pollution, where the developer provides an assessment that shows living conditions will be acceptable for future residents, subject to any required mitigation.*

*We will only allow development which impacts on areas sensitive to air pollution which could cause more air pollution, where the developer provides an assessment that shows there will not be a significantly harmful effect on air quality, subject to any required mitigation.*

*Furthermore, development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation relative to the increased traffic emissions generated by the development."*

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## 2.5 National Air Quality Action Plan

2.5.1 Defra has produced an Air Quality Plan<sup>10</sup> to tackle roadside NO<sub>2</sub>, throughout the United Kingdom. Along with a package of infrastructure, initiatives and grants, the plan requires local authorities to produce local action plans by March 2018, with the aim of reducing the air quality concentrations below the objective as soon as practically possible, should they be predicting exceedances of the air quality objectives beyond 2020.

## 2.6 National Clean Air Strategy

2.6.1 The Clean Air Strategy (CAS)<sup>11</sup> was published in January 2019 and sets out how the government will improve air quality nationally. The document aims to tackle the issue of air quality across all parts of government and society to protect public health and the environment, and identifies what needs to be done to achieve this. The document complements the Industrial Strategy (archived), the Clean Growth Strategy<sup>12</sup> and the 25 Year Environment Plan<sup>13</sup> and is a key part of delivering the government's 25 Year Environmental Plan.

2.6.2 The document has adopted international targets to reduce emissions of fine particulate matter, ammonia, nitrogen oxides, sulphur dioxide and non-methane volatile organic compounds by 2020 and 2030. The document proposes tougher goals to cut public exposure to particulate matter pollution, as recommended by the World Health Organisation (WHO).

2.6.3 The strategy not only targets the reduction of emissions, but also a reduction in exposure.

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<sup>10</sup> Department for Environment Food & Rural Affairs & Department for Transport, 2017. *UK plan for tackling roadside nitrogen dioxide concentrations.*

<sup>11</sup> Department for Environment, Food and Rural Affairs, 2019. *Clean Air Strategy 2019.*

<sup>12</sup> Department for Business, Energy and Industrial Strategy, 2017. *The Clean Growth Strategy.*

<sup>13</sup> Department for Environment, Food and Rural Affairs, 2018. *A Green Future: Our 25 Year Plan to Improve the Environment.*

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## 2.7 Local Air Quality Action Plan

2.7.1 The latest Barnsley Metropolitan Borough Council Air Quality Action Plan<sup>14</sup> was produced in 2017, and further updated in 2019. The document sets out 26 measures to aid in reducing emissions.

## 2.8 Barnsley Metropolitan Borough Council Air Quality and Emissions Good Practice Planning Guidance

2.8.1 The Barnsley Metropolitan Borough Council Air Quality guidance<sup>15</sup> was adopted in March 2020. The document sets out a methodology for undertaking air quality and a template for integrating air quality considerations into air quality assessments.

2.8.2 This document has been considered as part of this assessment.

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<sup>14</sup> Barnsley Metropolitan Borough Council, 2017. *Air Quality Action Plan*

<sup>15</sup> Barnsley Metropolitan Borough Council, 2020. *Air Quality and Emissions Good Practice Planning Guidance*.

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### Air Quality Assessment

# 3 Assessment Approach

## 3.1 Approach to the Assessment

3.1.1 This Air Quality Assessment has been undertaken by means of:

- A consultation with the local authority;
- A review of the existing air quality information;
- A review of the scheme proposals;
- A qualitative assessment of the temporary operational impacts;
- Provision of recommendations of mitigation measures, where appropriate, designed to minimise any adverse effects on air quality; and
- The identification of any residual impacts resulting from the proposed scheme.

## 3.2 Operational Phase

3.2.1 The key guidance document which has been used to determine the potential for temporary impacts upon air quality is the EPUK (Environmental Protection UK) & IAQM (Institute of Air Quality Management) (2017)<sup>16</sup> *Land-Use Planning and Development Control: Planning for Air Quality*.

3.2.2 This guidance document provides indicative criteria for the requirements of an Air Quality Impact Assessment. The following criteria has been considered as part of this assessment:

### Local Highway Network

#### Step 1

- If any of the following apply to the development:
  - Contains 10 or more residential units or a site area of more than 0.5ha; or

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<sup>16</sup> Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM), 2017. *Land-use Planning & Development Control: Planning for Air Quality*.

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- Contains more than 1,000 m<sup>2</sup> of floor space for all other uses or a site area greater than 1ha.
- Coupled with any of the following:
  - The development has more than 10 parking spaces; or
  - The development will have a centralised energy facility or other centralised combustion process.

#### Step 2

- A change of cars / LDV's (light duty vehicles) flow of:
  - More than 100 AADT within or adjacent to an AQMA (Air Quality Management Area); or
  - More than 500 AADT elsewhere.
- A change of HDV's (heavy duty vehicles) flow of:
  - More than 25 AADT within or adjacent to an AQMA; or
  - More than 100 AADT elsewhere.

3.2.3 Should these criteria not be met, then the guidance document considers air quality impacts associated with a scheme to be negligible and no further assessment is required.

3.2.4 This is discussed further in [Section 5](#).

[Barnsley Metropolitan Borough Council Air Quality and Emissions Good Practice Planning Guidance \(2020\)](#)

3.2.5 The Emissions Good Practice Guidance document produced by BMBC has also been used to determine the potential impacts upon air quality.

3.2.6 This guidance document provides indicative criteria for the requirements of Air Quality and Emissions Mitigation Assessments. The criteria is set out in Table 3 and additional trigger criteria for 'Major' developments are set out in Table 4 of the guidance.

3.2.7 It should be noted that this document has a focus on permanent developments, rather than 'temporary schemes' such as this scheme which this air quality assessment relates to. This needs to be considered when comparing to the criterion set out in Table 3 and 4 of the guidance.

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## 3.3 Operational Significance Impact Criteria

3.3.1 Section 7 of the EPUK & IAQM (2017) sets out guidance on considering the significance of a proposed development.

3.3.2 Paragraph 7.13 of the EPUK & IAQM (2017) guidance states:

*“Where the air quality is such that an air quality objective at the building façade is not met, the effect on residents or occupants will be judged as significant, unless provision is made to reduce their exposure by some means. For people working at new developments in this situation, the same will not be true as occupational exposure standards are different, although any assessment may wish to draw attention to the undesirability of the exposure.”*

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## 4 Baseline Conditions

### 4.1 Air Quality Review and Assessment

- 4.1.1 Under the Air Quality Strategy, there is a duty on all Local Authorities to consider the air quality within their boundaries and to report annually to Defra.
- 4.1.2 Local Air Quality Management in the Carlton area has been assessed by BMBC through the national Review and Assessment process, in fulfilment of Part IV of the Environmental Act 1995.
- 4.1.3 BMBC currently have six AQMAs within their jurisdiction, none of which are situated close to the proposed scheme site.

### 4.2 Local Air Quality Monitoring

- 4.2.1 BMBC have three automatic monitoring sites in their jurisdiction. BMBC also have a fleet of nitrogen dioxide (NO<sub>2</sub>) diffusion tube monitors to support these monitors, and are placed at strategic locations across the jurisdiction.
- 4.2.2 A review of the local monitoring network indicates no monitoring is undertaken within the vicinity of the site. The closest diffusion tubes are located approximately 3 km east of the site and are therefore not considered representative of concentration around the site.

### 4.3 Mapped Background Concentrations

- 4.3.1 The Defra website includes estimated background air pollution data for NO<sub>x</sub>, NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> for each 1km by 1km OS grid square<sup>17</sup>. Background pollutant concentrations are modelled from the base year of 2018 and based on ambient monitoring, meteorological data from 2018 and then projected for future years. Projected pollutant concentrations for 2019 and 2021, covering the closest OS grid square to the chosen receptor locations, are provided in [Table 4.1](#) and have been utilised as part of

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<sup>17</sup> Department for Environmental Food and Rural Affairs. Accessible at: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>

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this assessment. Annual mean concentrations are within the relevant objective limits for NO<sub>2</sub> and PM<sub>10</sub>. There are no ambient air quality limits for PM<sub>2.5</sub>.

Table 4.1: Estimated Annual Mean Background Pollutant Concentrations (µg/m<sup>3</sup>)

Pollutant	2019	2021
NO <sub>2</sub>	11.32	10.50
PM <sub>10</sub>	11.41	11.08
PM <sub>2.5</sub>	7.27	7.01

Notes: Data presented are derived from the ordnance survey grid references E: 437500, N: 409500

4.3.2 It should be noted that NO<sub>2</sub> concentrations have been calibrated against Automatic Urban and Rural Network (AURN) sites with more than 75% data capture. The methodology for this is set out in the Air Quality Consultants document<sup>18</sup>.

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<sup>18</sup> Air Quality Consultants, 2020. *Calibrating Defra's 2018- based Background NO<sub>x</sub> and NO<sub>2</sub> Maps against 2019 Measurements*.  
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# 5 Operational Impacts

## 5.1 Traffic Emissions

### [EPUK & IAQM \(2017\) Step 1](#)

5.1.1 The proposed site area is greater than 1ha, however, with less than 10 associated car parking spaces, the proposals will not exceed the criteria in Step 1 of the EPUK & IAQM (2017) impact assessment screening criterion (as set out in [Section 3](#)), therefore an impact assessment has been scoped out of this assessment and there is no requirement to move on to Step 2. Therefore, in line with the EPUK & IAQM (2017) guidance the traffic emission impacts are anticipated to be negligible (temporary) and not significant.

### [EPUK & IAQM \(2017\) Step 2](#)

5.1.2 For completeness, a consideration has been made of the trip generation thresholds for the requirement of an impact assessment, as set out in [Section 3](#). The client has advised that the proposals are permitted to allow a maximum of 120 HGV movements a day, based upon a standard 08:00 to 18:00 hours day (Monday to Friday). The client has also advised the site will be operational on Saturdays 08:00 to 13:00 hours, but not on Sundays, bank holidays or public holidays. In order to compare these figures against the EPUK & IAQM (2017) AADT thresholds, the following calculations have been undertaken in [Table 5.1](#).

Table 5.1: HGV Traffic Generation

Calculation	Criteria
<b>Step A: Operational Days</b>	
No. of Weekdays (minus Bank Holidays) per year	252
Saturdays per year	52
Total (per Year)	304
<b>Step B: No. of Trips Per Hour</b>	

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Calculation	Criteria
Monday to Friday (08:00 to 18:00) based on 120 trips Per Day	12
<b>Step C: Estimation of no. of trips on a Saturday</b>	
Saturday (08:00 to 13:00) 120 Per Sat.	60
<b>Step D: Total Annual Weekday Trips</b>	
Monday to Friday	30,240
<b>Step E: Total Annual Saturday Trips</b>	
Saturday	3,120
<b>Step F: AADT</b>	
Total Trips / 365	91

5.1.3 A review of the undistributed traffic data in [Table 5.1](#) against the Step 2 EPUK & IAQM (2017) is below the threshold criterion a full impact assessment for a site outside an AQMA (as set out in [Section 3](#)), therefore an impact assessment would still be scoped out of this assessment. Therefore, in line with the EPUK & IAQM (2017) guidance the traffic emission impacts are anticipated to be negligible (temporary) and not significant.

[Barnsley Metropolitan Borough Council Air Quality and Emissions Good Practice Planning Guidance \(2020\)](#)

5.1.4 A comparison of the proposals against Table 3 from the Barnsley Metropolitan Borough Council, (2020) Air Quality and Emissions Good Practice Planning Guidance, would classify the scheme as 'Minor', but not trigger the requirements to consider future exposure (as set out in page 9 of the guidance).

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### Air Quality Assessment

# 6 Mitigation Measures

## 6.1 Operational

6.1.1 It is not anticipated, (based upon the assessment set out in [Section 5](#)) that the temporary air quality impacts would be of a magnitude that would adversely impact existing receptors. Therefore, no mitigation measures have been proposed.

[Barnsley Metropolitan Borough Council Air Quality and Emissions Good Practice Planning Guidance \(2020\)](#)

6.1.2 As the scheme is classified as 'Minor', Type 1 mitigation should be implemented for the scheme. However, it is anticipated that no parking will be utilised, and therefore no mitigations are applicable to this scheme.

6.1.3 Furthermore, as this is considered to be a temporary scheme, the proposed mitigation measures set out in the guidance are not appropriate and only consider permanent development.

6.1.4 Notwithstanding this, it should be noted that HGVs associated with the scheme are expected to be retrofitted with Euro 6 engines for the duration of the scheme.

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# 7 Summary & Conclusions

## 7.1 Baseline

7.1.1 The proposed scheme is not located within an AQMA. Local monitoring data and Defra background concentrations have informed that the NO<sub>2</sub> annual mean concentrations comply with its objective at the proposed scheme site. Furthermore, the PM<sub>10</sub> and PM<sub>2.5</sub> background concentrations currently comply with air quality objectives by a considerable margin.

## 7.2 Operational Phase

7.2.1 The air quality screening exercise indicates that the proposed scheme will result in a temporary negligible impact, but the air quality concentrations are not anticipated to be of a magnitude that would adversely impact human receptors.

7.2.2 It can therefore be concluded that the proposed scheme is not considered to conflict with national, regional and local planning guidance referenced in this assessment.

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