

Chapter 8: Air Quality and Odour

Table of Contents

8.	Air Quality and Odour	1
8.1	Introduction	1
8.2	Legislation, Policy and Guidance.....	2
8.3	Consultation.....	3
8.4	Scope of Assessment	4
8.5	Summary and Next Steps.....	17
8.6	References	17

Tables

Table 8-1: Supporting documentation	1
Table 8-2: Summary of baseline air quality and odour studies and surveys ..	5
Table 8-3: Summary of air quality and odour assessment scope.....	15

8. Air Quality and Odour

8.1 Introduction

- 8.1.1 This Preliminary Environmental Information (PEI) Report chapter presents the preliminary assessment of likely significant environmental effects arising from the Proposed Development in relation to air quality and odour. This preliminary assessment follows the methodology outlined within the Environmental Impact Assessment (EIA) Scoping Report and Scoping Opinion (provided in **Appendices 5-PD-1 and 5-PD-2** in PEI Report **Volume 4**) and is based on the environmental information obtained to date and the description of the Proposed Development as presented **Chapter 3: The Proposed Development** in PEI Report **Volume 2**. Further review of the potential for significant air quality and odour effects will be undertaken at the ES stage and assessed if required.
- 8.1.2 Supporting information, including figures and appendices, is listed in **Table 8-1**.

Table 8-1: Supporting documentation

Reference	Title
<i>Figures¹ (provided in PEI Report Volume 3)</i>	
Figure 8-P1A-1	Part 1a Locations of Air Quality Management Areas
Figure 8-P1B-1	Part 1b Locations of Air Quality Management Areas
Figure 8-P2-1	Part 2 Locations of Air Quality Management Areas
Figure 8-P4B-1	Part 4b Locations of Air Quality Management Areas
<i>Appendices (provided in PEI Report Volume 4)</i>	
Appendix 8-PD-1	Consultation

- 8.1.3 There are interrelationships between the potential effects on air quality and odour and other environmental topics. Therefore, please also refer to the following:
- Chapter 9: Carbon** in PEI Report **Volume 2** considers the likely significant environmental effects arising from the Proposed Development in relation to carbon;
 - Chapter 12: Ecology – Aquatic** and **Chapter 13: Ecology – Terrestrial** in PEI Report **Volume 2** considers the likely significant

¹ There are no Air Quality Management Areas (AQMA) in the study area of Parts 3 or 4a, and therefore no supporting figures have been produced.

environmental effects arising from the Proposed Development in relation to sensitive ecological receptors; and

- c. **Chapter 21: Traffic and Transport** in PEI Report **Volume 2** considers the impacts of changes in traffic flows on road links utilised by vehicle trips generated by the Proposed Development. This chapter defines the Affected Road Network (ARN) for the Proposed Development and where vehicle emissions are likely to be generated.

8.2 Legislation, Policy and Guidance

- 8.2.1 Legislation, policy², and standards and guidance relating to the scope method and potential mitigation for air quality and odour comprises of the documents listed in the following sections.

Legislative Framework

- 8.2.1 Relevant legislation considered includes:
 - a. Environmental Protection Act 1990 (Ref. 1);
 - b. Environment Act 1995 (Ref. 2);
 - c. Environment Act 2021 (Ref. 3);
 - d. The Air Quality (England) Regulations 2000 (Ref. 4), as amended by the Air Quality (England) (Amendment) Regulations 2002 (Ref. 5);
 - e. The Air Quality Standards Regulations 2010 (Ref. 6), as amended by the Air Quality Standards (Amendment) Regulations 2016 (Ref. 7);
 - f. National air quality legislation originating from the European Union (EU) (Ref. 8); and
 - g. The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 (Ref. 9).

National Policy

- 8.2.2 National policy considered includes:
 - a. Air Quality Strategy (AQS) 2023 (Ref. 10);

² For the purposes of this PEI Report an overview of relevant planning policy is provided to show how relevant policy has informed scope, method and in some cases mitigation. It is not the purpose of the PEI Report (or the ES) to present a review of the compliance of the Proposed Development with the requirements of planning policy. The Planning Statement, to be submitted with the Development Consent Order (DCO) application, will present an assessment of the extent to which the Proposed Development accords with planning policy.

- b. National Policy Statement for Water Resources Infrastructure (NPSWRI) (Ref. 11); and
- c. National Planning Policy Framework (NPPF) (Ref. 12).

Local Policy

- 8.2.3 Local policy considered includes relevant Local Plans (both adopted and emerging) and other adopted policy documents attributed with the ten local authorities that the Proposed Development would be situated within. More detail is provided in Table 1-4 in **Chapter 1: Introduction** in PEI Report **Volume 2**.

National Guidance

- 8.2.4 National guidance considered includes:
- a. Planning Practice Guidance (PPG) (Ref. 13); and
 - b. Department for Environment, Food & Rural Affairs (Defra) (2022) Local Air Quality Management (LAQM) TG22 (Ref. 14).

Other Guidance

- 8.2.5 Other guidance considered includes:
- a. Institute of Air Quality Management (IAQM) (2017) Guidance on land-use planning and development control: Planning for air quality (Ref. 15);
 - b. IAQM (2024) Guidance on the assessment of dust from demolition and construction (Ref. 16); and
 - c. IAQM (2018) Guidance on the assessment of odour for planning (Ref. 17).

8.3 Consultation

- 8.3.1 This section provides an overview of consultation undertaken to date in relation to air quality and odour.

Phase One Public Consultation

- 8.3.2 Below is a summary of key topics raised from the Phase One public consultation undertaken between 11 September to 25 October 2024 with regards to air quality and odour:
- a. Impact on local residents during construction in relation to dust; and
 - b. Potential benefits of using the canal network for transporting construction materials to reduce vehicles / Heavy Goods Vehicles (HGV) movements on roads.

- 8.3.3 These topics have been taken into consideration for the Proposed Development and EIA³.

EIA Scoping

- 8.3.4 **Appendix 8-PD-2** in PEI Report **Volume 4** provides a summary of the key comments raised in the EIA Scoping Opinion (provided in **Appendix 5-PD-2** of PEI Report **Volume 4**), such as amending the original scope or request for further justification/evidence to agree the EIA scope. It also outlines how and where these issues have been addressed within the PEI Report or will be later addressed within the Environmental Statement (ES) to ensure they are taken account of as part of the air quality and odour assessment.
- 8.3.5 Where the EIA Scoping Opinion has resulted in amendment to the scope of the air quality and odour assessment (or where further justification or evidence is required to confirm an effect can remain scoped out), this has been presented in section 8.4.
- 8.3.6 The scope of the air quality and odour assessment is presented in **Table 8-3**.

8.4 Scope of Assessment

- 8.4.1 This section identifies the scope of the air quality and odour assessment following EIA Scoping and subsequent consultation, design refinement, surveys/studies and assessment.

Amendments to Scope Following EIA Scoping

Matters Scoped Out

- 8.4.2 Following the EIA Scoping process, the below effects have now been confirmed to be considered not significant, resulting in the effect remaining scoped out of the EIA, and the evidence to support this conclusion is outlined below.
- 8.4.3 To aid with supporting evidence, further information on baseline conditions has been provided in the subsequent sections for Parts 1b, 2, 3 and 4b of the Proposed Development⁴. **Table 8-2** provides a summary of the baseline studies that have been undertaken for the PEI Report.

³ A Phase One Public Consultation Report has been made available at Phase Two Public Consultation, which sets out activities undertaken to deliver the consultation and provides a summary of the key themes and issues raised, and how the project has considered these.

⁴ Noting that Parts 1a and 4a were scoped out during the EIA Scoping process.

Table 8-2: Summary of baseline air quality and odour studies and surveys

Study/survey	Overview	Date completed
Desktop review of sensitive receptors*	A desktop review for all Parts was undertaken to identify potential existing sensitive receptors (generally public exposure receptors, such as residential properties or schools, moorings ⁵ , and ecological sites sensitive to dust deposition and nitrogen deposition) and potential existing air quality and odour producing activities to inform the study area and extent of the assessment.	September 2025
Desktop review of available air quality and odour baseline data*	A desktop review for all Parts was undertaken to establish the existing baseline air quality conditions, obtained from publicly available data on (e.g.) local planning authority websites, Defra background concentration mapping (Ref. 18), Air Pollution Information Systems (APIS) (Ref. 19); and odour complaint histories from local authority pollution control departments.	September 2025

* To be refreshed for the ES.

Construction dust impacts, including the use of NRMM (Parts 1b, 2, 3 and 4b)

- 8.4.5 In the EIA Scoping Report (**Appendix 5-PD-1** in PEI Report **Volume 4**), it was proposed to scope out construction dust impacts for Parts 1a and 4a on the basis that suitable control measures would be set out in the Outline Construction Environmental Management Plan (CEMP) to be included as part of the Development Consent Order (DCO) application. In the EIA Scoping Opinion (**Appendix 5-PD-2** in PEI Report **Volume 4**), PINS agreed that Parts 1a and 4 could be scoped out on the basis that any Dust Management Plan (as part of the Outline CEMP) submitted as part of the DCO application will include information on the type, duration and location of NRMM. Further to the scoping out of Parts 1a and 4a, the following provides justification for the scoping out of parts 1b, 2, 3 and 4b.

⁵ The Glossary defines various types of moorings provided along the Trust's network. The types of moorings to be assessed as sensitive receptors for air quality and odour will be considered and addressed in the ES.

Existing Baseline

Part 1b

- 8.4.6 Part 1b of the Proposed Development and surrounding landscape comprises predominantly agricultural fields with scattered urban settlements along the pipeline corridor.
- 8.4.7 To the east of Water Orton, most of the environment is rural until the eastern end of the Part 1b Preliminary Order Limits. Two Site of Special Scientific Interest (SSSI) are located adjacent to the Part 1b Preliminary Order Limits on the eastern edge of Water Orton and to the South of Baxterley which are Bentley Park Wood SSSI and Whitacre Heath SSSI (Ref. 20 and Ref. 21).
- 8.4.8 The background air quality concentrations within the study area are 50% or less than the objective values for Nitrogen Dioxide (NO₂), and Particulate Matter (PM₁₀ and PM_{2.5}) in 2024 and projected to decrease further up to 2030. The existing baseline air quality is of a very good standard with a maximum NO₂ background annual mean of 12.3 µg/m³ (micrograms per cubic metre) in 2024 (which is approximately 25% of the Air Quality Objective [AQO] value), a maximum PM₁₀ background annual mean of 14.6 µg/m³ in 2024 (which is approximately 36.5% of the AQO value), and a maximum PM_{2.5} background annual mean of 7.6 µg/m³ in 2024 (which is approximately 37% of the AQO value) (Ref. 18).
- 8.4.9 There are no AQMAs declared within North Warwickshire Borough Council's administrative area (provided in **Figure 8-P1B-1** in PEI Report **Volume 3**), and air quality standards are not at risk of exceedance within or adjacent to the study area.

Part 2

- 8.4.10 The Part 2 Preliminary Order Limits spans across eight local authorities, starting in North Warwickshire and continuing south to Central Bedfordshire. The majority of the surroundings to Part 2 is rural countryside with rural settlements scattered along the route, including Nuneaton, Rugby, Daventry, and Milton Keynes.
- 8.4.11 North Warwickshire Borough Council, West Northamptonshire, Milton Keynes City Council, Buckinghamshire Council and Central Bedfordshire have no AQMAs declared adjacent to or within the Part 2 Preliminary Order Limits. The nearest AQMA in Buckinghamshire is located in Aylesbury, approximately 8 kilometres (km) to the west of the Proposed Development, and will not be affected by the Proposed Development (provided in **Figure 8-P2-1** in PEI Report **Volume 3**). The background air quality concentrations around the study area are 50% or less than the objective values for NO₂, PM₁₀ and PM_{2.5} in 2024 and are projected to decrease further up to 2030.

- 8.4.12 The Midland Road/Corporation Street AQMA within Nuneaton and Bedworth Borough Council is adjacent to the Part 2 Preliminary Order Limits (provided in **Figure 8-P2-1** in PEI Report **Volume 3**). The background air quality concentrations around the study area are 75% or less than the AQO values for NO₂, PM₁₀ and PM_{2.5} in 2024.
- 8.4.13 Coventry City Council and Rugby Borough Council have declared administrative area-wide AQMAs (provided in **Figure 8-P2-1** in PEI Report **Volume 3**). The background concentrations are 50% or less than the relevant objective values for NO₂, PM₁₀ and PM_{2.5} within and adjacent to the study area in 2024 and the air quality standards are not at risk of exceedance.
- 8.4.14 Part 2 Preliminary Order Limits passes through two AQMAs (Coventry City-Wide AQMA and Rugby AQMA [NO₂]) (provided in **Figure 8-P2-1** in PEI Report **Volume 3**). There are several SSSIs within and adjacent to Part 2 Preliminary Order Limits including Boon's Quarry SSSI near Nuneaton, Woodlands Quarry SSSI near Nuneaton, Griff Hill Quarry SSSI near Nuneaton, Blisworth Rectory Farm Quarry SSSI outside Blisworth and Mill Crook SSSI near Grafton Regis.
- 8.4.15 There are also several Local Nature Reserves (LNR) within and adjacent to Part 2 Preliminary Order Limits including Wyken Slough LNR just outside Coventry, Newbold Quarry Park LNR in Rugby, Swift Valley LNR in Rugby, Ashlawn Cutting LNR in Rugby, Linnell Road LNR in Rugby and Daventry Country Park LNR in Daventry.
- 8.4.16 The existing baseline air quality is of a very good standard with a maximum NO₂ background annual mean of 14.0 µg/m³ in 2024 (which is approximately 35% of the AQO value), a maximum PM₁₀ background annual mean of 15.8 µg/m³ in 2024 (which is approximately 40% of the AQO value), and a maximum PM_{2.5} background annual mean of 8.6 µg/m³ in 2024 (which is approximately 43% of the AQO value) (Ref. 18).

Part 3

- 8.4.17 Part 3 of the Proposed Development is located in the more urban area of Daventry and Drayton, with the two reservoirs located within the Preliminary Order Limits. Part 3 is located in West Northamptonshire Council's administrative area.
- 8.4.18 The existing baseline air quality is of a very good standard with a maximum NO₂ background annual mean of 7.8 µg/m³ in 2024 (which is approximately 20% of the AQO value), a maximum PM₁₀ background annual mean of 12.1 µg/m³ in 2024 (which is approximately 30% of the AQO value), and a maximum PM_{2.5} background annual mean of 7.0 µg/m³ in 2024 (which is approximately 35% of the AQO value) (Ref. 18). There are no AQMAs adjacent to the works.

- 8.4.19 The background air quality concentrations at the Part 3 Preliminary Order Limits are 50% or less than the relevant AQO values for NO₂, PM₁₀ and PM_{2.5} in 2024 and the air quality standards are not at risk of exceedance.
- 8.4.20 West Northamptonshire Council's administrative area has no AQMAs declared adjacent to or within the Part 3 Preliminary Order Limits.
- 8.4.21 There is one LNR within and adjacent to Part 3 Preliminary Order Limits which is Daventry Country Park LNR.

Part 4b

- 8.4.22 Part 4b of the Proposed Development is located within the administrative areas of Central Bedfordshire and Buckinghamshire Council and adjacent to the Luton Borough Council administrative area.
- 8.4.23 Part 4b of the Proposed Development spans across a predominantly rural landscape, with areas of rural settlements.
- 8.4.24 The Proposed Development will likely contribute road traffic movements through the Luton AQMA No.2. on the M1 motorway, north of Junction 11.
- 8.4.25 The former Dunstable AQMA within Central Bedfordshire's administrative area was within the Part 4b Preliminary Order Limits (provided in **Figure 8-P4B-1** in PEI Report **Volume 3**). Central Bedfordshire Council revoked the Dunstable AQMA Order in October 2024 due to consistent compliance with the relevant AQO values. The background air quality concentrations around the study area are 50% or less than the relevant Air Quality Assessment Level (AQAL) for NO₂, PM₁₀ and PM_{2.5} in 2024. The highest non-automatic monitoring within the Dunstable AQMA (diffusion tube SB37 Kerbside) was 31.1 µg/m³ in 2022 which is just over 75% of the standard.
- 8.4.26 Luton AQMA No.2 is not adjacent to the Part 4b Preliminary Order Limits, but Part 4b of the Proposed Development can reasonably be expected to generate additional road vehicle movements through the AQMA which is formed of properties facing onto the M1 to the north of Junction 11. Outside of the AQMA the background air quality concentrations at the Part 4b Preliminary Order Limits and within the study area are 50% or less of the AQO values for NO₂, PM₁₀ and PM_{2.5} in 2025 and the air quality standards are not at risk of exceedance.
- 8.4.27 The nearest AQMA within the Buckinghamshire Council administrative area is located at Aylesbury, approximately 8 km to the west of the Proposed Development (provided in **Figure 8-P4B-1** in PEI Report **Volume 3**), and is considered unlikely to be affected by the Proposed Development.
- 8.4.28 There are six SSSIs in the path of and adjacent to the works: Kings and Bakers Woods and Heaths SSSI, Totternhoe Stone Pit SSSI, Totternhoe

Knolls SSSI, Dunstable and Whipsnade Downs SSSI, Kensworth Chalk Pit SSSI, and Dallow Downs and Winsdon Hill SSSI.

- 8.4.29 There is also a National Nature Reserve (NNR) in the path of and adjacent to the works which is King's Wood and Rushmere NNR.
- 8.4.30 There is also two LNRs in the path of and adjacent to the works which is Totternhoe Knolls LNR and Cottage Bottom Fields LNR.
- 8.4.31 The existing baseline across Part 4b air quality is of a very good standard with a maximum NO₂ background annual mean of 11.4 µg/m³ in 2024 (approximately 30% of the AQO value), a maximum PM₁₀ background annual mean of 14.9 µg/m³ in 2024 (approximately 37% of the AQO value), and a maximum PM_{2.5} background annual mean of 7.7 µg/m³ in 2024 (approximately 40% of the AQO value) (Ref. 18).

Future Baseline

- 8.4.32 In the future, based on projections, it is anticipated that local air quality will improve as emissions continue to decline due to improvements in the vehicle fleet and a reduction in overall background pollution levels.

Embedded Design, Standards and Management

- 8.4.33 Suitable control measures for plant and motorised equipment will be recommended based on advice prescribed in IAQM Guidance (2024) (Ref. 16) and incorporated into the Outline CEMP (a Preliminary Outline CEMP is provided in **Appendix 24-PD-2** in PEI Report **Volume 4**). This will include the requirement for contractors to prepare and implement a Dust Management Plan as embedded good/standard practice measures.
- 8.4.34 Standard measures and Best Practicable Means (BPM) to include in the CEMP, Dust Management Plan will include, but is not limited to:
- Providing screening for dust generating activities and covering any material stockpiles;
 - Use of effective water suppression during construction activities;
 - Implementation of a wheel washing system for vehicles entering/leaving the construction sites;
 - Covering of vehicles transporting materials to prevent escape of potentially odorous materials during transport;
 - 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;
 - Carry out regular site inspections to monitor compliance with the Dust Management Plan, record inspection results, and make an inspection log available to the local authority when asked;

- g. Ensure all vehicles switch off engines when stationary - no idling vehicles; and
- h. Planned maintenance and repair and the keeping of essential odour-critical spares.

Assessment

- 8.4.35 Following a review of the Proposed Development description for the PEI Report (detailed in **Chapter 3: The Proposed Development** in PEI Report **Volume 2**), for Parts 1b, 2, 3 and 4b it is considered that these are smaller sites and present a lower risk of construction dust effects on nearby sensitive receptors than Parts 1a and 4a. Any measures set out in the Dust Management Plan to control fugitive emissions of dust from construction works in Parts 1a and 4a would be equally effective for any works in Parts 1b, 2, 3 and 4b.
- 8.4.36 Therefore, this matter has been fully scoped out of the EIA, and construction dust impacts do not require further assessment on the basis that a Dust Management Plan (as part of the Outline CEMP) will be submitted as part of the DCO application.

Construction odour impacts, including the use of NRMM (All Parts)

- 8.4.37 At the EIA Scoping stage, the Applicant sought to scope out odour impacts during construction (including the use of NRMMs). In the EIA Scoping Opinion, PINS request that the ES should include an assessment on odour impacts related to construction works in or adjacent to landfill sites (shown in **Figure 18-PD-1** in PEI Report **Volume 3**) or the information referred to demonstrating agreement with the relevant consultation bodies and that significant effects are unlikely to occur. Further justification is provided below.

Existing Baseline

Part 1a

- 8.4.38 The existing odour baseline for Part 1a predominantly consists of agriculture fields (e.g. soils and organic matter/fertiliser) with some urban settlements (e.g. road traffic emissions, wood burning stoves) within or close proximity to the Part 1a Preliminary Order Limits.

Part 1b

- 8.4.39 The existing odour baseline for Part 1b predominantly consists of agricultural fields with some urban settlement along the pipeline corridor near (e.g.) Hurley.

Part 2

- 8.4.40 The existing odour baseline for Part 2 includes infrequent and short-term emissions of odorous substances potentially emitted during the removal and transport of sediments from the canal as part of routine canal maintenance

operations. Additionally, the existing baseline odour will include emissions from canal boat diesel engines. These odours would impact upon users of the canal, PRow and canal towpaths crossing the canal and canal side properties, although it is considered that these impacts would be temporary, of a short duration and occur infrequently.

Part 3

- 8.4.41 The existing odour baseline for Part 3 predominantly consists of agricultural fields, and the urban settlement of Daventry.

Part 4a

- 8.4.42 The existing odour baseline for Part 4a predominantly consists of agricultural fields, with minimal odour present from the Grand Union Canal in the very western point of the Part 4a Preliminary Order Limits.

Part 4b

- 8.4.43 The existing odour baseline for Part 4b predominantly consists of agricultural fields with some urban settlement along the pipeline corridor near Leighton Buzzard and Dunstable.
- 8.4.44 Overall, no significant baseline odour sources have been identified for any of the Proposed Development Parts.

Landfills

- 8.4.45 Within the Preliminary Order Limits, a number of closed and operational landfills are present. A full list is provided in **Appendix 18-PD-3** in PEI **Volume 4**.
- 8.4.46 There is one authorised landfill site within Part 1a Preliminary Order Limits (Minworth Sewage Treatment Works, Minworth Landfill) which is also a permitted hazardous waste site. Furthermore, Curdworth Beds (an area of former sewage sludge beds – not a permitted waste site) is also situated within the south-eastern portion of the Part 1a Preliminary Order Limits. However, due to the time passed since these beds were used, it is anticipated that there would not be significant odour levels present as the organic material would have decomposed.
- 8.4.47 There are two authorised landfill sites within Part 2 Preliminary Order Limits (Judkins Landfill site near Nuneaton and Judkins Landfill Phase 3 near Nuneaton). There are no authorised landfill sites within the Preliminary Order Limits for Part 1b, Part 3 and Part 4b.
- 8.4.48 There are five historical landfill sites within Part 1b Preliminary Order Limits, ten historical landfill sites within Part 2 Preliminary Order Limits, one historical landfill site within Part 3 Preliminary Order Limits (Ashby Road near Daventry) and one historical landfill site within Part 4b Preliminary Order

Limits (Shepards Farm near Dunstable). There are no historical landfill sites within the Preliminary Order Limits for Part 1a and Part 4a.

- 8.4.49 Many of these sites were filled with inert material or were closed in the 1990s or earlier and are considered to represent a negligible risk to odour as any organic material is likely to have degraded sufficiently. Some landfill sites are still authorised and accepting potentially odorous material, although at this stage it is not currently known the extent of any works required within these landfill sites.

Future Baseline (All Parts)

- 8.4.50 The odour climate in the area is likely to remain similar to the current baseline conditions which include odour from a mixture of urban, canal and agricultural land uses.

Embedded Design, Standards and Management

- 8.4.51 For the PEI Report, a maximum width for where pipelines will be routed (typically 200 m) has been adopted. However, it is anticipated that the working width for laying the pipeline would be 50 m. Following the Phase 2 Public Consultation feedback, the Preliminary Order Limits for the pipeline routes (Parts 1b and 4b) will be further refined and reduced down to nearer the 50 m working width. Through that process, the pipeline route will be, where practicable, routed to avoid impacting on known landfills. Therefore, where construction works for the Proposed Development are likely to be required, it is anticipated that these would avoid any active landfill where practicable. Where this is not possible, any potential odour impacts that do arise would be managed through an Odour Management Plan (as part of the Outline CEMP).
- 8.4.52 Standard measures and Best Practicable Means (BPM) to include in the CEMP and Odour Management Plan will include, but is not limited to:
- a. Regular review (at least once per year) of the effectiveness of odour controls – including the Odour Management Plan itself – taking account of complaints, monitoring results, inspections, surveys and other information and feedback received. This interval may be shorter if there have been complaints or relevant changes to the operations or infrastructure;
 - b. Commitment to minimise extent and duration of excavation within landfill boundaries where excavation in landfill is required; and
 - c. Keeping records of all activities and actions relating to odour and the Odour Management Plan.
- 8.4.53 Where construction works are anticipated to disturb landfill where there is risk of disturbing odorous material, the potential for odour impacts is considered in line with the guidance published by IAQM (Ref. 17). The

guidance sets out the criteria to establish the need for an odour assessment for any sources of odour as causing an effect that is greater than 'Slight Adverse' in the context of the relative odour exposure and the sensitivity of the receptors.

- 8.4.54 Where the predicted odour effects are equal to or less than 'Slight Adverse', they would be considered to be not significant and therefore would be scoped out of any further assessment.

Assessment

- 8.4.55 A review has been undertaken of the current and future odour baselines in the study area, and the potential for the Proposed Development to change the future odour climate during the construction and operation phases of the Proposed Development.

- 8.4.56 Based on the current level of information available, the review concluded that no significant odour impacts are expected to arise as part of the construction of the Proposed Development. The treated water being discharged into the canal network will be treated to a level that is suitable for discharge into the canal. However, the potential for odour impacts will be re-reviewed at the ES stage against the final design of the Proposed Development and, if required, a detailed assessment will be undertaken.

Construction traffic emissions (All Parts)

- 8.4.57 At the EIA Scoping stage, the Applicant sought to scope out traffic emissions during construction within, adjacent and outside of AQMAs. This was not accepted by PINS in their EIA Scoping Opinion (**Appendix 5-PD-2** in PEI Report **Volume 4**). PINS requested further information on anticipated traffic volumes. This further evidence is presented below.

- 8.4.58 A review of the currently available ARN links and traffic flow estimates has been undertaken for this PEI Report (detailed in **Chapter 21: Traffic and Transport** in PEI Report **Volume 2**) has been undertaken in the context of the guidance published by IAQM (2017) (Ref. 15) and IAQM (2024) (Ref. 16). It has been concluded that the traffic flows are not predicted to exceed the criteria outlined below:

- a. A change of Light Duty Vehicles (LDV) flows of:
 - i. More than 100 Annual Average Daily Traffic (AADT) within or adjacent to an AQMA; or
 - ii. More than 500 AADT elsewhere;
- b. A change of Heavy Duty Vehicle (HDV) flows of:
 - i. More than 25 AADT within or adjacent to an AQMA; or
 - ii. More than 100 AADT elsewhere.

8.4.59 Therefore, an assessment of traffic emissions is not required for the construction phase of the Proposed Development as the traffic flows are not considered to result in any likely significant vehicle emission.

8.4.60 The matter remains scoped out of the EIA; however, the Applicants will keep this under review for the final design of the Proposed Development and if any thresholds are exceeded, these will be fully assessed in the ES. If an assessment is required, then the assessment will be undertaken using the methodology presented in the EIA Scoping Report (provided in **Appendix 5-PD-1** of PEI Report **Volume 4**).

Scope of Assessment

8.4.61 **Table 8-3** provides a summary of all matters considered for the air quality and odour assessment. As shown in the table, all matters have been scoped out on the basis that they were considered to have no potential to result in significant effects. The table uses the following coding:

- a. Out = refers to likely effects that are not considered potentially significant and therefore do not require further assessment in the EIA.
- b. n/a = refers to where there is no prospect of an effect from a particular Proposed Development Part(s), either due to the particular nature or location of the Proposed Development Part and/or the absence of a receptor within the study area for that particular Proposed Development Part.

Table 8-3: Summary of air quality and odour assessment scope

Likely significant effect	Receptor(s)	Part of the Proposed Development					
		1a	1b	2	3	4a	4b
Construction Phase							
Construction dust and impacts, including the use of NRMM	Human health receptors, ecological receptors (e.g. residential properties, moorings, schools, parks, Public Rights of Way [PRoW], Special Areas of Conservation [SAC] and Site of Special Scientific Interest [SSSI]),	Out	Out	Out	Out	Out	Out
Construction odour impacts, including the use of NRMM	Human health receptors, moorings, ecological receptors (e.g. residential properties, schools, parks, PRoW, SACs and SSSIs),	Out	Out	Out	Out	Out	Out
Construction traffic emissions (outside an AQMA)	Human health receptors, moorings, ecological receptors (e.g. residential properties, schools, parks, PRoW, SACs and SSSIs),	n/a	Out	Out*	Out	n/a	n/a
Construction traffic emissions (within or adjacent to an AQMA)	Declared AQMAs in the administrative areas of Birmingham City Council, Rugby Borough Council, Coventry City Council and Central Bedfordshire. Human health receptors, ecological receptors (e.g. residential properties, schools, parks, PRoW, SACs and SSSIs),	Out	n/a	Out*	n/a	Out	Out
Operational Phase							
Operational emissions, including use of NRMM	Human health receptors, moorings, ecological receptors (e.g. residential properties, schools, parks, PRoW, SACs and SSSIs),	Out	Out	Out	Out	Out	Out
Operational odour	Human health receptors, moorings, ecological receptors (e.g. residential properties, schools, parks, PRoW, SACs and SSSIs),	Out	Out	Out	Out	Out	Out

Likely significant effect	Receptor(s)	Part of the Proposed Development					
		1a	1b	2	3	4a	4b
Operational road traffic emissions	Human health receptors, moorings, ecological receptors (e.g. residential properties, schools, parks, PRow, SACs and SSSIs),	Out	Out	Out	Out	Out	Out

** Part 2 of the Proposed Development partly falls within and outside declared AQMAs; therefore, Part 2 has been split across these two effects accordingly.*

8.5 Summary and Next Steps

- 8.5.1 This PEI Report chapter has provided further evidence and justification to scope out likely air quality or odour effects. No significant air quality or odour effects are identified due to the nature and embedded design and standard management measures (i.e. secured through the Outline CEMP, Dust Management Plan and Odour Management Plan) of the Proposed Development.
- 8.5.2 Based on the current level of information available, the review concluded that no significant air quality or odour impacts are expected to arise as part of the Proposed Development. However, the potential for air quality and odour impacts will be re-reviewed (and assessed if required) at the ES stage against the design of the Proposed Development, including review of the final traffic flows.

8.6 References

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