

London Borough of Bexley Air Quality Annual Status Report for 2016

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This report provides a detailed overview of air quality in the London Borough of Bexley during 2016. It has been produced to meet the requirements of the London Local Air Quality Management statutory process¹.

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¹ LLAQM Policy and Technical Guidance 2016 (LLAQM.TG(16)).

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Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Table A. Summary of National Air Quality Standards and Objectives

Pollutant	Objective (UK)	Averaging Period	Date¹
Nitrogen dioxide - NO ₂	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
	40 µg m ⁻³	Annual mean	31 Dec 2005
Particles - PM ₁₀	50 µg m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles - PM _{2.5}	25 µg m ⁻³	Annual mean	2020
	Target of 15% reduction in concentration at urban background locations	3 year mean	Between 2010 and 2020
Sulphur Dioxide (SO ₂)	266 µg m ⁻³ not to be exceeded more than 35 times a year	15 minute mean	31 Dec 2005
	350 µg m ⁻³ not to be exceeded more than 24 times a year	1 hour mean	31 Dec 2004
	125 µg m ⁻³ not to be exceeded more than 3 times a year	24 hour mean	31 Dec 2004

Note: ¹by which to be achieved by and maintained thereafter

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2015

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Monitoring technique
BX1	Slade Green	551864	176379	Suburban background	Yes	0	N/A	4.0	NO ₂ , O ₃ , PM ₁₀ , PM _{2.5} , SO ₂	Chemiluminescent; PM ₁₀ TEOM PM _{2.5} by FDMS
BX2	Belvedere Primary School	549980	179064	Urban background	Yes	0	N/A	3.0	NO ₂ , PM ₁₀ , PM _{2.5}	Chemiluminescent; PM ₁₀ TEOM PM _{2.5} by TEOM
BQ7	Bexley Business Academy	548465	179469	Urban background	Yes	0	N/A	3.0	NO ₂ , O ₃ , PM ₁₀ , PM _{2.5}	Chemiluminescent; PM ₁₀ TEOM PM _{2.5} by TEOM
GB6	A2 at Falconwood	544997	175098	Kerbside	Yes	10.0	1.0	3.0	NO ₂ , O ₃ , PM ₁₀ , PM _{2.5}	Chemiluminescent; PM ₁₀ TEOM PM _{2.5} by FDMS

I.2 Comparison of Monitoring Results with AQOs

The results presented are after adjustments for “annualisation” and for distance to a location of relevant public exposure, the details of which are described in Appendix A.

Table C. Annual Mean NO₂ Ratified and Bias-adjusted Monitoring Results (µg m⁻³)

Site ID	Site type	Valid data capture for monitoring period ^a	Valid data capture 2015 ^b	Annual Mean Concentration (µgm ⁻³)							
				2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c
BX1 (Slade Green)	Automatic	95%	94.3%	32	31	29 (87.0% data)	29	28	27	26	25
BX2 (Belvedere Primary School)	Automatic	95%	98.4%	29	30 (84.8% data)	26	27	27	27	24	29
BQ7 (Bexley Business Academy)	Automatic	95%	85.0%	-	-	24	25	24	23	22	24
GB6 (A2 at Falconwood)	Automatic	95%		45	51	42	47	51	47 (88% data)	41	45

Notes: Exceedance of the NO₂ annual mean AQO of 40 µgm⁻³ are shown in **bold**.

NO₂ annual means in excess of 60 µg m⁻³, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in bold and underlined.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Table D. NO₂ Automatic Monitor Results: Comparison with 1-hour Mean Objective

Site ID	Valid data capture for monitoring period ^a	Valid data capture 2015 ^b	Number of Hourly Means > 200 µgm ⁻³							
			2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c
BX1 (Slade Green)	95	94.3%	0	0	0	0	0 (87.0% data)	0	0	0
BX2 (Belvedere Primary School)	95	98.4%	0	0	0	0 (84.8% data)	0	0	0	0
BQ7 (Bexley Business Academy)	95	85%	-	-	0	0	0	0	0	0
GB6 (A2 at Falconwood)	95		6	5	7	21	11	11 (88% data)	2	3

Notes: Exceedance of the NO₂ short term AQO of 200 µgm⁻³ over the permitted 18 days per year are shown in **bold**.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Table E. Annual Mean PM10 Automatic Monitoring Results ($\mu\text{g m}^{-3}$)

Site ID	Valid data capture for monitoring period ^a	Valid data capture 2015 ^b	Annual Mean Concentration ($\mu\text{g m}^{-3}$)							
			2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c
BX1 (Slade Green)	95%	98%	18	20	18	19	16	15	14	18
BX2 (Belvedere Primary School)	95%	95%	20	21	22	20	21	17	14	14 (89%)
BQ7 (Bexley Business Academy)	95%	94%	-	20	21	19	20	19	18	15
GB6 (A2 at Falconwood)	95%	97%	23	27	27	26 (96%)	30 (72%)	26 (35%)	22	22

Notes: Exceedance of the PM₁₀ annual mean AQO of 40 $\mu\text{g m}^{-3}$ are shown in **bold**.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Table F. PM₁₀ Automatic Monitor Results: Comparison with 24-Hour Mean Objective

Site ID	Valid data capture for monitoring period ^a	Valid data capture 2015 ^b	Annual Mean Concentration (µgm ⁻³)							
			2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c
BX1 (Slade Green)	95%	98%	2	2	4	5	0	0	1	3
BX2 (Belvedere Primary School)	95%	95%	3	2	20	12	8	6	1	3 (89%)
BQ7 (Bexley Business Academy)	95%	94%	-	1	16	8	5	6	2	5
GB6 (A2 at Falconwood)	95%	97%	9	15	25	28	28 (72%)	11 (35%)	15	7

Notes: Exceedance of the PM₁₀ short term AQO of 50 µg m⁻³ over the permitted 35 days per year or where the 90.4th percentile exceeds 50 µg m⁻³ are shown in **bold**. Where the period of valid data is less than 90% of a full year, the 90.4th percentile is shown in brackets after the number of exceedances.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Table G. Annual Mean PM_{2.5} Automatic Monitoring Results (µg m⁻³)

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2015 % ^b	Annual Mean Concentration (µgm ⁻³)							
			2009 ^c	2010 ^c	2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c
BX1 (Slade Green)	95	57%	14	15	15	12	16	16	15	11
GB6 (A2 at Falconwood)	95	47%	17	18	18	19	16	14	14	15

Notes: Exceedance of the PM_{2.5} annual mean AQO of 25 µgm⁻³ are shown in **bold**.

Measurements made at BX2 Belvedere and BQ7, Belvedere West have not been included as measurements were made using a TEOM not FDMS.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Table H. SO₂ Automatic Monitor Results for 2016: Comparison with Objectives

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2015 % ^b	Number of: ^c		
			15-minute means > 266 µgm ⁻³	1-hour mean > 350 µgm ⁻³	24-hour mean > 125 µgm ⁻³
BX1 (Slade Green)	95	19	0	0	0

Exceedances of the SO₂ AQOs are shown in **bold** (15-min mean = 35 allowed a year, 1-hour mean = 24 allowed a year, 24-hour mean = 3 allowed / year)

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" as in Box 3.2 of TG(09) (<http://laqm.defra.gov.uk/technical-guidance/index.html?d=page=38>), if valid data capture is less than 75%

The analyser for sulphur dioxide was not operational for the majority of 2015. The analyser was replaced in early 2016.

2. Action to Improve Air Quality

2.1 Air Quality Action Plan Progress

Table K provides a brief summary of London Borough of Bexley's progress against the existing Air Quality Action Plan, showing progress made this year.

Table K. Delivery of Air Quality Action Plan Measures

No.	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
1	Working In Partnership with the Environment Agency (EA)	To encourage or where necessary require, that a high standard of housekeeping on sites that where the occupier holds a Waste Management Licence (WML).	2007-09	2009-16	Development of effective working relationship with the EA	The Council has established an effective working relationship with the EA, through regular meetings with local EA officers	An effective working relationship has been formed. The regulated sites in Manor Road are a key priority for action.	Completed	
2		LBB will work in partnership with the EA to encourage or where necessary require, all loaded goods vehicles using Manor Road to access sites where the occupier holds a WML, are suitably covered.	2007-09	2009-16	To eliminate any uncovered loaded goods vehicles	Any uncovered loaded goods vehicles observed by Council officers are reported to the EA by telephone.	Most vehicles using sites in the area are covered.	This action requires ongoing assessment.	Full time monitoring is not possible, so observations are only undertaken during site visits

No.	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
3	Working in Partnership with Businesses	LBB will work in partnership with businesses to encourage a high standard of housekeeping on all sites where goods vehicles use Manor Road.	2007-09	2009-16		LBB has contacted all local businesses using Manor Road to advise on AQ issues outlining measures to ensure high standards of housekeeping at sites		Completed	
4		LBB will work in partnership with businesses to encourage all sites to be covered with a hard standing, where goods vehicles use Manor Road.	2007-09	2009-16		LBB has contacted all local businesses using Manor Road to encourage the provision of a hard standing		Completed	This only applies to certain sites This is a joint action with Action 1 and the EA
5	Vehicle Cleaning	LBB will work in partnership with the EA to encourage or require where necessary, the installation of effective wheel and vehicle cleaning facilities at sites that where the occupier holds a VML.				Relevant sites have been identified. Effective vehicle cleaning facilities are likely to be required as part of the waste license review.		This action requires ongoing assessment.	Requires regular inspections to confirm that facility is used and well maintained

No.	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
6	Road Surface Cleaning	LBB will maintain this existing enhanced level of cleaning carriageway and footpaths in Manor Road.				LBB's service contractor maintains frequent cleaning of the road.			Note- increasing dry cleaning does remove some material; it also has the effect of sweeping material into tyre paths, possibly increasing emissions.
7	Speed Reduction	LBB will consider reducing the maximum speed limit in the residential section of Manor Road as part of the proposed Reddy Road 20 mph zone.				The Council included this scheme within its LIP and has since implemented the scheme.		Completed	
8	Development Control	LBB will continue to resist planning applications which would result in additional lorry traffic using Manor Road.				The Unitary Development Plan has a policy to control additional lorry vehicle movements in Manor Road (TS8).	Increases in lorry traffic continue to be resisted in the area.		This policy will be maintained until relief has been provided for the residential section of Manor Road.

No.	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
9	Road Surface Contamination	To control deposition of material from vehicles onto the highway, LBB will consider taking enforcement action under section 161 of the Highway Act 1980, where appropriate.				LBB maintains regular checks on the condition of the road.	No enforcement action has been taken to date		Carriageway re-surfacing was undertaken in 2014. The impact of this will be assessed in future reports.

2.2 Revised Air Quality Action Plan

Bexley's Air Quality Action Plan has been completely revised and updated. The Air Quality Action Plan brings together measures being taken across all areas of the Council's responsibilities in dealing with Public Health, education, urban renewal, and traffic and transportation. The Action Plan also introduces new measures aimed specifically at improving local air quality.

The Council is committed to improving air quality and the Council's Air Quality Management Area, covers the whole of the Borough of Bexley. It is the intention of the Action Plan is to reduce pollution levels and where there are concentrations that exceed the air quality objectives the reduction will be in pursuit of the achievement of the objectives. There are key measures which are being delivered through the Local Implementation Plan for Transport Policy.

The focus of this plan is to encourage a shift towards more sustainable transport modes. Some key policies include:-

Cleaner Transport

Encouraging modal shift to electric – new developments

The Council is securing electric vehicle charging points in new development, and there are 316 individual charging points which have either been or are in the process of being installed. The vast majority of these are in private parking areas/driveways within new residential developments, however, this number will significantly increase as the Housing Zone (up to 1622 residential units with various other mixed uses) and other developments come forward. Also included in this number are points in industrial/business developments and at new retail schemes, being available to the public. There are also a further 608 'passive' charging points, where the ducting has been installed and can easily be converted to charging points in the future.

Bexley will continue to work with TfL to identify the potential and business case for installing electric charging points at new large developments and in town centres. The provision of charging points will be included in the Council's Detailed Policies and Sites Local Plan which is in production.

Encouraging walking and cycling

Cycle parking

The Council has recently installed x cycle parking stands outside local shopping parades, funded through TfL's Borough Cycling Programme. Further cycle parking will be provided as part of the public realm and regeneration schemes in the Council's Programme of Investment (PoI), including Bexleyheath Town Centre Revitalisation Phase 2, Sidcup Town Area Renewal Phase 3, Yarnton Way Streetscape and Secondary Town Centre Improvements. Cycle parking will be secured in new development in accordance with the standards laid out in the London Plan.

Cycle Superhighways and Quietways

The Council is the managing authority for the Mayor's Quietways programme and is planning and implementing two Quietways in the borough; Q14 Thames Path and Q1+ Greenwich to Bexleyheath. There are plans for a cycle hub at Abbey Wood for rail users for Crossrail and mainline services with ~380 parking spaces to be provided. The Bexleyheath Town Centre Revitalisation Stage 2 Phase 2 major scheme includes cycle tracks, cycle lanes and crossings.

Electric vehicle charging points

The Council is securing electric vehicle charging points in new development, and there are 316 individual charging points which have either been or are in the process of being installed. The vast majority of these are in private parking areas/driveways within new residential developments, however, this number will significantly increase as the Housing Zone (up to 1622 residential units with various other mixed uses) and other developments come forward. Also included in this number are points in industrial/business developments and at new retail schemes, being available to the public. There are also a further 608 'passive' charging points, where the ducting has been installed and can easily be converted to charging points in the future.

Bexley will continue to work with TfL to identify the potential and business case for installing electric charging points at new large developments and in town centres. The provision of charging points will be included in the Council's Detailed Policies and Sites Local Plan which is in production.

Better Streets

The Pol has a number of schemes that aim to enhance the streetscape, encourage walking, cycling and the use of public transport and improve the perception of the urban realm and therefore contribute to the 'healthy streets' agenda. These initiatives include Bexleyheath Town Centre Revitalisation Phase 2, Sidcup Town Area Renewal Phase 3, Yarnton Way Streetscape and Secondary Town Centre Improvements.

Additional street planting has been identified within the measures for Bexleyheath Town Centre Revitalisation Phase 2 and Yarnton Way Streetscape. One option being considered for the Yarnton Way proposal is to replace extensive lengths of carriageway with a linear parkway, incorporating native planting, shrubs and trees.

Encouraging modal shift to public transport

The Council is working in partnership with TfL to assess where bus improvements can be implemented that will improve reliability and reduce journey times, particularly around the north of the borough where the commencement of Elizabeth line services will change the way people travel across the borough and into London.

Deliveries, Servicing and Freight

Awareness campaign for freight operators – encouraging FORS membership

Quiet Delivery Project.

The Council is working with Transport for London (TfL) to trial out-of-hours deliveries using quiet vehicle technology at local stores which would aim to reduce freight traffic during peak periods.

Localised Solutions

Manor Road

The London Borough of Bexley will be maintaining where relevant, the measures implemented in the Air Quality Action Plan to deal with the PM10 emissions arising at Manor Road, Erith. Circumstances in the road have changed over recent years, with a change of operator at one of the key sites in the road, resulting in a change of materials recycled from general building waste to solely timber and wood recycling. Airborne concentrations of PM10 now comply with the National Air Quality Objectives. The existing measures will be maintained to ensure that this situation does not change.

Focus Area

The GLA have identified a focus area within the London Borough of Bexley, The A206 from Erith Queens Road Roundabout to Northend Roundabout. The A206 is a strategic route servicing the industrial areas East of Erith and North of Belvedere, and also provide access for the communities close to the Thames.

The road in the focus area is fronted with residential properties, with a primary school situated within 50 metres of the road.

The action plan will contain the following:

An anti idling information campaign to challenge drivers idling vehicles parked in streets, particularly close to any schools.

Investigating the need for an information campaign to ask drivers to switch off engines when stationary.

Bus diversion off Queens Road to travel through Erith town centre.

Borough Fleet Actions

Civic strategy

The new Civic Offices were opened in 2014, which brought together most Council staff onto one site, minimising the need for travel between sites. Desk space was provided at a ratio of 7 desks for every 10 employees, and remote working is normal for most workers. This has minimised travel by Bexley employees.

Travel Plan

The aim of the travel plan is to reduce the number of single occupancy car trips to and from the site (including those parking remotely) by encouraging sustainable travel in order to minimise the following:

- Overspill parking onto neighbouring residential streets
- Occupying public car parking spaces which will reduce the number of spaces available for shoppers
- Adverse Local transport network impacts, including highway impacts
- Adverse Environmental impacts

Pool Cars

A fleet of pool cars operates from the Civic Offices minimising the need for staff to bring their own cars into the office, enabling greater choices in transport modes including car sharing, cycling, running/walking public transport.

Cleaner through Procurement

Nearly all the Street Services fleet (recycling & waste collection and street cleansing) will be replaced in the next two years, to meet the Euro VI standard. Serco, the Council's Street Services contractor, has a Carbon Reduction Commitment of 40% by 2020, which will be achieved through: Refuse and recycling rounds optimisation; Serco Minimum Miles™ – area-based resource scheduling and deployment in street cleansing operations;

Public Health, Awareness and Publicity

The new Air Quality Action Plan will include a proposed program of engaging with local schools. This will include looking at School Travel Plans, publicising and encouraging participation in the STARS project, and a new program of dissuading car idling near schools through an information and engagement campaign.

Bexley will be promoting AirTEXT to the public

Emissions from Developments and Buildings

AQ neutral policies

Major development proposals are required to submit air quality assessments for consideration in the planning consultation process. The air quality assessments will be expected to include an "air quality neutral" appraisal of the development in accordance with London Plan Policy 7.14 requirements and GLA Supplementary Planning Guidance together with appropriate mitigation measures.

Non Road Mechanical Machinery

Bexley is placing appropriate conditions on all relevant planning permissions. NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out below. This will apply to both variable and constant speed engines for both NO_x and PM

Enforcement of Smoke Control Areas

The whole of the London Borough of Bexley has been declared as a Smoke Control Area. The Council has a strong approach to continuing to enforce compliance with the Smoke Control Orders. The Council also takes a strong approach regarding domestic and trade bonfires.

3. Planning Update and Other New Sources of Emissions

Table L. Planning requirements met by planning applications in London Borough of Bexley in 2016

Condition	Number
Number of planning applications reviewed for air quality impacts	623
Number of planning applications required to monitor for construction dust	0
Number of CHPs/Biomass boilers refused on air quality grounds	0
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	5
Number of AQ Neutral building and/or transport assessments undertaken	12
Number of AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	2
Number of planning applications with S106 agreements including other requirements to improve air quality	0
Number of planning applications with CIL payments that include a contribution to improve air quality	0
NRMM: Central Activity Zone and Canary Wharf Number of conditions related to NRMM included. Number of developments registered and compliant. Please include confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used on-site is compliant with Stage IIIB of the Directive and/or exemptions to the policy.	N/A (outer London borough)
NRMM: Greater London (excluding Central Activity Zone and Canary Wharf) Number of conditions related to NRMM included. Number of developments registered and compliant. Please include confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used on-site is compliant with Stage IIIA of the Directive and/or exemptions to the policy.	9 NRMM conditions included

All planning applications except for some small domestic extensions are reviewed by the Environmental Protection Team. The applications are screened for their potential environmental impact and the suitability of the environment for the proposed use.

Environmental Protection Team Officers are in close contact with Officer in Development Control, and work closely with them. All Planning Applications are audited by Team Leaders before decision notices are confirmed.

All applications decided by the Development Control Sub Committee are thoroughly reviewed by all disciplines before being heard at the sub committee meeting.

3.1 New or significantly changed industrial or other sources

No new sources identified

Appendix A Details of Monitoring Site QA/QC

A.1 Automatic Monitoring Sites

Daily automatic calibration Zero air is generated by passing air through scrubbers and passed through the reaction cell. Span gas is generated by a permeation tube and passed to the reaction chamber to give the span calibration response. The daily automatic calibrations are used as a check on the instrument performance and drift.

Fortnightly analyser inspection and manual calibration.

Manual calibrations are carried out on a fortnightly basis using zero air generators and calibration gases traceable to national standards. The analyser is taken out of service and the inlet filter is changed prior to connecting the calibration gases. The zero air and span gases are run through the analyser and the responses noted together with the instrument gain factor. The output of the analyser is then adjusted to the correct certificated value and the new instrument gain factor noted. The calibrations are used to rescale the generated raw data from the analyser, using calculated instrument span factors. This work is carried out by the Environmental Research Group (ERG) at Kings College, London, who also handle the data from the stations on behalf of Bexley Council. Any anomalies noted during these fortnightly calibrations are followed up with a service call out, and additional checks are made on the data for that period. TEOM filters are changed when required in accordance with the manufacturer's instructions. Inlet heads are cleaned at this time.

Six Monthly Checks.

All stations are serviced in accordance with the manufacturer's recommendations at 6 monthly intervals. In addition, 6 monthly calibration checks are made by a third party (AEA Technology in the case of Bexley I, Slade Green) and by the National Physical Laboratory in the case of the other monitoring stations. Data Ratification Measurements from analysers have to go through a number of checks before they are considered 'ratified'. The first stage of ratification occurs automatically as data is downloaded from the analysers. Data is checked by a series of protocols and then scaled using results from manual calibrations. Measurements appearing on the hourly bulletin ('current air quality') has undergone automatic checks only. 44 The second stage occurs each day as air quality analysts manually check the data, confirm any automatic checks and flag up any faults that require attention. Measurements appearing on the daily bulletin ('Yesterday's Air Quality') and the seven and 30 day graphs will have undergone this second stage. The third and fourth ratification stages occur in the coming months as more information becomes available. Data can be viewed over a longer time periods and results from fortnightly manual calibrations, equipment services and equipment audits can be considered. Measurements cannot be considered 'final' until all stages of the ratification process are complete. The time lag is usually between six month and a year.