



Appendix 11.5

IAQM CRITERIA FOR UNDERTAKING DETAILED ASSESSMENT

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Table 1 IAQM/EPUK screening criteria for detailed air quality assessment.

The development will:	Indicative criteria to proceed to detailed assessment:
Cause a significant change in Light Duty Vehicle (LDV) traffic flows on local roads with relevant receptors. (LDV = cars and small vans).	<p>A change of LDV flows of:</p> <ul style="list-style-type: none"> - more than 100 annual average daily traffic (AADT) within or adjacent to an AQMA - more than 500 AADT elsewhere.
Cause a significant change in Heavy Duty Vehicle (HDV) flows on local roads with relevant receptors. (HDV = goods vehicles + buses >3.5t gross vehicle weight).	<p>A change of HDV flows of:</p> <ul style="list-style-type: none"> - more than 25 AADT within or adjacent to an AQMA - more than 100 AADT elsewhere.
Have one or more substantial combustion processes, where there is a risk of impacts at relevant receptors. NB. this includes combustion plant associated with standby emergency generators (typically associated with centralised energy centres) and shipping.	<p>Typically, any combustion plant where the single or combined NO_x emission rate is less than 5 mg/sec is unlikely to give rise to impacts, provided that the emissions are released from a vent or stack in a location and at a height that provides adequate dispersion. In situations where the emissions are released close to buildings with relevant receptors, or where the dispersion of the plume may be adversely affected by the size and/or height of adjacent buildings (including situations where the stack height is lower than the receptor) then consideration will need to be given to potential impacts at much lower emission rates. Conversely, where existing nitrogen dioxide concentrations are low, and where the dispersion conditions are favourable, a much higher emission rate may be acceptable.</p>