Hayes Park West

Air Quality Statement

November 2025

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1 Introduction

NRG Consulting have been commissioned to undertake an Air Quality Assessment for a proposed development located at **Hayes Park West, Hayes Park, Uxbridge, UB4 8FE.**

The proposed description of development is:

"Partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works."

The local authority is **Hillingdon Council** and the development is situated within an Air Quality Management Area (AQMA). The pollutants reviewed as part of this assessment are nitrogen oxides (NO_x) and particulate matter ($PM_{2.5}$ and PM_{10}).

Hayes Park West ('the site') is located within the Charville Ward of the London Borough of Hillingdon. The site sits within a wider former business park known as 'Hayes Park'. The Hayes Park estate comprises a historically significant office campus in West London, situated in Hayes, and bounded by a structured, pastoral landscape. The estate is framed by the buildings known as Hayes Park North ('HPN'), Hayes Park Central ('HPC'), and Hayes Park South ('HPS'), both positioned within a broader landscape setting originally envisaged by architect Gordon Bunshaft as a modernist business park set in parkland. HPC and HPS are Grade II* listed due to their architectural and historic interest.

Executive Summary

Based on the findings of this report relating to the Air Quality levels at the proposed development, it is considered that Air Quality does not present a constraint for the grant of planning permission. **The scheme falls under APEC "A" classification and no mitigation measures are required to achieve compliance.**

Figure: Aerial View of Proposed Site

2 Pollutants and Legislation

Air Quality Objectives

The UK Government and the devolved administrations published the latest Air Quality Strategy for England, Scotland, Wales and Northern Ireland on 17 July 2007[1]. The Strategy provides an over-arching strategic framework for air quality management in the UK.

With regards to this assessment, the Air Quality Strategy contains national air quality standards and objectives established by the Government to protect human health. The objectives for nitrogen dioxide and particulates (PM_{10} and $PM_{2.5}$) have been set, along with seven other pollutants (benzene, 1,3-butadiene, carbon monoxide, lead, PAHs, sulphur dioxide and ozone). Those which are limit values required by EU Daughter Directives on Air Quality have been transposed into UK law through the Air Quality Standards Regulations 2016[2] which came into force on 31st December 2016. Table 2 provides the UK Air Quality Objectives for NO_2 and PM_{10}.

Pollutant	Objective	Concentration measured as
Particles (PM_{10})	50µg/m^3 not to be exceeded more than 35 times a year	24 hour mean
	40µg/m^3	Annual mean
Particles ($PM_{2.5}$)	25µg/m^3 (except Scotland)	Annual Mean
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1 hour mean
	40µg/m^3	Annual mean

Table 2.1: UK Air Quality Objectives for Nitrogen Dioxide and Particulate Matter

Environmental Targets (fine particulate matter) (England) Regulations 2023

The Environment Act established a new framework for environmental targets for England. The Environmental Targets (fine particulate matter) (England) Regulations 2023[3] set targets under this framework for the air pollutant of most harm to health – fine particulate matter ($PM_{2.5}$). The two targets, both to be met by 2040 are:

- Annual mean concentrations of $PM_{2.5}$ to be 10 µg m^{-3} or lower
- Population exposure to $PM_{2.5}$ to be reduced by 35% compared to 2018 levels

The two targets are designed to work together to drive actions that both reduce concentrations where it is highest and reduce the pollution that everyone in the country experiences.

Both $PM_{2.5}$ targets are legally binding.

[1] The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Department for Environment, Food and Rural Affairs in partnership with the Scottish Executive, Welsh Assembly Government and Department of the Environment Northern Ireland, July 2007
[2] https://www.legislation.gov.uk/uksi/2016/1184/contents/made
[3] https://www.legislation.gov.uk/uksi/2023/96/contents/made

3 Planning Policy & Guidance

3.1 National Planning Policy Framework

On a national level, air quality can be a material consideration in planning decisions. The National Planning Policy Framework (NPPF) for England, updated in December 2024, is considered a key part of the Governments reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

- Paragraph 187(e): Preventing developments from contributing to unacceptable levels of air pollution.
- Paragraph 198: Considering cumulative effects of pollution

Land-Use Planning & Development Control

In January 2017, Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) produced guidance to ensure that air quality is adequately considered in the land-use planning and development control processes[4].

The guidance document is particularly applicable to assessing the effect of changes in exposure of members of the public resulting from residential and mixed-use developments, especially those within urban areas where air quality is poorer. It is also relevant to other forms of development where a proposal could affect local air quality and for which no other guidance exists.

Planning Practice Guidance – Air Quality

In November 2019 the UK Government provided updated guidance[5] on how planning can take account of the impact of new development on air quality.

All development plans can influence air quality in a number of ways, for example through what development is proposed and where, and the provision made for sustainable transport. Consideration of air quality issues at the plan-making stage can ensure a strategic approach to air quality and help secure net improvements in overall air quality where possible.

This planning Practice Guidance also provides routes to the sources used throughout this report, including but not limited to:

- the UK Air Information Resource (UK-AIR), which contains information on historic and current air quality across the UK, including a GIS portal of Defra's national assessment against relevant Limit Values and air quality management areas;
- air quality management area records and modelled background pollution concentrations;
- the Clean Air Strategy sets out actions for dealing with 5 major sources of air pollution. A detailed National Air Pollution Control Programme was published by the Department for Environment, Food and Rural Affairs in April 2019.

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.

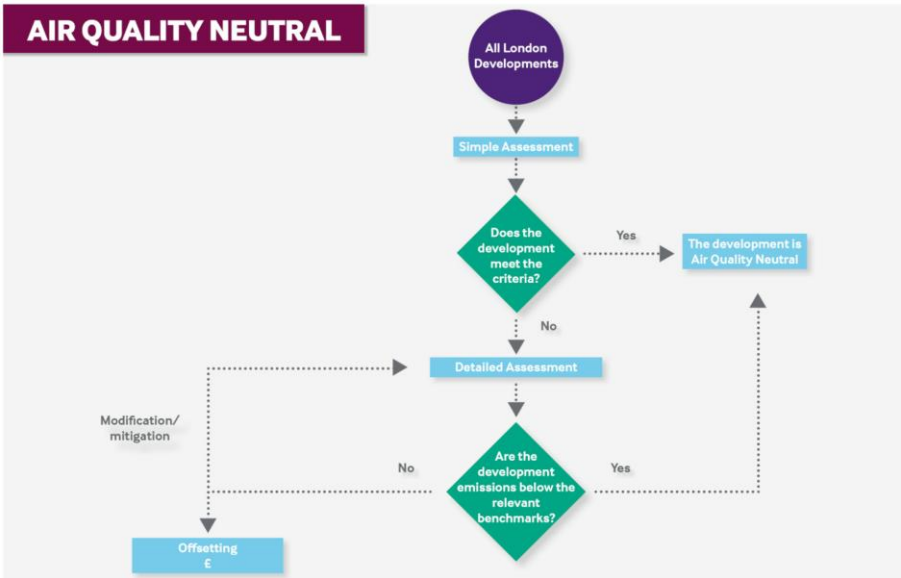
[4] Land-Use Planning & Development Control: Planning for Air Quality. Guidance from Environmental Protection UK and the Institute of Air Quality Management for the consideration of air quality within the land-use planning and development control processes. EPUK & IAQM. January 2017

[5] https://www.gov.uk/guidance/air-quality--3

3.2 Regional Policy - Air Quality Neutral (London Plan Guidance (2023))

This guidance sets out how an 'air quality neutral' assessment should be undertaken. The guidance sets benchmarks for building emissions (emissions from equipment used to supply heat and energy to buildings) and for transport emissions (for private vehicles travelling to and from the development).

It is important to note that the transport emissions benchmarks (TEB) only consider car or light van trips, and that "*deliveries and servicing, taxis or heavy vehicle movements from non-occupiers' assessment of these trips, for example, should be captured in the wider air quality impact assessment where one is required and should therefore be excluded from the TEB calculations*".



3.3 Local Policy

London Borough of Hillingdon (Local Plan Part One (2012) and Part 2 (202)

Policy EM1: Climate Change Adaptation and Mitigation

...6. Targeting areas with high carbon emissions for additional reductions through low carbon strategies. These strategies will also have an objective to minimise other pollutants that impact on local air quality. Targeting areas of poor air quality for additional emissions reductions...

Policy EM8: Land, Water, Air and Noise

Air Quality All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

4 Air Quality Assessment

4.1 Local Area Designations

Air Quality Focus Area

The site is not in an Air Quality Focus Area.

Air Quality Management Area

The site is in an Air Quality Management Area (AQMA).

4.2 Impact from Rail

The site is approximately 4km away from the Central Line to the north of the site and 2.75km from the Elizabeth Line / National Rail to the South. The railway line is not listed within 'Table 7.2 - Rail Lines with a Heavy Traffic of Diesel Passenger Trains' of LAQM.TG (22). Furthermore, LAQM.TG (22) recommends determining exposure when stationary locomotives are 15 m from receptor or 30 m for moving diesel locomotives.

Therefore, this has been excluded from our assessment.

4.3 Impact from Traffic

As the AADT impact is less than 100 additional vehicle movements per day then as per best-practice guidance, dispersion modelling for traffic impacts is not required. However, for completeness, the impact of emissions from road traffic from the proposed development will be reviewed further on in this report.

4.4 Defra - Background Concentrations

Background concentrations have been obtained from Defra[6]. Predictions of total pollutant concentrations include contributions from local emissions sources (such as roads, chimney-stacks, etc.) and local background concentrations. In many situations, the background contribution may represent a significant or dominant proportion of these concentrations. Background concentrations for regulated pollutants are expected to decline in future years as a result of government policies/legislation to reduce pollution emissions.

In order to establish a prediction of total concentrations of pollutants, road source contributions are combined with a background concentration. LAQM.TG(19) recommends the use of empirically derived national background estimates available from the Defra website. These 1 km x 1 km grid resolution maps are currently derived from a base year of 2024 (for NOx, NO_2, PM_{10} and $PM_{2.5}$ only), and results for the grid where the scheme is located are provided in the table below.

Location	Pollutant	Data for 2024 (µg/m³)
Proposed Development Coordinates: **Easting: 508815** **Northing: 182570**	NO_2	15.13
	NO_x	20.68
	PM_{10}	12.91
	$PM_{2.5}$	8.19

Table 4.1: Background NO_x, NO_2, PM_{10} and $PM_{2.5}$ Concentrations

[6] https://uk-air.defra.gov.uk/data/gis-mapping/

4.5 London Atmospheric Emissions Inventory (LAEI)

The LAEI 2019 is the latest version of the London Atmospheric Emissions Inventory and shows emissions over a narrower grid than the DEFRA model (20m x 20m). Emissions estimates of key pollutants (NO_2, PM_{10}, $PM_{2.5}$) by source type are included for the base year 2019 and forecast years 2025.

These emissions have been used to estimate ground level concentrations of key pollutants NO_x, NO_2, PM_{10} and $PM_{2.5}$ across Greater London for years 2019 and 2025 using an atmospheric dispersion model.

Location	Pollutant	Data for 2019 (µg/m³)	Data for 2025 (µg/m³)
Proposed Development	NO_2	24.03	18.28
	PM_{10}	14.76	13.16
	$PM_{2.5}$	9.85	8.80

Table 4.2: Background NO_2, PM_{10} and $PM_{2.5}$ Concentrations - LAEI

Figure: Map showing 2025 NO_2 data – LAEI

4.6 Local Air Quality Monitoring

London Borough of Hillingdon – Air Quality Status Report (AQSR)

Each year, local authorities publish an annual report of the air quality monitoring in the borough. This report includes the latest published version, the *London Borough of Hillingdon - Air Quality Annual Status Report for 2025.* This was published in May 2025 and contains verified and adjusted data for 2024 and thus can be considered reference grade and current.

London Borough of Hillingdon – Automatic Monitoring

The Council does undertake monitoring of NO_2 using a single automatic monitoring station within the borough. Based on the Air Quality Status Report, there are no automatic monitors within 3km of the proposed development.

HI 1 to the north east of the site is the closest but within a range for the results to be of bearing here.

London Borough of Hillingdon – Non-Automatic Monitoring

The council also operate a network of diffusion tubes within the borough. Details of the closest monitoring stations are:

Monitoring ID	Location	Distance from Site	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)
HILL 04	Hillingdon Primary School, Uxbridge Road	1km	20		
Annual Mean NO_2 Ratified and Bias-adjusted Monitoring Results (Locally)					

Table 4.3*:* Modelled Verification Locations – Non-Automatic Monitoring – Data from 2024

The emissions at HILL 04 can be considered slightly worse than the development due to the location in an area of much higher traffic with less greenery.

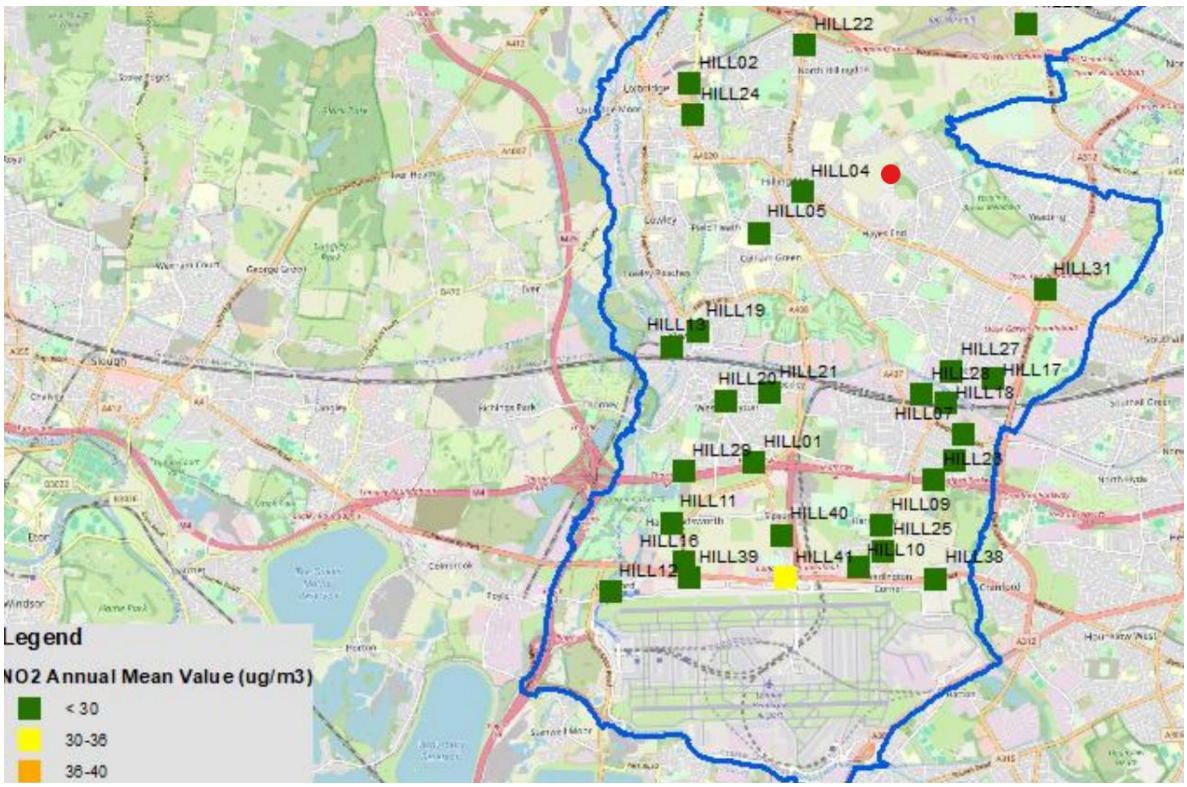


Figure: Monitor Network – Hillingdon – Site is Red Dot.

5 Operational Phase (Traffic Emissions)

5.1 Modelled Scenarios

Two scenarios have been modelled as part of this assessment. These are as follows:

- Scenario 1 (2024) – existing levels of air quality / model verification; and
- Scenario 2 (2029) – future impact of traffic emissions on the proposed development

Data used for these scenarios can be seen in the below table:

Datapoint	Latest Available Year
Meteorological Data (Met Office and Stations)	2024
Traffic Data (Road Vehicles – DFT)	2024 (projected to 2029 using TEMPRO)
Background Concentrations (DEFRA)	2024
Monitoring Data (Diffusion Tubes)	2024

Table 5.1: Modelled Scenario Data

A future year has been chosen (2029) representing the baseline year plus 5 years and will provide an assessment of the future impact of traffic emissions on the proposed development once completed and fully occupied.

ADMS-Roads

Modelling the impact of traffic emissions on the proposed development will be undertaken using the latest version of the ADMS-Roads model[7]. ADMS-Roads is significantly more advanced than that of most other air dispersion models in that it incorporates the latest understanding of the boundary layer structure and goes beyond the simplistic Pasquill- Gifford stability categories method with explicit calculation of important parameters. The model uses advanced algorithms for the height-dependence of wind speed, turbulence and stability to produce improved predictions.

Predicted Short Term Concentrations

As discussed in the introduction, it has not been possible to model the short-term impacts of NO_2 and PM_{10}. Research undertaken in 2003[8] has indicated that the hourly NO_2 objective is unlikely to be exceeded at a roadside location where the annual mean NO_2 concentration is less than 60 µg/m^3.

This relationship has been applied to the modelled annual mean concentrations in order to estimate the number of 24-hourly exceedances.

Emission Factors

Defra and the Devolved Administrations have provided an updated Emission Factors Toolkit (Version 11) which incorporates updated NOx emissions factors and vehicle fleet information[9]. These emission factors have been integrated into the latest ADMS-Roads modelling software.

[7] Model Version: 5.0.0.1 Interface Version 5.0.0.5313 (16/02/2020)
[8] Analysis of Relationship between 1-Hour and Annual Mean Nitrogen Dioxide at UK Roadside and Kerbside Monitoring Sites, Laxen and Marner, 2003
[9] https://laqm.defra.gov.uk/wp-content/uploads/2023/08/LAQM-TG22-August-22-v1.0.pdf

Traffic Data

Baseline traffic flows along the local roads are available from the Department for Transport (DfT)[10]. Baseline data has been projected to 2029 from converted or existing 2024 data.

Projection of traffic data has been undertaken using growth factors specific to the scheme, obtained from TEMPro[11]. The projected flow rates are provided in this report. It is assumed that the percentage HDV and speed will remain unchanged in future years.

The modelled speeds have been derived from the National Atmospheric Emissions Inventory (NAEI), specifically for major road networks and local roads. However, where a link approaches a junction a speed of 15 mph has been modelled in order to represent queuing traffic at a junction.

Link Name (Count Point)	AADT	AADT - HDV
A214	17,345	121
A234 (36844)	17,902	109

Table 5.2: Annual Average Daily Traffic Flows, Percentage HDV and Speeds for Modelled Roads

Meteorological Data

Hourly sequential meteorological data has been used from **Heathrow Weather Station.**

Wind speed and direction data has been plotted as a wind rose in the figure below.

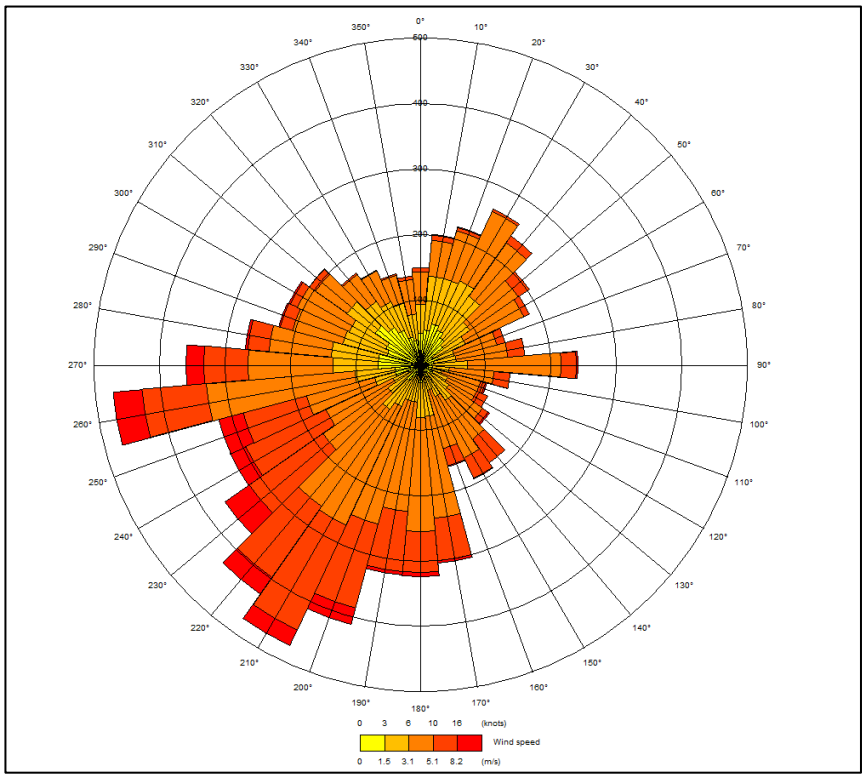


Figure 5.1: Wind Speed and Direction Data, Heathrow

[10] http://www.dft.gov.uk/traffic-counts/
[11] TEMPro (Trip End Model Presentation Program) version 7, Department for Transport

5.2 On-Site Receptor Locations

In order to assess the potential impact of the traffic emissions from the local road network, a number of receptors have been identified representing the different facades of the proposed development. The location of these receptors, together with their height above ground level is provided in Table 6 and represented in Figure 2.

Proposed receptors above the modelled height have not been modelled as predicted concentrations at the lower floors will provide a worst-case assessment. This is due to the dispersion of air polluting particles as elevation increases.

AQA ID	Height (m)	Description
R1	1.5	Ground Floor
R2		

Table 5.3: Modelled Receptor Locations

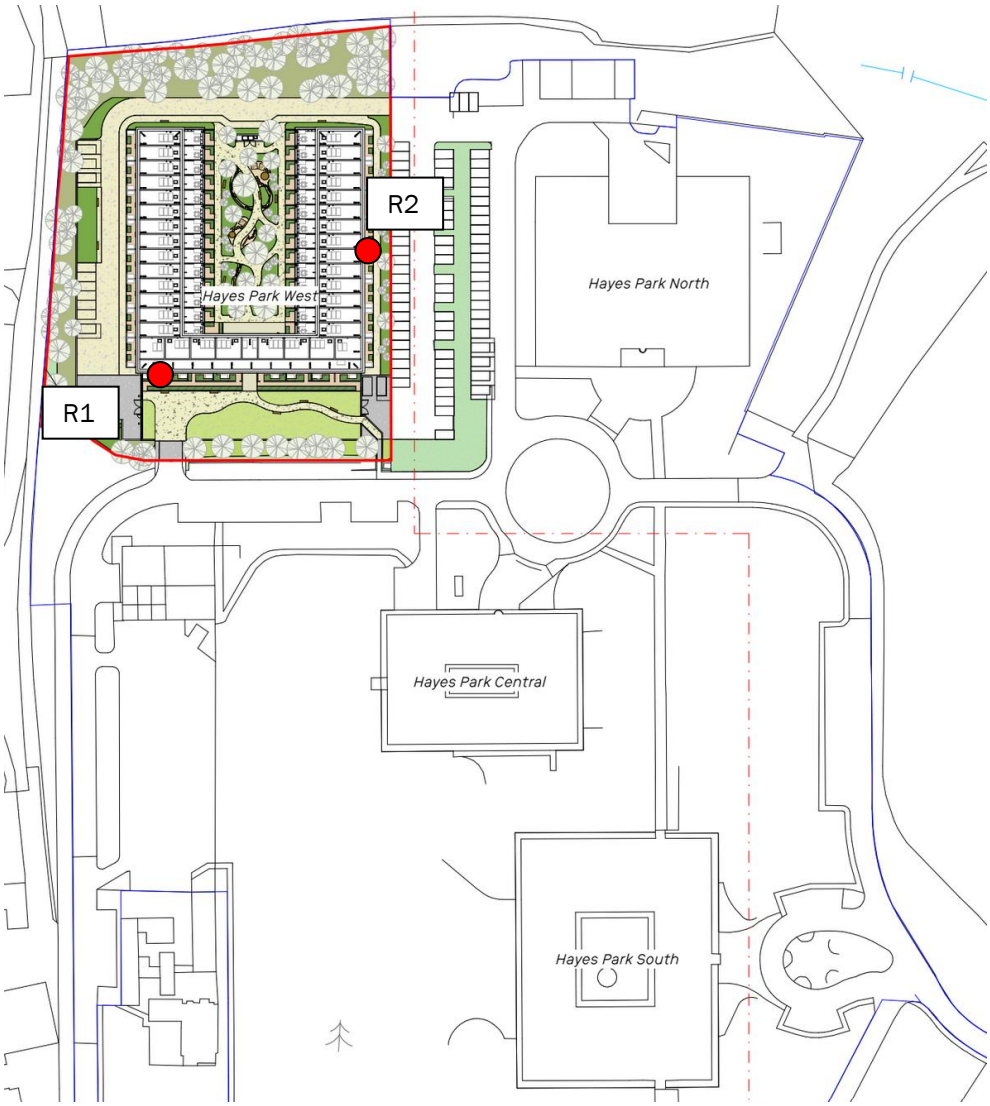


Figure 5.2: Modelled (Proposed) Receptor Locations

5.3 Operational Phase

The significance of emissions will be determined by comparing the predicted results to the Air Pollution Exposure Criteria (APEC) detailed in the Air Quality and Planning Guidance written by the London Air Pollution Planning and the Local Environment (APPLE) working group[12]. The Air Pollution Exposure Criteria is considered appropriate to describe the significance of the impacts predicted, together with an indication as to the level of mitigation required in order for the development to be approved. The APEC table is provided below.

APEC Category	NO_2	PM_{10}	Recommendations
A	>5% below national annual mean objective	>5% below national annual mean objective >1-day less than national 24-hour objective	No air quality grounds for refusal; however, mitigation of any emissions should be considered.
B	Between 5% below or above national annual mean objective	Between 5% above or below national annual mean objective Between 1-day above or below national 24-hour objective	May not be sufficient air quality grounds for refusal, however appropriate mitigation must be considered
C	>5% above national annual mean objective	>5% above national annual mean objective >1-day more than national 24-hour objective	Refusal on air quality grounds should be anticipated, unless the Local Authority has a specific policy enabling such land use and ensure best endeavours to reduce exposure are incorporated

Table 5.4: Air Pollution Exposure Criteria (APEC)

Furthermore, the guidance released by Environmental Protection UK also provides steps for a Local Authority to follow in order to assess the significance of air quality impacts of a development proposal. This procedure has also been applied to the modelled results.

[12] Air Quality and Planning Guidance, written by the London Air Pollution Planning and the Local Environment (APPLE) working group, January 2007

5.4 Impact of Vehicle Emissions

NO_x/NO_2 Relationship

Following recent evidence that shows the proportion of primary NO_2 in vehicle exhaust has increased[13]. As such, a new (version 8.1) NOx to NO_2 calculator has been devised[14]. This new calculator has been used to determine NO_2 concentrations for this assessment, based on predicted NOx concentrations using ADMS-Roads. Converted NO_2 concentrations are initially compared to local monitoring data in order to verify the model output. If the model performance is considered unacceptable then the NOx concentrations are adjusted before conversion to NO_2.

Nitrogen Dioxide

Predicted annual mean concentrations for NO_2 in **2024** and **2029** are provided in the table below. As mentioned in Section 4 NO_2 concentrations have been calculated from the predicted NOx concentrations using the latest NOx-NO_2 conversion spreadsheet available from the Air Quality Archive.

Receptor ID	2024	2029
	GF	GF
R1	18.2	18.4
R2	18.0	18.2
Objective	**40**	

Table 5.5: Predicted NO_2 Concentrations, Annual Mean (µg/m³)

The ADMS predictions for annual mean NO_2 concentrations indicate that the annual mean objective (40 µg/m³) would not be breached at any of the elevations on any floor and thus the entire site is below the national objective.

Nitrogen Dioxide also has an hourly objective of 200 µg/m³ not to be exceeded more than 18 times in one year. However, the hourly mean concentration has not been calculated directly by ADMS Roads. This is as a result of an evaluation of continuous monitoring data from across the UK that revealed that the relationship between the annual mean and hourly mean NO_2 concentrations was very weak.

Nonetheless, research undertaken in 2003[15] has indicated that the hourly NO_2 objective is unlikely to be exceeded at a roadside location where the annual mean NO_2 concentration is less than 60 µg/m³. Given that predicted NO_2 concentrations are below 60 µg/m³ at all modelled receptors the likelihood of the short-term objective for NO_2 being exceeded is considered low.

[13] Trends in Primary Nitrogen Dioxide in the UK, Air Quality Expert Group, 2007

[14] https://laqm.defra.gov.uk/documents/Updated_NOx_from_NO2_Calculator_fno2_v8.1.pdf: https://laqm.defra.gov.uk/review-and-assessment/tools/background-maps.html#NOxNO2calc.

[15] Analysis of Relationship between 1-Hour and Annual Mean Nitrogen Dioxide at UK Roadside and Kerbside Monitoring Sites, Laxen and Marner, 2003

Particulate Matter (PM_{10})

Predicted annual mean concentrations for PM_{10} are provided in the tables below. The ADMS predictions for annual mean PM_{10} concentrations indicate that the annual mean objective (40 µg/m^3) would be achieved at all the modelled receptor locations. The maximum number of days when PM_{10} concentrations are more than 50 µg/m^3 is 0, less than the 35 exceedances allowed in the regulations.

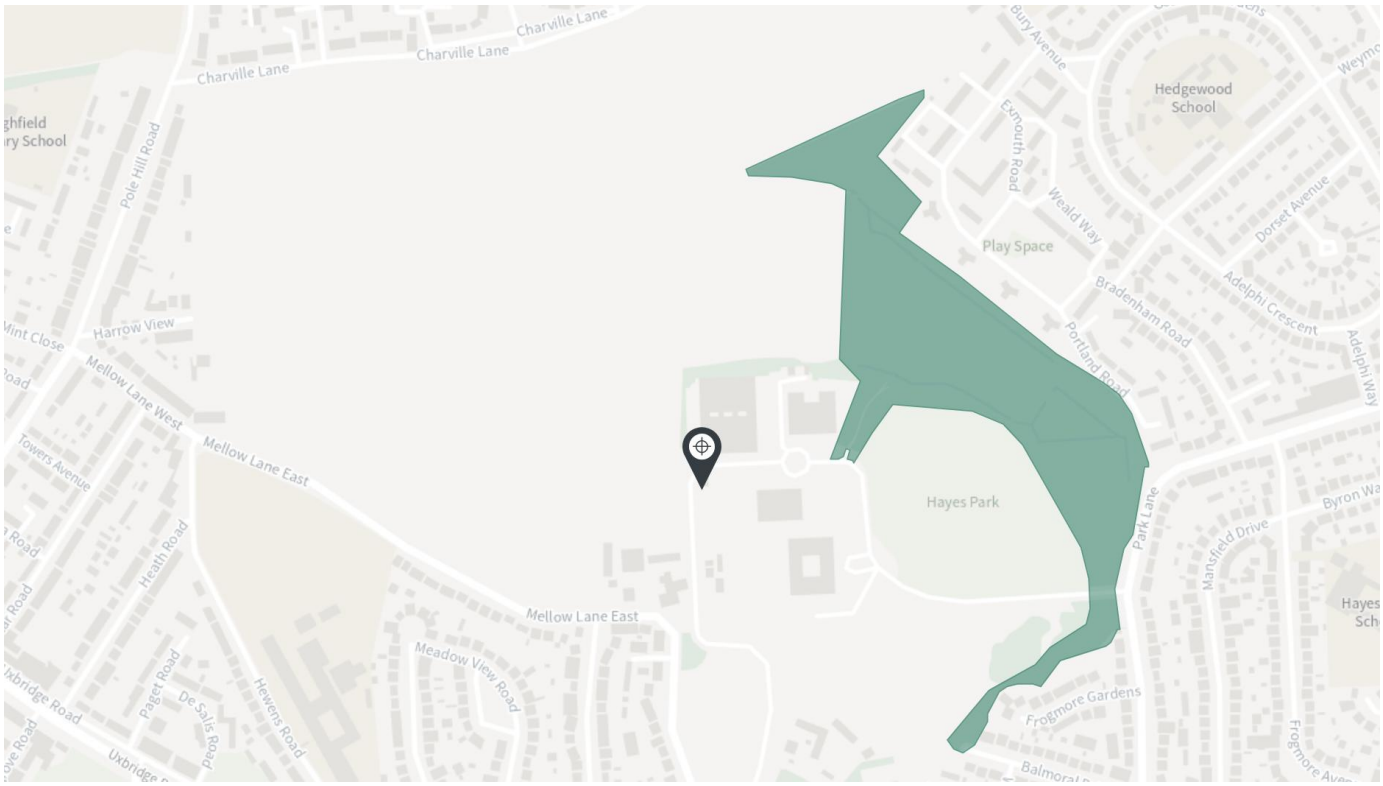
Receptor ID	2024	2029
	GF	GF
R1	14.1	14.2
R2	14.1	14.2
Objective	**40**	

Table 5.6: Predicted PM_{10} Concentrations, Annual Mean (µg/m^3)

5.5 Impacts on Designated Nature Conservation Sites

Based on this guidance, and using the tool provided by DEFRA (Magic[16]) there are no European or UK Designations (Statutory – NNRs, Areas of Outstanding Natural Beauty, Ramsar Sites, SSSIs, SACs, SPAs) within 500m of the site.

The closest non-statutory area is the Hayes Shrub SINC. Works will be undertaken as to avoid impact on the SINC and all site operatives will be made aware of its local significance.



[16] https://magic.defra.gov.uk/MagicMap.aspx

6 Air Quality Neutral Assessment

The air quality neutral assessment has followed the methodology outlined in the Air Quality Neutral LPG. Within this document, benchmarks have been provided in relation to building and transport emissions, together with a methodology for calculating the building and transport related emissions for a particular development.

6.1 Building Emissions

The Air Quality Neutral LPG states:

- *the new heating system is a heat pump or other zero-emission heat source*

3.1.2 Where a development meets the criteria above, the rest of section 3 does not apply. If the criteria above is not met, a full AQN Assessment against the BEB is required, as per the procedure below.

The proposed development meets these parameters as the proposed heating is via Air Source Heat Pumps, which is a zero-emission heat source. Therefore, the Building Emissions Benchmarks (BEB) can be considered to be met. With the proposed heating, the emissions of both Nitrogen Oxides (NOx) and Particulate Matter (PM) will be zero, as noted in Table 6.1 below.

Emission Type	Total Annual Emissions (Kg)
NOx	0
PM	0

Table 6.1: Building Emissions

6.2 Transport Emissions

The Transport Emissions Benchmarks (TEBs) are calculated by multiplying the relevant emission benchmarks by the number of properties for residential. The results are presented in the table below:

Land Use	Number of Dwellings	Benchmark Trip Rate (per dwelling per	Total Yearly Benchmark Trips	Actual Trip Rate (per dwelling per annum)	Total Yearly Actual Trips	Difference (Trips/Year)
C3	52	447	23,244	407.11	21,170	-2,074

Table 6.2: Comparison of Total Transport Emissions and Transport Emissions Benchmarks

The Trip Rate has been provided by the Transport Consultant for the scheme of 29 times two-way trips (58 total per day).

Table 5.1 Proposed Vehicle Trip Generation (C3 residential use)

	Trip rate per 100sqm			Number of trips		
Time Period	Arrive	Depart	Total	Arrive	Depart	Total
AM 08:00-09:00	0.073	0.240	0.313	4	12	16
PM 17:00-18:00	0.154	0.092	0.246	8	5	13

7 Conclusion

Impact of Vehicle Emissions

The predicted concentrations of pollutants in all modelled years are below the relevant objectives. Predicted concentrations at all the modelled receptors fall within APEC Category A, which states that there are "no air quality grounds for refusal, however, mitigation of any emissions should be considered".

Air Quality Mitigation

Based on the results of this assessment there is no need for mitigation for air quality purposes. The site is well within the national objectives and where air quality levels are showing a year-on-year downward trend.

Air Quality Neutral

The scheme is Air Quality Neutral.

Development Mitigation

The development will adhere to the standard mitigation measures for all developments to ensure impacts on local air quality are reduced. These include:

Standard mitigation measures for all development:	
Residential Uses	
For all development	All gas-fired boilers to meet a minimum standard of <40mgNOx/kWh
Dwellings with On-Plot Parking	1 Active Charging Point* per dwelling
Dwellings with unallocated communal parking	10% Active Charging Spaces with all other spaces to be provided as Passive Charging Spaces
Visitor Parking	A minimum of two visitor spaces or 10% of the total visitor provision (which ever is greatest) should be provided with passive charging provisions suitable for future conversion
Non-Residential Uses	
All Uses with Off - Street Parking	10% Active Charging Spaces with all other spaces to be provided as Passive Charging Spaces
Demolition/Construction	
Mitigation in accordance with the Institute of Air Quality Management (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction'	

A Travel Plan has also been produced by Iceni Transport to assist in the reduction of single-car journeys.

Overall Summary

The proposed scheme will have no negative impact on local air quality and thus air quality should not be a constraint to the granting of planning permission for the scheme.