

ADVISORY TECHNICAL NOTE – REVIEW OF AIR QUALITY INFORMATION

Client:	Ebbsfleet Development Corporation (EDC)
Application Name:	Berkeley Modular Facility
Application Number:	DC/25/0010
Logika Case Number:	L1
Reviewed Document(s)	Air Quality Assessment, May 2025, Stantec – Rev 01
Date of Issue:	14 May 2025
Prepared by:	Jess Muirhead (Associate Director)
Approved by:	Clare Beattie (Technical Director)

SUMMARY:

☒	Fully Satisfies Planning Requirements
☐	Planning Requirements Not Satisfied / Additional Information Required

1 Introduction

Logika have been requested to undertake a technical peer review of the air quality information submitted for planning application DC/25/0010. The development description is:

Change of use from B2 Use Class (General Industrial) and ancillary office to flexible B2 (General Industry), B8 (Storage and Distribution), E(g)(iii) (Industrial Processes) Uses with ancillary office, associated works and reuse of existing outside storage area to provide 68no. additional car parking spaces.

This is a re-consultation due to updates to the traffic data to account for the potential B8 use, which was not included in the original air quality assessment (reviewed by Bureau Veritas). The original review (18/03/2025) found that the assessment fully satisfies the planning requirements.

1.1 Planning History

The Site is subject to an extant Outline planning permission (ref. EDC/17/0022) granted on 27 September 2017, for development of brownfield land to provide up to 21,500 sqm (231,000 sqft) of employment floorspace, comprising use classes B1, B2, B8 and A3, A4, A5 and associated site vehicular access. All matters are reserved for later consideration apart from access. (EDC/17/0022). The northern parcel of the Site, north of Crete Hall Road, is the subject of this change of use application.

An Environmental Statement (ES) was submitted with the extant permission, which included an air quality chapter, which undertook dispersion modelling using the current Emissions Factor Toolkit (EFT) at the time (v7).

The previous assessment for the DC/25/0010 application assessed changes from the original ES qualitatively. It classified significance as whether there was a likelihood of the air quality objectives being exceeded compared to the ES. It was



assumed that due to the lower traffic data and lower emissions factors (previously v12.1, compared to v7 used in the original ES) that impacts will be lower than those predicted in the ES. This was accepted by the previous review undertaken by Bureau Veritas .

2 Review of revised assessment

The revised air quality assessment is largely identical to the report reviewed previously. The updated traffic data is higher on some roads and lower on others when compared to the previous assessment. However, traffic flows are still lower than those assessed in the original ES.

The current version of the EFT (13.1) is referred to, and it is accepted that emissions are lower than those assessed in the original ES. Therefore it is highly unlikely that the updated traffic data will have a material impact on the results of the air quality assessment.

3 Review summary

The air quality assessment has been undertaken qualitatively, comparing the up to date emissions factors and traffic data to those used in the original ES and showing that the ES is a worst case assessment.

As such the assessment is considered valid and no further information is required.

3.1 Additional Notes

There is air quality guidance for Kent and Medway, which requires an emissions mitigation assessment. However, as this was not required by the previous reviewer it does not seem appropriate to request this now.

