BRAUNSTONE TOWN COUNCIL

Serving the communities of Braunstone Town and Thorpe Astley

Darren Tilley – Chief Executive & Town Clerk
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PLANNING APPLICATIONS

PUBLIC INSPECTION OF PLANS AND PARTICIPATION

1. The Planning Applications can be inspected at the offices of Blaby District Council to whom representations should be made and they are also available Blaby District Council's website at www.blaby.gov.uk under Planning Application Search
2. A list of the applications to be considered by the Town Council's Planning & Environment Committee are listed on the Town Council's website www.braunstonetowncouncil.org.uk
3. The applications will be considered by the Braunstone Town Council's Planning and Environment Committee, which may make its own observations and forward them to the relevant Planning Authority.
4. Braunstone Town Council and Blaby District Council have introduced procedures to enable applicants, objectors and supporters to speak on applications brought before their relevant Committees.

19th October 2022

To: *Councillor Robert Waterton (Chair), Councillor Parminder Basra (Vice-Chair) and Councillors Anthea Ambrose, Sohan Johal, Leanne Lee, Becca Lunn Scoppie, Phil Moitt, Darshan Singh, Christiane Startin-Lorent and Marion Waterton.*

Dear Councillor

You are summoned to attend a meeting of the **PLANNING & ENVIRONMENT COMMITTEE** to be held in the **Ravenhurst Room** at Braunstone Civic Centre on **Thursday 27th October 2022** commencing at **7.30pm**, for the transaction of the business as set out below.

Alternatively, members of the public may observe this meeting, and make contributions under the Public Session item, using Zoom video and web conferencing software (details below).

Join Zoom Meeting
https://us06web.zoom.us/j/82534065125?pwd=THhJNSt3cy8rYVBMTVBOT1YwWnI2dz09

Meeting ID: 825 3406 5125
Passcode: 540429

Yours sincerely,

Chief Executive & Town Clerk

AGENDA

1. Apologies

To receive apologies for absence.

2. Disclosures of Interest

To receive disclosures of Interest in respect of items on this agenda:

a) Disclosable Pecuniary Interests,
b) Other Interests (Non-Pecuniary).

3. Public Participation

Members of the public may make representations, give evidence or answer questions in respect of any item of business included on the agenda. At the discretion of the Chairperson the meeting may be adjourned to give members of the public present an opportunity to raise other matters of public interest.

4. Minutes of the Meeting held 25th August 2022

To confirm the accuracy of the Minutes of the Meeting held on 25th August 2022 to be signed by the Chairperson (**Enclosed**).

5. Air Quality Monitoring Annual Status Report 2022

To receive the Blaby District Air Quality Monitoring Annual Status Report for consideration (**Enclosed**).

6. Planning and Licensing Applications dealt with under Delegated Authority

To receive and note responses to planning and licensing applications taken under Delegated Authority (**Enclosed**).

7. Planning and Licensing Applications

To agree observations on planning and licensing applications received (**Enclosed**).

8. Additional Planning and Licensing Applications

To agree observations on planning and licensing applications received since the publication of the agenda (if any).

9. Planning Decisions

To receive and note planning decisions made by Blaby District Council (**Enclosed**).

10. Feedback on Planning Application Decisions

To receive feedback concerning planning application decisions by Blaby District Council where the Committee has queried the decision; as follows:

1. Councillor Leanne Lee –

a) 21/439/HH, two storey side and single storey rear extensions and rendering of existing property, at 7 Edward Avenue;

2. Councillor Robert Waterton –

b) 22/0297/HH demolition of existing extensions and erection of single storey rear extension, at 58 Amy Street (**Enclosed**).

11. Braunstone Village Conservation Area Extension

To receive an update on the timetable for the process to consider whether to extend the Braunstone Village Conservation Area to the South of Braunstone Lane (**Enclosed**).

12. Neighbourhood Planning

To review the position concerning whether the Parish should be designated as a Neighbourhood for the purposes of undertaking a Neighbourhood Plan (**Enclosed**).

13. Lubbesthorpe Impacts Group

To receive an update on progress concerning matters relating to the Lubbesthorpe development and to report on the recent meeting of the Lubbesthorpe Impacts Group.

14. Financial Comparisons

To receive Financial Comparisons for the period 1st April 2022 to 30th September 2022 (**Enclosed**).

15. Approval of Accounts

To consider payments from 17th August 2022 until 18th October.

Next Scheduled Meeting: 8th December 2022.

NOTE:
CRIME & DISORDER ACT 1998 (SECTION 17) – The Council has an obligation to consider Crime and Disorder implications of all its activities and to do all that it can to prevent Crime and Disorder in its area.
EQUALITIES ACT 2010
Braunstone Town Council has a duty in carrying out its functions to have due regard to:-

- *eliminate unlawful discrimination, harassment and victimisation;*
- *advance equality of opportunity between different groups; and;*
- *foster good relations between different groups*

To ensure that no person receives less favourable treatment on the basis of race, disability, sex, gender re-assignment, sexual orientation, age, religion or belief, marriage or civil partnership, pregnancy or maternity.

ITEM 4

BRAUNSTONE TOWN COUNCIL

MINUTES OF PLANNING & ENVIRONMENT COMMITTEE

HELD AT BRAUNSTONE CIVIC CENTRE

THURSDAY 25th AUGUST 2022

PRESENT: Councillor Robert Waterton (Chair) and Councillors Amanda Hack (substituting for Councillor Leanne Lee), Sohan Johal, Becca Lunn Scoppie, Darshan Singh, Christiane Startin-Lorent and Marion Waterton.

Officers in attendance: Darren Tilley, Chief Executive & Town Clerk.

There were no members of the public present at the meeting.

15. Apologies

Apologies for absence were received from Councillors Anthea Ambrose, Parminder Basra and Leanne Lee.

16. Disclosures of Interest

There were no disclosures of any Disclosable Pecuniary or Non-Pecuniary Interests by members.

17. Public Participation

In accordance with Standing Order 3.6, members of the public may attend the meeting for the purpose of making representations, giving evidence or answering questions in respect of any item of business included on the agenda.

There were no members of the public in attendance.

18. Minutes of the Meeting held 9th June 2022

The Minutes of the Meeting held on 9th June 2022 were circulated (item 4 on the agenda).

It was noted that typographical errors on page 7470 under minute 9, Feedback on Planning Application Decisions, had been corrected.

RESOLVED that the Minutes of the meeting held on 9th June 2022 be approved and signed by the Chairperson as a correct record.

19. Leicestershire County Council Members' Highways Fund 2022/2023 – Potential Schemes

The Committee received the County Council Members' Highways Fund proposals and discussed potential small scale highways and environmental

improvements in Braunstone and Thorpe Astley, which could be funded from the County Council Members' Highways Fund (item 5 on the agenda).

In accordance with Minute 103, resolution 4, 2021/2022, County Councillors Mrs Amanda Hack (Braunstone Division) and Mrs Louise Richardson (Enderby & Lubbesthorpe Division) had been invited to attend the meeting to discuss proposals. Mrs Amanda Hack was in attendance. Mrs Louise Richardson had submitted her apologies due to an urgent unforeseen matter which had arisen at last minute.

County Councillor Mrs Amanda Hack circulated a list of schemes, which had been submitted so far for Braunstone Division in 2021/2022 and 2022/2023 (filed with these minutes). Councillor Hack added that across the County 441 schemes were outstanding from 2021/2022, 71 schemes requested had been delivered. Therefore, the funding allocated in 2021/2022 had been accrued. The deadline for schemes to be submitted in 2022/2023 was the end of October 2022.

RESOLVED that the following be requested for consideration by the relevant County Councillor for inclusion in the 2022/2023 Members' Highways Fund:

a) Vehicle Activated Signs (VAS) and line painting (e.g. slow markings) on roads where there was speeding; for example, Meridian Way and Braunstone Lane;
b) traffic calming measures on Murby Way; for example, a road build out;
c) 20 minute waiting time on Meridian East outside Royal Mail (in the section without double yellow lines);
d) consideration of bollards on Centurion Way around the entrances to BPW and Royal Mail to prevent pavement/verge parking; and
e) consideration of "No Parking on the Pavement" signs at locations where pavement obstruction was a problem and it would be dangerous to walk on the road.

Reasons for Decision

To identify priorities for small scale highways and environmental improvements in Braunstone Town and Thorpe Astley:

a) to take measures to reduce speeding and improve highway safety, particularly for pedestrians and cyclists;
b) to reduce speeding in a residential area around open space and where pedestrians cross the road;
c) to ensure this section could be used for short stay parking for Royal Mail and the post boxes, as originally intended;
d) to avoid obstruction of the footpath; and
e) to enable pedestrians, particularly those in wheel chairs and those with prams and push chairs to walk safely.

20. Planning and Licensing Applications dealt with under Delegated Authority

The Committee received and noted responses to planning and licensing applications taken under Delegated Authority (item 6 on the agenda).

RESOLVED that the action taken by the Chief Executive & Town Clerk under delegated authority in forwarding the following observations to Blaby District Council be noted:

Planning Applications

1. Application No: 22/0123/FUL

Description: Erection of 1 semi-detached dwelling and detached garage (accessed off Watergate Lane) including alterations to No. 2 Pinfold

Location: Land Adjacent 2 Pinfold Braunstone Town Leicestershire LE3 2UW (Millfield Ward)

Response: *Braunstone Town Council objects to the proposal on the following grounds:*

a) out of keeping with the character and appearance of the area;

b) poorly designed access arrangements to the proposed off road parking for the new dwelling; and

c) significantly detrimental to the amenities enjoyed by existing and new occupiers due to considerations of privacy, light, noise and overbearing effect.

Reasons:

a) Development on this corner plot next to a junction would add a discordant element to the street scene since the visual effect would no longer mirror the opposite side of the junction and also due to the gradient changes on both Pinfold and Watergate Lane.

b) The off road parking for two vehicles at the proposed new property would be tight and there would be no direct access for the second vehicle; this could result in additional manoeuvring on the highway, or additional parking on the highway, close to a road junction resulting in highway safety issues.

c) The additional property on this corner location would result in cramped living conditions for the occupants of the new property and the existing property, 2 Pinfold. In addition, there would be an adverse impact on the occupants of both properties in terms of noise and overbearing effect.

2. Application No: 22/0237/HH

Description: Alterations to roof of garage extension to move guttering bounding the footpath to the rear.

Location: 21 Attenborough Close Thorpe Astley Braunstone Town (Thorpe Astley Ward)

Response: *Braunstone Town Council does not object to the proposals.*

Reason: *The conversion of the existing garage space could be accommodated with a replacement garage on the site, with no immediate neighbours there was unlikely to be any adverse impact.*

3. Application No: 22/0539/HH

Description: Two story side and part rear extension

Location: 32 Charlecote Avenue, Braunstone Town Leicestershire (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council does not object to the application; subject to:*

(a) on-site parking, as shown in the proposed plans, being provided and permanently available for use;
(b) the proposed on-site parking being surfaced with a hardbound permeable material and/or drainage provided;
(c) provision of a dropped kerb, and surfaced access from the Highway being installed prior to the extension coming into use; and
(d) no windows, openings or extraction equipment in the side elevation of the extension without the explicit consent of the local planning authority.

Reasons:

(a) To avoid additional parking on a narrow highway close to a junction, which could present highway safety issues.
(b) To reduce flooding and surface water run-off.
(c) To provide for an official access, which would be identified by users of the highway.
(d) To protect the amenity enjoyed by the neighbouring property in terms of noise and protect both properties in terms of fire safety.

4. Application No. 22/0479/HH

Description: Single Storey side and rear extension

Location: 147 Narborough Road South, Braunstone Town, Leicestershire LE3 2LH (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council does not object to the application; subject to:*

(a) *on-site parking in the car port and on the front curtilage being retained as indicated by the plans; and*
(b) *no windows, openings or extraction equipment in the side elevation of the extension without the explicit consent of the local planning authority.*

Reasons:
(a) *To avoid additional parking on a narrow highway, which could present highway safety issues.*
(b) *To protect the amenity enjoyed by the neighbouring property in terms of noise.*

5. Application No: 22/053/FUL

Description: Erection of new 2.5 storey, three bedroom dwelling house to land at rear of 54 Arden Avenue

Location: 54 Arden Avenue Braunstone Town Leicestershire LE3 2SF (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council objects to this application due to the proposed development resulting in:*
(a) *overdevelopment of the site due to consideration of scale and mass;*
(b) *insufficient amenity space for both the new and existing dwelling; and*
(c) *insufficient on-site parking provision for the existing dwelling.*

Reasons:
(a) *The proposed dwelling's size on a plot with little depth would result in it being built in close proximity to both 54 Arden Avenue and 3 Braunstone Close resulting in cramped living conditions.*
(b) *The proposed dwelling was built on the existing amenity space for 54 Arden Avenue and the creation of the new dwelling would result in cramped living conditions for both dwellings which would have little useable amenity space.*
(c) *The proposal would result in parking for 54 Arden Avenue being on the highway, close to a junction presenting highway safety concerns.*

6. Application No. 22/0625/FUL

Description: Change of use from C3 (dwelling) to C2 (residential institution) children's home to accommodate a maximum of 3 children under the age 16 years old and the inclusion of bin store and cycle shelter.

Location: 54 Narborough Road South Braunstone Town Leicestershire LE3 2FN (Ravenhurst & Fosse)

Response: *Braunstone Town Council objects to the change of use application due to insufficient arrangements for staff and visitor parking and for deliveries.*

Reason: *While Braunstone Town Council supported the principle of accommodating children who were in care in the community, rather than in an institutional setting; the cramped nature of the site would result in staff, visitor and delivery parking on the highway, close to a road junction, which presented highway safety concerns. The applicant in their Planning Statement acknowledges there would be additional parking compared to a residential property by referring to the two spaces to the rear and then adding that parking is available in front of the property and on Cyril Street.*

7. Application No: 21/1504/FUL

Description: Retention of temporary building and siting of 3 containers (Use class B1(c) light industrial)

Location: Unit 5 Vitruvius Way Meridian Business Park Braunstone Town (Thorpe Astley Ward)

Response: *Braunstone Town Council does not object to the proposal in principle; however, recommends that the application should not be determined until the following additional information has been provided:*

a) the proposed usage and operation of the site and new building,
b) hours of operation and shifts,
c) details of the total numbers of employees, contractors, visitors, deliveries and collections on site at any one time, and
d) site vehicular movements.

Reason: *The proposed temporary building would reduce the on-site parking from 21 spaces to 8 spaces. It was noted from the application that the total number of employees would reduce from 12 to 3. To avoid additional on-street parking, which could present highway safety issues for highway users, including pedestrians, it was important to understand the total number of people who would be using the site at any one time, along with details of proposed vehicular movements on the site.*

8. Application No: 22/0620/FUL

Description: Installation of 1x Air Source Heat Pump and associated fencing

Location: Main Building Winstanley Community College Kingsway North Braunstone Town (Winstanley Ward)

Response: *Braunstone Town Council does not object to the application; subject to the noise and vibration levels not being perceptible within the residential properties on Kingsway North.*

Reason: *To support sustainable heat generation, while continuing to maintain the amenity enjoyed by residents living in the vicinity.*

9. Application No: 22/0534/CLP

Description: Outbuilding to the rear

Location: 38 Francis Avenue Braunstone Town (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council does not object to the proposal of an outbuilding to the rear; subject to the following conditions:*

a) existing on-site parking on the front curtilage of the property for a minimum of two vehicles being provided and permanently retained for use;
b) the proposed outbuilding being ancillary to the domestic use of the dwelling and not sold, let or separately disposed of; and
c) the existing rear amenity space being retained as a single amenity space and not separated by a barrier, hedgerow or fencing that would prevent access from one part to the other or enable one part to be sold, let or separately disposed of.

Reasons:

a) *To avoid on-street parking close to a bend, presenting highway safety issues.*
b) *To avoid noise and disturbance impacting on the amenity enjoyed by the neighbouring properties.*
c) *To ensure the Outbuilding and rear amenity space was ancillary to the domestic use of the dwelling.*

10. **Application No:** 22/0704/TEL

Description: Application to determine if Prior Approval is required for the installation of one 15m telecommunication monopole, 3 equipment cabinets and associated ancillary works

Location: Turnbull Drive Braunstone Town Leicester LE3 2JW (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council wish to submit the following observations:*

a) the operator be asked to consider relocating the monopole (and potentially the 3 equipment cabinets) centrally between the eastern and western sides of Kingsway (as opposed to the proposed location, which is closer to the eastern side); and

b) the monopole and 3 equipment cabinets being wholly located on the grass verge and not obscuring or intruding onto the highway (including the footway).

Reason:

a) To reduce the visual impact on the streetscene and the informal open space; the central informal open space on Kingsway has mature trees at this location, which were mainly to towards the western side of Kingsway. The proposed location of the telecommunication equipment was on the eastern side and therefore could be viewed from a greater distance from both directions on the eastern side of the Kingsway than would be the case if the equipment was centrally located to the Kingsway due to gradients and the existing mature trees.

b) The footway was narrow at this point and any intrusion on to the footway would present difficulties for pedestrians, particularly those in wheelchairs and those with children.

11. **Application No:** 22/0737/FUL

Description: New pedestrian/cycle path and removal of existing fence located to the rear of the VUE cinema at Meridian Leisure Park to connect to Mossdale Meadows

Location: Meridian Leisure Park Braunstone Town Leicestershire LE19 1JZ (Ravenhurst & Fosse Ward)

Response:

Braunstone Town Council does not object to the application; subject to the following conditions being applied:

a) details of the materials to be used for the construction of the footway being submitted to and approved by the local planning and highways authorities;

b) details of the enhancements to CCTV, safety signage and lighting, both on Meridian Leisure and Mossdale Meadows being submitted to and approved by the local planning authority;

c) no access being provided across the boundary between Meridian Leisure and Mossdale Meadows until:

I. the footway through Mossdale Meadows to Kingsway had been widened to 3 metres and had been completed for use; and, the lighting, CCTV and safety signage, as approved by the local planning authority, had been installed and in the case of the lighting and CCTV was operational; and

II. the improvements to the footway at Meridian Leisure, as detailed in the Planning Statement of June 2020, had been completed for use and the safety signage installed;

d) once the new access between Meridian Leisure and Mossdale Meadows was open, the landowner must:

I. retain the access for use and not obstruct it at any time with any gate or barrier which would prevent its use by pedestrians or cyclists;

II. the access must not be closed other than for health & safety reasons to enable essential maintenance to take place on the pathway; and

III. permit the passage of pedestrians and cyclists both to and through the site.

Reasons:

The proposed link between Mossdale Meadows and Meridian Leisure would enable access using sustainable transport between Lubbesthorpe, Thorpe Astley and both Meridian Leisure and Business Park to Braunstone, Great Central Way and Leicester, it would enable residents of both Braunstone Town and Thorpe Astley to access local services and facilities, a local leisure facility and employment estate, without having to use a car, however, it was important:

a) to ensure the new pathway would be suitably constructed and fit for purpose;

b) to protect the safety of the users of the new route and to prevent its use by motorcycles and scooters;
c) to ensure that suitable infrastructure and safety measures were in place to provide for new pedestrian footfall and cyclist movement; and
d) to retain the route as a permanent through route for both pedestrians and cyclists, which local residents and members of the public would be able to use irrespective of whether Meridian Leisure was open for business and irrespective of whether the users were visiting Meridian Leisure or passing through.

12. Application No: 22/0625/FUL

Description: Amendment to application (reference application 6, above): Submission of amended parking plan

Location: 54 Narborough Road South Braunstone Town Leicestershire LE3 2FN (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council does not object to the application; subject to the parking, as set out in the amended parking plan, being:*
a) provided prior to the occupation of the property as a children's home and thereafter being permanently available for use,
b) surfaced with a hard bound material, and
c) not obstructed by a barrier, bollard or chain.

Reason: *Braunstone Town Council supported the principle of accommodating children who were in care in the community, rather than in an institutional setting; however, it was important to ensure that the off-road parking was suitable, accessible and permanently available to avoid staff, visitor and delivery parking on the highway, close to a road junction, which would present highway safety concerns.*

13. Application No. 22/0407/HH

Description: Single story rear extension and conversion of side garage including raising of existing roof (amended). The following amendments have been made to this application: 1 Rear extension increased to 8.2m. Pitched roof of rear extension changed to flat roof with roof lanterns. Pitched roof applied to side garage including replacement of side window.

Location: 50 Kirkland Road Braunstone Town, Leicestershire (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council:*

a) does not object to the single storey rear extension (as amended); and

b) objects to the conversion of side garage including raising of existing roof; due to insufficient alternative on-site parking and design.

Reasons:

a) The proposals were single storey at the rear of the property, which was on large plot; therefore, there was unlikely to be any adverse impact on the amenity enjoyed by the neighbouring properties.

b) The proposals would create a fourth bedroom with insufficient on-site parking for three vehicles, due to limited space on the front curtilage; any additional parking on Kirkland Drive, which already had a significant amount of on-street parking (including on the footway), could present safety issues to users of the highway (including users of the footway). The raising of the roof above an existing sloped porch roof, would be out of keeping with the visual amenity of the street scene.

Licensing Applications

There were no licensing applications.

21. Planning Applications and Licensing Applications

The Committee received details of a planning applications to be considered by Blaby District Council (item 7 on the agenda). The Committee noted that there were no licensing applications.

RESOLVED that the following responses be forwarded to Blaby District Council:

1. Application No: 22/0703/HHPD

Description: The erection of a single storey rear extension which would extend beyond the rear wall of the original dwellinghouse by 6.0m, for which the maximum height would be 3.95m and the height to the eaves would be 2.50m.

Location: 64 Turnbull Drive Braunstone Town Leicestershire LE3 2JU (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council does not object to the application; subject to the approval of the erection of the proposed single storey rear extension:*

a) extending no more than 6 metres beyond the original rear wall of the dwellinghouse; and

b) resulting in no changes being made to the single storey side and rear extension approved by the local planning authority on 27th April 2020 (20/0542/HH), without the consent of the local planning authority.

Reasons:

a) There appeared to be an existing rear extension; beyond the original rear wall of the dwellinghouse. In order to avoid overdevelopment of the site and ensure the appropriate planning approval would be in place; the proposed extension must incorporate the existing rear extension.

b) It was unclear whether the development approved under 20/0542/HH had commenced or been completed. However, the plans indicated there would be some overlap of floorspace with this application and it was important to ensure that this would be properly assessed to determine whether there would be a material change to approval 20/0542/HH.

2. Application No: 22/0731/HH

Description: Conversion of integral garage to habitable room

Location: 17 Tressell Way Braunstone Town Leicestershire LE3 3RA (Thorpe Astley & Fosse Ward)

Response: *Braunstone Town Council does not object to the proposed conversion of the integral garage; subject to replacement on-site parking being provided (i.e. for a total of 3 vehicles), surfaced with a hardbound permeable material, and permanently available for use.*

Reason: *The proposed conversion provided for an additional bedroom at the property and it was important to avoid additional parking on a narrow highway close to road junctions; and to provide a suitable for surface for parking while avoiding flooding and surface water run-off.*

3. Application No: 22/0658/HH

Description: Side extension and loft conversion with dormer window to rear

Location: 91 Kingsway North Braunstone Town Leicestershire LE3 3BE (Winstanley Ward)

Response: *Braunstone Town Council:*

1. *does not object to the side extension; subject to:*
   a) *permanent on-site parking for at least 3 vehicles,*
   b) *no windows in the side elevation of the side extension without the explicit consent of the local planning authority; and*
2. *objects to the proposed dormer window to the rear.*

Reasons:

1. *The property was located on a large plot; however:*
   a) *over-parking on the highway should be prevented; due to the proximity of schools overparking could present safety concerns,*
   b) *the amenity enjoyed by the occupants of the neighbouring property, at 89, in terms of privacy, should be protected.*
2. *The proposed rear dormer window would provide for a vantage point providing views over the neighbouring properties private amenity spaces, having an adverse impact on the privacy enjoyed by the occupants of these properties.*

4. Application No: 22/0749/FUL

Description: Conversion and extension of existing workshop/garage to form detached dwelling with associated garden, access and parking

Location: 31 Edenhurst Avenue Braunstone Town Leicestershire LE3 2PA (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council objects to the proposal on the following grounds:*

a) *out of keeping with the character and appearance of the area;*
b) *lack of private amenity space for the proposed new dwelling and overdevelopment of the site due to footprint, scale and massing; and*
c) *significantly detrimental to the amenities enjoyed by existing and new occupiers due to considerations of privacy, light, noise and overbearing effect.*

Reasons:

a) *Development on this corner plot would add a discordant element to the street scene with housing cluttered around one corner with garages on the opposite side of the road.*

b) *The new property would be squeezed into the curtilage of an existing semi-detached property at right angles where the land had little depth; resulting in insufficient and odd shaped outdoor private amenity space.*
c) *The additional property on this corner location would result in cramped living conditions for the occupants of the new property. In addition, there would be an adverse impact on the occupants of the new property and both neighbouring existing properties in terms of noise and overbearing effect.*

5. Application No: 22/0759/OUT

Description: Outline application for one two storey detached dwelling (with all matters reserved)

Location: 198 Braunstone Lane Braunstone Town Leicestershire (Winstanley Ward)

Response: *Braunstone Town Council objects to the proposal on the following grounds:*
a) *insufficient provision for on-site parking;*
b) *lack of private amenity space for the proposed new dwelling and overdevelopment of the site due to footprint, scale and massing; and*
c) *significantly detrimental to the amenities enjoyed by existing and new occupiers due to considerations of privacy, light, noise and overbearing effect.*

Reasons:
a) *The proposed onsite parking provision for the proposed new dwelling appeared tight and inaccessible and risked obstruction to the footway. There was no indication of whether there would be sufficient onsite parking for the existing dwelling with the removal of the garage. Any additional parking on Shakespeare Drive close to the junction with Braunstone Lane and the existing bus stop was likely to cause highway safety issues.*
b) *The outdoor private amenity space would be small due to onsite parking and would lack privacy due to its proximity to the highway and No.1 Shakespeare Drive.*
c) *The additional property adjacent to an extended 198 Braunstone Lane and 1 Shakespeare Drive would result in cramped living conditions for the occupants of the new property. In addition, there would be an adverse impact on the occupants of the new property and both neighbouring existing*

properties in terms of privacy, noise and overbearing effect.

22. Additional Planning and Licensing Applications

The Committee received details of a planning application received since the publication of the agenda (item 8 on the agenda). The Committee noted that there were no additional licensing applications.

RESOLVED that the following response be forwarded to Blaby District Council:

6. Application No: 22/0765/HH

Description: Demolition of existing store & WC outbuilding. Erection of ground floor extension to form kitchen/dining room and shower/utility room.

Location: 348 Braunstone Lane Braunstone Town Leicestershire (Winstanley Ward)

Response: *Braunstone Town Council does not object to the application.*

Reason: *The proposals were single storey at the rear of the property, which was on large plot; therefore, there was unlikely to be any adverse impact on the amenity enjoyed by the neighbouring properties. There would be no increase in the number of bedrooms or any change to the on-site parking arrangements; therefore, there would be no impact on highway safety on Braunstone Lane.*

23. Planning Decisions

The Committee received and noted planning decisions made by Blaby District Council (item 8 on the agenda).

RESOLVED that Councillor Robert Waterton contact the Planning Case Officer for more information behind the conditions applied to Planning Decision 22/0297/HH, Demolition of existing extension and erection of single storey rear extension, at 58 Amy Street.

Reason for Decision

To understand why conditions had not been applied to ensure that the extension would be built in accordance with the submitted Flood Risk Assessment and to ensure it was only used in connection with the existing domestic use of the property.

24. Feedback on Planning Application Decisions

The Committee received feedback concerning planning application decisions by Blaby District Council where the Committee had queried the decision as follows:

a) *21/1298/HH, Single storey side extension, at 1A Amy Street; in order to understand why a condition had not been applied to ensure that the extension would be built in accordance with the submitted Flood Risk Assessment:* the planning officer advised that the case officer no longer works for the Council; adding that the application file contained no information to answer the question. The officer responding stated that if she had dealt with the application she would have applied a condition requiring the development to be carried out in accordance with the mitigation measures stated in the flood risk assessment. The officer added that whilst they couldn't retrospectively impose a planning condition, they would write to the applicant's agent to suggest that the flood risk assessment was complied with.

b) *21/1398/HH, Single storey front and side/rear extensions (to include demolition of existing rear garage structure), at 21 Turnbull Drive; in order to understand why the development had been permitted with a proposed porch protruding further forward than the bay window, and why a condition had not been included preventing windows in the side of the extension without explicit consent:* the delegated report concluded that the design and scale of the porch would not cause harm to the host dwelling or the surrounding area; the report contains no information about side windows and the case officer no longer worked for the Council.

Councillor Leanne Lee was awaiting a response to decision 21/1439/HH, two storey side and single storey rear extensions and rendering of existing property, at 7 Edward Avenue; in order to understand why conditions had not been applied concerning side windows being opaque and the openings of a type and height preventing an individual looking out over the neighbouring property.

25. Proposed Conservation Area For Braunstone Village

The Committee received an update on the timetable for the process to consider whether to designate the area of Braunstone Village to the South of Braunstone Lane as a conservation area, to coincide with the already designated conservation area within the Leicester City boundary (item 11 on the agenda).

RESOLVED

1. that delegated authority be given to the Chief Executive & Town Clerk, in consultation with the Chair of Planning & Environment Committee, to approve an amended interim Work Programme subject to consideration by the Planning & Environment Committee at the next scheduled meeting; and
2. that a letter be sent to the District Council Ward Members and Strategic Director, John Richardson, setting out the Town Council's concerns about

the lack of progress and seeking their support to move the process forward.

Reasons for Decision

1. *To progress and appraise the proposals for the extension to the Braunstone Village Conservation Area, avoiding any further delay.*
2. *To seek support to move the appraisal process forward. While it was understood that the Planning Policy Team had competing demands, the Town Council was willing to support the process by gathering advice and good practice on whether the review was a proposed extension to an existing conservation area or a proposed new conservation area; and also by identifying potential consultants who could undertake a review of the draft Character Assessment.*

26. Lubbesthorpe Impacts Group

The Committee received an update on progress concerning matters relating to the Lubbesthorpe development and to report on the recent meeting of the Lubbesthorpe Impacts Group on 22nd June 2022.

The Chair, Councillor Robert Waterton, updated the Committee as follows:

(a) the group was due to meet on 24th August but the meeting had been postponed due to many attendees being unable to attend;
(b) on 31st July there were 752 occupations, this was up by 42 compared to 22nd June, while occupations were increasing the rate was still low and there were concerns about the impact on the delivery of infrastructure and service improvements;
(c) affordable housing would be 20% across the development and the District Council had reached agreement with the developers on the mix and type of housing for Phase 2; and
(d) Phase 2 of the development was about to commence and would be delivered in two sections; one section would contain 325 houses, including 65 affordable homes, and the second section would contain 552 houses, including 112 affordable homes.

RESOLVED

1. that the update be noted; and
2. that the Group be asked to pursue new housing at Lubbesthorpe being built with Solar PV Panels as standard.

Reasons for Decision

1. *To receive details of current and ongoing matters discussed relating to the new Lubbesthorpe development and its impact.*
2. *To address the climate agenda and recognise that it was cheaper to fit solar PV panels on new build at the time of building rather than retro fitting them.*

27. Financial Comparisons

The Committee received Financial Comparisons for the period 1st April 2022 to 31st July 2022 (item 13 on the agenda).

It was noted that actual spend on Waste Services (Dog Bins) should read £2,138.50.

RESOLVED that the report be noted.

Reason for Decision

There were no issues of concern with the income and expenditure against the budget for 2022/2023.

28. Approval of Accounts

The Committee received payments from 1st June 2022 until 16th August 2022 (item 14 on the agenda).

RESOLVED that the list of Approved Expenditure Transactions for the Period 1st June 2022 until 16th August 2022 be approved.

Reason for Decision

To authorise payments in accordance with the Accounts & Audit Regulations and the Council's Financial Regulations.

The meeting closed at 9.40pm.

NOTE:
CRIME & DISORDER ACT 1998 (SECTION 17) – The Council has an obligation to consider Crime & Disorder implications of all its activities and to do all that it can to prevent Crime and Disorder in its area.
EQUALITIES ACT 2010
Braunstone Town Council has a duty in carrying out its functions to have due regard to:-

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between different groups; and;
- foster good relations between different groups

To ensure that no person receives less favourable treatment on the basis of race, disability, sex, gender re-assignment, sexual orientation, age, religion or belief, marriage or civil partnership, pregnancy or maternity.

These issues were considered in connection with each of the above decisions. Unless otherwise stated under each item of this report, there were no implications.

These minutes are a draft and are subject to consideration for approval at the next meeting scheduled on 27th October 2022.

BRAUNSTONE TOWN COUNCIL

PLANNING & ENVIRONMENT COMMITTEE – 27th OCTOBER 2022

Item 5 - Air Quality Monitoring Annual Status Report 2022

Purpose

To receive the Blaby District Air Quality Monitoring Annual Status Report for consideration.

Background

The Town Council has been concerned, particularly in the last 5 – 6 years, about poor air quality and the impact of continued growth in the area upon the quality of the air and the health of residents.

The Committee has been provided with a background to Blaby District Council's powers and responsibilities, alongside particular initiatives and monitoring reports through previous items and presentations given by Environmental Health Officers in 2018, 2019 and 2020.

Blaby District 2020 Air Quality Annual Status Report

Blaby District Council has responsibility to measure the quality of air in the district to ensure that it meets required standards for certain pollutants. Blaby District Council monitors nitrogen dioxide and hazardous particles.

There are currently five declared Air Quality Management Areas (AQMAs) for Nitrogen Dioxide (NO2), which includes the A5460 Narborough Road South and the M1 corridor between Thorpe Astley and Leicester Forest East.

In addition, air quality monitoring stations are used at various locations to sample the air to detect the concentration of pollutants. This equipment identifies trends and patterns of air pollution. There are currently monitoring stations at Lubbesthorpe Road, Braunstone Town, Lakin Drive, Thorpe Astley and Wilson Close, Thorpe Astley.

There are also tubes monitoring the levels of Nitrogen Dioxide placed across the district. These tubes monitor AQMAs and areas of potential higher levels of nitrogen dioxide.

The National Air Quality Objective for the average annual concentration of nitrogen dioxide is 40 µg/m3. An AQMA is declared when this figure is exceeded.

The results of the monitoring carried out can be found within the 2022 Air Quality Annual Status Report, an extract of which is attached at Appendix 1 (some diagrams, maps and tables from other areas have been omitted).

Action Requested

Consider the Blaby District 2022 Air Quality Annual Status Report (Appendix 1) and whether there are any actions the Town Council can take to support the ongoing work to tackle air quality.

2022 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

Date: 30th June 2022

Information	Blaby District Council Details
Local Authority Officer	Anna Farish
Department	Environmental Services
Address	Council Offices, Desford Road, Narborough, Leicester, LE19 2EP
Telephone	0116 275 0555
E-mail	environmental.services@blaby.gov.uk
Report Reference Number	ASR 2022
Date	30th June 2022

Executive Summary: Air Quality in Our Area

Air Quality in Blaby District

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas[1,2].

The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages[3], with a total estimated healthcare cost to the NHS and social care of £157 million in 2017[4].

Blaby District Council has five Air Quality Management Areas (AQMAs). All were declared after monitoring (where indicated), or modelling, indicated an exceedance of the annual mean air quality objective for nitrogen dioxide, of 40µg/m^3. These AQMAs are currently as follows:

- AQMA 1: A5460 Narborough Road South
- AQMA 2: M1 corridor in Enderby and Narborough
- AQMA 3: M1 corridor between Thorpe Astley and Leicester Forest East
- AQMA 4B: Enderby Road, Whetstone
- AQMA 6: Mill Hill, Enderby

AQMA 2, AQMA 3 and AQMA 4B were reduced in size in 2020, in line with low NO_2 results from 2019 and the previous 4 years, as reported in ASR 2020. In 2021 no changes were

[1] Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

[2] Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

[3] Defra. Air quality appraisal: damage cost guidance, July 2021

[4] Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

made to any of the existing AQMAs as advised by DEFRA guidance due to the impact of the pandemic.

Blaby District Council has an ongoing commitment to continue its air quality monitoring and management, taking action, where possible, to reduce levels of airborne pollutants. Elected Members and Senior Managers are actively engaged in supporting the work. The Environmental Services Team is responsible for the monitoring and where appropriate regulation of air quality, environmental permitting, and climate change, which allow these areas of work to be considered collectively. The team comment on planning applications that have air quality as a potential constraint and have a good working relationship with the planning services teams. Section 106 funds have been secured from several approved developments to support air quality work.

Health, Leisure, and Tourism Services also have a close working relationship with Environmental Services, helping to deliver a programme of action funded by Air Quality Grant, engaging schools and businesses in raising awareness on air quality and ways in which air quality can be improved.

Blaby District Council continues to work closely with all Leicestershire authorities, including Leicester City Council, Leicestershire County Council (various sections including highways and transportation, public health, and sustainability), Highways England, the Environment Agency, and The UK Health Security Agency (UKHSA). It also plays an active role in the Air Quality and Health Partnership (the successor to the Steering Group for the Joint Strategic Needs Assessment (JSNA) (for air quality), which is chaired by County Public Health. The Partnership is implementing an action plan, based on the outcomes of the JSNA. This action plan is informing Blaby District Council’s air quality and climate change work and supports a joint delivery alongside our AQAP and Air Quality Grant work.

Blaby District Council also has an active role in the Leicester, Leicestershire, and Rutland Air Quality Forum, and is also a member of the East Midlands Air Quality Network. Both of these bodies improve the sharing of information, offer a space for networking and aid consistency of approach. The Air Quality Forum meets four times a year and brings together a partnership of different organisations and expertise in matters of air quality. The East Midlands Air Quality Network aims to meet every six months.

In addition to operating its own air quality monitoring stations, Blaby District Council also manages Leicestershire County Council’s Air Quality Monitoring Station, Continuous Monitor 4 (CM4) (Blaby 4) located in Leicester Forest East.

The bias correction applied to the diffusion tube data in 2021 for the laboratory that analyses our diffusion tubes is only based on one co-location study (Marylebone Road). It is acknowledged therefore that this adjustment factor should be used with caution (in accordance with national guidance). Diffusion tube data in 2021 shows little change in comparison to 2020 with no exceedances of the national objective for NO_2.

In 2021 no changes were made to any of the existing AQMAs, and monitoring continued throughout the year. Overall, there were no exceedances recorded across any of the monitoring sites and levels were below national objectives for NO_2. In 2021 there were some easing of restrictions in regard to the COVID-19 pandemic which may account for the slight increase in levels recorded in comparison to the previous year. The next ASR will be able to provide an understanding on how levels may change, given the return to pre pandemic ways of transport usage and working patterns. Furthermore, the flexibility and potential continuation of hybrid working may have a long-term reduction in air pollution and a positive impact on air quality around the district.

In **AQMA1** (A5460 Narborough Road South) levels have remained low and in 2021 have decreased from initial elevated levels in 2017. Monitoring will continue given the nearby developments, however levels remain below the national objective.

AQMA2 (M1 Corridor in Enderby and Narborough) has shown no change in levels recorded by diffusion tube monitoring, however Continuous Monitor 1 (CM1) located north of the boundary has shown an elevated value in comparison to 2020 yet remains below the national objective. Monitoring will thus continue to understand if this is part of a longer-term trend.

In **AQMA3** (M1 corridor between Thorpe Astley and Leicester Forest East), there were no exceedances of pollutants and monitoring data generally produced a similar trend of results. Continuous Monitor 4 (CM4) located within this AQMA has slightly increased, thus monitoring will continue within this area to assess if there is a long-term trend. Whilst it is possible that the increase in concentrations seen here may be attributed to local development (for example., New Lubbesthorpe), this would be difficult to ascertain as the A47 is a major route into Leicester and serves a wide area. The increase compared to 2020 is more likely attributed to the relaxation of COVID-19 restrictions in 2021, with an increase in vehicle movements noted nationally. Overall, concentrations remain below the national objective.

Levels in **AQMA4B** (Enderby Road, Whetstone) have remained low in 2021 and show no initial concerns for air quality in this area.

AQMA 6 (Mill Hill, Enderby), was determined in 2018 due to elevated levels recorded within the area. Levels since have decreased, with no exceedances in the past three years including 2021. Continuous Monitor 5 (CM5) is located within this area and monitoring data for 2021 does not raise any particular concerns, however some sites still indicate relatively elevated levels, yet remain below the national objectives for air quality. Given the extensive use of the B582 to access nearby developments, monitoring will continue to assess future outcomes.

Monitoring was increased in the areas of Glenfield Village and Stoney Stanton due to concerns of elevated levels in both areas. Overall concentrations in 2021 have not significantly changed for both areas and monitoring will continue into 2022.

Although there were proposals to relocate CM1 currently near AQMA2, to Stoney Stanton, this was not possible in 2020 due to Covid-19 restriction and in 2021 due to logistical constraints. Monitoring however was increased in 2021 with the addition of three new diffusion tubes to provide a greater insight into the area. Levels show no significant change from 2020 and monitoring will continue in 2022, we are looking to potentially include additional methods of air quality monitoring.

Monitoring in Glenfield Village, which has seen the introduction of CM7 in 2020 and two additional diffusion tubes in 2021 shows little change in comparison to the previous year, remaining below the national objective. Monitoring will continue to enable a greater understanding of initial measured concentrations surrounding local development and traffic volumes within this area.

Section 106 funds were secured to monitor air quality in the area surrounding Fosse Park following recent large-scale developments. This has enabled the purchase of an additional continuous monitor (CM 6) now positioned on Lubbesthorpe Road, representing the nearest receptor to the development. Concentrations in 2021 remain low and monitoring will continue to understand patterns over a longer period to determine the impact of the development.

The remaining monitoring sites located around Blaby District have shown no substantial changes in levels of pollutants for 2021. Monitoring efforts will continue and be reported on in the next ASR. Please visit the AQMA webpage for a list of our AQMAs.

There are a number of ongoing and proposed developments around Blaby District. It is possible that these may have an impact on local air quality and thus monitoring is being

conducted within proximity to understand background levels. A summary of the development sites are as follows:

- Lubbesthorpe Development - sustainable urban extension to the west of the M1 consisting of 4,250 homes and associated facilities (continuing development)
- Hinckley National Rail Freight Interchange Development (potential development)
- Extension to Croft Quarry (planning permission approved by Leicestershire County Council).
- HMP Fosse Way Prison, Glen Parva (under construction)
- Land north of A47 Hinckley Road, Kirby Muxloe – proposal for 885 dwellings (planning application pending consideration).

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.

The 2019 Clean Air Strategy[5] sets out the case for action, with goals to reduce exposure to harmful pollutants. The Road to Zero[6] sets out the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

A significant project to encourage active travel and car use reduction, targeting schools and then local businesses within and around the District's AQMA's is being delivered by Blaby District Council, partly in partnership with Leicestershire County Council. This project engages many of the schools in the District, together with some businesses close to Junction 21 of the M1. The project is funded by our Air Quality Grants.

Blaby District Council was awarded a further Air Quality Grant of £139,390 for 2021/22, to deliver additional work on behavioural change, and monitoring the impact of that work

[5] Defra. Clean Air Strategy, 2019

[6] DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

which includes funding for the ‘Countdown to Clean Air Project’. This project aims to cover a number of objectives:

- A Citizen Science Project involving five schools, five local youth and community groups, and parish councils.
- Behavioural change work with schools and businesses.
- Production of a computer Micro Simulation Model for Enderby.
- Production of comprehensive air quality data through ongoing monitoring during the project.
- A communications plan developed and delivered to share timely messages about poor air quality, raise awareness about its causes and impacts, and alternative cleaner and more sustainable travel options.
- A Short film produced and available online to celebrate achievements from the project, educate and raise awareness in the wider community and encourage uptake from other schools, businesses, and organisations in future air quality initiatives.

Unfortunately, due to the COVID-19 pandemic, no work could be undertaken in schools in the first quarter of 2021. Instead, much of the work with schools began in the last quarter of 2021, giving them time as required to adjust to different ways of working given the challenges that were still being faced due to the pandemic and local lockdowns. Part of the work with schools involved the ‘Beat the Street’ initiative which encouraged 540 students to use scooters and bikes as alternatives to conventional travel methods. Such schemes encourage students to participate in active travel which reduces congestion and traffic in hotspot areas such as schools.

Work on this project will continue in 2022 with the aim of further face to face engagement and progress against the initial objectives.

Blaby District Council installed 24 seven kW Electrical Vehicle (EV) chargers in 2021, mostly funded by the On-street Residential Charge Scheme (ORCS). These were located in several car parks to support residents who have limited off-street parking provision and to encourage EV usage in the District. The implementation of infrastructure to support the usage of lower emission vehicles will aid in the reduction of NO_2 emissions throughout Blaby District.

Furthermore, to incentivise the use of Ultra Low Emission Vehicles (ULEV’s) and Electric Vehicles (EV), Blaby District Council’s Licensing department have offered a 25% and 50%

fee reduction respectively, for operators who license a vehicle under any of these categories. The Hackney Carriage and Private Hire Policy for 2022 – 2027 has also been updated, this has delegated that any newly licenced vehicles must be under five years of age, and existing vehicles will not be renewed once they reach 10 years of age. This ensures that by September 2025 all vehicles will have Euro six type engines or newer. Initiatives as such have the scope to positively influence air quality within the district and improve the health and wellbeing of the community.

Conclusions and Priorities

Overall, there were no exceedances of air quality objectives for Blaby District in 2021 within or outside any of the existing AQMAs.

There were small-scale changes in concentrations of NO_2 at some monitoring locations, but no significant elevations were indicated, and all were below the national objective. CM1 and CM4 recorded a small increase in concentrations and monitoring will continue during 2022 to assess future changes and any action that may be required.

The policy guidance (PG16) and technical guidance (TG16) set out by DEFRA states that there should be three to five years of consistent low results when considering making amendments to an AQMA. Given the impact of COVID-19 in 2020 and 2021, in particular due to local lockdowns around Leicester and Leicestershire, it would be necessary to obtain additional monitoring data before amending any of the AQMAs at this time. Revocation of AQMAs 1, 2, and 4B may need to be considered in the future if further data is reported at well below national air quality objectives, consistent with the concentrations seen in 2020 and 2021. Further updates will be reported on in ASR 2023.

There are several developments within and around Blaby District which may have a potential negative impact on air quality within the area. Monitoring is underway in proximity to many of these developments and will continue to assess the future impacts and be reported on in ASR 2023. The following are developments which are proposed or currently underway:

- Lubbesthorpe Development - sustainable urban extension to the west of the M1 consisting of 4,250 homes and associated facilities (continuing development)
- Hinckley National Rail Freight Interchange Development (potential development)
- Extension to Croft Quarry (planning permission approved by Leicestershire County Council).
- HMP Fosse Way Prison, Glen Parva (under construction)

- Land north of A47 Hinckley Road, Kirby Muxloe – proposal for 885 dwellings (planning application pending consideration)

Monitoring will continue throughout 2022 to assess where there are long term trends, following steps from the AQAP 2021 – 2025 to improve air quality in the district.

Local Engagement and How to get Involved

The Council works closely with other stakeholders and continues to chair the Air Quality Forum for Leicester, Leicestershire and Rutland. Officers attend the East Midlands Air Quality Network, and the Air Quality and Health Partnership. This includes attending regular meetings, sharing best practice and providing updates on air quality within the District (as described on page iii above). Engagement with schools and businesses, have continued virtually or in person where appropriate, throughout 2021, although on fewer occasions than anticipated due to the impact of the pandemic and restrictions.

Members of the public can help improve the air quality by participating in one of the many alternatives to personal car transport, for example, park and ride bus schemes, car sharing, buses, walking and cycling. Blaby District Council has an active travel campaign to encourage those who travel to local schools and businesses to travel more sustainably using a range of methods as mentioned above. Air quality has been monitored for the past three years at 12 schools around the district and will continue in order to identify any link between sustainable travel, air quality and the associated benefits.

In light of encouraging sustainable travel, ‘Walk and Ride Blaby’ is a long-term project aiming to improve travel options within Blaby District. Funding has been sourced and pooled together by Blaby District Council, Leicester and Leicestershire Enterprise Partnership and Leicester City Council to plan, develop, and deliver this project. Within this is a series of actions and projects to increase the provision of walking and cycling. The main piece of work is creating a cycle route from the area of New Lubbesthorpe through Braunstone Town to join the Great Central Way within the final destination of the cycle network into Leicester City Centre. Additionally, within this project, there is a partnership with ‘Sustrans’ to develop a Local Cycling and Walking Improvement plan to increase provisions of more sustainable travel routes. Improving walking and cycling networks encourages usage of more ‘green’ travel options and can aid in reducing car usage where alternatives are available, therefore having a positive impact on air quality around the district.

Officers continue to work closely with local parishes, residents, and elected members, providing updates on monitoring results and continuing to identify areas of potential air quality problems through presentations at member meetings and other local events.

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Services department of Blaby District Council with the support and agreement of the following officers and departments:

- Environmental Services
- Health, Leisure and Tourism
- Leicestershire County Council (Public Health, Traffic Management, Sustainable Travel teams)
- Planning Development Services

This ASR has been approved by:

- Environmental Health, Housing and Community Services Group Manager
- Strategic Director
- Portfolio Holder and Elected Members

This ASR has not been signed off by a Director of Public Health but has been forwarded for their consideration.

If you have any comments on this ASR, please send them to the Environmental Services team at:

Council Offices
Desford Road
Narborough
Leicester
LE19 2EP
0116 275 0555
environmental.services@blaby.gov.uk

Table of Contents

Figures

Tables

1 Local Air Quality Management

This report provides an overview of air quality in Blaby District during 2021. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Blaby District Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 12 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

A summary of AQMAs declared by Blaby District Council can be found in Table 2.1. The table presents a description of the 5 AQMAs that are currently designated within Blaby District. Appendix D: Maps of Monitoring Locations and AQMAs provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designations are as follows:

- NO_2 annual mean.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by National Highways?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Name and Date of AQAP Publication	Web Link to AQAP
AQMA 1: A5460 Narborough Road South	Declared September 2000; Amended January 2018	NO2 Annual Mean	Residential properties along a small section of Narborough Road South to the extent of Blaby District	NO	50 µg/m3	20 µg/m3	Air Quality Action Plan 2021-2025	https://www.blaby.gov.uk/media/z3opt2yt/air-quality-action-plan-2021-2025.pdf
AQMA 2: M1 corridor in Enderby and Narborough	Declared September 2000; Amended 2020	NO2 Annual Mean	Residential properties adjacent to the M1, between around 1.5 km and 3 km south of Junction 21.	YES	50 µg/m3	24 µg/m3	Air Quality Action Plan 2021-2025	https://www.blaby.gov.uk/media/z3opt2yt/air-quality-action-plan-2021-2025.pdf
AQMA 3: M1 corridor between Thorpe Astley and Leicester Forest East	Declared September 2000; Amended April 2005; Amended 2020	NO2 Annual Mean	Residential houses adjacent to the M1 and A47 between Thorpe Astley and Leicester Forest East	YES	62 µg/m3	27 µg/m3	Air Quality Action Plan 2021-2025	https://www.blaby.gov.uk/media/z3opt2yt/air-quality-action-plan-2021-2025.pdf

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by National Highways?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Name and Date of AQAP Publication	Web Link to AQAP
AQMA 4B: Enderby Road, Whetstone	Declared April 2005; Amended 2020	NO2 Annual Mean	Residential houses along Enderby Road, Whetstone	NO	50 µg/m3	19 µg/m3	Air Quality Action Plan 2021-2025	https://www.blaby.gov.uk/media/z3opt2yt/air-quality-action-plan-2021-2025.pdf
AQMA6: Mill Hill, Enderby	Declared January 2018	NO2 Annual Mean	Residential properties along Hall Walk and Mill Hill, Enderby	NO	43 µg/m3	29 µg/m3	Air Quality Action Plan 2021-2025	https://www.blaby.gov.uk/media/z3opt2yt/air-quality-action-plan-2021-2025.pdf

☒ **Blaby District Council confirm the information on UK-Air regarding their AQMA(s) is up to date.**

☒ **Blaby District Council confirm that all current AQAPs have been submitted to Defra.**

2.2 Progress and Impact of Measures to address Air Quality in Blaby District

Defra's appraisal of last year's ASR concluded that the report is well structured, and provides all of the information specified in the Guidance. The report was accepted and the following comments are to assist with future reporting.

1. Trends are presented and discussed, and a robust comparison to air quality objectives is provided.

   Response: Comment welcomed.

2. The Council has taken the decision to amend the boundaries of AQMA No.2 and AQMA No. 4B in light of recent trends in monitoring results.

   Response: Comment welcomed.

3. The Council has also presented a detailed assessment in support of their amendments to the boundaries of AQMA 2 and 4B. They show a good commitment to air quality monitoring despite low pollutant concentration levels in all AQMAs.

   Response: Comment welcomed.

4. The Council has added nine new diffusion tube sites to their monitoring network. This is welcomed and will help define hotspot areas.

   Response: Comment welcomed. An additional 11 diffusion tubes were introduced in 2021 to supplement monitoring in areas of concern.

5. The Council has provided an extensive list of action plan measure and all the relevant fields have been completed with detailed comments, but not for their most recent AQAP. Despite publishing a more recent AQAP in 2021 the Council states most of their measures are outlined in an Air Quality Strategy adopted in 2018. A similar level of detail produced for the progress on measures outlined in their 2014 AQAP could be made for measures outlined in their most recent Air Quality Strategy which really ought to be included in their most recent AQAP.

Response: The Council has since published an AQAP 2021-2025, detailing the action plan measures for each AQMA. Further information can be found on our Air Quality webpage.

6. Robust and accurate QA/QC procedures were applied. Calculations for bias adjustment and the annualisation completed were outlined in detail which enhances the reader's understanding. The deliberation over the choice of bias adjustment used was appropriate and considered robust

   Response: Comment welcomed.

7. The Council has responded to last year's appraisal comments and made changes to the report based on the comments. This is encouraging to see.

   Response: Comment welcomed.

8. Overall, the report is detailed, concise and satisfies the criteria of relevant standards. The Council should continue their good and thorough work.

   Response: Comment welcomed.

Blaby District Council has taken forward a number of direct measures during the current reporting year of 2021 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2.There are 26 measures included within Table 2.2, with the type of measure and the progress Blaby District Council have made during the reporting year of 2021 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in their respective Action Plans. Key completed measures are as follows (as taken from table 2.2):

- **Actions three, six and 10** - Improve driver information about air quality for example., signs and active signs
- **Action seven -** Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding. To include reconsideration of source apportionment.
- **Actions 11 and 15 -** Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding.

- **Action 23 -** Develop a partnership to create a charging network across the district (public and private car parks, petrol stations, on street).
- **Action 25 -** Improve air quality information on BDC website.

Blaby District Council expects the following measures to be completed over the course of the next reporting year; gathering and looking at information, increasing air quality monitoring, improvement of walking and cycling routes promoting sustainable travel and continuing to work on behavioural change actives with schools and businesses.

Blaby District Council's priorities for the coming year are to continue working on achieving steps from the action plan to improve air quality. Additionally, to continue working on initiatives within the DEFRA Air Quality grant and strengthen existing partnerships with stakeholders. Blaby District Council worked to implement these measures in partnership with the following stakeholders during 2021:

- Schools
- Businesses
- Community Groups
- The Highways Authority
- Developers
- Leicestershire County Council
- Leicester City Council
- Oadby and Wigston Borough Council

Furthermore, a small Working Group of officers was established in 2021, which includes a partnership of organisations such as the Environmental Services and Planning Policy (Blaby District Council) and Highways and Public Health (Leicestershire County Council). Together, the aim of the group will be to support the carrying out of action plan measures in the AQAP and continue to work on jointly on projects.

The principal challenges and barriers to implementation that Blaby District Council anticipates facing are maintaining ongoing relationships with various partners, many of which were affected over the last two years due to the COVID-19 pandemic.

Progress will continue to be made on actions which include working with or are led by the Leicestershire County Council to achieve progress and strengthen the relationship between authorities in making a positive impact on Air Quality. Several of the traffic modelling/management initiatives in the AQAP represent longer-term actions, which

require a series of monitoring, observations, and information to achieve completion. Efforts behind these actions will continue and be reported on in ASR 2023.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1 - AQMA 1	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding.	Traffic Management	UTC, Congestion management, traffic reduction	Summer 2021	September 2021	BDC	BDC and Defra AQ Grant	YES	Partially Funded	< £10k	Implementation	N/A	Clearer picture of traffic flows and effects on air quality	Data gathered throughout the year using a variety of sources	Due to Covid restrictions being applied to UK until 16th July 2021, data is less representative for first half of the year. However new data collated from July to Dec 2021 is more representative. A number of observations completed by officers. Data should be collated and integrated for 2022 to allow better representation post Covid period.
2 - AQMA 1	Integrate traffic management (for example, SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Systems integrated	Presentation completed by LCC showing research and future considerations	Ongoing implementation over coming years
3 - AQMA1	Improve driver for example, signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Signs installed	Current signs already active in park ride locations such as Fosse Park and Narborough Road South	Ongoing implementation over coming years
4 - AQMA 2	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding. To include reconsideration of source apportionment	Traffic Management	UTC, Congestion management, traffic reduction	Summer 2021	Sep-21	BDC	BDC	NO	Not Funded	< £10k	Implementation	N/A	Clearer picture of traffic flows and effects on air quality	Data gathered throughout the year using a variety of sources	Due to Covid restrictions being applied to UK until 16th July 2021, data is less representative for first half of the year. However new data collated from July to Dec 2021 is more representative. A number of observations

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
															completed by officers
5 - AQMA 2	Integrate traffic management (for example, SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Systems integrated	Presentation completed by LCC showing research and future considerations	Ongoing implementation over coming years
6 - AQMA 2	Improve driver information about air quality for example, signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Implementation	N/A	Signs installed	Current signs already active in park ride locations such as Fosse Park and Narborough Road South	No further comments
7 - AQMA 3	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding. To include reconsideration of source apportionment	Traffic Management	UTC, Congestion management, traffic reduction	Summer 2021	Sep-21	BDC	BDC	NO	Not Funded	< £10k	Completed	N/A	Clearer picture of traffic flows and effects on air quality	Air Quality improvement officers undertook site observations and have compared with this monitored data, this information has been used to apply for further air quality grant funding.	No further comments
8 - AQMA 3	Deliver Braunstone Crossroads junction improvement	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC/Developers	LCC/S106 money	NO	Funded		Planning	N/A	Junction improved	Planning on improvement discussions to take place	Awaiting date for implementation when development commences
9 - AQMA 3	Integrate traffic management (for example. SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Systems integrated	Presentation completed by LCC showing research and future considerations	Ongoing implementation over coming years

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
10 - AQMA 3	Improve driver information about air quality for example, signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Signs installed	Park and ride signs in L.F.E have been amended to represent appropriate wording.	No further comments
11 - AQMA 4B	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding.	Traffic Management	UTC, Congestion management, traffic reduction	Summer 2021	Sep-21	BDC	BDC	NO	Not Funded	< £10k	Completed	N/A	Clearer picture of traffic flows and effects on air quality	Air Quality improvement officers undertook site observations and have compared with this monitored data, this information has been used to apply for further air quality grant funding.	No further comments
12 - AQMA 4B	Integrate traffic management (for example, SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Systems integrated	Presentation completed by LCC showing research and future considerations.	Ongoing implementation over coming years
13 - AQMA 4B	Improve driver information about air quality for example, signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Signs installed	LCC considering appropriate wording on new signage and effect it will have on drivers.	Careful consideration not to overload drivers with too much signage information needs to be considered
14 - AQMA 4B	Increased air quality monitoring on Enderby Road, Whetstone	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	BDC	BDC	NO	Not Funded		Implementation		Additional Monitor (s) installed	New monitors received December 2021	Siting specific and relevant location for additional monitors to record the best data was complex in order to represent façade data
15 - AQMA 6	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding.	Traffic Management	UTC, Congestion management, traffic reduction	Summer 2021	Sep-21	BDC	BDC	NO	Not Funded	< £10k	Completed	N/A	Clearer picture of traffic flows and effects on air quality	Air Quality improvement officers undertook site observations and have compared with this monitored data, this information has been used to apply for further	No further comments

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
														air quality grant funding.	
16 - AQMA 6	Increased air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	Autumn 2020	Oct-20	BDC	BDC/DEFRA	YES	Partially Funded	£10k - 50k	Implementation	N/A	Additional Monitors installed	Additional diffusion tubes were added in the area to better monitor the NO_2 local levels and the extent of boundaries	No further comments
17 - AQMA 6	Integrate traffic management (for example, SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Not Funded		Planning	N/A	Systems integrated	Presentation completed by LCC showing research and future considerations	Ongoing implementation over coming years
18 - AQMA 6	Improve driver information about air quality for example, signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	To be determined	2025	LCC	LCC	NO	Funded		Planning	N/A	Signs installed	LCC considering appropriate wording on new signs and affect it will have on drivers. Current signs already active in park ride signs such as nearby Fosse Park	Careful consideration not to overload drivers with too much signage information needs to be considered
19 - AQMA 6	Delivery of Enderby Relief Road	Traffic Management	Strategic highway improvements, Re-prioritising Road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	To be determined	2025	LCC/Developers	LCC/S106 money	NO	Funded	> £10 million	Planning	N/A	Relief Road operational	Relevant planning application currently being processed	No further comments

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
20 - Wider measures	Secure investment through The LLEP and Transforming Cities funding to improve our walking and cycling routes. To develop key routes across the district. To work with colleagues in Leicester City, Leicestershire County Council and Sustrans on improvements to our cycle routes. Promotion of our walking and cycling routes to increase usage and a change in residents behaviour. Implementation of a Walk and ride Connectivity strategy.	Promoting Travel Alternatives	Promotion of walking	2021 onwards	2025	BDC	BDC/DEFRA	YES	Funded		Planning	N/A	Project completed	Air Quality Improvement officer put in post August 2021 in order to help progress such projects. Meetings have been help with LCC to explore opportunities. LLEP exploring current cycle routes and opportunities for new ones at present. Health and Leisure Team to recruit additional officer in order to promote to residents. Health Walking classes developed and promoted in local GP surgeries and health advisors referrals. Cycling and scooting to school promoted through school assemblies to 11 schools. Scooter libraries and balance bike free hire to schools introduced during Covid to encourage uptake usage where schools had been provided information and shown interest. Health and Leisure Team to implement actions with new Air Quality Improvement Officer.	Promoting to the correct target audience took a while to develop uptake during first quarter of 2021 where Covid rules were still in place. Schools couldn't be contacted until October 2021 post covid to allow integration of new covid guidance for new academic year. This was implemented in the last quarter of 2021 post covid main restrictions and lockdown period in schools.

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
21 - Wider measures	Behavioural change project with businesses in vicinity of AQMA	Promoting Travel Alternatives	Workplace Travel Planning	Autumn 2020 onwards	Dec-21	BDC	BDC/DEFRA	YES	Funded		Planning	N/A	Completion of project	New Air Quality Improvement Officer joined the team in November 2021.	Due to staff recruitment business engagement was delayed until Christmas 2021. However, a plan of action was developed who to target and how to reach businesses.
22 - Wider measures	Behavioural change project with schools	Promoting Travel Alternatives	School Travel Plans	Autumn 2020 onwards	Dec-21	BDC	BDC/DEFRA	YES	Funded		Implementation	N/A	Completion of project	Health and Leisure Services in conjunction with Environmental Services offered a number of schools and Cub hut presentations and information on air quality and related climate change information and product demonstration	Contacting each organisation was timely and this is still ongoing. This was made more difficult to visit schools during the Covid lockdown restriction period earlier in 2021
23 - Wider measures	Develop a partnership to create a charging network across the district (public and private car parks, petrol stations, on street)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	September 2020	Mar-21	BDC	BDC	NO	Funded		Completed	N/A	Completion of Project	BDC installed a number of EV charging points in summer 2021 connecting the district with charging points District Wide. This was done in order to encourage electric vehicle charging throughout the District. In addition, business breakfasts are being prepared to be conducted in early 2022.	Choosing suitable locations for charging points proved difficult to select areas where there would be enough usage of the electric charging points to justify the outlay

Measure No.	Measure	Category	Classification	Year Measure Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
24 - Wider measures	Engage with the taxi drivers to encourage the switch to electric vehicles.	Promoting Low Emission Transport	Taxi emission incentives	2021	2022	BDC	BDC	NO	Not Funded		Planning	N/A	Completion of project	This action was put on hold during 2021 due to Covid restrictions and taxi drivers struggling with costs et cetera	This action will be revisited in 2022 (ASR 2023) where taxi drivers will be engaged
25 - Wider measures	Improve air quality information on BDC website	Public Information	Via the Internet	Summer 2021	End of July 2021	BDC	BDC	NO	Not Funded		Completed	N/A	Improved webpage	Web page made easier to access information and reports. All the latest information and reports are now made available through the Council's website	No further comments
26 - Wider measures	Use the Pan Regional Transport Model (PRTM) to build an Air quality model to be able to assess proposed physical mitigation measures and provide the evidence to bid for funding et cetra.	Traffic Management	UTC, Congestion management, traffic reduction	2021	Dec-21	LCC	LCC	NO	Not Funded		Planning	N/A	Clearer picture of traffic flows and effects on air quality	Funding obtained through air quality grant, working with LCC on delivery method.	Delays to commencement of DEFRA project and staff recruitment.

2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of $PM_{2.5}$ (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that $PM_{2.5}$ has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Blaby District Council is taking the following measures to address $PM_{2.5}$:

There are two continuous monitors that record concentrations of particulate matter. One located in AQMA2 (CM1): M1 corridor in Enderby and Narborough and is set up to collect quantitative and continuous data of PM_{10}; a correction factor can then be used to give an approximate expected $PM_{2.5}$ measurement. The second continuous monitoring station (CM5) located in AQMA 6 has been altered to allow it to measure $PM_{2.5}$ through the fitting of a sharp cut cyclone head. Furthermore, Blaby District Council has purchased 2 low-cost sensors which have been located in close proximity to the continuous monitoring station along the AQMA to consider the possible canyon effects of the area. These sensors will monitor levels of $PM_{2.5}$, PM_{10}, NO_2 and O_3, representing newly monitored pollutants for the District.

There are six Frisbee Style collection gauges located around Croft Quarry, which were introduced in 2017 to determine if the site has a significant impact on levels of particulate matter. These gauges measure levels of nuisance dust which are not comparable with local air quality monitoring objectives. The results can be characterised to identify the fractions of particulate matter. Monitoring continued throughout 2021 with samplers changed on a monthly basis.

Control of sources:

The Environmental Services Team of Blaby District Council is responsible for operating the Environmental Permitting Regime (EPR) in the District. The team currently permits several mobile crushers and screeners, a quarry, and several cement related processes. We will use the EPR regime to reduce emissions of dusty materials emitted from such processes. In addition, the Environmental Services Team provides advice to the Development Services Team in relation to planning applications. The construction and demolition phases associated with proposed developments are potential sources of $PM_{2.5}$. Where

appropriate, we will recommend controls over dust. Any new point sources that have a potential to contribute to levels of $PM_{2.5}$ will be assessed and controlled. The section of the District termed as the Principle Urban Area (PUA) is covered by Smoke Control Areas (SCAs). The SCAs are enforced where reports of visible smoke are received.

The following is an extract from the current Air Quality Strategy, which was adopted by Council on the 24th of July 2018:

Theme 3 – Air Quality and Public Health

In line with the recommendations in the Air Quality: A Briefing for Directors of Public Health, Defra, PHE, and LGA. March 2017, work is taking place with partners to improve air quality in Leicestershire.

During 2018/19 Leicestershire County Council Public Health has stated that it will work with key stakeholders, including Blaby District Council, to develop a Public Health Partnership Action Plan for Air Quality. The key elements will include:

- Gaining a better understanding of air pollution across Leicestershire and the impact it has on health. For example, mapping areas of poor air quality against hospital admissions for conditions that are exacerbated by poor air quality to enable targeting of action.
- Engaging local decision makers about air pollution. This includes developing a strong strategic focus; championing action by all stakeholders, undertaking Health Impact Assessments / Health In All Policies approach to influence major developments and policies that may impact on air quality; promoting the co-benefits of actions that tackle air pollution for example promoting active travel, and the use of green spaces
- Communicating with the public on the short- and long-term impacts of air pollution. As well as providing information and mitigating immediate risks, this should be done to help empower local people to take individual action to reduce the production of air pollutants (active travel, good driving habits, using cleaner vehicles, et cetera.)

The Action Plan will consider the evidence based for cost-effective interventions recommendation to tackle air pollution including for example NICE Guidance: Air pollution: outdoor air quality and health (NG70) 2017. This includes recommendations related to:

- Planning and Development Management
- Clean Air Zones
- Reducing emissions from public sector transport services and vehicle fleets (driver training and vehicle procurement)

- Smooth driving and speed reduction
- Walking and cycling
- Awareness raising including for vulnerable groups.

Actions for this Theme:

1. Be an active member of the Air Quality Public Health Partnership developed by Leicestershire County Council Public Health;

2. Implement a project of working with schools and businesses in the District to reduce the impact of the traffic associated with them using the awarded Defra funding;

3. Develop an approach to addressing $PM_{2.5}$, which builds on that stated in the 2017 Annual Status Report;

The Air Quality Strategy was to be refreshed in 2021, however this has been postponed and will be reviewed in 2022.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2021 by Blaby District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2017 and 2021 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Blaby District Council undertook automatic (continuous) monitoring at five sites during 2021. Table A.1 in Appendix A shows the details of the automatic monitoring sites. Automatic monitoring results for Blaby District Council are available on the Air Quality – Blaby District Council webpage.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

In regard to data capture, CM1, CM5 and CM6 were below the 75% capture objective resulting in the requirement for annualisation. This was largely due to the continuous monitoring stations being down at particular intervals during the year resulting in periods of no data thus comprising the overall annual percentage capture. CM4 and CM7 however, presented a good and sufficient volume of capture for the year without the need for annualisation.

To further improve on attaining maximum data capture and accuracy, daily ratifications are being undertaken and fortnightly calibrations will continue to ensure any issues with the stations are highlighted and resolved at the earliest indication.

3.1.2 Non-Automatic Monitoring Sites

Blaby District Council undertook non-automatic (for example, passive) monitoring of NO_2 at 55 sites during 2021 and used one travel blank for Quality Assurance/Quality Control (QA/QC). Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on QA/QC for the diffusion tubes, including bias adjustments and any other adjustments applied (for example. annualisation and/or distance correction), are included in Appendix C.

Further information on our diffusion tube monitoring results can be found on the Air Quality – Blaby District Council webpage.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (for example, the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2021 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year.

Overall in 2021 there were no exeedences of NO_2 indicated at any of the automatic and non-automatic monitoring sites located around the district. Adjustments were made to the number of diffusion tubes (DTs) within the district, with two removed and 11 new diffusion tubes introduced. These additions enabled a greater focus on previous areas of concern such as Glenfield and Stoney Stanton. The decision to remove two diffusion tubes was made due to consistent low levels of NO_2 as illustrated by previous monitoring data.

AQMA 1 – A5460 Narborough Road South

Diffusion tube data indicates that levels within this AQMA have not substantially changed from the previous year and remain low. There are no reported exceedances of the national air quality objective for this AQMA. Monitoring will continue within this AQMA to understand the potential impacts of nearby developments, which show little change in comparison to 2021 and remain lower than previous years.

AQMA 2 – M1 Corridor in Enderby and Narborough

This AQMA has not changed throughout 2021 and monitoring continues with data collected from DT48. Other sites include CM1 and DT80 which represents data in close proximity to the AQMA, north of the boundary. Concentrations in 2020 were significantly lower given the impact of the Covid-19 pandemic, however local and national restrictions were eased in March 2021 potentially resulting in the increase of levels. Concentrations of NO_2 increased at CM1 by eight µg/m^3 in 2021 yet remain below the national objective.

AQMA 3 – M1 Corridor between Thorpe Astley and Leicester Forest East

The A47 Hinckley Road is located well within the AQMA and is extensively used throughout the day, with higher levels of traffic pollution at peak rush hour times. Data capture for CM4 was 80.54% with an annual mean of 27 µg/m^3, a slight increase in comparison to 2020. Diffusion tube data for the five sites within the AQMA range from 16 µg/m^3 to 22 µg/m^3, remaining below the national objective in line with other areas around Blaby District.

DT 93, which was introduced in 2021, is also located in Leicester Forest East however, this is not within the AQMA and instead lies west of the AQMA boundary. The addition of this diffusion tube will supplement the monitoring currently in place and give a greater insight to the area given the removal of Continuous Monitor 3 (CM3) in 2020.

AQMA 4B – Enderby Road, Whetstone

Monitoring has continued with two diffusion tubes located within this AQMA (DT20 and DT26). Concentrations show no significant changes and below the national air quality objective, further supporting the reduction in boundary of this AQMA in 2020. Monitoring will continue to assess whether this remains a long-term trend.

AQMA – 6 Mill Hill, Enderby

As mentioned in the previous ASR, concentrations compared to 2018 have generally reduced and over the last three years and remain below the national objective. There are currently six diffusion tubes located within the AQMA, levels range between 13-29 $\mu g/m^3$ indicating that that some sites are recording elevated levels compared to others. CM5 is also located within this AQMA and has shown a four $\mu g/m^3$ reduction of NO_2 recorded in comparison to 2020.

Monitoring will continue within this AQMA to assess further trends and will be reported on in the ASR 2023.

Enderby Village

Monitoring has continued for this location in central Enderby, south of AQMA 6, with results showing minimal changes from the previous ASR findings.

Other Monitoring Areas

Lubbesthorpe Road, Braunstone Town

CM6 remains within this area being the closest receptor to the Fosse Park development, providing two years of monitoring data. Levels of NO_2 concentration were slightly lower than 2020 and corroborate well with the triplicate set of diffusion tubes (89,90,91) which were introduced in 2021. Overall levels continue to remain below the national objective and monitoring will continue to further assess the impact of the development.

Sharnford Hill, Sharnford

Levels in 2021 indicate no change in comparison to 2020, monitoring will continue to assess if this is a continuing trend.

Croft Road, Cosby

Previous years of data have shown no concern for air quality in Cosby with levels remaining below national objectives. Concentrations in 2021 follow this trend with no increase from levels in 2020.

Glenfield Village

Monitoring continues and has been extended in the village (DT 94 and 95), following concerns on the increasing levels within the area from previous monitoring and nearby developments. Concentrations from these additions are low and will continue to be monitored.

CM7 was moved to Glenfield Village in July 2020. This year's ASR will be able to comment on a full year of data from CM7 which attained a capture of 90.7% and recorded an annual average of 20 μg/m^3. Diffusion tube data suggests similar levels in the area, with DT 65 however, presenting a slightly higher level of 26 μg/m^3 but showing no increase from 2020.

Monitoring will continue in 2022 to enhance the understanding of initial concerns.

Glen Parva

Sites located in Glen Parva have indicated low levels of NO_2, in trend with data from the past five years. Monitoring will continue to understand the impacts of major roads such as the A426 (Leicester Road) which is located in proximity to DT5 and DT15.

Furthermore, an additional diffusion tube (DT 100) was introduced on Windsor Avenue (close to the B582, Little Glen Road) in July 2021. The addition of this DT is to obtain background data to assess if there is an impact on air quality from the current construction of the new HMP Fosse Way Prison. Construction began in August 2020 and is proposed to be completed by 2023. In comparison to other diffusion tube data, which falls under the monitoring of Oadby and Wigston Borough Council, levels are low at Windsor Avenue and monitoring will continue in 2022 and be reported on in ASR 2023.

Overall, within the area, results are low and well below the national objective, however monitoring will continue to understand if these are long term trends given the current prison development within the area.

Stoney Stanton Village

Monitoring has continued in the village due to elevated levels as indicated in previous years. Due to logistical constraints, it was not possible to relocate CM1 to Stoney Stanton in 2021 as originally proposed. The decision was made to include three new diffusion tubes (DTs 96,97 and 98) with the aim of the data improving the understanding of concerns in the area and informing a possible AQMA.

Results for 2021 have shown no significant increases in levels of NO_2 from 2020, with the highest level recorded at DT96 with a concentration of 25 μg/m^3, below the national

objective. However, given initial concerns and due to being unable to relocate the continuous monitor, passive monitoring will continue.

Sapcote Village

Monitoring in Sapcote has continued throughout 2021 and concentrations remained low at all three sites with a consistent result of 12 µg/m^3. Monitoring will continue to assess if such patterns remain and will be reported on in ASR 2023.

Elmesthorpe Railway Bridge

Monitoring has been undertaken at Elmesthorpe for the past three years, with the aim of obtaining background data linked to the proposed Hinckley National Rail Freight Interchange (HNFRI) development. Previous year's results have been low, with a small increase in 2021, but still below the national objective. Monitoring will continue to assess the potential impact of future development.

Thorpe Astley

Across all four sites in Thorpe Astley, there are no exceedances and results remain generally low. A new diffusion tube was introduced on Goodheart Way (DT92) to assess the lorry park of the M1 services adjacent; at the request of the Parish Council. Concentrations in 2021 returned an annual average of 20 µg/m^3, well below the national objective.

An additional diffusion tube (DT99) was reintroduced on Murby Way, in close proximity to the Centurion and Meridian Way roundabout, with the aim of understanding if there is an impact on air quality due to the New Lubbesthorpe Development.

Kirby Muxloe

A decision to remove DT76 (The Pines) was made as it was determined that the receptor was not in sufficient proximity to Desford Road, which resulted in the NO_2 fall off being substantial. DT77 (The Chestnuts) however remains within the area and will continue to monitor the impact of traffic and development nearby.

Aston Firs, near Sapcote

Monitoring has continued in Aston Firs (DT78) to obtain background levels linked to the proposed Hinckley National Rail Freight Interchange development. The last two years have shown relatively low levels of NO_2 with a level of 19 µg/m^3 in 2020 and 20 µg/m^3 in 2021, both which are below national objectives.

Monitoring will continue in Aston Firs to understand the potential future impacts of the proposed Hinckley National Rail Freight Interchange development.

Main Street, Kilby

Monitoring has continued in Kilby (DT88), with 2021 providing the first full year of data. Levels for 2021 indicate no exceedances and concentrations are lower than 2020. Monitoring will continue in this area to further inform an understanding of concentrations recorded.

Active Travel Monitoring

(See Table B.1. in Appendix B for monthly data on the Active Travel (AT) diffusion tubes).

As part of an additional DEFRA funded project (not included under LAQM), the Environmental Services team is working closely with the Active Travel team on a behavioural change scheme. This scheme includes an additional 14 AT diffusion tubes, 12 of which are located in close proximity to schools, where vehicle emissions, traffic congestion and idling are of growing concern.

Overall results indicate no exceedances of NO_2 across all sites. Concentrations are low at sites AT01 – AT011 and AT14, which are located near schools, ranging from 11 - 17 $\mu g/m^3$. Diffusion tubes AT012 and AT013 are in the vicinity of a major road network, the A563, and present relatively elevated levels of NO_2 concentrations yet remain below national objectives.

Monitoring will continue to inform the initial aims of the project and strengthen the existing determination as a council to better understand and improve sustainable travel which positively impacts air quality. Schemes include engaging initiatives such as 'Beat The Street', which encourages walking and cycling as an alternative to vehicle use as well as working together with schools and the community to raise awareness on relevant topics.

Summary

Overall, there are no exceedances for NO_2 at any of the monitoring sites in Blaby District. All diffusion tube raw means were bias adjusted using a national bias adjustment of 0.77. Annualisation was required for three diffusion tubes; DT 84 and DT 99 which were introduced in July 2021, and DT 84 which was missing on numerous occasions. To avoid further missing occurrences a new location within proximity has been found for this diffusion tube and will be reported on in ASR 2023.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50 µg/m^3, not to be exceeded more than 35 times per year.

PM_{10} is monitored at one continuous monitoring station (CM1). In trend with the previous ASR, there was no exceedance with an annual level of 10.8 µg/m^3 in 2021, lower than the level in 2020 and well below the national objective.

Additionally, there were no occurrences of PM_{10} exceeding the 24 hours mean objective of 50µg/m^3, following trend with the previous three years of monitoring.

Monitoring of this pollutant will continue, and trends will be reported on in ASR 2023.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years. $PM_{2.5}$ is measured at two continuous monitoring stations, CM1 and CM5. An estimated value for PM2.5 is calculated for CM1 from PM_{10} using a conversion factor which is detailed further in the QA/QC section.

CM1 recorded a slight decrease in concentrations compared to 2020 with levels remaining lower than the previous 5 years. Results in 2021 measured at CM5 indicate no change in concentrations of $PM_{2.5}$ as levels remained at 8.4 µg/m^3 and well below the national objective.

$PM_{2.5}$ is of growing importance given the potential impacts on health and life expectancy. Monitoring in Blaby District will continue and be reported on in the next ASR.

A formal MSc dissertation study was conducted in 2021 to consider concentrations of NO_2, O_3, $PM_{2.5}$ and PM_{10} with regard for local surface factors, sources, and meteorological variables. Several types of equipment were deployed, including both passive (diffusion tubes) and active (continuous monitoring station and low-cost sensors), for a period of three to five months. Statistical analyses were conducted to assess possible relationships between pollutant concentrations and various meteorological variables.

No exceedances of either the short term or longer-term objectives were reported within the study period. Wind speed was reported to be negatively correlated to all pollutants, except O_3, and was considered to be the most influential meteorological variable due to its dispersive capabilities. Atmospheric pressure was found to be positively correlated to all pollutants, except O_3, as higher pressure facilitated more stable conditions, lower wind speeds and reducing dispersion of pollutants. Relative Humidity (RH) was negatively correlated with NO_2 and O_3, the latter attributed to increased cloud cover reducing UV penetration and secondary pollutant formation. The NO_2 link was thought to be because the pollutant is more soluble. $PM_{2.5}$ and PM_{10} were positively correlated to RH, suspected because nitrates and sulphates accumulate more readily and facilitate secondary PM formation.

Local surface factors, namely a steep gradient in the highway in the northern extents of the AQMA contributed to increased NO_2 concentrations. The presence of high bricked walls and overarching vegetation at roadside in the central and southern reaches created a canyon effect and increased local pollutant concentrations. Local traffic management also played a role, acting to increase idling of vehicles, further increasing concentrations.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
CM1	Blaby 1 (Packhorse Drive, Enderby)	Roadside	454482	298573	NO2; PM10	NO	Chemiluminescent; Gravimetric (TEOM)	12.6	0.65	3
CM4	Blaby 4 (Hinckley Road, LFE)	Roadside	453492	303315	NO2	YES; AQMA 3	Chemiluminescent	4	1	1.5
CM5	Blaby 2 (Mill Hill, Enderby)	Roadside	453594	299549	NO2; PM2.5	YES; AQMA 6	Chemiluminescent; Gravimetric (TEOM)	4	1	1.5
CM6	Blaby 5 (Lubbesthorpe Road, Braunstone Town)	Roadside	455722	300782	NO2	NO	Chemiluminescent	7	1	1.5
CM7	Blaby 3 (Stamford Street, Glenfield)	Roadside	453934	305999	NO2	NO	Chemiluminescent	5	2.4	1.5

Notes:

(1) 0m if the monitoring site is at a location of exposure (for example, installed on the façade of a residential property).

(2) N/A if not applicable

Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
1	Kingsway	Roadside	455970	301146	NO2	No	11.0	1.5	No	2.2
4	Hall Walk, Moores Lane, Enderby	Roadside	453606	299557	NO2	Yes, AQMA 6	0.0	1.5	No	1.8
5	204 Leicester Road, Glen Parva	Roadside	457011	299627	NO2	No	21.6	3.4	No	1.8
15	1 Newbridge Road	Other	456786	298547	NO2	No	0.0	7.8	No	2.8
16	The Cottage, Ratby Lane	Roadside	453220	304273	NO2	Yes, AQMA 3	15.0	5.4	No	1.3
18	62 Packer Avenue, LFE	Other	453488	303637	NO2	Yes, AQMA 3	0.0	22.7	No	1.4
20	159 Enderby Rd	Roadside	455819	297954	NO2	Yes, AQMA 4B	0.0	4.7	No	1.7
25	7 Narborough Road South	Roadside	456470	301903	NO2	Yes, AQMA 1	0.0	7.0	No	1.8
26	Junction of Victoria Rd	Roadside	455817	297937	NO2	Yes, AQMA 4B	15.5	2.2	No	2.0
30	55 Hinckley Road, Sapcote	Roadside	448481	293549	NO2	No	19.3	2.3	No	1.8
31	5 Hinckley Road, Sapcote	Roadside	448876	293447	NO2	No	0.0	1.9	No	1.8
32	Co-Op Croft Rd	Roadside	454554	294803	NO2	No	2.3	1.5	No	1.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
35	2 Narborough Rd. South	Roadside	456521	301896	NO2	Yes, AQMA 1	0.0	13.2	No	1.9
39	Sapcote Working Mens Club	Roadside	448847	293462	NO2	No	0.0	4.2	No	1.8
40	Conery Lane/Mill Hill Road	Roadside	453468	299737	NO2	Yes, AQMA 6	7.6	1.6	No	1.9
41	9 Mill Hill Road	Roadside	453439	299740	NO2	Yes, AQMA 6	0.0	3.8	No	1.9
43	Blaby Rd	Roadside	453780	299360	NO2	No	1.4	1.4	No	1.7
44	1 Mill Hill Rd	Roadside	453706	299455	NO2	Yes, AQMA 6	1.2	1.6	No	1.8
48	98 Leicester Rd, Enderby	Roadside	454519	298148	NO2	Yes, AQMA 2	0.0	8.7	No	1.8
49	10 Hall Walk, Enderby	Roadside	453565	299609	NO2	Yes, AQMA 6	0.0	13.0	No	2.0
51	257 Willow Way, LFE	Roadside	452234	302753	NO2	No	0.0	11.3	No	1.9
54	71 Hinckley Rd, LFE	Roadside	453592	303415	NO2	Yes, AQMA 3	0.0	32.9	No	1.5
56	Avalon, 9 Hinckley Rd, LFE	Roadside	454079	303535	NO2	Yes, AQMA 3	0.0	20.0	No	1.8
57	6 Ratby Lane, LFE	Roadside	454096	303599	NO2	No	12.1	2.4	No	1.7
64	3 Kirby Road, Glenfield	Roadside	453622	306039	NO2	No	0.0	2.0	No	1.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
65	11 Stamford Street, Glenfield	Roadside	306077	453788	NO2	No	0.0	1.9	No	1.5
68	45 Mill Hill, Enderby	Roadside	299846	453281	NO2	Yes, AQMA 6	0.0	5.6	No	1.8
69	Station Road, Elmesthorpe	Roadside	447032	295877	NO2	No	49.3	1.2	No	1.8
73	New Road, Stoney Stanton	Roadside	449036	294720	NO2	No	11.1	2.3	No	1.8
74	Broughton Road, Stoney Stanton	Roadside	449105	294705	NO2	No	3.3	2.7	No	1.8
75	Long Street, Stoney Stanton	Roadside	449080	294785	NO2	No	1.4	1.2	No	1.8
77	The Chestnuts, Kirby Muxloe	Roadside	452309	304870	NO2	No	0.0	12.2	No	1.8
78	Aston Firs, Blaby	Roadside	446218	293831	NO2	No	17.0	37.5	No	1.8
80	Former Blaby 1 site, Packhorse Drive	Roadside	454483	298579	NO2	No	12.8	0.7	No	1.8
81	Newsagents near Blaby 4, LFE	Roadside	454038	303471	NO2	Yes, AQMA 3	6.2	2.4	No	1.8
82	Corner of King St/Mill Lane, Enderby	Roadside	453705	299187	NO2	No	0.5	1.0	No	1.8
83	Sharnford Hill, Sharnford	Roadside	448277	291869	NO2	No	2.9	1.4	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
84	Lamppost outside Glenfield Travel	Roadside	453914	306109	NO2	No	6.7	1.2	No	1.8
85	14 The Square, Glenfield	Roadside	453813	306106	NO2	No	0.0	4.1	No	1.7
86	Wilson Close, Braunstone Town	Roadside	454930	302529	NO2	No	13.4	0.2	No	1.8
87	Thorpe Astley Community Centre	Roadside	454178	302627	NO2	No	5.8	2.0	No	1.8
88	42 Main Street, Kilby	Roadside	462115	295374	NO2	No	0.0	2.0	No	1.7
89, 90, 91	Blaby 5 triplicate 3 of 3	Roadside	455695	300824	NO2	No	16.2	2.6	Yes	1.7
92	61 Goodheart Way, LFE	Roadside	453957	302912	NO2	No	8.6	2.3	No	1.8
93	Former Blaby 3 site, LFE	Roadside	453219	303310	NO2	No	29.3	3.9	No	1.8
94	Lamppost opp Blaby 3, Stamford Street	Roadside	453933	305973	NO2	No	2.7	1.5	No	1.9
95	5 Main Street, Glenfield	Roadside	453809	306122	NO2	No	1.9	1.9	No	1.9
96	Estate Agents, roundabout Broughton Rd	Roadside	449083	294704	NO2	No	0.5	1.1	No	1.8
97	Scout hut, Broughton Rd, Stoney Stanton	Roadside	449127	294716	NO2	No	15.8	1.6	No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
98	3 Station Rd, opposite Foxbank Ind Est	Roadside	448591	294906	NO2	No	2.8	3.0	No	1.8
99	5 Murby Way, Thorpe Astley (former DT70)	Roadside	454465	302144	NO2	No	6.1	2.0	No	1.8
100	Windsor Avenue, Glen Parva	Roadside	458297	298329	NO2	No	5.5	1.2	No	1.9
AT1	Greystoke Primary, Narborough (BB54)	Roadside	454173	297603	NO2	No			No	1.8
AT2	Brockington College, Enderby (BB58)	Roadside	454356	298548	NO2	No			No	1.8
AT3	Danemill Primary, Enderby (BB60)	Roadside	453939	298947	NO2	No			No	1.8
AT4	Stafford Leys Primary, LFE (BB11)	Roadside	452944	303000	NO2	No			No	1.8
AT5	Fossebrook Primary, LFE (BB13)	Roadside	453982	303197	NO2	No			No	1.8
AT6	Glenfield Primary, Glenfield (BB05)	Roadside	453973	305842	NO2	No			No	1.8
AT7	Kingsway Primary, Braunstone (BB16)	Roadside	455214	302600	NO2	No			No	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
AT8	The Winstanley School, Braunstone	Roadside	455251	302600	NO2	No			No	1.8
AT9	Ravenhurst Primary, Braunstone (BB21)	Roadside	455827	301842	NO2	No			No	1.8
AT10	Millfield Primary, Braunstone (BB23)	Roadside	453012	298723	NO2	No			No	1.8
AT11	The Pastures Primary, Enderby (BB59)	Roadside	455311	301428	NO2	No			No	1.8
AT12	Sainsbury's Footpath (BB27)	Other	455233	300417	NO2	No			No	1.8
AT13	Marriott Hotel (BB28)	Roadside	455035	300372	NO2	No			No	1.8
AT14	Badgerbrook Primary, Whetstone (BB42)	Roadside	455934	296288	NO2	No			No	1.8

Notes:7

(1) 0m if the monitoring site is at a location of exposure (for example. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2021 (%) (2)	2017	2018	2019	2020	2021
CM1	454482	298573	Roadside	74.9	74.9	28.8	27	30.9	16	24.3
CM4	453492	303315	Roadside	80.5	80.5	37.1	**47.3**	38.4	23.3	26.9
CM5	453594	299549	Roadside	71.2	71.2	**42.4**	38.3	30.9	22.9	18.9
CM6	455722	300782	Roadside	72.9	72.9	-	-	-	21	19.8
CM7	453934	305999	Roadside	90.7	90.7	-	-	-	21.1	20.2

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16 (confirm by selecting in box).**

☒ **Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e., prior to any fall-off with distance correction.**

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

All means have been "annualised" as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (for example. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2021 (%) (2)	2017	2018	2019	2020	2021
1	455970	301146	Roadside	92	90.4	32.8	30.8	25.1	20.5	20.0
4	453606	299557	Roadside	92	90.4	**42.6**	**47.1**	36.9	29.4	29.3
5	457011	299627	Roadside	100	100.0			19.5	15.1	15.7
15	456786	298547	Other	100	100.0	20.3	20.0	16.4	13.5	14.3
16	453220	304273	Roadside	100	100.0	38.7	34.4	27.9	22.2	21.8
18	453488	303637	Other	100	100.0	34.7	30.1	24.9	20.6	19.1
20	455819	297954	Roadside	100	100.0	26.8	25.7	20.6	15.8	17.2
25	456470	301903	Roadside	100	100.0	28.2	29.4	23.0	17.0	18.1
26	455817	297937	Roadside	92	92.3	33.5	31.5	27.6	20.7	19.4
30	448481	293549	Roadside	100	100.0			15.4	11.5	11.6
31	448876	293447	Roadside	100	100.0			16.4	11.5	12.3
32	454554	294803	Roadside	83	82.7	20.1	23.8	16.3	11.8	12.1
35	456521	301896	Roadside	100	100.0	27.3	26.1	22.2	16.8	17.1

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2021 (%) [2]	2017	2018	2019	2020	2021
39	448847	293462	Roadside	92	90.4			15.8	11.1	11.5
40	453468	299737	Roadside	100	100.0	29.2	28.7	21.9	17.8	17.9
41	453439	299740	Roadside	100	100.0	31.2	32.1	26.3	20.2	21.0
43	453780	299360	Roadside	100	100.0	31.3	32.5	25.2	18.3	19.2
44	453706	299455	Roadside	100	100.0	29.8	33.4	24.2	18.7	20.1
48	454519	298148	Roadside	92	90.4	35.5	34.0	25.0	18.2	18.3
49	453565	299609	Roadside	100	100.0	35.6	22.8	18.0	13.2	13.0
51	452234	302753	Roadside	100	100.0	22.6	22.4	18.0	13.0	13.1
54	453592	303415	Roadside	100	100.0	20.4	32.5	26.6	22.1	20.7
56	454079	303535	Roadside	100	100.0	26.3	24.8	21.0	15.9	15.8
57	454096	303599	Roadside	100	100.0	25.3	39.0	29.7	22.1	23.7
64	453622	306039	Roadside	100	100.0	25.3	24.3	22.4	17.0	18.0
65	306077	453788	Roadside	100	100.0		25.4	32.9	26.0	25.6
68	299846	453281	Roadside	100	100.0		25.7	23.8	18.4	19.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2021 (%) [2]	2017	2018	2019	2020	2021
69	447032	295877	Roadside	100	100.0		26.3	16.7	12.9	14.5
73	449036	294720	Roadside	100	100.0			29.0	25.1	24.0
74	449105	294705	Roadside	100	100.0			25.5	20.4	21.1
75	449080	294785	Roadside	100	100.0			21.1	17.4	18.0
77	452309	304870	Roadside	100	100.0			17.5	15.1	14.5
78	446218	293831	Roadside	100	100.0			31.5	19.3	19.6
80	454483	298579	Roadside	100	100.0				15.8	15.7
81	454038	303471	Roadside	92	92.3				19.6	20.6
82	453705	299187	Roadside	100	100.0				17.5	17.1
83	448277	291869	Roadside	100	100.0				18.4	17.8
84	453914	306109	Roadside	67	67.3				20.7	22.0
85	453813	306106	Roadside	100	100.0				13.4	14.3
86	454930	302529	Roadside	75	76.9				13.6	15.5
87	454178	302627	Roadside	92	90.4				16.8	16.6

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2021 (%) [2]	2017	2018	2019	2020	2021
88	462115	295374	Roadside	100	100.0				13.0	13.9
89, 90, 91	455695	300824	Roadside	92	90.4					19.9
92	453957	302912	Roadside	100	100.0					16.1
93	453219	303310	Roadside	100	100.0					20.0
94	453933	305973	Roadside	92	90.4					15.3
95	453809	306122	Roadside	100	100.0					16.1
96	449083	294704	Roadside	100	100.0					25.0
97	449127	294716	Roadside	100	100.0					21.8
98	448591	294906	Roadside	100	100.0					15.4
99	454465	302144	Roadside	50	51.9					17.3
100	458297	298329	Roadside	50	51.9					10.7
AT1	454173	297603	Roadside	100	100.0			15.3	12.2	11.7
AT2	454356	298548	Roadside	100	100.0			16.2	13.2	13.3
AT3	453939	298947	Roadside	100	100.0			17.0	10.8	12.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2021 (%) [2]	2017	2018	2019	2020	2021
AT4	452944	303000	Roadside	100	100.0			14.5	10.1	10.6
AT5	453982	303197	Roadside	100	100.0			16.9	12.6	13.7
AT6	453973	305842	Roadside	100	100.0			17.1	12.2	12.5
AT7	455214	302600	Roadside	100	100.0			16.2	11.9	11.6
AT8	455251	302600	Roadside	92	90.4			17.0	13.5	12.8
AT9	455827	301842	Roadside	75	75.0			19.1	16.1	16.6
AT10	453012	298723	Roadside	100	100.0			18.5	13.8	13.9
AT11	455311	301428	Roadside	100	100.0			13.6	10.1	10.5
AT12	455233	300417	Other	100	100.0			25.5	18.8	20.4
AT13	455035	300372	Roadside	100	100.0			24.6	17.6	18.0
AT14	455934	296288	Roadside	100	100.0				12.0	12.1

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.**

☒ **Diffusion tube data has been bias adjusted.**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e., prior to any fall-off with distance correction.**

Notes:

The annual mean concentrations are presented as µg/m^3.

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

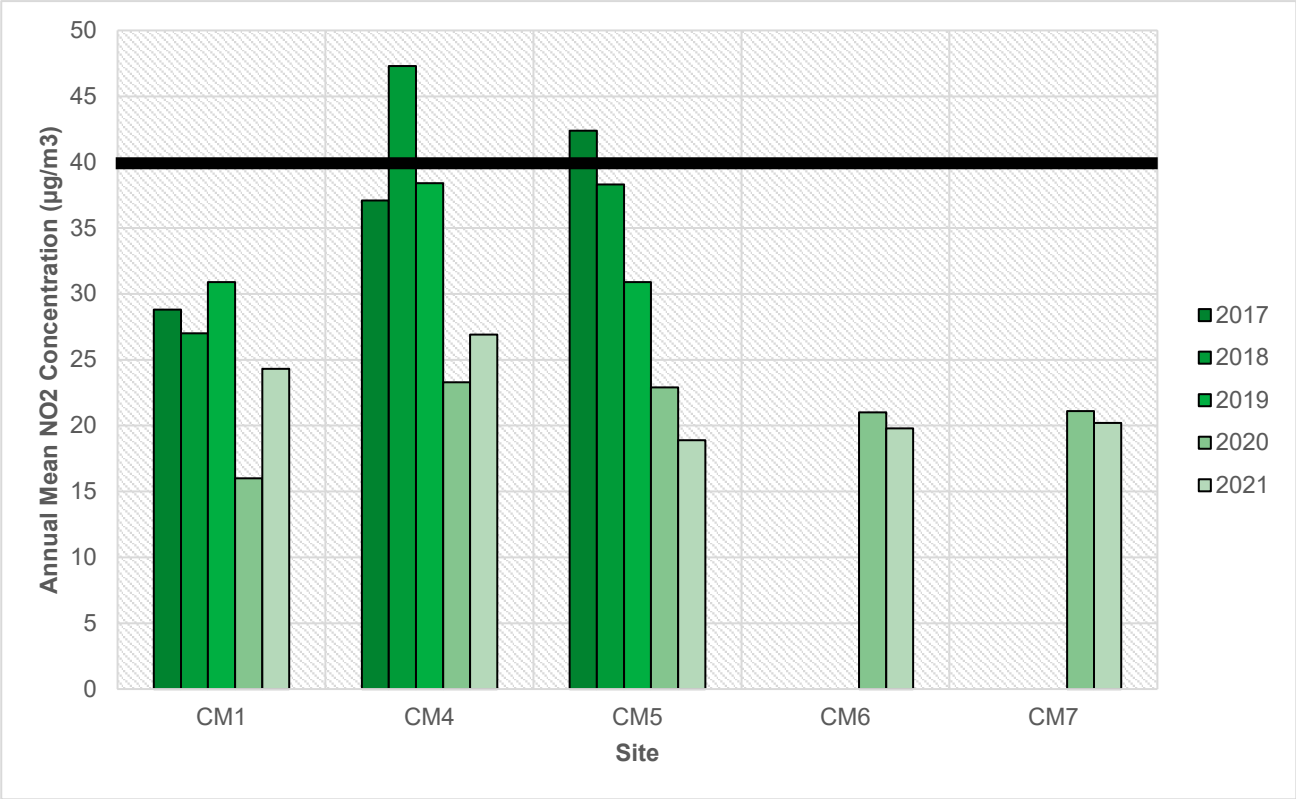
Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (for example. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

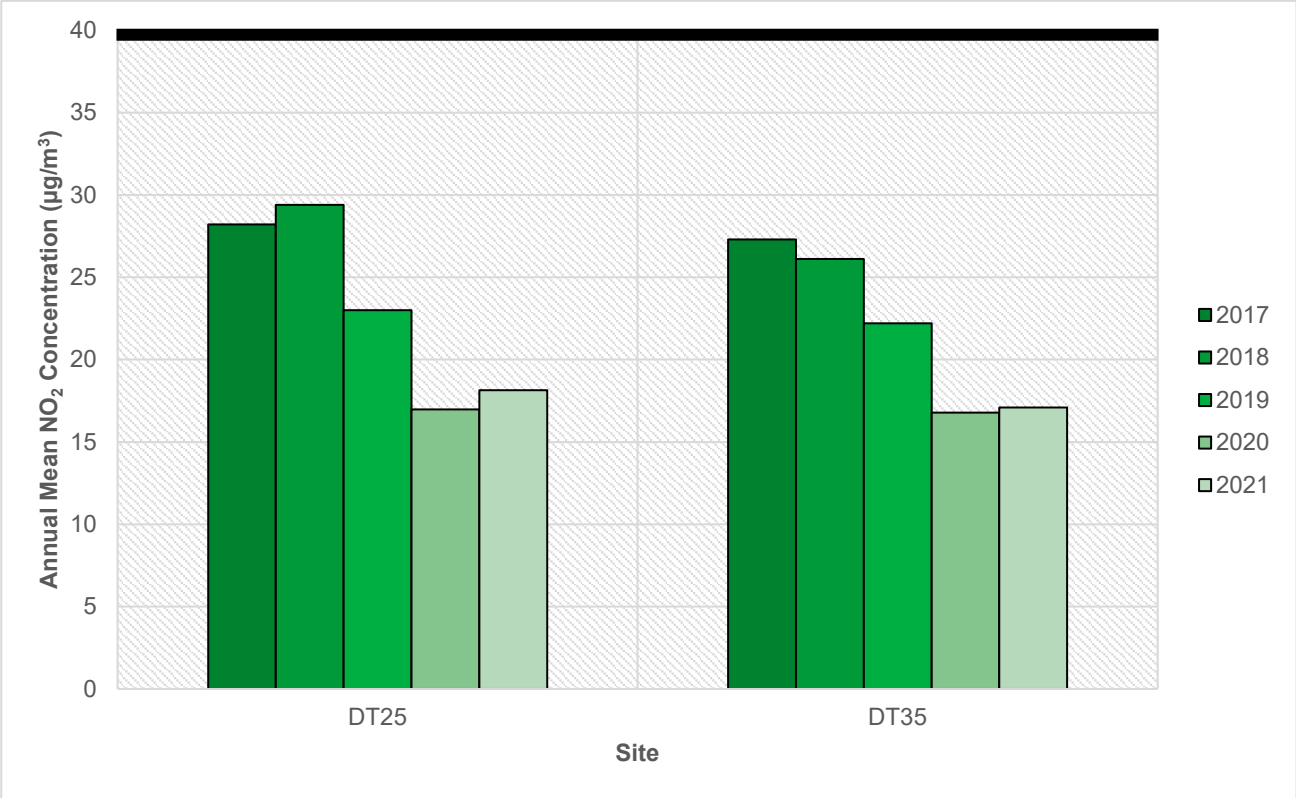
Figure A.1 – Trends in Annual Mean NO_2 Concentrations

Air Quality Monitoring Stations



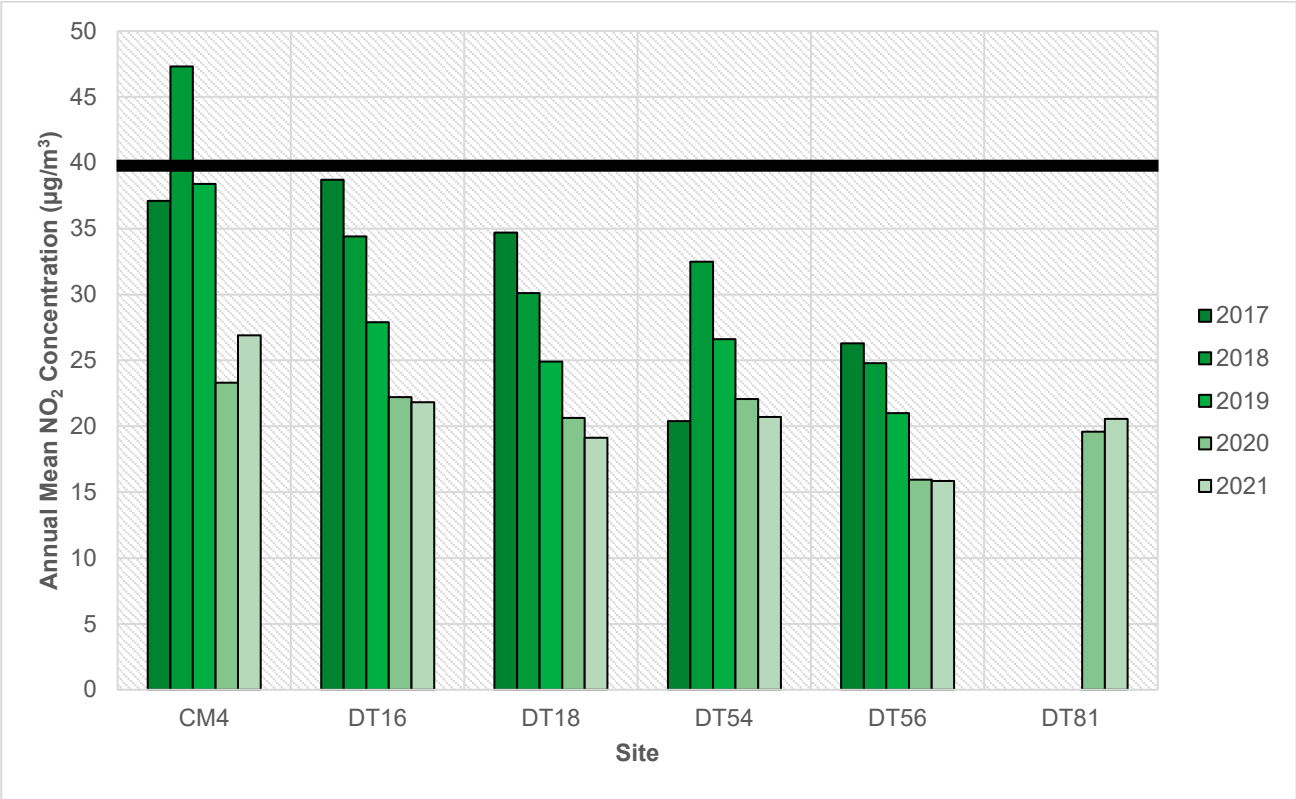
The black line represents the Air Quality Objective (AQO) for the named pollutant.

AQMA 1 – A5460 Narborough Road South



The black line represents the Air Quality Objective (AQO) for the named pollutant.

AQMA 3 – M1 corridor between Thorpe Astley and Leicester Forest East



The black line represents the Air Quality Objective (AQO) for the named pollutant.

Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2021 (%) (2)	2017	2018	2019	2020	2021
CM1	454482	298573	Roadside	74.9	74.9	0	0	0	0	0
CM4	453492	303315	Roadside	80.5	80.5	5	1	0	0	0
CM5	453594	299549	Roadside	71.2	71.2	8	0	0	0	0
CM6	455722	300782	Roadside	72.9	72.9	-	-	-	0	0
CM7	453934	305999	Roadside	90.7	90.7	-	-	-	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m^3 have been recorded.

Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (for example. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.6 – Annual Mean PM_{10} Monitoring Results (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2021 (%) (2)	2017	2018	2019	2020	2021
CM1	454482	298573	Roadside	77.6	77.6	14.8	11	11.8	11.5	10.8

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.**

Notes:

The annual mean concentrations are presented as µg/m^3.

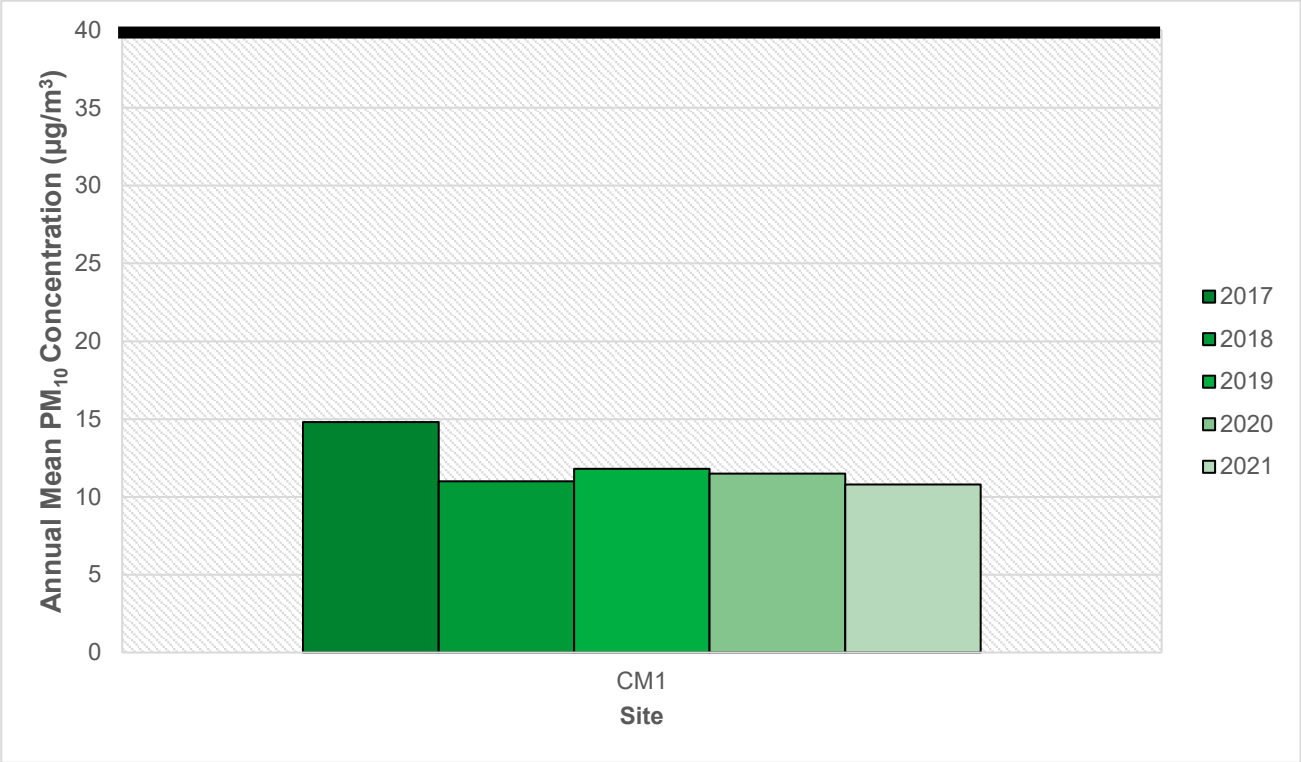
Exceedances of the PM_{10} annual mean objective of 40µg/m^3 are shown in **bold**.

All means have been "annualised" as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (for example. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.2 – Trends in Annual Mean PM_{10} Concentrations



The black line represents the Air Quality Objective (AQO) for the named pollutant.

Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2021 (%) (2)	2017	2018	2019	2020	2021
CM1	454482	298573	Roadside	77.6	77.6	1	0	0	0	0

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m^3 have been recorded.

Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (for example. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2021 (%) (2)	2017	2018	2019	2020	2021
CM1	454482	298573	Roadside	77.6	77.6	*10.4*	*7.7*	*8.3*	*8.1*	*7.6*
CM5	453594	299549	Roadside	91.5	91.5	*20.4*	*16*	*16.9*	8.4	8.4

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.**

Notes:

The annual mean concentrations are presented as µg/m^3.

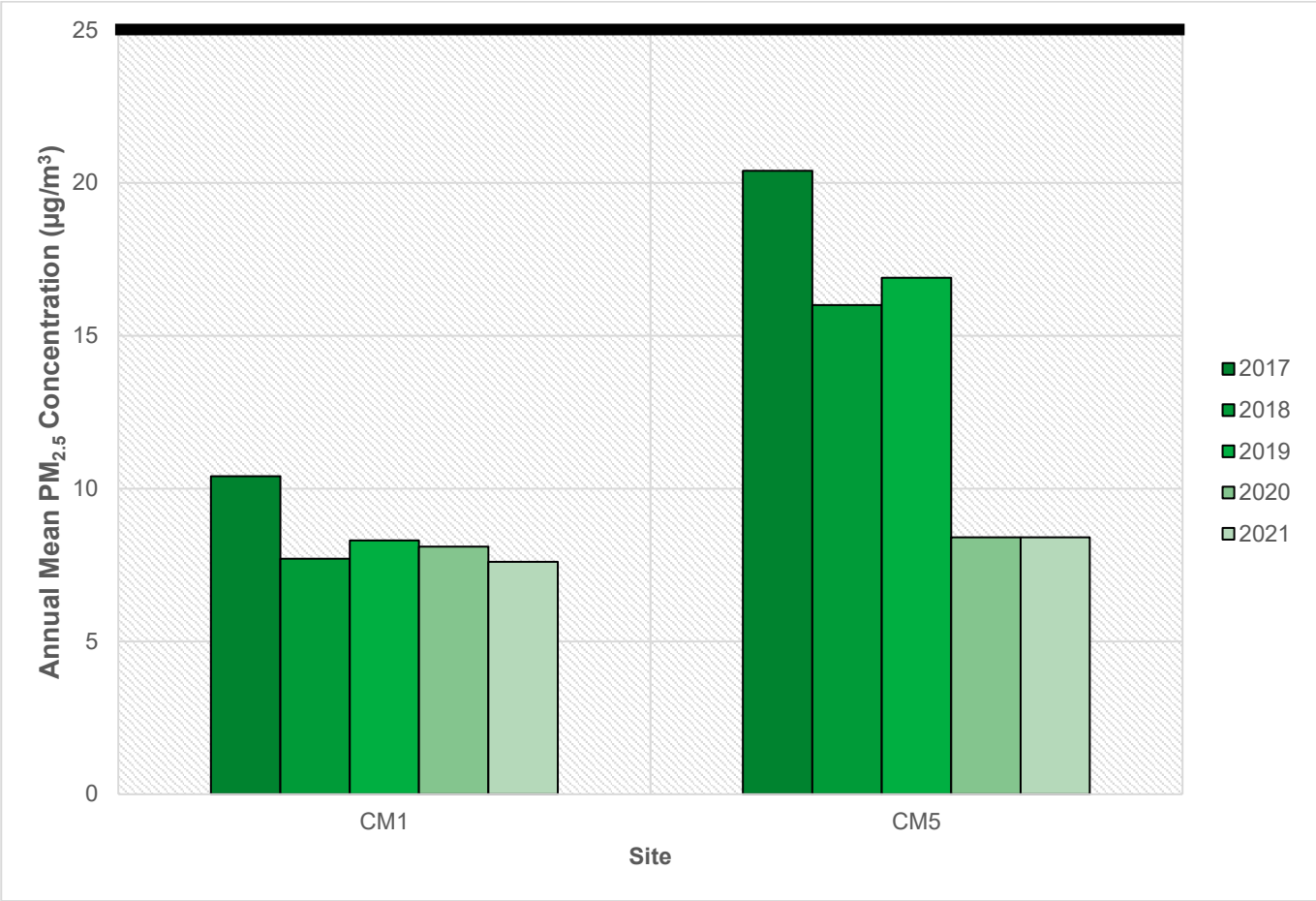
All means have been "annualised" as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations in italics are estimated from monitored PM_{10} and derived using a factor of 0.7, further information can be found in Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC. Actual $PM_{2.5}$ monitoring commenced at CM5 from 2020.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (for example. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.3 – Trends in Annual Mean $PM_{2.5}$ Concentrations



The black line represents the Air Quality Objective (AQO) for the named pollutant.

With the exception of CM5 since 2020, concentrations are derived from monitored PM_{10} concentrations. Further information can be found in Appendix C.

Appendix B: Full Monthly Diffusion Tube Results for 2021

Table B.1 – NO_2 2021 Diffusion Tube Results (µg/m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Easting)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.77)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	455970	301146	34.4	30.9	22.9		23.8	21.7	18.7	18.0	28.3	26.7	33.0	28.0	26.0	20.0		
4	453606	299557	46.9	39.8	40.5		43.0	31.7	31.1	30.0	46.4	33.3	40.0	36.0	38.1	29.3		
5	457011	299627	27.2	24.3	16.7	23.4	19.3	18.3	17.8	17.0	22.2	16.8	22.0	20.0	20.4	15.7		
15	456786	298547	21.9	22.1	15.8	17.6	19.7	17.3	15.5	14.0	21.8	20.8	18.0	19.0	18.6	14.3		
16	453220	304273	34.5	29.2	29.4	19.1	32.3	22.9	21.7	24.0	31.7	31.3	35.0	29.0	28.3	21.8		
18	453488	303637	31.4	28.9	22.8	19.7	26.2	19.3	16.4	22.0	23.3	30.3	32.0	26.0	24.9	19.1		
20	455819	297954	24.7	20.9	20.6	26.6	20.3	22.2	17.4	18.0	23.2	21.8	31.0	22.0	22.4	17.2		
25	456470	301903	32.1	26.5	21.6	26.2	20.4	20.4	15.9	19.0	26.1	24.4	27.0	23.0	23.6	18.1		
26	455817	297937	33.3		26.3	29.0	27.0	19.4	20.6	19.0	28.8	13.5	28.0	32.0	25.2	19.4		
30	448481	293549	20.7	17.4	15.6	13.6	10.5	11.8	10.2	10.0	14.0	15.3	18.0	23.0	15.0	11.6		
31	448876	293447	20.8	14.2	14.8	15.4	12.1	14.7	11.9	14.0	16.9	12.0	24.0	21.0	16.0	12.3		
32	454554	294803	19.2	15.4			13.4	15.3	12.6	13.0	19.0	12.3	19.0	18.0	15.7	12.1		
35	456521	301896	30.1	19.5	22.6	19.4	17.6	20.6	17.4	21.0	25.2	20.9	29.0	23.0	22.2	17.1		
39	448847	293462	21.2	15.5	13.0	14.8	10.8	14.8		12.0	13.8	14.5	17.0	17.0	15.0	11.5		
40	453468	299737	29.8	24.4	20.6	24.0	21.9	20.6	17.5	19.0	28.2	18.3	28.0	26.0	23.2	17.9		
41	453439	299740	30.9	29.5	24.9	29.3	27.5	24.8	26.8	25.0	30.2	24.1	28.0	26.0	27.3	21.0		
43	453780	299360	28.4	26.5	23.0	27.3	25.3	22.4	21.2	22.0	31.0	21.1	28.0	24.0	25.0	19.2		
44	453706	299455	28.3	32.2	23.6	35.5	22.9	25.1	23.3	24.0	29.1	20.7	22.0	27.0	26.1	20.1		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Easting)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.77)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
48	454519	298148	27.9	22.5	24.3	17.4	23.1	20.1		22.0	24.9	26.8	30.0	23.0	23.8	18.3		
49	453565	299609	23.6	18.9	17.2	17.4	12.8	13.4	13.7	12.0	16.4	16.7	22.0	19.0	16.9	13.0		
51	452234	302753	21.0	19.9	15.0	14.6	14.4	13.1	14.7	15.0	21.0	14.7	22.0	19.0	17.0	13.1		
54	453592	303415	33.3	37.2	30.2	31.3	25.1	20.2	16.5	21.0	23.9	28.1	32.0	24.0	26.9	20.7		
56	454079	303535	26.2	18.9	22.2	17.8	18.8	16.5	16.7	16.0	23.8	22.2	25.0	23.0	20.6	15.8		
57	454096	303599	34.5	32.7	28.1	30.1	29.5	27.0	26.7	28.0	34.4	31.9	36.0	31.0	30.8	23.7		
64	453622	306039	30.5	22.6	25.6	23.2	17.4	20.2	19.9	18.0	25.2	23.6	28.0	27.0	23.4	18.0		
65	306077	453788	35.6	29.0	33.8	34.8	32.9	27.2	31.1	29.0	42.0	34.6	37.0	32.0	33.3	25.6		
68	299846	453281	28.4	31.3	23.6	26.8	25.3	21.5	19.4	21.0	29.3	21.9	27.0	24.0	25.0	19.2		
69	447032	295877	23.3	19.0	17.2	17.9	15.2	14.5	19.7	15.0	21.3	19.5	24.0	20.0	18.9	14.5		
73	449036	294720	36.7	31.4	28.9	23.1	30.1	29.2	23.7	27.0	39.8	34.0	39.0	31.0	31.2	24.0		
74	449105	294705	38.4	26.3	25.8	21.6	26.7	21.4	23.3	22.0	31.1	29.0	33.0	30.0	27.4	21.1		
75	449080	294785	30.4	26.2	22.7	20.5	19.8	20.0	14.9	19.0	25.7	27.0	27.0	27.0	23.4	18.0		
77	452309	304870	26.1	21.8	19.2	18.7	16.8	18.2	12.3	16.0	21.2	17.2	18.0	21.0	18.9	14.5		
78	446218	293831	32.6	26.1	24.0	21.2	24.1	21.4	16.8	19.0	29.5	28.3	30.0	32.0	25.4	19.6		
80	454483	298579	26.9	22.5	21.3	18.2	16.4	17.3	14.7	15.0	20.6	23.6	24.0	24.0	20.4	15.7		
81	454038	303471	37.7	26.3	31.3	26.9	27.2	21.5	19.1	21.0		25.8	30.0	27.0	26.7	20.6		
82	453705	299187	29.8	24.6	20.2	15.7	20.1	19.2	17.9	17.0	24.9	21.4	30.0	26.0	22.2	17.1		
83	448277	291869	28.1	25.1	22.0	24.2	20.5	21.1	21.6	21.0	27.6	17.5	27.0	22.0	23.2	17.8		
84	453914	306109	36.5	32.9		29.6	25.5	22.5	22.5		33.3	28.7			28.9	22.0		
85	453813	306106	28.1	20.3	20.3	17.3	14.0	14.2	12.2	13.0	19.7	19.5	21.0	23.0	18.6	14.3		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Easting)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.77)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
86	454930	302529	27.7	22.3	20.7	13.6	14.5		12.3			22.7	25.0	22.0	20.1	15.5		
87	454178	302627	28.6	18.0	24.7	17.4	18.0	16.2		16.0	21.5	23.6	29.0	24.0	21.5	16.6		
88	462115	295374	22.2	15.9	17.0	20.1	15.8	13.1	14.8	15.0	22.6	18.3	25.0	17.0	18.1	13.9		
89	455695	300824	29.4	27.1	23.1		25.5	19.2	22.6	19.0	27.5	27.4	26.0	27.0	-	-		Triplicate Site with 89, 90 and 91 - Annual data provided for 91 only
90	455695	300824	28.8	29.9	23.4		27.6	21.7	20.7	18.0	33.0	34.4	28.0	27.0	-	-		Triplicate Site with 89, 90 and 91 - Annual data provided for 91 only
91	455695	300824	33.5	27.6	23.3		27.5	21.8	20.6	18.0	26.0	26.9	29.0	31.0	25.8	19.9		Triplicate Site with 89, 90 and 91 - Annual data provided for 91 only
92	453957	302912	28.0	24.6	21.6	15.7	17.4	17.7	14.1	18.0	20.5	27.0	24.0	23.0	21.0	16.1		
93	453219	303310	33.0	29.6	27.1	27.2	23.1	22.0	18.2	21.0	31.8	26.2	25.0	27.0	25.9	20.0		
94	453933	305973	27.6	23.2	18.1	22.0	19.7	16.0	17.5	16.0	20.1	16.8	21.0		19.8	15.3		
95	453809	306122	28.4	23.3	23.0	19.4	18.8	17.2	15.3	16.0	23.7	22.6	21.0	23.0	21.0	16.1		
96	449083	294704	38.8	31.6	31.0	26.8	31.7	30.9	26.1	30.0	35.8	36.1	31.0	40.0	32.5	25.0		
97	449127	294716	34.6	29.4	29.1	27.2	29.5	23.6	24.5	24.0	33.5	27.6	28.0	29.0	28.3	21.8		
98	448591	294906	25.4	18.7	25.1	18.3	19.9	17.0	16.2	16.0	20.9	19.1	21.0	23.0	20.1	15.4		
99	454465	302144							21.7	16.0	24.9	25.9	24.0	27.0	23.3	17.3		
100	458297	298329							10.9	11.0	14.9	12.7	18.0	19.0	14.4	10.7		
AT1	454173	297603	23.3	16.9	15.2	15.2	10.6	12.1	10.8	11.0	14.9	12.8	21.0	18.0	15.1	11.7		
AT2	454356	298548	25.7	20.4	15.9	19.9	11.6	13.9	13.6	13.0	19.4	13.4	21.0	20.0	17.3	13.3		
AT3	453939	298947	22.7	21.1	13.8	15.2	12.8	12.9	13.9	11.0	16.8	17.4	21.0	22.0	16.7	12.9		
AT4	452944	303000	19.9	17.6	14.4	14.6	10.3	11.2	9.9	9.0	13.7	10.1	16.0	18.0	13.7	10.6		
AT5	453982	303197	27.2	20.7	18.8	16.3	12.0	13.8	12.4	13.0	16.5	17.2	26.0	20.0	17.8	13.7		
AT6	453973	305842	24.4	18.4	17.3	14.8	12.3	12.8	12.7	10.0	15.9	15.4	22.0	19.0	16.3	12.5		

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Easting)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.77)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
AT7	455214	302600	23.2	17.6	16.9	12.4	9.4	11.3	9.5	10.0	15.2	14.6	21.0	19.0	15.0	11.6		
AT8	455251	302600	25.1	18.9	18.2	14.0	10.9	11.0		10.0	16.8	15.5	24.0	19.0	16.7	12.8		
AT9	455827	301842	32.7				16.1	16.6	15.0	14.0	23.1	21.8	31.0	24.0	21.6	16.6		
AT10	453012	298723	27.6	19.0	18.2	13.6	12.8	14.2	12.5	11.0	16.6	22.0	27.0	22.0	18.0	13.9		
AT11	455311	301428	25.8	15.7	11.1	11.8	8.3	10.8	10.2	10.0	13.4	11.9	18.0	16.0	13.6	10.5		
AT12	455233	300417	35.4	27.8	25.2	23.1	24.2	21.8	20.6	20.0	29.6	27.3	32.0	30.0	26.4	20.4		
AT13	455035	300372	31.0	23.2	22.9	22.9	18.8	23.2	17.8	20.0	25.7	22.6	29.0	24.0	23.4	18.0		
AT14	455934	296288	25.0	17.1	16.4	12.5	10.1	12.1	10.3	11.0	14.2	15.2	23.0	21.0	15.7	12.1		

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1**.

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG16.**

☒ **National bias adjustment factor used.**

☒ **Where applicable, data has been distance corrected for relevant exposure in the final column.**

☒ **Blaby District Council confirm that all 2021 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**.

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

Monitoring has been further extended in the villages of Stoney Stanton and Glenfield. In both locations, an increased number of diffusion tubes have been deployed compared to 2020 and a continuous monitoring station continues to be located in Glenfield. It is hoped that the increased monitoring capabilities in both villages will inform the necessity for AQMA(s).

There have been no additional studies including screening of sources, dispersion modelling or monitoring campaigns conducted in 2021.

New or Changed Sources Identified Within Blaby District During 2021

Blaby District Council has not identified any new sources relating to air quality within the reporting year of 2021. Road traffic counts were noted to have dropped during the third national lockdown (period Jan-Mar 2021) and this undoubtedly impacted on measured NO_2 concentrations. Furthermore, it is likely that some local industry ceased during this period which may have implications for recorded $PM_{2.5}$ and PM_{10} concentrations.

Additional Air Quality Works Undertaken by Blaby District Council During 2021

Blaby District Council has not completed any additional works within the reporting year of 2021 regarding the development of action plan measures or the declaration, amendment or revocation of an AQMA.

Minor amendments were made to the passive monitoring regime, including alterations to the number and location of diffusion tubes in Glenfield, Stoney Stanton, Leicester Forest East, Thorpe Astley, and Glen Parva. A member of the Environmental Services team conducted a Masters dissertation focussed on AQMA 6. The research included the use of diffusion tubes, a continuous monitor and two low-cost sensors to consider pollution concentrations in accordance with nationally set air quality objectives. Considerations for

local surface factors, pollutant sources and meteorological variables were made, and the results are summarised in Section 2.3.

QA/QC of Diffusion Tube Monitoring

During the monitoring year all diffusion tubes were changed in accordance with the 2021 DEFRA calendar (± 2 days) and none were exposed for prolonged periods. Samplers were stored in accordance with the guidance and promptly posted for laboratory analysis.

The supplier used to provide and analyse our diffusion tubes was South Yorkshire Air Quality Samplers (SYAQS) using the 50% TEA in acetone method of preparation. This laboratory is a regular contributor to the national bias correction spreadsheet database and has analysed the council's tubes for a number of years. The supplier maintained provision and analysis of diffusion tubes throughout 2021 enabling complete adherence to the monitoring calendar (± 2 days).

Diffusion Tube Annualisation

Where less than 75% (but >25%) of the data set is available, the diffusion tube data has been annualised as per Technical Guidance LAQM.TG(16). This procedure was necessary for DT84, DT99 and DT100 due to capture rates of 67%, 50% and 50% respectively. This can be attributed to missing samplers in the first instance and a monitoring start date of July 2021 for the remaining two tubes.

Annualisation was performed within the Diffusion Tube Data Processing Tool which is submitted with the report. The background stations utilised were Coventry Allesley, Coventry Binley Road, Leicester University and Leicester A594 Roadside, all of which had the requisite data capture in accordance with the guidance.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2022 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG16 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias correction factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2

continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Blaby District Council have applied a national bias adjustment factor of 0.77 to the 2021 monitoring data. A local bias correction factor of 1.31 was calculated utilising the triplicate set at CM6. This factor was deemed inappropriate due to poor data capture at the station and further detail on the choice of correction factor can be found below. It is envisaged that the local factor may be a more suitable choice for use in ASR 2023. A summary of bias adjustment factors used by the Council over the past five years is presented in Table C.1.

Having regard to Box 7.13 in LAQM.TG(16), consideration of whether or not a locally obtained bias adjustment factor may be more representative than the relevant national factor. Our triplicate tube set is co-located with Blaby 5, and so the following is relating to that analyser:

- Local if diffusion tubes exposure periods are not monthly – **ours are monthly;**
- Local if co-location is unusual in some way, for example, affected by specific large NOx sources other than road traffic, such as local industrial installations **– ours is not affected by such unusual sources;**
- Local for tubes in a similar setting to the co-location site (open/shelter, height, et cetera) **– our tubes are similar in location to the co-location site;**
- Local where the duration of the whole diffusion tubes study is less than one year – **ours has a duration of one year;**
- Local where the Review and Assessment Helpdesk spreadsheet contains data from fewer than five other studies using the same laboratory and preparation **– SYAQS use only one study in the national spreadsheet (London Marylebone), which is considerably different to Blaby District Council's area with regards traffic volumes and pollutant concentrations;**
- Local where that co-location study is spread across more than one calendar year **– ours is based on one calendar year only;**
- Local for "good" precision for diffusion tubes and with high quality chemiluminescence results, in regards to national AURN standards **– we have 'Good Overall Precision' for our DT results, but "Poor overall Data Capture" for the Continuous Monitor. Data does not comply with AURN standards;**

- National if survey consists of tubes exposed over a range of settings, which differ from the co-location site **– ours are exposed over a range of settings;**
- National if co-location study is less than nine months, although the diffusion tube monitoring is for a longer period **– all of our tubes are exposed for the same time period of one year;**
- National if the automatic analyser has been operated using local, rather than national, QA/QC procedures **– our automatic analysers are operated using local QA/QC procedures;**
- National if the data capture from the automatic analyser is less than 90%, or there have been problems with data quality **– data capture from the automatic analyser is less than 90%;**
- National for co-location site with "poor precision" or laboratories with predominantly "poor" precision, as set out on the LAQM Support Helpdesk website – **we have 'Good Overall Precision' for our DT results, but "Poor Overall Data Capture" for the Continuous Monitor.**

Overall, it appears reasonable to choose the National bias correction factor. The bias correction factor was obtained from the DEFRA website using the National Diffusion Tube Bias Adjustment Factor Spreadsheet version 03/22. South Yorkshire Air Quality Samplers (SYAQS) were selected as they analyse the Council's diffusion tubes.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2021	National	03/22	0.77
2020	National	03/21	0.77
2019	National	09/20	0.78
2018	National	06/19	0.95
2017	National	09/18	0.88

NO_2 Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure

has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO_2 monitoring locations within Blaby District required distance correction during 2021, as per the recommendation output from the Diffusion Tube Data Processing Tool in tab 'STEP 4 – Fall off with Distance'.

Precision and Accuracy of Triplicates

This analysis was completed as part of the local bias adjustment calculations for monitoring year 2021. The triplicate set provided 'Good overall precision' and a data capture of 92% for the year. However, for the co-located monitoring station (CMS 6), "Poor Overall Data Capture" was reported in accordance with the need to annualise the data. This has been considered when selecting the appropriate bias correction factor in the above section.

QA/QC of Automatic Monitoring

Calibrations of the continuous monitoring stations are carried out fortnightly by members of the Environmental Services Team at Blaby District Council. Local site officer (LSO) visits continued at this regularity throughout the monitoring year.

Data validation and ratification is conducted fortnightly by the same colleagues allowing for screening for erroneous readings. This represents an improvement from 2020 whereby data was ratified monthly, allowing for circumstantial information to be referenced with the data, to produce more reliable concentrations. Monitoring station data and performance is checked daily through a back-office system and any irregularities are noted for later reference.

Data is ratified as per AURN recommended procedures. During calibrations, a zero reading is taken from the equipment using either a gas of known concentration or by the use of scrubbers. Span gas of a known concentration is then applied to the system to ensure consistency in measured pollutant concentrations.

The zero and span readings are then used to adjust any offset of the baseline of the data through application of a correction factor. A linear two-point regression is then applied to the data linking the calibrations and adjusting any analyser offset.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

PM_{10} data has been "factored" by applying a 1.3 multiplier to give "PM_{10} Gravimetric Equivalent" values, with further data corrections using the King's College Volatile Correction Mode. For further please visit the Volatile Correction Model webpage.

$PM_{2.5}$ concentrations were derived by applying a conversion factor of 0.7 to the PM_{10} data at CM1. This enabled for results to be graphed and compared against air quality objectives. CM5 provides direct monitoring of $PM_{2.5}$ concentrations, with 2021 representing the first year of a complete dataset and is visible in the report.

Automatic Monitoring Annualisation

Where less than 75% (but > 25%) of the data set is available, the continuous monitoring station data has been annualised as per Technical Guidance LAQM.TG (16). This procedure was necessary for CM1, CM5 and CM6 attributed to a data capture rate of 74.9%, 71.2% and 72.9% respectively for NO_2. The following background stations were used:

- Coventry Allesley
- Coventry Binley Road
- Leicester A594 Roadside
- Leicester University

Guidance was followed as closely as possible when selecting background stations for use in annualisation. Annualisation calculations for this station were submitted to Defra as a separate document.

NO_2 Fall-off with Distance from the Road

Wherever possible, local authorities should ensure that monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure should be estimated using the NO_2 fall-off with distance calculator available on the LAQM Support website.

Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No automatic NO_2 monitoring locations within Blaby District required distance correction during 2021. All five stations are at roadside and within 2 metres of the highway.

Table C.2 – Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Coventry Allesley	Annualisation Factor Coventry Binley Road	Annualisation Factor Leicester A594 Roadside	Annualisation Factor Leicester University	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Comments
DT84	1.0016	0.9923	0.9694	0.9887	0.9880	28.9	28.6	
DT99	1.0084	0.9882	0.9280	0.9450	0.9674	23.3	22.5	
DT100	1.0084	0.9882	0.9280	0.9450	0.9674	14.4	13.9	
CM1	0.9097	0.9441	0.9373	0.9235	0.9287	26.1	24.3	
CM5	1.0657	1.0386	1.0599	1.0307	1.0487	29.1	18.9	
CM6	0.9172	0.9496	0.9242	0.9063	0.9243	34.4	19.8	

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	8				
Bias Adjustment Factor A	1.31 (1.18 - 1.48)				
Diffusion Tube Bias B	-24%(-32% - -15%)				
Diffusion Tube Mean (µg/m^3)	26.6				
Mean CV (Precision)	7.8%				
Automatic Mean (µg/m^3)	34.9				

Notes:

A single national bias adjustment factor has been used to adjust the 2021 diffusion tube results.

Appendix D: Maps of Monitoring Locations and AQMAs

An assessment of 2021 results in the context of past data has been carried out for the following areas:

- AQMA 1 – A5460 Narborough Road South
- AQMA 2 – M1 corridor in Enderby and Narborough
- AQMA 3 – M1 corridor between Thorpe Astley and Leicester Forest East
- AQMA 4B – Enderby Road, Whetstone
- AQMA 6 – Mill Hill, Enderby
- Enderby Village
- Lubbesthorpe Road, Braunstone Town
- Sharnford Hill, Sharnford
- Croft Road, Cosby
- Glenfield Village
- Leicester Road, Glen Parva
- New Bridge Road and Windsor Avenue, Glen Parva
- Stoney Stanton Village
- Sapcote Village
- Elmesthorpe Railway Bridge
- Thorpe Astley
- Desford Road, Kirby Muxloe
- Aston Firs, near Sapcote
- Main Street, Kilby
- Active Travel tubes in Narborough, Enderby, Braunstone Town, Glenfield, Leicester Forest East, Thorpe Astley, and Whetstone

Maps showing the monitoring locations and corresponding average annual nitrogen dioxide concentrations (µg/m^3) are shown in Figures 1 to 25.

AQMA 1 – A5460 Narborough Road South

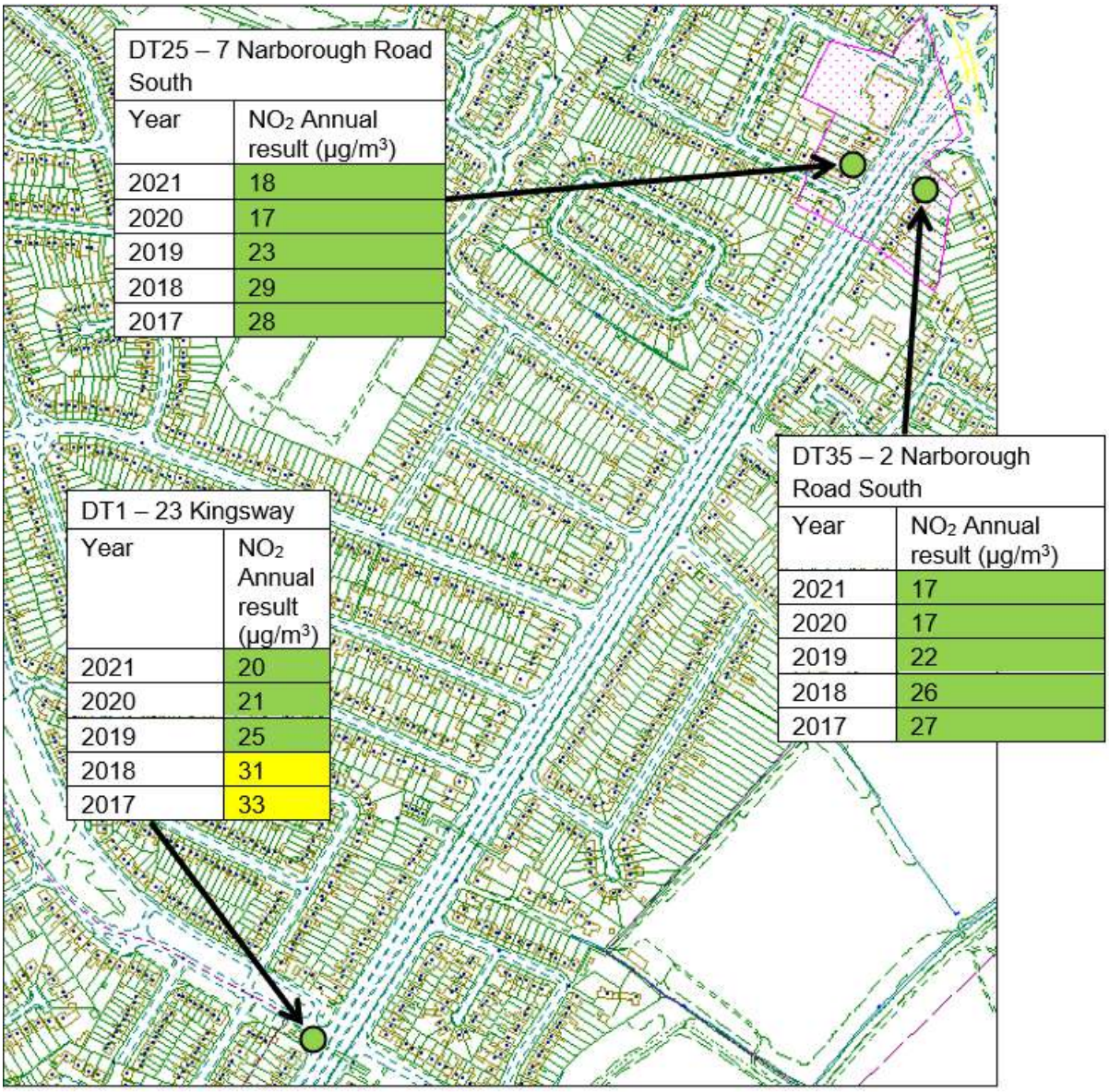


Figure 1: Map showing the locations and results of diffusion tubes in AQMA 1, including Narborough Road South and parts of Braunstone Town. AQMA boundary represented by pink outline. Results have been rounded to nearest whole number. 40 µg/m^3 is the national air quality objective for this pollutant. © Crown copyright. All rights reserved.

NO_2 concentrations in the area have remained at very similar levels to 2020 (±1 µg/m^3), with the only increase reported inside the AQMA boundary. Concentrations remain well below the national air quality objective, although consideration should be made for the impacts of COVID-19 in the monitoring year.

AQMA 3 – M1 corridor between Thorpe Astley and Leicester Forest East

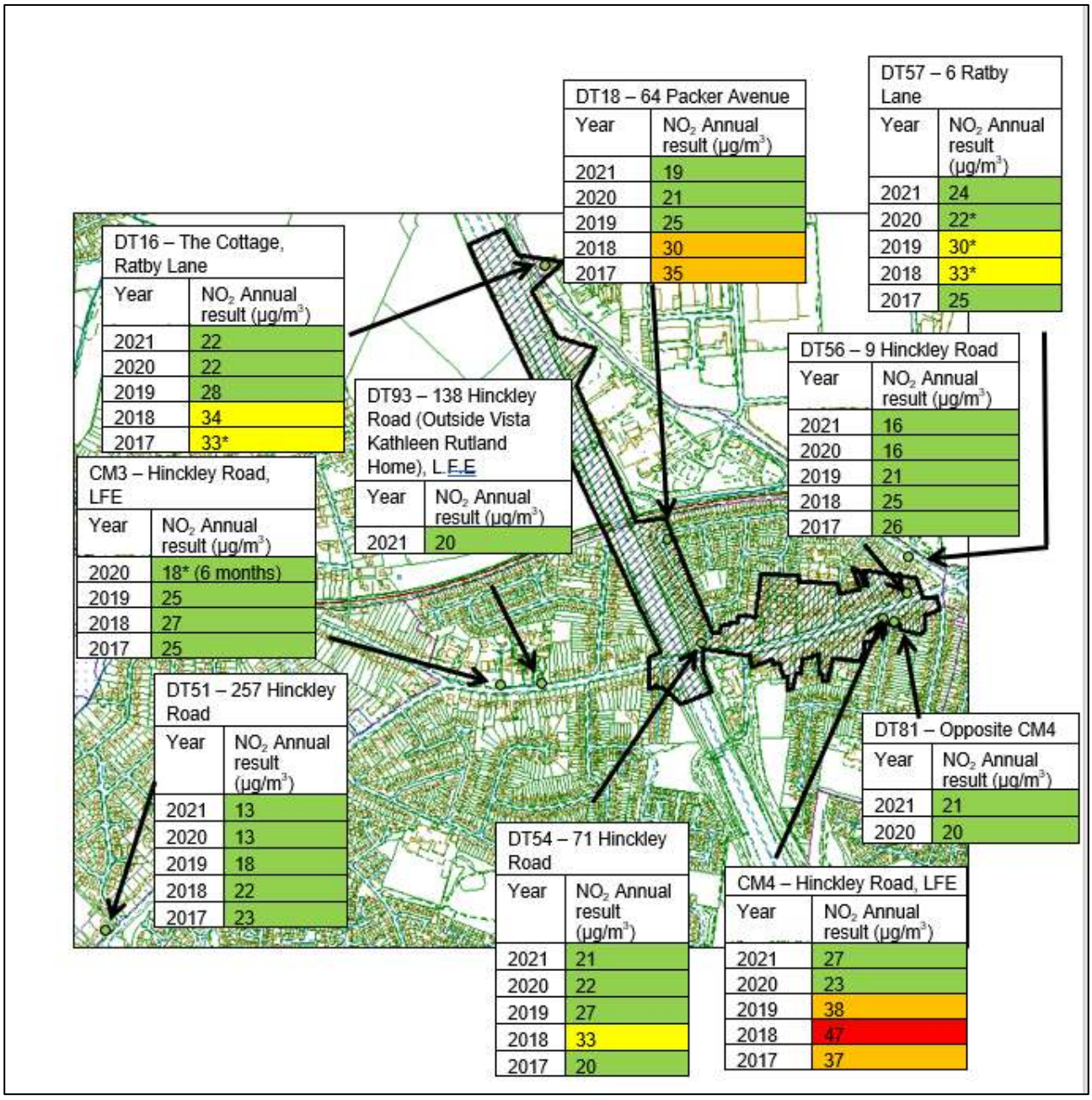


Figure 3: Map showing the locations and results of diffusion tubes and continuous monitoring stations in AQMA 3, along a corridor of the M1 between Thorpe Astley and Leicester Forest East. AQMA boundary represented by black outline. Results have been rounded to nearest whole number. * represents a result that has been annualised and/or distance corrected. 40 µg/m^3 is the air quality objective for this pollutant. © Crown copyright. All rights reserved.

NO_2 concentrations remain consistent compared to 2020 data as is reported within other monitoring areas. Increases are noted in the eastern extents of the AQMA, particularly at CM4 and DT57, both of which are at roadside of busy routes into Leicester City Centre. All concentrations are well below the national air quality objective for the pollutant, most notably in the west, justifying the restriction of AQMA boundary reported in ASR 2021.

Lubbesthorpe Road, Braunstone Town

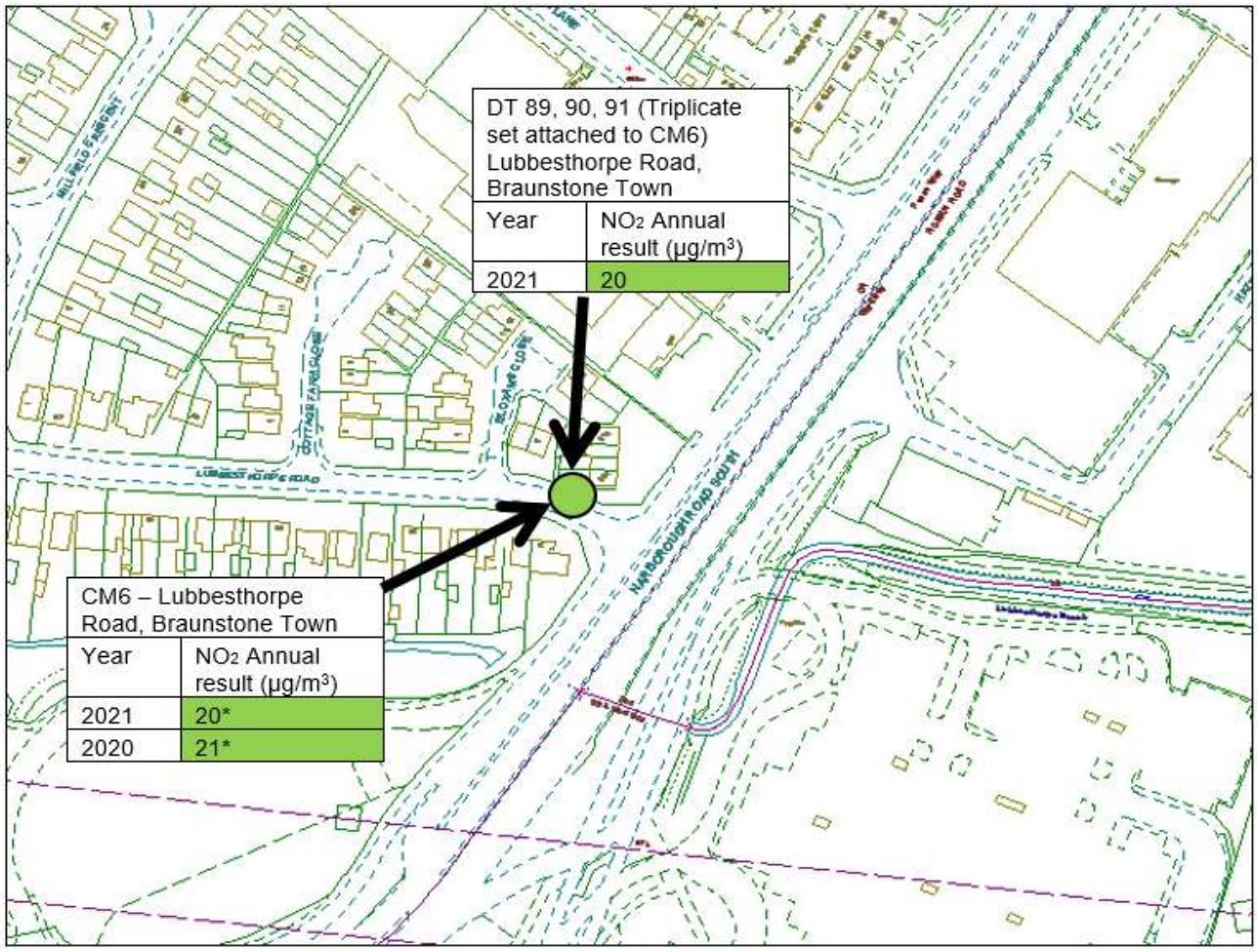
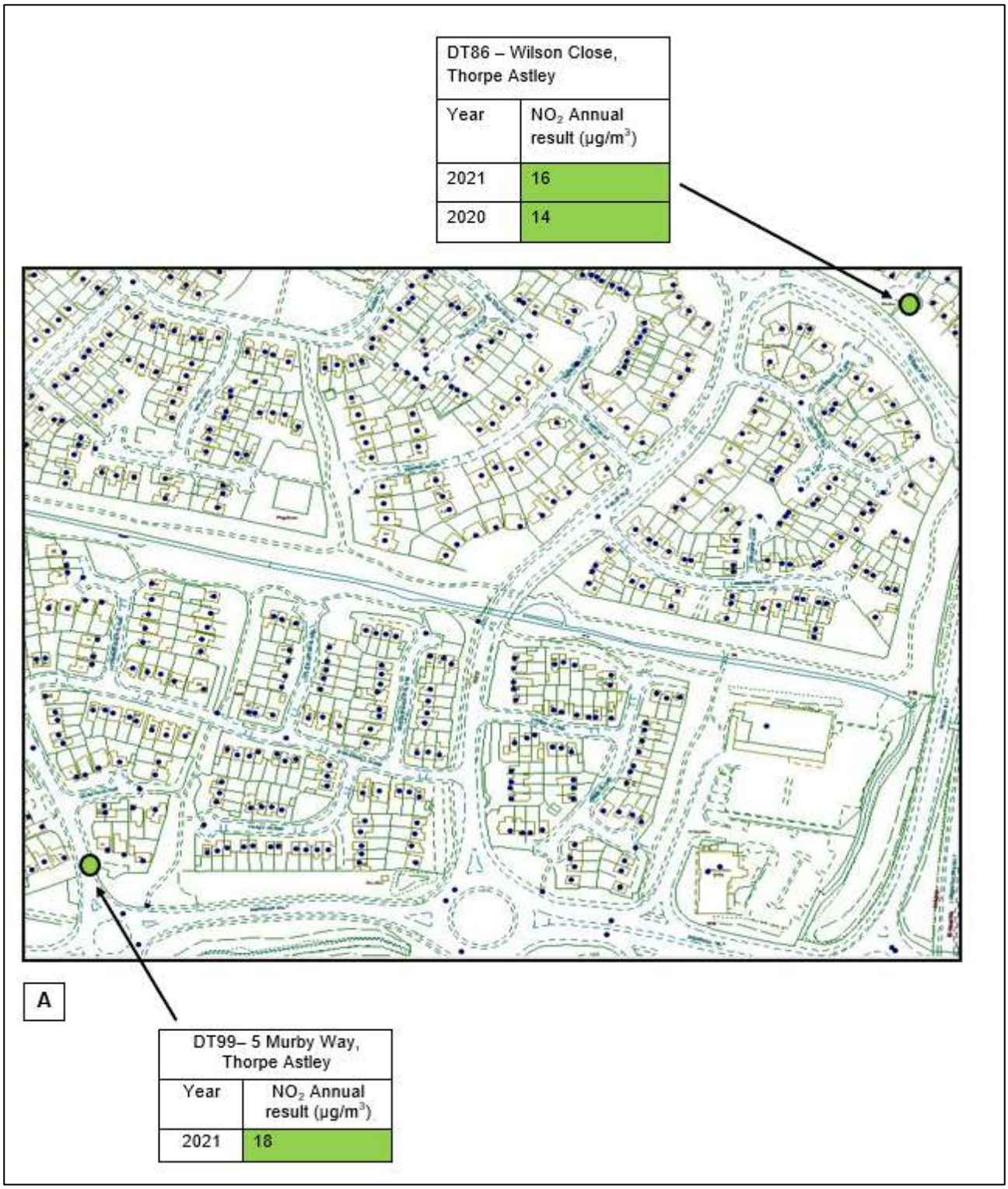
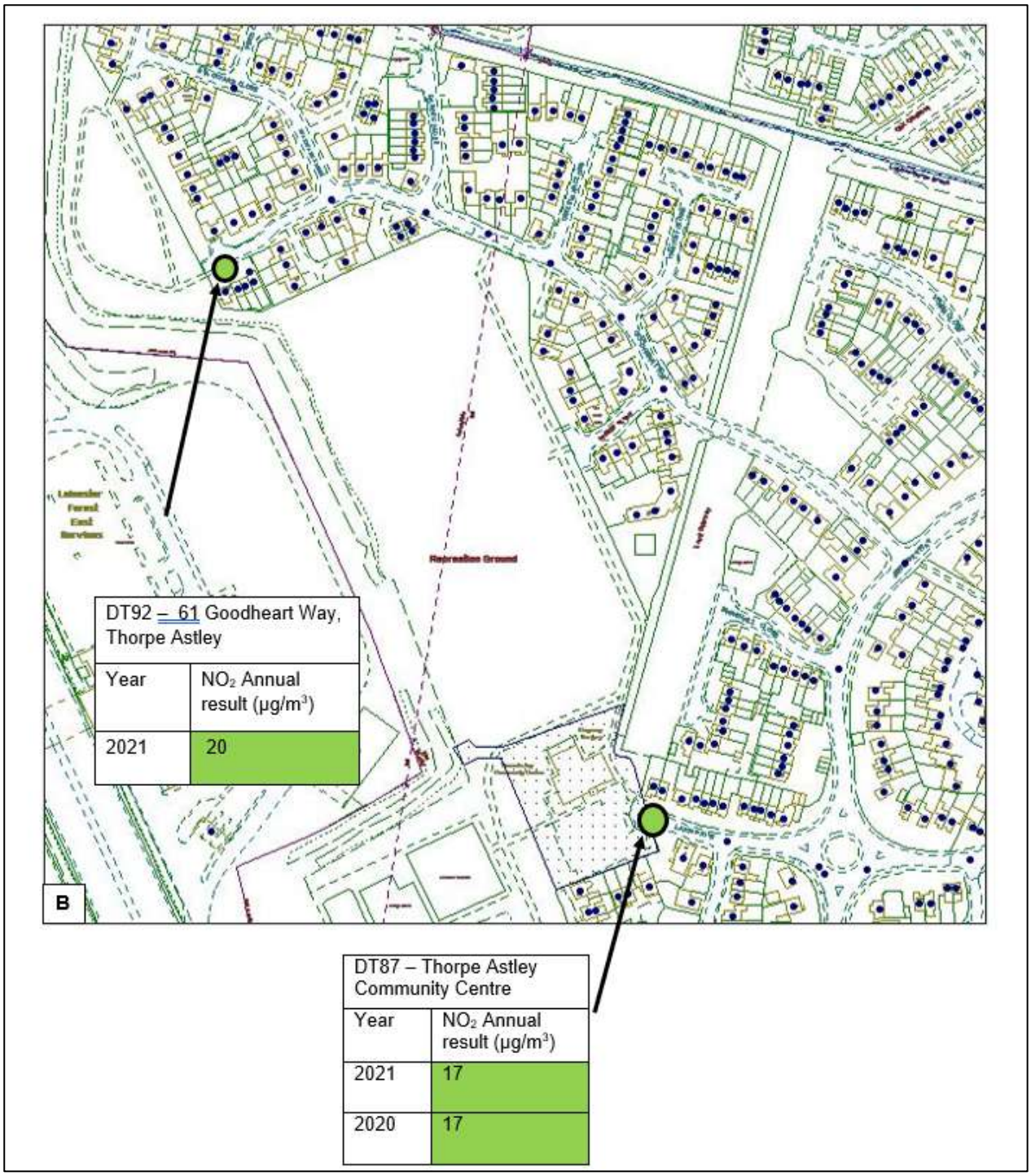


Figure 7: Map showing the location of a continuous monitoring station and triplicate set of diffusion tubes in Braunstone Town. Fosse Park is visible to the south. Results have been rounded to nearest whole number and annualised. 40 µg/m^3 is the national air quality objective for this pollutant. © Crown copyright. All rights reserved.

This image represents the newest air quality monitoring station (CM6) and accompanying triplicate set of diffusion tubes. Concentrations of NO_2 are similar between years at CM6, although annualisation was again required. There is a good level of agreement between the DTs and CM for monitoring year 2021 and the triplicate set was used in calculation of a local bias correction factor, of which there is further detail in the QA/QC section.

Thorpe Astley

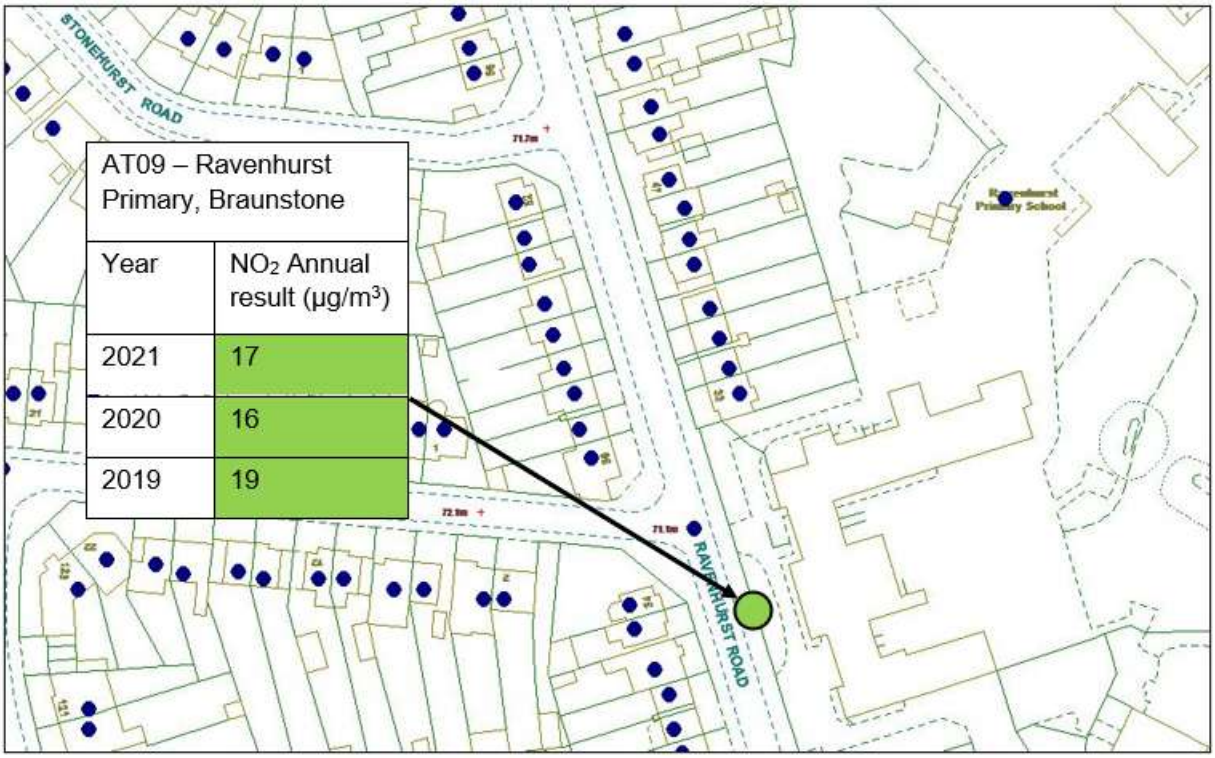




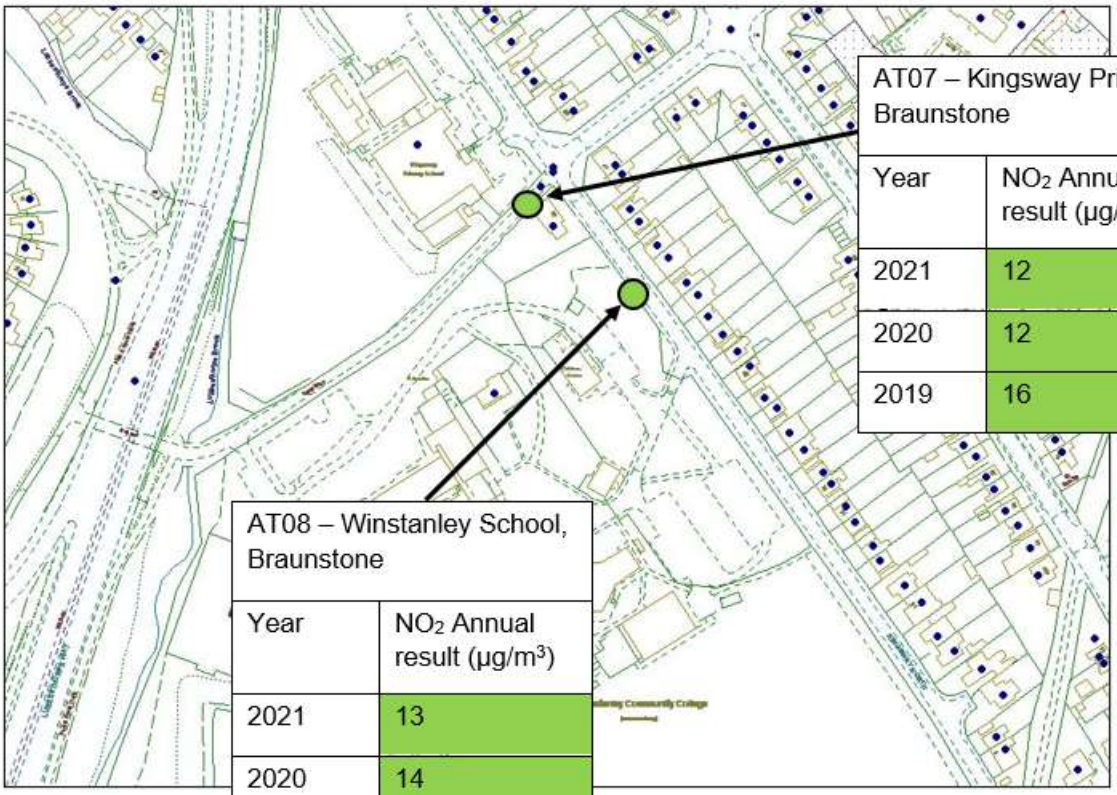
Figures 15A and B: Maps showing the locations and results of diffusion tubes in Thorpe Astley. Results have been rounded to nearest whole number. 40 µg/m^3 is the national air quality objective for this pollutant. © Crown copyright. All rights reserved.

Passive monitoring in Thorpe Astley has been used for twofold assessment – initially of the New Lubbesthorpe development (DT99), but also to assess the impact of the M1 motorway which was removed as part of the AQMA boundary restrictions in 2020. All monitoring points report low NO_2 concentrations, with a peak of 20 µg/m^3, and well below national air quality objectives.

Active Travel – Braunstone Town



AT09 – Ravenhurst Primary, Braunstone	
Year	NO_2 Annual result ($\mu g/m^3$)
2021	17
2020	16
2019	19



AT07 – Kingsway Primary, Braunstone	
Year	NO_2 Annual result ($\mu g/m^3$)
2021	12
2020	12
2019	16

AT08 – Winstanley School, Braunstone	
Year	NO_2 Annual result ($\mu g/m^3$)
2021	13
2020	14
2019	17

Figure 21: Maps showing the locations and results of active travel (AT) diffusion tubes in Braunstone Town, including nearby primary and secondary schools. Results have been rounded to nearest whole number. 40 µg/m^3 is the national air quality objective for this pollutant. © Crown copyright. All rights reserved.

Active Travel – Thorpe Astley

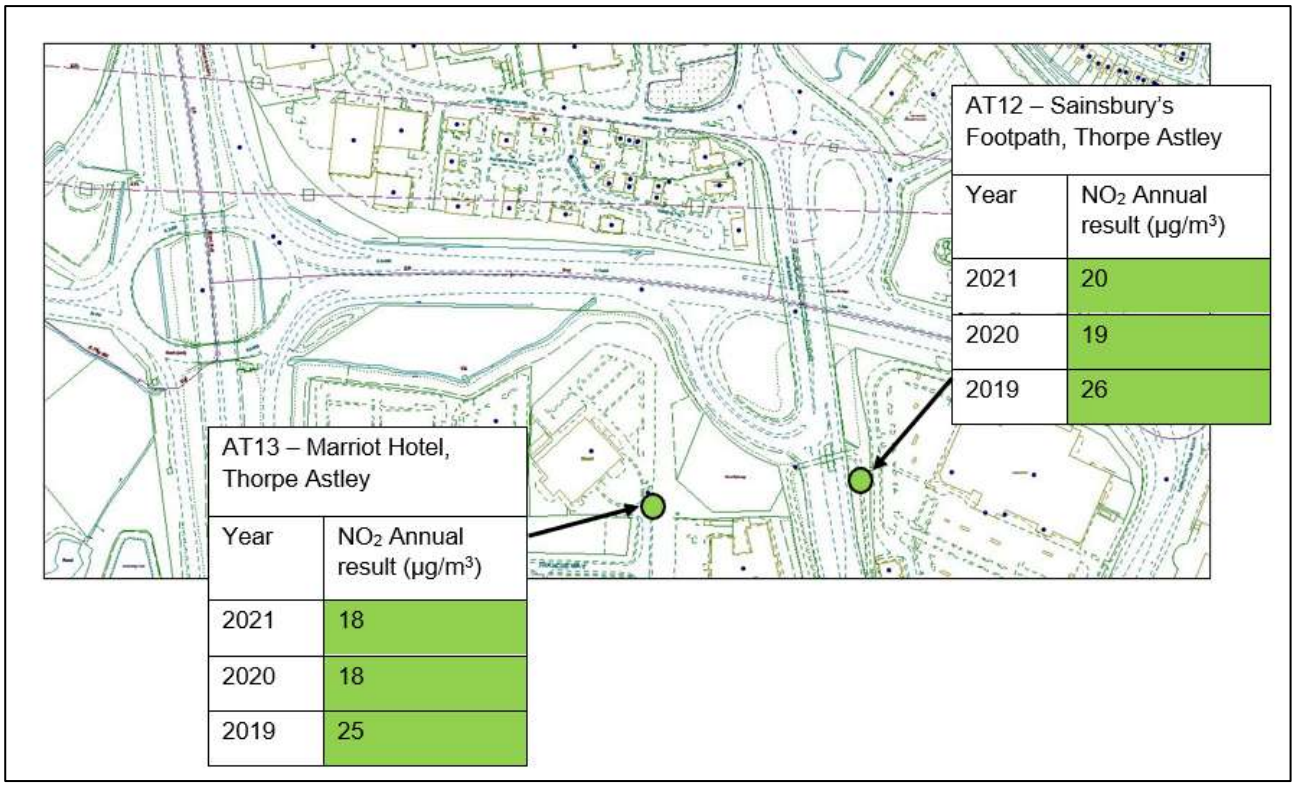


Figure 24: Map showing the locations and results of active travel (AT) diffusion tubes in Thorpe Astley, including a hotel and a footpath used by local workers. Results have been rounded to nearest whole number. 40 µg/m^3 is the national air quality objective for this pollutant.

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[7]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

[7] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQO	Air Quality Objective
ASR	Annual Status Report
BDC	Blaby District Council
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
EU	European Union
HNRFI	Hinckley National Rail Freight Interchange
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
RH	Relative Humidity
SO_2	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG16. May 2016. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.

Air quality information for Blaby District Council, as well as previous versions of the ASR can be found through our website on the Air Quality webpage.

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BRAUNSTONE TOWN COUNCIL

PLANNING & ENVIRONMENT COMMITTEE – 27th OCTOBER 2022

Item 6 – Planning and Licensing Applications dealt with under Delegated Authority

Purpose

To receive and note responses to planning and licensing applications taken under Delegated Authority.

Planning Applications

1. Application No: 22/0933/DOC

Description: Application to discharge conditions 3 (external materials), 4 (programme of archaeological works), 7 (soft & hard landscaping), 13 (construction management plan), 15 (foul & surface water drainage) and 16 (long term maintenance of surface water management) to application 20/0573/FUL

Location: Shakespeare Inn 226 Braunstone Lane Braunstone Town Leicestershire (Winstanley Ward)

Response:

1. *Braunstone Town Council does not object to the discharge of the following conditions:*
   a) *4 – programme of archaeological works;*
   b) *15 – foul & surface water drainage;*
   c) *16 – long term maintenance of surface water management; and*
2. *Braunstone Town Council recommends that the following conditions not be discharged until amendments had been incorporated as follows:*
   a) *3 – external materials:* replace white upvc windows on the front elevation with oak or other darker colour;
   b) *7 – soft & hard landscaping: include trees to the front and rear of the properties; and landscape inside the rear boundary;*
   c) *13 – construction management plan: 3.4 Noise Actions under requirements amend "It is not anticipated that there will be any activities undertaken outside of these hours or over night" to "There will be no activities undertaken outside of these hours".*

Reasons:

1. *The information submitted with the application and in the plans appeared to meet the requirements of the conditions. In the case of the programme of archaeological works; it had been recommended that no further investigations would be necessary.*

2. *The information submitted with the application and in the plans broadly dealt with the main issues set out in the conditions; however:*
   a) *White UPVC windows on the front elevation would be less in keeping with the character and appearance of the area, particularly the adjacent grade II listed building; an alternative colour should be used that would be in keeping with the proposed oak colour of the front doors, black guttering and roof slate;*
   b) *trees to the front of the property would integrate the development into the character of the wider street scene; similarly trees to the rear would provide both privacy screening for the dwellings and integration with the visual amenity enjoyed on open space to the rear; landscaping inside the rear boundary would provide less opportunities for crime and protect the amenity of the dwellings in terms of privacy and noise; and*
   c) *to protect the amenity of the neighbouring dwellings and users of the public open space in terms of avoiding noise and disruption in the evenings and for most of the weekend.*

2. Application No: 22/0601/HH

Description: Single storey rear extension and conversion of garage to form habitable room including air conditioning unit to side elevation (Revised Scheme)

Location: 5 Darwin Close Thorpe Astley Braunstone Town Leicestershire (Thorpe Astley Ward)

Response: *Braunstone Town Council does not object to the proposals; subject to:*
a) replacement on-site parking for the loss of the garage space, being of hard bound permeable material, and being permanently available for use;
b) no windows in the side elevation of the extension without the explicit consent of the local planning authority; and
c) no noise or vibration from the air conditioning unit being perceptible inside any adjacent property and the noise and vibration levels being in accordance with the regulations; and
d) the air conditioning unit only being installed, used, and must be maintained, in accordance with the manufacturer's instructions.

Reasons: *a) To avoid additional parking on a narrow access, which could result in obstruction and present highway safety issues.*

b) To protect the amenity enjoyed by the neighbouring property in terms of privacy.
c) To protect the amenity enjoyed by the neighbouring properties in terms of noise and vibration nuisance.
d) To ensure that the unit was fit for purpose both in terms of providing air and heat to the converted garage but also in terms of where on the building the external until would be installed and located.

3. Application No: 22/0839/HH

Description: Conversion and extension to detached garage to form residential annex

Location: 38 Francis Avenue, Braunstone Town, Leicestershire LE3 2PH (Ravenhurst & Fosse Ward)

Response: *Braunstone Town Council objects to the proposed conversion and extension of the detached garage to form a residential annex; due to:*
a) insufficient on-site parking provision;
b) cramped and substandard living conditions; and
c) adverse impact on the amenity enjoyed by neighbouring properties in terms of noise, privacy and increased comings and goings.

Reasons:
a) The proposals result in a net loss of onsite parking for the property while increasing the number of bedrooms at the property; any increase in the number of residents could result in additional on-street parking close to a bend on Francis Avenue, or close to access and a turning circle on Edenhurst Avenue, presenting highway safety issues.
b) The size, design, location and layout of the accommodation was cramped, would lack light and would lack basic living amenities such as kitchen and storage facilities.
c) Use of the converted garage for sleeping and living accommodation would result in additional noise and disturbance late at night impacting on the amenity enjoyed by the neighbouring properties.

Licensing Applications

There are no licensing applications.

BRAUNSTONE TOWN COUNCIL

PLANNING & ENVIRONMENT COMMITTEE – 27th OCTOBER 2022

Item 7 – Planning and Licensing Applications

Purpose

To agree observations on planning and licensing applications received.

Planning Applications

1. **Application No:** 22/0931/FUL

   Description: Erection of 1x four bedroom detached dwelling and 2x four bedroom semi-detached dwellings

   Location: 64 Amy Street Braunstone Town Leicestershire LE3 2FB (Ravenhurst & Fosse Ward)

2. **Application No:** 22/0977/HH

   Description: First floor side extension

   Location: 1 Colbert Drive Braunstone Town Leicestershire LE3 2JB (Ravenhurst & Fosse Ward)

Licensing Applications

There are no licensing applications.

BRAUNSTONE TOWN COUNCIL

PLANNING & ENVIRONMENT COMMITTEE – 27th OCTOBER 2022

Item 9 – Planning Decisions

To receive and note planning decisions made by Blaby District Council.

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
22/0503/HH	Single storey side and rear extension	55 Narborough Road Braunstone Town Leicestershire LE3 2HB	Not Applicable	Approved; subject to: • Built in strict accordance with the plans; • constructed using the materials specified.
22/0407/HH	Single storey rear extension and conversion of side garage including raising of existing roof	50 Kirkland Road Braunstone Town Leicestershire LE3 2JP	Braunstone Town Council: a) does not object to the single storey rear extension (as amended); and b) objects to the conversion of side garage including raising of existing roof; due to insufficient alternative on-site parking and design.	Approved; subject to: • Built in strict accordance with the plans; • constructed using the materials specified on the plans; • two off street parking spaces being provided and surfaced with hardbound material and retained.
22/0720/HH	Single storey side/rear extension	40 Charlecote Avenue Braunstone Town Leicestershire LE3 2SH	Not Applicable	Approved; subject to: • Built in strict accordance with the plans; • Shall be constructed using the materials specified.

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
22/0658/HH	First floor side extension, loft conversion including roof dormer to rear	91 Kingsway North Braunstone Town Leicestershire LE3 3BE	Braunstone Town Council: 1. does not object to the side extension; subject to: a) permanent on-site parking for at least 3 vehicles, b) no windows in the side elevation of the side extension without the explicit consent of the local planning authority; and 2. objects to the proposed dormer window to the rear.	Approved; subject to: • Built in strict accordance with the plans; • constructed using the materials specified; • three off street parking spaces being provided within the curtilage of the dwelling; the parking spaces not obstructed and be permanently available; • no first floor windows in the eastern flank side elevation without prior permission.
22/0765/HH	Demolition of existing store and WC outbuilding and erection of single storey rear extension	348 Braunstone Lane Braunstone Town Leicestershire LE3 3AU	Braunstone Town Council does not object to the application.	Approved; subject to: • built in strict accordance with the plans; • constructed using the materials specified.
22/0636/HH	Erection of replacement garage and single storey side and rear extension	16 Beech Drive Braunstone Town Leicestershire LE3 3DA	Not applicable	Approved; subject to: • Built in strict accordance with the plans; • constructed using the materials specified; • existing car parking, including the garage, remaining available; • no openings in south west

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
22/0636/HH continued				flank elevation without prior permission.
22/0123/FUL	Erection of 1 semi detached dwelling including alterations and extensions to No. 2 Pinfold	Land adjacent 2 Pinfold Braunstone Town Leicestershire LE3 2UW	Braunstone Town Council objects to the proposal on the following grounds: a) out of keeping with the character and appearance of the area; b) poorly designed access arrangements to the proposed off road parking for the new dwelling; and c) significantly detrimental to the amenities enjoyed by existing and new occupiers due to considerations of privacy, light, noise and overbearing effect.	Approved; subject to: • Built in strict accordance with the plans; • constructed in facing bricks to match existing building of No. 2 Pinfold; • a plan showing landscaping to be submitted and agreed; • the approved landscaping scheme to be carried out within 1 year of completion; • 2 off street car parking spaces being provided and retained; • no further extensions, additions or outbuildings to the proposed or existing dwelling without permission; • a Construction Method Statement being submitted and adhered to throughout the construction phase of the development, and • an appropriate land contamination survey being carried out.

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
22/0749/FUL	Conversion and extension of existing workshop/garage to form detached dwelling with associated garden, access and parking	31 Edenhurst Avenue Braunstone Town Leicestershire LE3 2PA	Braunstone Town Council objects to the proposal on the following grounds: a) out of keeping with the character and appearance of the area; b) lack of private amenity space for the proposed new dwelling and overdevelopment of the site due to footprint, scale and massing; and c) significantly detrimental to the amenities enjoyed by existing and new occupiers due to considerations of privacy, light, noise and overbearing effect.	Refused: • the proposed dwelling would not respect the established surrounding pattern of development and would be an incongruous feature in the streetscene which would cause harm to the character and appearance of this part of Edenhurst Avenue; • the proposed development is in conflict with the development plan and is therefore unacceptable.
22/0737/FUL	New Pedestrian/cycle path and removal of existing fence located to the rear of the VUE cinema at Meridian Leisure Park to connect site to Mossdale Meadows	Meridian Leisure Park Braunstone Town Leicestershire LE19 1JZ	Braunstone Town Council does not object to the application; subject to the following conditions being applied: a) details of the materials to be used for the construction being submitted to and approved by the local planning and highways	Approved; subject to the proposed footway/cycleway: • being built in strict accordance with the plans; • being surfaced with hard bound material (not loose aggregate) and retained thereafter; • having no gates, barriers or other such obstructions;

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
22/0737/FUL Continued			authorities; b) details of the enhancements to CCTV, safety signage and lighting, both on Meridian Leisure and Mossdale Meadows being submitted to and approved by the local planning authority; c) no access being provided across the boundary between Meridian Leisure and Mossdale Meadows until: I. the footway through Mossdale Meadows to Kingsway had been widened to 3 metres and had been completed for use; and, the lighting, CCTV and safety signage, had been installed and was operational; and II. the improvements to the footway at Meridian Leisure, had been completed for use and	• being a minimum of 3 metres wide and constructed in accordance with the plans; and • for the use of pedestrians and cyclists only and any other non-motorised forms of transport. No motorised vehicular traffic shall be permitted to utilise the footway/cycleway link for access, except for maintenance purposes.

Application Number	Description	Location	Braunstone Town Council Response	Decision by Planning Authority
22/0737/FUL Continued			the safety signage installed; d) once the new access between Meridian Leisure and Mossdale Meadows was open, the landowner must: I. retain the access for use and not obstruct it at any time with any gate or barrier which would prevent its use by pedestrians or cyclists; II. the access must not be closed other than for health & safety reasons to enable essential maintenance to take place on the pathway; and III. permit the passage of pedestrians and cyclists both to and through the site.	

----- Forwarded message -----
From: Joseph Fleetwood <joseph.fleetwood@blaby.gov.uk>
To: 'bob.waterton@sky.com' <bob.waterton@sky.com>
Sent: Monday, 10 October 2022 at 11:39:49 BST
Subject: 22/0297/HH - 58 Amy Street, Braunstone Town

Good afternoon Cllr,

I hope you are well. Following on from our telephone discussion earlier with regarding to the approved application at 58 Amy Street, Braunstone Town, please find below some written responses to the queries.

Concerns regarding additional window

As mentioned within our telephone conversation, the planning approval did not by condition stipulate that the applicant shall not be allowed to put in a window on the elevation facing the neighbouring property. It is noted that as proposal sought permission for a single storey rear extension, the overlooking impacts and potential for loss of neighbouring amenity when considering privacy is limited due to the single storey nature of the development, and existing boundary treatments in situ at the site. It was noted on the telephone that a condition was placed on the decision notice which confirms that the single storey rear extension must be built in accordance with the approved plans, therefore if any additional windows/openings were created then this would constitute the development not being built in accordance with the approved plans and therefore means the applicant is at risk of potential planning enforcement action, and may have to close such an opening or apply for planning permission to allow this.

Concerns regarding the use of the extension

With regard to this concern, and the concern that a condition wasn't included on the decision notice to restrict the extension being sectioned up and sold on as a separate dwelling, it was and is considered that a condition for this nature was/is not required. If the homeowner wished to do this or did decide to do this at a later stage, this would require planning permission, and if this was not sought out then they would be liable for planning enforcement action.
Concerns regarding floor levels and flood risk
Under the Environment Agencies advice for "Householder and other minor extensions in Flood Zones 2 and 3", the applicant/agent provided a completed assessment form confirming that "Floor levels within the proposed development will be set no lower than existing levels AND, flood proofing of the proposed development has been incorporated where appropriate". The approved section drawing indicates the floor levels are to be set at the same level as that of the existing dwelling. In addition, the information was provided under the previously approved planning application for a single storey rear extension and with this, this was deemed acceptable and as such was considered acceptable on this application. It was deemed that no further condition would be required for this as the plans must be built in accordance with the approved plans, as conditioned by condition 2.

I hope this email finds you well and if you have any further queries, please do not hesitate to contact myself.

Kind regards,
Joe Fleetwood
Planning Officer
Telephone 0116 272 7542
Email: planning@blaby.gov.uk

BRAUNSTONE TOWN COUNCIL

PLANNING & ENVIRONMENT COMMITTEE – 27th OCTOBER 2022

Item 11 – Braunstone Village Conservation Area Extension

Purpose

To receive an update on the timetable for the process to consider whether to extend the Braunstone Village Conservation Area to the South of Braunstone Lane.

Background

On 5th May 2022, the Committee received a proposed timetable for the next stages of the process to consider whether to designate the area of Braunstone Village to the South of Braunstone Lane as a conservation area, to coincide with the already designated conservation area within the Leicester City boundary (Minute 102, 2021/2022).

The Committee approved the programme, which had been developed by Blaby District Council's Planning Policy Team and outlined the key milestones the local planning authority will need to undertake, along with input from the Committee at key decision points.

Unfortunately, the approved programme did not commence, due to the following:

1. reduced staffing capacity within the District Planning Policy Team;
2. significant commitments in the District Planning Policy Team, where the timescales are statutory and need to be met; for example, 3 Neighbourhood Plans at the review stage and responding to the proposals for the Hinckley National Rail Freight Interchange;
3. development of proposals for Levelling Up funding; and
4. limited capacity currently within the conservation team at Leicestershire County Council.

While it is understood that the Planning Policy Team has competing demands, the Town Council remains willing to support the process by gathering advice and good practice on whether the review is a proposed extension to an existing conservation area or a proposed new conservation area. In addition, the Town Council remains willing to identify potential consultants who would undertake a review of the draft Character Assessment produced by the Council's Heritage Warden in October 2021.

As a result on 25th August 2022, to seek support to move the appraisal process forward, the Committee resolved "that a letter be sent to the District Council Ward Members and Strategic Director, John Richardson, setting out the Town Council's concerns about the lack of progress and seeking their support to move the process forward" (Minute 25, resolution 2).

Update on Progress

The following response to the letter has been received from Blaby District Council's Group Manager for Planning & Strategic Growth:

Please accept our apologies that the progression of this work is taking longer than we would have expected. Following the Motion at Council, officers mobilised very quickly to support the project and I understand that there were discussions between the Town Council and the Council's Planning Policy Team. However we would agree that progress then slowed down and delays have been incurred, principally due to a lack of capacity at Leicestershire County Council who provide us with specialist conservation advice under a Service Level Agreement.

To ensure that further delays can be avoided, and picking up on your point in your letter, we have now spoken to Leicester City Council who have confirmed that they can support us with this project. In addition to providing us with some expertise, there are also as you say benefits to ensuring that both Conservation Area reviews are aligned. Furthermore, we are also looking at developing in-house expertise in this area to provide us with better capacity and resilience in the future.

Proposed Revised Work Programme

Discussions are taking place with officers in the Planning Policy Team to agree a new timetable. An update will be provided at the meeting. However, the milestones originally agreed are likely to remain largely unchanged:

a. Blaby District Council to prepare a consultant brief
b. Blaby District Council Start procurement
c. Appoint consultant & commence work
d. Receipt consultant work
e. Braunstone Town Council, Blaby District Council and Leicestershire County Council officer review consultant work and make recommendations on way forward informed by independent consultant work
f. Dependent upon out of (e) above, preparation of consultation material
g. Planning & Environment Committee receives recommendations from (e) and consultation material/plan (f)
h. Blaby District Council consider request to consult
i. Undertake statutory 6 week consultation period
j. Consider consultation responses and amend Conservation Area and Management Plan
k. Planning & Environment Committee receives consultation responses (j) and Conservation Area and Management Plan (k) for consideration and recommendations
l. Blaby District Council considers designation

The timescales on the appointment of the consultants will be the primary milestone which will dictate the timescales from that point onwards. Another key milestone will be the consideration of the outputs of the consultant's work as this will determine whether there is merit in amending the Character Appraisal and in recommending designation as a conservation area.

Planning & Environment Committee will be able to consider responses received from the consultation, including any proposed amendments and make recommendations to Blaby District Council.

Blaby District Council will determine the consultation responses and character appraisal through its own constitutional processes, which will include determining whether to make a recommendation to its Council to designate a conservation area.

Recommendation

That delegated authority be given to the Chief Executive & Town Clerk, in consultation with the Chair of Planning & Environment Committee, to approve revised milestones and timescales; subject to consideration by the Planning & Environment Committee at the next scheduled meeting.

Reason

To progress and appraise the proposals for the extension to the Braunstone Village Conservation Area, avoiding any further delay.

BRAUNSTONE TOWN COUNCIL

PLANNING & ENVIRONMENT COMMITTEE – 27th OCTOBER 2022

Item 12 – Neighbourhood Planning

Purpose

To review the position concerning whether the Parish should be designated as a Neighbourhood for the purposes of undertaking a Neighbourhood Plan.

Background

In November each year, Planning & Environment Committee undertake a review of the position concerning whether Braunstone Town and Thorpe Astley should be designated as a Neighbourhood for the purposes of undertaking a Neighbourhood Plan.

Reviewing the Neighbourhood Planning Option

In terms of successful Neighbourhood Planning, leadership and involvement of the Town Council and Town Councillors is required and an indication of a wider community desire to undertake neighbourhood planning, therefore, in order to determine whether a Neighbourhood Plan/Development Order or Community Right to Build Order is required, the Committee will need to reflect on:

a) do planning issues need to be addressed and if so, would they be best dealt with through Neighbourhood Planning, are they covered by other policies/strategies (e.g. Open Spaces Strategy) or is there another more appropriate tool or process which could be used to address them (e.g. Conservation Area designation);
b) is there sufficient Town Councillor support for the process; and
c) at this stage is there sufficient general community support for addressing the identified issues and through the Neighbourhood Planning process.

Twelve months since the last review of the decision not to go ahead with Neighbourhood Planning, there appears to be no significant developments or changes which would warrant a change in direction by the Town Council. The Town Council would need to provide significant resources to facilitate the process, including engaging the community and making the necessary applications and applying for funding. Any recommendation to go ahead with Neighbourhood Planning will need to be submitted to full Council for consideration and application to designate a Neighbourhood Area.

In addition, the Council is currently directing resources to support a process for appraising the part of Braunstone Village, which falls within Braunstone Parish, to determine whether this part of the area should be designated as a conservation area.

If the Committee decide not to go ahead with pursuing a Neighbourhood Plan this year, in accordance with Minute 82 2017/2018, the option will be reviewed at least on an annual basis.

Recommendation

That Braunstone Town Council does not undertake a Neighbourhood Plan or any of the Neighbourhood Planning tools at the present time.

Reason

Successful Neighbourhood Planning required the leadership and involvement of the Town Council and Town Councillors and an indication of a wider community desire to undertake neighbourhood planning; while there was some evidence of support, this was not sufficiently widespread to justify the resources to facilitate the process, including engaging the community and making the necessary applications and applying for funding. Key areas such as Open Spaces and Neighbourhood Shopping Areas are protected by existing policies. Areas of historic or special character, such as Braunstone Village, could be protected and enhanced by designating as a conservation area.

Financial Budget Comparison

for 8. Planning & Environment

Comparison between 01/04/22 and 30/09/22 inclusive. Includes due and unpaid transactions.

Excludes transactions with an invoice date prior to 01/04/22

		2022/2023	Reserve	Actual Net	Balance
8. Planning & Environment					
Income					
807	Projects	£0.00	£0.00	£0.00	£0.00
890	Consumer Products (Sales)				
890/1	General	£0.00	£0.00	£0.00	£0.00
890/2	Poop Scoops	£1,700.00	£0.00	£518.13	-£1,181.87
890/3	Waste & Garden Bags	£560.00	£0.00	£0.00	-£560.00
890	Total	£2,260.00	£0.00	£518.13	-£1,741.87
Total Income		£2,260.00	£0.00	£518.13	-£1,741.87
Expenditure					
8070	Projects				
8070/1	Climate Change	£0.00	£0.00	£0.00	£0.00
8070	Total	£0.00	£0.00	£0.00	£0.00
8190	Professional Fees	£250.00	£0.00	£1,050.00	-£800.00
8440	Waste Services (Dog Bins)	£7,570.00	£0.00	£4,277.00	£3,293.00
8460	Furniture	£2,500.00	£0.00	£2,794.30	-£294.30
8900	Consumer Products (Purchase for resale)				
8900/1	Poop Scoops	£1,600.00	£0.00	£601.00	£999.00
8900/2	Waste & Garden Bags	£420.00	£0.00	£0.00	£420.00
8900	Total	£2,020.00	£0.00	£601.00	£1,419.00
Total Expenditure		£12,340.00	£0.00	£8,722.30	£3,617.70

Financial Budget Comparison

for 8. Planning & Environment

Comparison between 01/04/22 and 30/09/22 inclusive. Includes due and unpaid transactions.

Excludes transactions with an invoice date prior to 01/04/22

	2022/2023	Reserve	Actual Net	Balance

Paid Expenditure Transactions

Start of year 01/04/22

paid between 17/08/22 and 18/10/22, for the 8. Planning Environment

Payment Reference	Paid date	Tn no	Order no	Gross	Vat	Net	Cttee	Details		Heading
BACS220623PRP2398	18/08/22	17493		£1,260.00	£210.00	£1,050.00	8. PE	PRP Consulting Engineers & Surveyors	Structural design services for project at Braunstone Civic Centre, Town Library, Thorpe Astley Comm Centre & Mossdale Meadows Pavilion	8190
BACS220822JRB220816	20/09/22	17611	4006	£721.20	£120.20	£601.00	8. PE	Mutts Butts / JRB Enterprise LTD	Degradable Poop Scoop Bags - Bag Size 180 x 280 x 380 mm, 17 Micron Thick. 50,000. + Delivery	8900/1
Total				£1,981.20	£330.20	£1,651.00				