



Maple Place Eastleigh

Air Quality Assessment

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Comments

Comments

Comments

Revision		Status	
Pnn	Preliminary (shared; non-contractual)	S1	Coordination
Cnn	Contractual	S2	Information
		S3	Review & Comment
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Contents

Executive Summary

1. Introduction	1
Overview	1
Context	1
Report Structure	2
2. Legislation, Planning Policy & Guidance	3
General	3
Legislation	3
Planning Policy	3
Air Quality Policy	3
Guidance	3
3. Baseline Conditions	5
Eastleigh Borough Council's LAQM Review and Assessment Process	5
Eastleigh Borough Council's Local Monitoring	5
Defra Background Maps	7
4. Construction Phase	8
Assessment Methodology	8
Determining Significance of Impacts	9
Construction Phase Effects	10
5. Operational Development	13
Effect of the Proposed Development on Local Air Quality	13
Predicted Future Exposure	13
Mitigation Measures	13
6. Summary And Conclusions	14

Tables

Table 1: Measured Concentrations at EBC automatic monitors	5
Table 2: Measured Concentrations at EBC diffusion tubes within 1km of the Site	6
Table 3: Defra Background Map Concentrations for the Grid Square of the Site	7
Table 4: Summary of the IAQM Construction guidance for Undertaking a Construction Dust Assessment	8
Table 5: Risk of Dust Impacts - Demolition	10
Table 6: Risk of Dust Impacts - Earthworks	10
Table 7: Risk of Dust Impacts - Construction	10
Table 8: Risk of Dust Impacts - Trackout	10
Table 9: Summary of Dust Risk	12

Appendices

- A. Summary of Relevant Legislation, Planning Policy and Guidance
- B. Construction Dust Mitigation Measures

Executive Summary

This Air Quality Assessment has been prepared by Waterman Infrastructure and Environment Ltd on behalf of Eastleigh Borough Council, to accompany a planning application for the development of land located on the corner of Derby Road and Chamberlayne Road, Eastleigh, Hampshire. The Site is located within the administrative boundary of Eastleigh Borough Council.

The main likely effects on local air quality during construction relates to dust emissions. A range of mitigation measures to minimise or prevent dust emissions would be implemented through the construction works. This would ensure effects would be not significant at all local sensitive receptor locations.

With the implementation of a range of appropriate management practices, the effects associated with construction vehicles and construction plant would be not significant.

It is estimated that the Proposed Development would not result in a change in Annual Average Daily Traffic of more than 500 light duty vehicle flows or 100 heavy duty vehicle flows. The change in vehicle flows would therefore be below the Environmental Protection UK and Institute of Air Quality Management (EPUK/IAQM) guidance criteria for requiring a detailed assessment. In addition, the Proposed Development would not include a generator or any other centralised combustion plant and therefore would not give rise to any significant adverse air quality impacts.

Based on the low trip generation and absence of a centralised combustion plant, according to the EPUK/IAQM guidance, the Proposed Development is not expected to give rise to air quality impacts. As such the likely effect of the operational Proposed Development on local air quality would not be significant.

A review of local monitoring data, and Defra background maps have been used to determine pollutant concentrations at the Site. Based on the anticipated pollutant concentrations across the Site, it is not anticipated the proposal will introduce new receptors into an area of poor air quality and concentrations for future users of the Proposed Development would be not significant.

1. Introduction

Overview

- 1.1 Waterman Infrastructure & Environment Limited has been instructed by Eastleigh Borough Council (hereafter referred to as the 'Applicant') to undertake an air quality assessment to accompany a planning application for the development of the land located at 237 Chamberlayne Road and 5b Derby Road, Eastleigh, SO50 5HX (hereafter termed "the Site"). The Site is located within the jurisdiction of Eastleigh Borough Council (EBC).
- 1.2 The proposals are for the following which is hereafter referred to as the Proposed Development:
"Construction of 12no. dwellings comprising of 9no. apartments and 3no houses, with associated landscaping, parking and access from derby Road."

Context

- 1.3 EBC has declared four Air Quality Management Areas (AQMA) for exceedances of the annual mean NO₂ Air Quality Strategy (AQS) objective. Eastleigh AQMA No.1 (A335) is the closest to the Site, located approximately 370m to the east. The AQMA No. 1 was declared in 2005 and amended in 2015 and is described as the area which "encompasses an area extending 30m to either side of the A335 from the junction of Leigh Road and Bournemouth Road to Wide Lane (north of the roundabout with the M27 spur)".
- 1.4 The most significant pollutant during construction relates to the creation of nuisance dust and emissions from construction vehicles and construction plant. A qualitative assessment has been undertaken based on relevant air quality guidance.
- 1.5 With regards to the operational phase, the Environmental Protection UK and Institute of Air Quality Management planning development guidance (EPUK/IAQM guidance)¹, summarised in **Appendix A**, sets out criteria for when an air quality assessment is required to accompany a planning application.
- 1.6 The guidance states an air quality assessment is required if there is a change of:
 - more than 100 Light Duty Vehicle (LDV) flows in Annual Average Daily Traffic (AADT) within or adjacent to an AQMA or more than 500 AADT elsewhere; or
 - more than 25 Heavy Duty Vehicle (HDV) flows AADT within or adjacent to an AQMA or more than 100 AADT elsewhere; or
 - combustion plant where the single or combined NO_x emission rate exceeds 5 mg/sec.
- 1.7 The transport consultants have confirmed the vehicle flows generated by the Development would not result in a change of more than 500 LDVs or 100 HDVs AADT on local roads with relevant receptors and would therefore be below the EPUK/IAQM guidance criteria for when an air quality assessment is required for locations outside of an AQMA. In addition, the traffic generated from the Proposed Development is anticipated to be below the threshold criteria for locations within or adjacent to an AQMA. The Development would not include any centralised combustion plant. The Development would therefore not give rise to any significant adverse air quality impacts.
- 1.8 Based on the low trip generation and the proposed heating strategy, in accordance with EPUK/IAQM guidance, the Proposed Development is not expected to give rise to air quality

¹ Environmental Protection UK & Institute of Air Quality Management (2017), 'Land-Use Planning & Development Control: Planning for Air Quality', EPUK & IAQM, London

impacts. As such, in accordance with the EPUK/IAQM, the likely effect of the operational Proposed Development on local air quality would be negligible (not significant).

- 1.9 The purpose of the air quality assessment is to assess the potential effect of the Proposed Development on local air quality during construction and to qualitatively consider the potential air quality concentrations future users of the Proposed Development would be exposed to.

Report Structure

- 1.10 The remainder of the report is structured as follows:

- Section 2 – Legislation, Planning Policy and Guidance;
- Section 3 – Baseline Conditions;
- Section 4 – Construction Phase Assessment;
- Section 5 – Operational Development Phase Assessment; and
- Section 6 – Summary and Conclusions.

- 1.11 The air quality assessment is supported by:

- Appendix A: Summary of Relevant Legislation, Planning Policy and Guidance.

2. Legislation, Planning Policy & Guidance

General

2.1 The following legislation, planning policy and guidance are considered relevant to this air quality assessment. A summary of these documents is provided in **Appendix A**:

Legislation

- The Environment Act 1995²;
- Air Quality (England) Regulations 2000 (SI 2000/928)³;
- Air Quality Standards Regulations 2010 (SI 210/1001)⁴;
- The Air Quality Strategy, 2023⁵;
- Environment Act 2021⁶; and
- The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023⁷.

Planning Policy

- National Planning Policy Framework, December 2024, paragraphs 110, 187, 198, 199 & 200⁸;
- Planning Practice Guidance, Section: Air Quality, 001 Reference ID: 32-001-20191101 onwards, last updated November 2019⁹; and
- Eastleigh Borough Local Plan¹⁰;

Air Quality Policy

- Department for Environment, Food and Rural Affairs (Defra), Clean Air Strategy, 2019¹¹;
- Department for Environment, Food and Rural Affairs (Defra) UK plan for tackling roadside nitrogen dioxide concentrations, July 2017¹²;
- Department for Environment, Food and Rural Affairs (Defra) Environmental Improvement Plan 2023, January 2023¹³; and
- Eastleigh Borough Council Air Quality Action Plan, 2020¹⁴.

Guidance

- Defra PM_{2.5} Targets: Interim Planning Guidance¹⁵;
- Environmental Protection UK & Institute of Air Quality Management Guidance; Land-Use Planning &

2 HM Government (1995), Environment Act

3 HM Government (2000), The Air Quality Regulations, 2000, Statutory Instrument 928

4 HM Government (2010), The Air Quality Standards Regulations 2010, Statutory Instrument 2010/1001

5 Defra (2023). Air Quality Strategy, Framework for local authority delivery.

6 HMSO (2021), Environment Act 2021

7 The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023

8 Department for Communities and Local Government, 2024, 'National Planning Policy Framework'. DCLG, London.

9 Ministry of Housing, Communities & Local Government (2019), Planning Practice Guidance

10 Eastleigh Borough Local Plan (2016-2036), April 2022

11 Defra (2019) Clean Air Strategy, 2019

12 Defra. UK plan for tackling roadside nitrogen dioxide concentrations. Detailed Plan. July 2017

13 Defra, Environmental Improvement Plan 2023, published 31st January 2023

14 Eastleigh Borough Council Air Quality Action Plan, 2020-2025, February 2020

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

Development Control: Planning for Air Quality, 2017¹⁶;

- World Health Organization, Global Air Quality Guidelines. September 2021¹⁷; and
- Institute of Air Quality Management: Guidance on the Assessment of Dust from Demolition and Construction, Version 2.2 January 2024¹⁸.

16 Environmental Protection UK & Institute of Air Quality Management (2017), 'Land-Use Planning & Development Control: Planning for Air Quality', EPUK & IAQM, London.

17 World Health Organization, Global Air Quality Guidelines. September 2021

18 Institute of Air Quality Management, 2024, 'Guidance on the Assessment of dust from demolition and construction. January 2024 (Version 2.2).

3. Baseline Conditions

Eastleigh Borough Council's LAQM Review and Assessment Process

- 3.1 In 2005, EBC declared an AQMA for exceedances of the annual mean NO₂. In 2006, EBC declared two more AQMA's also for exceedances of the annual mean NO₂. A final AQMA was declared in 2011 for exceedances of the annual mean NO₂. Details of the AQMA's in proximity (within 2km) to the Site with regard to their location in relation to the Site are:
- Eastleigh AQMA No.1 (A335), located approximately 370m east of the Site;
 - Eastleigh AQMA No.2 (M3), located approximately 1.5km west of the Site;
- 3.2 The Site is not located within an AQMA.
- 3.3 The latest review of local air quality is presented in the EBC 2025 Air Quality Annual Status Report (ASR)¹⁹. The 2025 ASR concludes that NO₂ levels are decreasing for the majority of the monitors throughout the area. In addition, following compliance for the last 3 consecutive years of AQMA No.2 is in the process of being revoked (2025).

Eastleigh Borough Council's Local Monitoring

- 3.4 EBC currently undertakes monitoring of NO₂ and particulate matter (PM₁₀, PM_{2.5}) at three automatic monitors. Details of these are:
- Southampton Road (ES1): a roadside monitor located approximately 0.4km south-east of the Site, measuring NO₂, PM₁₀, and PM_{2.5};
 - The Point (ES3): a roadside monitor located approximately 0.7km north of the Site, measuring NO₂; and
 - Steele Close (ES2): an urban background monitor located approximately 1.7km north-west of the Site, measuring NO₂.
- 3.5 The results for the automatic monitors are presented in **Table 1** below.

Table 1: Measured Concentrations at EBC automatic monitors

ID	Pollutant	Averaging Period	AQS Objective	Annual Mean Concentration (µg/m ³)		
				2022	2023	2024
ES1	NO ₂	Annual Mean (µg/m ³)	40µg/m ³	28.2	25.7	24.3
		1-Hour Mean (No. of Hours exceeding)	200µg/m ³ not to be exceeded more than 18 times a year	0	0	0
	PM ₁₀	Annual Mean (µg/m ³)	40µg/m ³	-	13.7	16.4
		24-Hour Mean (No. of Days exceeding)	50µg/m ³ not to be exceeded more than 35 times a year	-	0	2
	PM _{2.5}	Annual Mean (µg/m ³)	20µg/m ³	-	6.4	8.3
ES3	NO ₂	Annual Mean (µg/m ³)	40µg/m ³	21.5	19.1	17.1
		1-Hour Mean (No. of Hours exceeding)	200µg/m ³ not to be exceeded more than 18 times a year	0	0	0

¹⁹ Eastleigh Borough Council, 2025, Air Quality Annual Status Report (ASR), June 2025.

ID	Pollutant	Averaging Period	AQS Objective	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)		
				2022	2023	2024
ES2	NO ₂	Annual Mean ($\mu\text{g}/\text{m}^3$)	40 $\mu\text{g}/\text{m}^3$	19.2	16.1*	16.5
		1-Hour Mean (No. of Hours exceeding)	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	0	0	0

Notes: Data obtained from EBC 2025 Annual Status Report; *data provided for monitored part of the year from 17/10/2023 to 3/01/2024.

- 3.6 The monitoring results in **Table 1** show that all AQS objectives were met at all monitors between 2022 and 2024, where monitoring data was available.
- 3.7 Overall, the data presented within **Table 1** shows that NO₂ concentrations have decreased or remained similar between 2022 and 2024 at all automatic monitors with 2km of the Site, where data is available.
- 3.8 Particulate matter concentrations have increased between 2023 and 2024, although are still below the respective AQS objectives.
- 3.9 In 2024, annual mean NO₂ monitoring was undertaken within EBC at various locations using diffusion tubes. The monitoring results for the NO₂ diffusion tubes within 1km of the Site are presented in **Table 2**.

Table 2: Measured Concentrations at EBC diffusion tubes within 1km of the Site

Site ID	Address	Classification	Approximate Distance to Site (km)	Annual Mean NO ₂ Concentrations ($\mu\text{g}/\text{m}^3$)*				
				2020	2021	2022	2023	2024
CA	Chestnut Avenue	Roadside	0.4	21.5	21.3	20.9	18.4	18.6
SRAN	Southampton Road Analyser	Roadside	0.7	29.4	33.1	28.9	26.7	24.7
SR1	Southampton Road 1	Roadside	0.7	33.1	28.9	26.3	32.4	32.3
SR2	Southampton Road 3	Roadside	0.7	31.7	36.1	34.2	30.6	28.3
CR	Campbell Road	Industrial	0.8	32.2	27.3	30.3	29.6	26.7
TP	The Point (A) (B) (C)	Roadside	0.9	18.6	20.3	19.7	17.4	16.2
LRPR	Leigh Road / Pluto Road	Roadside	0.9	23.9	24.8	24.6	20.1	19.7
PA	Passfield Avenue	Roadside	1.0	21.0	22.1	21.5	20.3	18.5

Notes: Data obtained from EBC 2025 Annual Status Report; *2020 and 2021 concentrations to be taken with caution due to Covid19 anomalies

- 3.10 The results in **Table 2** show the annual mean NO₂ AQS objective of 40 $\mu\text{g}/\text{m}^3$ was met at all diffusion tubes within 1km of the Site between 2022 and 2024. In addition, there were no measured concentrations greater than 60 $\mu\text{g}/\text{m}^3$ which in accordance with LAQMTG.22 indicates no risk of exceedance of the hourly mean NO₂ AQS objective.
- 3.11 Overall, the data presented within **Table 2** shows that annual mean NO₂ concentrations have decreased or remained similar between 2022 and 2024 at all diffusion tubes within 2km of the Site.

Defra Background Maps

- 3.12 In addition to the monitoring undertaken by EBC, background concentrations of NO_x, NO₂, PM₁₀ and PM_{2.5} are available from the Defra UK Air database on a 1 x 1km grid square resolution for assessment years between 2021 and 2040. The concentrations are projected from a 2021 base year. **Table 3** presents the current year (2026) Defra background concentrations for the grid square covering the Site (445500E, 118500N).

Table 3: Defra Background Map Concentrations for the Grid Square of the Site

Pollutant	AQS Objective	2026 Annual Mean Concentration (µg/m ³)
NO ₂	40µg/m ³	11.4
PM ₁₀	40µg/m ³	11.9
PM _{2.5}	20µg/m ³	7.4

Data Source: <http://uk-air.defra.gov.uk>

- 3.13 The data in **Table 3** shows that all pollutants are below the respective AQS objectives. In addition, pollutant concentrations are anticipated to decrease in future years due to advances in technology and new policies.

4. Construction Phase

Assessment Methodology

Dust Emissions

4.1 The assessment of effects of dust emissions from the construction phase has been based on the latest version of the IAQM's Guidance on the Assessment of Dust from Demolition and Construction, published in January 2024 (IAQM Construction guidance) and the following:

- Consideration of planned construction activities and their phasing; and
- A review of the location (and distance) of sensitive uses surrounding the Site.

4.2 Following the IAQM Construction guidance, construction works were divided into the following distinct activities:

- Demolition - any activity involved in the removal of an existing structure;
- Earthworks – soil-stripping, ground-levelling, excavation and landscaping;
- Construction – any activity involved with the provision of a new structure (or structures), its modification or refurbishment. A structure will include a residential dwelling, office building, retail outlet, road, etc; and
- Trackout – the transport of dust and dirt from the construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when heavy duty vehicles (HDVs) leave the construction/demolition site with dusty materials, which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road having travelled over muddy ground on site.

4.3 IAQM Construction guidance considers the effects of dust, as follows:

- Annoyance due to dust soiling;
- Potential effects on human health due to significant increase in exposure to PM₁₀; and
- Harm to ecological receptors with account being taken of the sensitivity of the area that may experience these effects.

4.4 A summary of the four-step process, which was undertaken for the dust of construction activities as set out in the IAQM Construction guidance, is presented in **Table 4**.

Table 4: Summary of the IAQM Construction guidance for Undertaking a Construction Dust Assessment

Step	Description
1	Screen the Need for a Detailed Assessment Simple distance-based criteria are used to determine the requirement for a detailed dust assessment. An assessment will normally be required where there is: • A 'human receptor' within: – 250m of the boundary of the site; or – 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s). • An 'ecological receptor' within: – 50 m of the boundary of the site; or – 50 m of the route(s) used by construction vehicles on the public highway, up to 250 m from the site entrance(s)

Step	Description
2	Assess the Risk of Dust Impacts The risk of dust arising in sufficient quantities to cause annoyance and/or health and/or ecological impacts should be determined using four risk categories: negligible, low, medium and high risk. A site is allocated to a risk category based on two factors: - the scale and nature of the works, which determines the potential dust emission magnitude as small, medium or large (STEP 2A); and - the sensitivity of the area to dust impacts (STEP 2B), which is defined as low, medium or high sensitivity. To determine the risk of impacts with no mitigation applied (STEP 2C), the dust emission magnitude (STEP 2A) is combined with the sensitivity of the area determined (STEP 2B)
3	Site Specific Mitigation The dust risk categories for each of the four activities determined in STEP 2C is used to define the appropriate, site-specific, mitigation measures to be adopted. Local authorities may have a Code for Construction Practice, or equivalent document, that should be taken into account during the development of the mitigation measures. For the cases where the risk is 'negligible' no mitigation measures beyond those required by legislation are required.
4	Determine Significant Effects Once the risk of dust impacts has been determined in STEP 2C and the appropriate dust mitigation measures identified in STEP 3 the final step is to determine whether there are significant effects arising from the construction phase of a proposed development. For almost all construction activity, the aim should be to prevent significant effects on receptors through the use of effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be 'not significant'.

Construction Vehicle and Plant Emissions

4.5 The IAQM Construction guidance states:

"Experience of assessing the exhaust emissions from on-site plant (NRMM) and site traffic suggests that they are unlikely to make a significant impact on local air quality, and in the vast majority of cases they will not need to be quantitatively assessed. For site plant and on-site traffic, consideration should be given to the number of plant/vehicles and their operating hours and locations to assess whether a significant effect is likely to occur. For site traffic on the public highway, if it cannot be scoped out (for example by using the EPUK's criteria), then it should be assessed using the same methodology and significance criteria as operational traffic impacts".

4.6 In accordance with the IAQM Construction guidance, it is considered that a quantitative assessment of the exhaust emissions from construction traffic and construction plant is not required. Accordingly, a qualitative assessment is deemed appropriate and is provided in this report.

Determining Significance of Impacts

Dust Emissions

- 4.7 The potential impacts of construction activities on local air quality were based on professional judgement and with reference to the criteria set out in the IAQM Construction guidance. Appropriate mitigation that would be implemented to minimise any adverse impacts on air quality have also been considered.
- 4.8 The assessment of the risk of dust impacts arising from the likely construction activities, as identified by the IAQM Construction guidance, is based on dust emission magnitude (STEP 2A)

and the sensitivity of the area (STEP 2B). The matrices presented in **Tables 5 - 8** provide a method of assigning the level of risk for each activity. This should be used to determine the level of mitigation that must be applied.

Table 5: Risk of Dust Impacts - Demolition

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible

Table 6: Risk of Dust Impacts - Earthworks

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table 7: Risk of Dust Impacts - Construction

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table 8: Risk of Dust Impacts - Trackout

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Low Risk	Negligible
Low	Low Risk	Low Risk	Negligible

- 4.9 The risk of dust impact determined for each construction activity type is used to define the appropriate mitigation measures that must be applied.

Construction Vehicle and Plant Emissions

- 4.10 The significance of the effects from construction vehicle emissions and construction plant emissions on local air quality were based on professional judgement.

Construction Phase Effects

Dust Emissions

- 4.11 Construction activities of the Proposed Development have the potential to affect local air quality through Demolition, Earthworks, Construction and Trackout activities, as described above. There

are no demolition activities planned for the Site as such dust emissions from demolition activities are not discussed further in this report.

- 4.12 The Site is in a predominantly residential area. The nearest sensitive receptors are residential receptors within 20m south, north and west of the Site on Chamberlayne Road, Derby Road and Hardy Road. Additionally, Eastleigh College is located approximately 130m south of the Site. Cherbourg Primary School and Cherbourg's Little Stars Preschool are located approximately 160m and 200m south-east of the Site respectively.
- 4.13 There are no designated ecological sites within 50m of the boundary of the Site or 50m of the route(s) used by construction vehicles on the public highway, up to 250m from the site entrance(s). Harm to ecological receptors has therefore not been considered further.

Potential Dust Emission Magnitude

Demolition

- 4.14 The Proposed Development does not require any demolition works, therefore dust emissions during demolition activities have not been considered further.

Earthworks

- 4.15 The Site area is approximately 1.2 hectares (1,200m²) with moderately dusty soil and no more than 5 earth moving vehicles at one time. Based on the criteria in step 2A of the IAQM Construction guidance, the potential dust emissions during earthworks activities could be of **medium** magnitude

Construction

- 4.16 The total volume of buildings to be constructed would be between less than 12,000m³. Based on the criteria in step 2A of the IAQM Construction guidance, the potential dust emissions during construction activities would be of **small** magnitude.

Trackout

- 4.17 It is estimated the number of HDV trips leaving the Site would be less than 20 outward movements in any one day. Based on this and considering the criteria in step 2A of the IAQM Construction guidance, the potential for dust emissions due to trackout activities would be of **small** magnitude.

Sensitivity of the Area

- 4.18 The sensitivity of the area to each main activity has been assessed based on the number and distance of the nearest sensitive receptors to the activity, and the sensitivity of these receptors to dust soiling and human health.

Sensitivity of the Area to Dust Soiling Effects on People and Property

- 4.19 There are estimated to be more than 100 high sensitivity receptors within 50m of the Site boundary. On this basis, as set out in Table 2 of the IAQM Construction guidance, the sensitivity of the area to dust soiling is **high**.

Sensitivity of the Area to Human Health Impacts

- 4.20 As shown in **Table 3**, the 2025 Defra background map annual mean PM₁₀ concentration was 11.9µg/m³ in 2026, below the annual mean AQS PM₁₀ objective of 40µg/m³. On this basis, as set

out in Table 3 of the IAQM Construction guidance, and that there are estimated to be more than 100 high sensitivity receptors within 100m of the Site, the sensitivity of the area to human health impacts is **low**.

Dust Risk Summary

- 4.21 The dust risk categories, based on the potential magnitude of dust emissions and the sensitivity of the area to dust, are presented in **Table 9**.

Table 9: Summary of Dust Risk

Receptor Sensitivity	Sensitivity of the Surrounding Area		
	Earthworks	Construction	Trackout
Dust Soiling	Medium Risk	Low Risk	Low Risk
Human Health	Low Risk	Negligible Risk	Negligible Risk

- 4.22 The Site is considered **medium risk** during the construction phase. Therefore, a range of mitigation measures, appropriate to medium-risk sites, would be developed. The mitigation measures would be included within a Construction Environmental Management Plan and implemented to prevent the release of dust entering the atmosphere and / or being deposited on nearby receptors. The IAQM mitigation measures associated for medium risk sites are included in **Appendix B**.
- 4.23 The mitigation measures are an inherent part of the Proposed Development, required by regulations and would be secured by planning conditions. The mitigation measures would ensure the effect of dust emissions would be **not significant**.

Construction Vehicle and Plant Emissions

- 4.24 At this stage, the number of HDVs associated with the Proposed Development is not known. However, based on the size of the Site, it is estimated that number of HDVs would be less than 20 HDV movements in any one day. Emissions from construction traffic would be relatively small compared to 2026 road traffic emissions; therefore, the likely effect of construction vehicles entering and egressing the Site on air quality would be **not significant** during the construction period.
- 4.25 Any emissions from plant operating on the Site would be very small in comparison to the emissions from traffic movements on the roads adjacent to the Site. It is therefore considered that even in the absence of mitigation, their likely effect on local air quality would be **not significant**.

5. Operational Development

Effect of the Proposed Development on Local Air Quality

- 5.1 It is estimated that the change in vehicle trips associated with the Proposed Development would be below the EPUK/IAQM guidance criteria for developments located inside of an AQMA. The effect of the Proposed Development on ambient air quality would therefore be **not significant**.
- 5.2 Additionally, the Proposed Development would not include a generator or any other centralised combustion plant or other sources that would generate significant pollutant emissions. Considering the low vehicle trip generation rate and the absence of combustion plant, according to the EPUK/IAQM guidance, the Proposed Development would not be expected to give rise to significant air quality impacts.
- 5.3 The effect of the Proposed Development on local air quality was therefore considered to be **not significant**.

Predicted Future Exposure

- 5.4 The Chestnut Avenue (CA15) diffusion tube is the closest to the Site located approximately 0.4km south-east in a residential area. Given the proximity to the Site and location in a residential area, Chestnut Avenue (CA15) diffusion tube is considered representative of annual mean NO₂ concentrations the Site. The 2024 monitored concentration at the Chestnut Avenue (CA15) diffusion tube of 18.6µg/m³ are significantly below the annual mean NO₂ AQS objective of 40µg/m³.
- 5.5 The Southampton Road (ES1) roadside automatic monitor is located approximately 0.4km south-east of the Site, measuring NO₂ and Particulate matter (PM₁₀, PM_{2.5}). Given the proximity of the automatic monitor to the Site it is considered a conservative representation of PM concentrations future users of the Development would be exposed to. The 2024 monitored annual and 24-Hour Mean PM₁₀ and PM_{2.5} concentrations at the Southampton Road (ES1) roadside automatic monitor were below the respective AQS objectives.
- 5.6 Based on the pollutant concentrations shown in **Table 1** and **Table 3**, it is considered the AQS objectives are likely to be met for future users of the Site. The effect of the Proposed Development on air quality would therefore be **not significant**.

Mitigation Measures

- 5.7 As identified above, even in the absence of mitigation, the effect of the operational phase of the Proposed Development on local air quality would be **not significant**. Accordingly, mitigation measures would not be required, and residual effects would also be **not significant**.

6. Summary And Conclusions

- 6.1 A qualitative assessment of dust effects during the construction phase has been carried out using the IAQM Construction guidance. The implementation of a range of appropriate site management practices to control dust emissions would significantly reduce the potential for adverse nuisance dust effects associated with the various stages of the works. It is considered the effects due to dust emissions would be **not significant**.
- 6.2 The effect of construction vehicles entering and egressing the Site during the construction phase would be **not significant**.
- 6.3 Any emissions from plant operating on the Site would be very small in comparison to the emissions from traffic movements on the roads adjacent to the Site. It is therefore considered the effect on local air quality would be **not significant**.
- 6.4 It is estimated that the change in vehicle trips associated with the Proposed Development would be below the EPUK/IAQM guidance criteria for developments inside an AQMA. In addition, the Proposed Development would not include a generator or any other centralised combustion plant and therefore would not give rise to any significant adverse air quality impacts.
- 6.5 Based on the low trip generation and the absence of a centralised combustion plant, according to the EPUK/IAQM guidance, the Proposed Development is not expected to give rise to significant air quality impacts. As such the likely effect of the operational Proposed Development on local air quality would be **not significant**.
- 6.6 A review of the EBC monitoring data and Defra background maps indicate that pollutant concentrations for users of the Proposed Development would be **not significant**.

Appendices

A. Summary of Relevant Legislation, Planning Policy and Guidance

Appendix A: Summary of Relevant Legislation, Planning Policy and Guidance

Legislation

The Environment Act, 1995 (as amended)

Part IV of the Environment Act 1995 provides a system of Local Air Quality Management (LAQM) under which Local Authorities (LAs) are required to review and assess the future quality of the air in their area by way of a staged process. Should this process suggest that any of the AQS objectives will not be met by the target dates, the LPA must consider the declaration of an Air Quality Management Area (AQMA) and the subsequent preparation of an Air Quality Action Plan (AQAP) to improve the air quality in that area in pursuit of the AQS objectives.

The Environment Act 1995 also requires the preparation of a national air quality strategy setting air quality objectives for specified pollutants and outlining measures to be taken by LPAs in relation to meeting these objectives (the LAQM system).

Air Quality (England) Regulations 2000 (as amended)

These regulations put into legislation the air quality objectives that are detailed in the National Air Quality Strategy (AQS).

The AQS objectives of air pollutants relevant to this assessment are summarised in **Table A1**.

Table A1: Summary of Relevant UK AQS Objectives

Pollutant	Objective		Date by which Objective to be Met
	Concentration	Measured as	
Nitrogen Dioxide (NO ₂)	200µg/m ³	1 hour mean not to be exceeded more than 18 times per year	31/12/2005
	40µg/m ³	Annual Mean	31/12/2005
Particulate Matter (PM ₁₀) ^(a)	50µg/m ³	24 hour mean not to be exceeded more than 35 times per year	31/12/2004
	40µg/m ³	Annual Mean	31/12/2004
Particulate Matter (PM _{2.5}) ^(b)	20µg/m ³	Annual Mean	01/01/2020

Note: (a) Particulate matter with a mean aerodynamic diameter less than 10 microns (or micrometres – µm)

(b) Particulate matter with a mean aerodynamic diameter less than 2.5 microns

EU Directive 2008/50/EC, 2008 and Air Quality Standards Regulations, 2010

Further to **Table A1**, the European Union (EU) also sets Limit Values for NO₂, PM₁₀ and PM_{2.5}, which were adopted by the UK before Brexit. The Limit Values for NO₂ are the same numerical levels as the AQS objective but the target date and where compliance is assessed differs.

EU Directive 2008/50/EC on ambient air quality assessment and management came into force in May 2008 and was transposed into UK legislation in March 2010 by the Air Quality Standards Regulations (which apply to the whole of the UK). The Directive aims to protect human health and the environment by avoiding, reducing or preventing harmful concentrations of air pollutants.

The Limit Values are legally binding and the Secretary of State for Environment, Food and Rural Affairs, on behalf of the UK Government, is responsible for their implementation. As achievement of these values is a national obligation rather than a local obligation the Limit Values have not been considered further in the Air Quality Assessment.

The Air Quality Strategy, 2023

The current Air Quality Strategy (AQS) published in April 2023 sets out a framework to enable local authorities to achieve long-term air quality targets. It fulfils the statutory requirement of the Environment Act 1995 as amended by the Environment Act 2021 to publish an Air Quality Strategy setting out air quality standards, objectives, and measures for improving ambient air quality every 5 years.

The Environment Act, 2021

The 2021 Environment Act requires the Secretary of State for Environment Food and Rural Affairs to set a long-term target to reduce the populations exposure to PM_{2.5} in England. These targets are as follows:

- Annual Mean Concentration Target (ACMT) - 10 µg/m³ or less by 2040; and
- Population Exposure Reduction Target (PERT) - 35% reduction by 2040 compared to a baseline of 2018.

The Act also requires the Secretary of State to prepare an Environmental Improvement Plan (EIP), a statutory plan for improving the natural environment in England and annual reports to Parliament on the implementation of EIP.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 sets the PM_{2.5} targets detailed within the 2021 Environment Act into legislation.

Planning Policy

National Planning Policy Framework, 2024

The National Planning Policy Framework (NPPF), published in December 2024 and last updated in February 2025 sets out the Government's planning policies for England and how these should be applied. Paragraph 109 sets out a series of transport related objectives.

Paragraph 109 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"*.

Paragraph 187 states *"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. 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;..."*.

Paragraph 198 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”.

Paragraph 199 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”.*

Paragraph 200 states *“Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed”.*

NPPF Planning Practice Guidance: Air Quality, 2019

The Government’s NPPF Planning Practice Guidance (PPG)¹ states that air quality concerns are more likely to arise where development is proposed within an area of existing poor air quality, or where it would adversely impact upon the implementation of air quality strategies and / or action plans. The PPG notes that when deciding whether air quality is relevant to a planning application, considerations would include whether the development would lead to (Paragraph: 006 Reference ID: 32-006-20191101):

- Significant effects on traffic, such as volume, congestion, vehicle speed, or composition;
- The introduction of new point sources of air pollution, such as furnaces, centralised boilers and Combined Heat and Power (CHP) plant; and
- Exposing occupants of any new developments to existing sources of air pollutants and areas with poor air quality.
- Have a potential adverse effect on biodiversity, especially where it would affect sites designated for their biodiversity value.

Local Planning Policy

Eastleigh Borough Local Plan (2016-2036)

The Eastleigh Borough Local Plan 2016-2036 sets out the policies and plans to guide future development to 2036. There are no policies that directly correlate to air quality in the Local Plan. However, there are air quality policies corresponding to detailed site allocations. The Site is not located within a site allocation.

¹ Ministry of Housing Communities and Local Government, ‘Planning Practice Guidance: Air Quality (ID 32)’, November 2019

Air Quality Policy

Department for Environment, Food and Rural Affairs, Clean Air Strategy, 2019

Published in January 2019 the Clean Air Strategy sets out a framework and national action to improve air quality throughout England.

The Strategy is underpinned by new national powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to act in areas with an air pollution problem. The Strategy also supports the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms.

UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations, 2017

Following a legal challenge the UK Government was required by the High Court to produce a new Air Quality Plan to meet the NO₂ Limit Value in the shortest timescale possible. This document was issued on 26th July 2017.

The plan focuses on reducing concentrations of NO₂ with the principal aims to:

- a. reduce emissions of NO_x from the current road vehicle fleet in problem locations now; and*
- b. accelerate road vehicle fleet turnover to cleaner vehicles to ensure that the problem remains addressed and does not move to other locations.*

A further High Court ruling on 21st February 2018, stated the UK Governments air quality improvement plan adopted on 31st July 2017 was unlawful as *'it does not contain measures sufficient to ensure substantive compliance with the 2008 Directive and the English Regulations'*. The UK Government *'must ensure steps are taken to achieve compliance as soon as possible, by the quickest route possible and by a means that makes that outcome likely'*.

The judgement stated that the UK Government must produce a supplementary plan, setting out requirements for feasibility studies to be undertaken in the 33 Local Authority Areas. RDC is not considered within this judgement.

Environmental Improvement Plan 2023

The Secretary of State for Environment, Food & Rural Affairs is responsible for preparing the Environmental Improvement Plan (EIP), a statutory plan for improving the natural environment in England, every 15 years. The Secretary of State must also prepare an annual report reviewing the implementation of the EIP and the progress that has been made towards achieving the targets set out in the EIP.

The current EIP was published in 2023 and current includes two interim targets for PM_{2.5}:

- Annual Mean Concentration Target (ACMT) - 12 µg/m³ or less by 2028; and
- Population Exposure Reduction Target (PERT) - 22% reduction by 2028 compared to a baseline of 2018.

Eastleigh Borough Council Air Quality Action Plan

The Eastleigh Borough Council Air Quality Action Plan details actions aimed at improving air quality in Eastleigh up to 2025.

The plan includes a wide range of activities including overarching Borough-wide actions together with targeted actions for individual locations, aimed at reducing vehicle emissions and encouraging other modes of travel.

Actions in the plan include:

- Increasing the availability of electric vehicles and charging points;
- Improving and extending the walking and cycling network;
- Partnership working to improve public transport services; and
- Working with schools and local businesses.

Guidance

Department for Environment, Food and Rural Affairs, PM_{2.5} Targets: Interim Planning Guidance

This guidance highlights the importance of implementing mitigation measures to minimise PM_{2.5} emissions during the design stage of new developments. These mitigation measures should be documented within the planning application documents submitted. This applies to all developments which would normally require an air quality assessment. More detailed assessments are expected for developments which are closer to populations, and those which are likely to have higher emissions.

Defra have provided the following questions to assist applicants to support with this interim process:

1. How has exposure to PM_{2.5} been considered when selecting the development site?

Applicants are advised to consider the following in their application:

- *Site proximity to people (particularly large populations and/or vulnerable groups, e.g. schools, hospitals, care homes, areas of deprivation) and the impact of the development on these,*
- *Site proximity to pollution sources and the impact of these on users of the development,*
- *Exposure and emissions during both construction and in-use.*

2. What actions and/or mitigations have been considered to reduce PM_{2.5} exposure for development users and nearby receptors (houses, hospitals, schools etc.) and to reduce emissions of PM_{2.5} and its precursors?

Applicants are advised to explain (with evidence where possible) why each measure was implemented. Or, if no mitigation measures have been implemented, why this was not proposed. Actions can refer to, but are not limited to, the following:

- *Site layout,*
- *The development's design,*
- *Technology used in the construction or installed for use in the development,*
- *Construction and future use of the development.*

Environmental Protection UK & Institute of Air Quality Management Guidance; Land-Use Planning & Development Control: Planning for Air Quality, 2017

Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) provide guidance for air quality considerations within the local development control processes, promoting a consistent approach to the treatment of air quality issues.

It explains how development proposals can adopt good design principles to reduce emissions and contribute to better air quality. The guidance also provides a method for screening the need for an air quality assessment and a consistent approach for describing the impacts at individual receptors. The EPUK and IAQM Guidance, advises that:

"In arriving at a decision about a specific proposed development the local planning authority is required to achieve a balance between economic, social and environmental considerations. For this reason, appropriate consideration of issues such as air quality, noise and visual amenity is necessary. In terms of air quality, particular attention should be paid to:

- *Compliance with national air quality objectives and of EU Limit Values;*
- *Whether the development will materially affect any air quality action plan or strategy;*
- *The overall degradation (or improvement) in local air quality; or*
- *Whether the development will introduce new public exposure into an area of existing poor air quality".*

World Health Organization (WHO), Global Air Quality Guidelines, 2021

The overall objective of the updated global guidelines is to offer quantitative health-based recommendations for air quality management, expressed as long-term or short-term concentrations for a number of key air pollutants. Exceedance of the air quality guideline (AQG) levels is associated with risks to public health. These guidelines are not legally binding standards; however, they do provide WHO Member States with an evidence-informed tool that they can use to inform legislation and policy.

The WHO recommended AQG levels and interim targets are summarised in **Table A3**.

Table A2: Recommended AQG Levels and Interim Targets

Pollutant	Averaging Time	Interim Target				AQG Level
		1	2	3	4	
PM _{2.5} µg/m ³	Annual	35	25	15	10	5
	24-hour	75	50	37.5	25	15
PM ₁₀ µg/m ³	Annual	70	50	30	20	15
	24-hour	150	100	75	50	45
NO ₂ µg/m ³	Annual	40	30	20	-	10
	24-hour	120	50	-	-	25

Local Air Quality Management Technical Guidance, 2022

The Local Air Quality Management Technical Guidance LAQM.TG(22) is designed to support local authorities in carrying out their duties under the Environment Act 1995 as amended by the Environment Act 2021 to improve air quality.

Institute of Air Quality Management: Guidance on the Assessment of Dust from Demolition and Construction, 2024

The IAQM Construction Dust Guidance provides a risk-based methodology to assess air quality impacts from construction related activities. It is based on the potential dust emission magnitude of the site (small, medium or large) and the sensitivity of the area to dust impacts. The importance of professional judgement is noted throughout the guidance. The guidance recommends that once the risk class of the

site has been identified, the appropriate level of mitigation measures is implemented to ensure that the construction activities have no significant impacts.

B. Construction Dust Mitigation Measures

Appendices

Maple Place Eastleigh

Document Reference: WIE18174-108

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Appendix B: Construction Dust Mitigation Measures

The following is recommended mitigation measures for medium risk sites based on the IAQM guidance document.

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
- 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.
- 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 recommended measures as set out in this Table.

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 off-site, and the action taken to resolve the situation in the log book.

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.
- Agree monitoring approach and locations with the Local Authority

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.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid silt runoff of water and mud.
- 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.

Operating Vehicle/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.
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

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.
- 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.

Waste Management

- Avoid bonfires and burning of waste materials.

Measures Specific to Earthworks

-
- Re-vegetate earthworks and exposed areas/soil stockpile to stabilise surfaces as soon as practicable
- Use Hessian mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil as soon as practicable
- Only remove the cover in small areas during work and not all at once.

Measures Specific to Construction

- Avoid scabbling (roughing of concrete surfaces) if possible
- 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.
- 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
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.

Measures Specific to 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.

- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Install hard surfaced haul routes as necessary, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- Implement a wheel washing system, with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- 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.
- Access gates to be located at least 10m from receptors where possible.

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