

Leicestershire County Council (A511 Growth Corridor) (Side Roads) Order 2023

Leicestershire County Council (A511 Growth Corridor) Compulsory Purchase Order 2023

PINS Ref: NATTRAN/EM/HAO/299

Summary of the Proof of Evidence of Rachel Perryman

Air Quality

dated 20 May 2024

1 Introduction

1.1 Qualifications and Experience

1.2 I, Rachel Perryman, am the Lead Air Quality Consultant at AECOM.

1.3 I set out my qualifications in Section 1 of my Evidence. In brief, I am a Chartered Scientist and full member of the Institute of Air Quality Management and Institute of Environmental Sciences. I have been in this role since 2021 and have fifteen years of experience in the air quality field.

1.4 This summary proof of evidence (hereinafter referred to as this **Summary**) summarises my Proof of Evidence (my **Evidence**) which is made in support of the Leicestershire County Council (A511 Growth Corridor) (Side Roads) Order 2023 (the **SRO**) and the Leicestershire County Council (A511 Growth Corridor) Compulsory Purchase Order 2023 (the **CPO**) (together, the **Orders**) in connection with the Leicestershire County Council A511 Growth Corridor (also referred to in this Summary and my Evidence as the **Scheme**).

1.5 The facts and matters set out in this Summary are within my own knowledge. The facts set out below are true to the best of my knowledge and belief. Where reference is made to facts which are outside my knowledge, I set out the source of my information and I believe such information to be true.

1.6 I have been assisted by other professional advisors and officers of Leicestershire County Council (the **Council**) with the preparation of my Evidence, some of whom will also provide evidence at the inquiry.

1.7 Involvement with the Scheme

1.8 My Evidence provides an overview of my involvement in the Scheme since 2021. The majority of my input was in respect of Bardon Link Road including scoping, co-ordinating the managing the air quality assessment and the outputs.

2 Scope of Evidence

2.1 I set out the following in my Evidence:

2.1.1 relevant Legislation and Planning Policy;

2.1.2 a summary of the methodology and outcome of the air quality assessment for both the construction and operational phases, including any potential change arising on roads in the locality; and

2.1.3 matters relating to air quality for the Scheme as a whole and with reference to the projects within the Scheme.

2.2 My Evidence focuses on the Bardon Link Road element of the Scheme as it is in this location and this Project which has the potential for air quality to materially change as a result of the Scheme, as such a comprehensive assessment has been undertaken.

2.3 There will be no significant detrimental impact on air quality in respect of the other Projects forming part of the Scheme, however there may be in fact some beneficial changes in air

quality at other along with A511, as a result of traffic being redirected along the Bardon Link Road.

3 **Air Quality**

3.1 **Development of the Scheme**

3.2 The refinement to the drainage design in the S73 Bardon Link Road Planning Permission has no potential to affect the air quality impacts of the proposed Bardon Link Road, as reported on in the original assessment.

3.3 **Assessment of the Scheme proposals**

3.4 The air quality assessment is contained in the Bardon Link Road Air Quality Assessment Report (the **AQA**) and considers the relevant legislation and policies at the time of undertaking the assessment, including the National Planning Policy Framework, the Planning Practice Guidance and policy EN6 in the NWLDC Local Plan.

3.5 Under the Environment Act 2021, the Government produced and published a national Air Quality Strategy which sets out maximum ambient pollutant concentrations that are not to be exceeded either without exception or with a permitted number of exceedances over a specified timescale. The relevant objectives for nitrogen dioxide and fine particulates are shown in Table 2-1 of the AQA.

3.6 The air quality assessment methodology is outlined in Section 3 of the AQA and considers the impacts during construction and operation of the Scheme, and the overall significance. The assessment was conducted in accordance with the National Highways Design Manual for Roads and Bridges (**DMRB**) LA105 Air Quality, technical guidance issued by Defra, and discussed with the Council. The Council determined that to ensure consistency with the wider Scheme, the operational phase traffic data should be screened using the screening criteria set out in DMRB HA207/07. All other aspects were undertaken in accordance with DMRB LA105.

3.7 **Bardon Link Road Impacts – Construction**

3.8 The AQA indicated there is a small risk of adverse effects occurring during the construction phase. The sensitivity to potential dust effects is 'high' for receptors located within 50m of the construction activity, and 'low' for receptors located within 50 to 200m.

3.9 Potential dust effects were considered insignificant and could be suitably minimised by the application of industry standard mitigation measures.

3.10 **Bardon Link Road Impacts – Operational**

3.11 The results are provided in Section 5 and Appendix B of the AQA. There were no predicted exceedances of relevant objective values in the opening year of the Bardon Link Road at public exposure receptors and designated habitats. There was no risk to compliance with the EU limit values.

3.12 In line with the DMRB LA105 guidance, there is no risk of the Bardon Link Road leading to exceedances of the PM₁₀ objective in future years.

- 3.13 Both increases and decreases in the annual mean NO₂ concentrations have been predicted in accordance with the re-routing of traffic around Coalville. In accordance with DMRB LA105, the air quality effects at public exposure receptors are considered not significant.
- 3.14 Predictions of NO_x concentrations and nitrogen deposition undertaken at the Nature Alive Local Nature Reserve concluded that the change in nitrogen deposition rates due to the Bardon Link Road was <0.1% of the critical load. Following consultant with biodiversity specialists and in accordance with DMRB LA105, this was considered as not significant as it would not lead to the loss of one species.
- 3.15 The compliance risk assessment review determined that there is one road link which is part of DEFRA's national pollution climate mapping model which intersected the affected road network. The change in annual mean NO₂ concentration is of no risk to the UK's reported ability to comply with the Air Quality Directive.
- 3.16 There are no significant effects on air quality anticipated with the Bardon Link Road during either the construction or operational phase.
- 3.17 Other elements of the Scheme will not result in any material changes in air quality, although other locations along the A511 may benefit from a reduction in traffic and consequently air quality as a result of traffic being redirected on the Bardon Link Road.

4 **Conclusion**

- 4.1 My involvement in the Scheme was leading the air quality baseline monitoring and impact assessment.
- 4.2 In summary, there are no significant effects on air quality anticipated with the Scheme during either the construction or operational phase.