

Odour Assessment

Porsche Centre Mid Sussex, Sayers
Common, Hassocks

August 2026

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August 2026

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1. Introduction

- 1.1 Phlorum Limited has been commissioned by Axis 3 Design Limited, on behalf of MCS Group, to undertake an Odour Assessment of the proposed 2 no. Smart repair booths at the Porsche Centre Mid Sussex relocation site at London Road, Sayers Common, Hassocks, BN6 9HS. The National Grid Reference for the centre of the site is 526895,118825. The location of the site is shown in Figure 1.

Background

- 1.2 The proposed Smart repair booths will be located on the first floor, at the north-eastern side of the Porsche Centre, where they will be used to undertake specialist vehicle repairs and paint spraying. Proposed building design plans are presented in Figures 3a – 3c, with the location of the Smart repair booths and extract flues demonstrated in Figures 3b and 3c.
- 1.3 Mid Sussex District Council (MSDC) has imposed the following planning condition under planning application DM/25/1208, relating to the control of odour emissions from the proposed extraction system serving the 2 no. Smart repair booths:

“The extraction system for the bodyshop shall not come into use until a scheme to control emissions of fumes and odour has been submitted to and approved in writing by the LPA and the scheme as approved has been implemented. The submitted odour control scheme shall be in accordance with current best practice and shall include an odour risk assessment, as well as a maintenance and monitoring schedule for any odour control system, to ensure adequate control of odours.

Reason: In order to protect residential amenity in accordance with policies DP26 and DP29 of the Mid Sussex District Plan 2014-2031 and national policy contained within the National Planning Policy Framework.”

- 1.4 The condition has been applied to protect the amenity of nearby sensitive receptors, in particular the residents of the adjacent static caravan park, which is located approximately 35m west-southwest of the proposed discharge vents at its closest point.
- 1.5 Therefore, an Odour Assessment was undertaken to assess whether likely odorous emissions from the proposed Smart repair booths could have the potential to cause nuisance to existing nearby sensitive receptors.

2. Policy and Guidance

- 2.1 The planning process can determine whether and where any developments with a significant potential for odour release can be located. It also has some control over the siting of developments that may potentially be sensitive to odour emissions from nearby sources.
- 2.2 Some potentially odorous developments and activities are regulated by the Environmental Permitting Regulations (2016)¹. Statutory nuisance provisions under the Environmental Protection Act (1990)² additionally apply where activities are not permitted.

National Planning Policy Framework (NPPF)

- 2.3 The National Planning Policy Framework³ (NPPF), which was last updated in December 2024, sets out the Government's planning policy for England. At its heart is an intention to promote more sustainable development. A principle in the NPPF that relates to odour is set out in paragraph 200:

"Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."

Local Planning Policy

- 2.4 Mid Sussex District Council (MSDC), the Local Planning Authority, adopted their latest District Plan⁴ in 2018, which is the main planning document guiding development within the district up to 2031.
- 2.5 Of relevance to odour, the District Plan states the following within Policy DP29:

"The environment, including nationally designated environmental sites, nationally protected landscapes, areas of nature conservation or geological interest, wildlife

1 The Environmental Permitting (England and Wales) Regulations SI 2016/1154.

2 The Environmental Protection Act 1990 (EPA) (1990). Available at:
<https://www.legislation.gov.uk/ukpga/1990/43/contents>.

3 Ministry of Housing, Communities and Local Government. (2024). National Planning Policy Framework.

4 Mid Sussex County Council. (2018). Mid Sussex District Plan 2014 – 2031.

habitats, and the quality of people's life will be protected from unacceptable levels of noise, light and air pollution by only permitting development where: [...]

Development on land adjacent to an existing use which generates air pollution or odour would not cause any adverse effects on the proposed development or can be mitigated to reduce exposure to poor air quality to recognised and acceptable levels;

Development proposals (where appropriate) are consistent with Air Quality Management Plans."

Guidance

Institute of Air Quality Management Odour Guidance

- 2.6 The Institute of Air Quality Management's (IAQM) *Guidance on the Assessment of Odour for Planning*⁵ provides a framework for assessing odour impacts for planning purposes. The guidance advocates the use of multiple assessment tools, recognising the strengths and limitations of individual assessment methods.
- 2.7 In the absence of agreed standards for odour, the IAQM guidance also summarises key guidance and case law on the issue of development planning and odour risk in order to help define the significance criteria for odour impact assessments.

Defra Process Guidance Note 6/34(11)

- 2.8 Department for Environment, Food and Rural Affairs Process Guidance Note 6/34(11) *Statutory Guidance for Re-Spraying of Road Vehicles*⁶ has been referred to in considering the solvents and Volatile Organic Compounds (VOCs) associated with the paints to be used within the proposed Smart repair booths.

⁵ Institute of Air Quality Management. (2018). Guidance on the assessment of odour for planning.

⁶ Department for Environment, Food and Rural Affairs. (2011). Process Guidance Note 6/34(11) *Statutory Guidance for Re-Spraying of Road Vehicles*.

3. Methodology

Assessment Approach

- 3.1 There are a number of individual tools that can be used to investigate odour. The IAQM guidance⁵ states:

“Because the various assessment tools have different applications, strengths and limitations, they are often used in combination”.

- 3.2 Based on the information available and the scale of the potential odour source, the following techniques have been identified as most suitable for this assessment:

- 🌿 Assessment of the paint source odours and control systems to be put in place within the facility; and
- 🌿 Source Pathway Receptor Assessment, undertaken in line with IAQM guidance.

Operational Potential for Odorous Emissions

- 3.3 It should be noted the 2 no. Smart repair booths are not operational at the time of writing, as the site is currently under construction. As such, the assessment of the potential for odorous emissions to impact upon local sensitive receptors was undertaken by assessing:
- 🌿 Current baseline conditions;
 - Relative location and sensitivity of existing receptors;
 - 🌿 The facility's operational activities;
 - Hours of operation;
 - Types and volumes of paint to be used; and
 - 🌿 Ventilation management.
- 3.4 A qualitative risk-based assessment, in the form of a Source-Pathway-Receptor (S-P-R) analysis has been undertaken to assess likely odour effects from the proposed Smart repair booths.
- 3.5 The assessment provides a qualitative evaluation of the potential for odours to be interpreted as a nuisance at local receptors and identifies if additional control measures are required.

Consultation

- 3.6 Consultation was undertaken with the MSDC Environmental Health Officer (EHO) on the 29th July 2026; the EHO responded to Phlorum's proposed assessment methodology as follows:

"Your approach as noted below looks reasonable. You are recommended to consider the requirements in the Process Guidance Note 6/34 (11) revised July 2013 "Statutory guidance for re-spraying of road vehicles" published by DEFRA."

- 3.7 The approach and method of assessment was adapted to consider the EHO's comments.

4. Baseline Assessment

Assessment of Smart Repair Booths

Baseline Conditions

- 4.1 Data from the most representative meteorological station, Charlwood, located approximately 21km north-north-east of the site, indicates that winds blowing from the west and south-west are predominant, occurring for approximately 50% of the year. Wind roses for Charlwood for 2022, 2023 and 2024 are displayed in Figures 2a – 2c.
- 4.2 The closest sensitive receptors are identified to be residential properties within the adjacent static caravan park to the west of the development site, displayed in Figure 1. The nearest residential property is located approx. 35m west-south-west of the closest proposed discharge vent.
- 4.3 Table 4.1 presents the proportion of hours in each year, for 2022, 2023 and 2024, during which the wind direction blew towards the adjacent residential receptors during the expected operational hours of the Smart repair booths⁷, based on meteorological data from Charlwood meteorological station.
- 4.4 The 41°–103° wind direction represents the bearing of the caravan park from the closest proposed extract flue, which has been subdivided into approximately 15° sectors to provide a more detailed assessment of the frequency during which the residential receptors would have been downwind of the proposed discharge points/flues during site operations.

Table 4.1: Annual Proportion of Winds Directed Towards the Static Caravan Park During the Smart Repair Booth's Expected Operational Hours

Wind Direction (°)	Direction	2022	2023	2024	Mean
41 - 56	NE	1.27%	2.20%	1.33%	1.60%
56 - 71	ENE	2.24%	1.34%	1.08%	1.55%
71 - 86	E	0.63%	1.31%	0.83%	0.92%
86 - 103	ESE	0.91%	0.56%	0.54%	0.67%

⁷ The Smart repair booths are expected to operate Monday to Friday between 07:30 and 19:00, with occasional use on Saturday mornings. For the purposes of this assessment, the site's operational hours have been conservatively assumed to be Monday to Friday between 07:00 and 19:00.

- 4.5 As shown in Table 4.1, and based on three years of meteorological data, winds blowing towards the adjacent static caravan park occur infrequently during the site's proposed operational hours. Between 2022 and 2024, the proportion of hours during which the winds were blowing towards each 15° sector while the site was operational occurred, on average, for no more than 1.6% of the year.
- 4.6 Consequently, there is only a limited opportunity for odorous emissions from the proposed extract flues to be transported towards the adjacent static caravan park during the site's operational hours.

Operational Activities

- 4.7 The Smart repair facility is an indoor dual repair booth to be used for minor/cosmetic touch-ups and repairs to motor vehicle body work. It is not to be operational outside normal working hours or to be used for extended hours of continuous use.
- 4.8 It is understood that the Smart repair booths will use a low-odour, water-based paint comprising approximately 60% water and 40% solvent. Water-based paint is typically less odorous and contains fewer Volatile Organic Compounds (VOCs) than solvent-based paint.
- 4.9 The proposed spray booths would only require regulation under Local Air Pollution Prevention and Control (LAPPC) if solvent consumption exceeds 1 tonne in any 12-month period, based on Defra's Process Guidance Note 6/34 for the respraying of road vehicles⁶. It is not anticipated that solvent consumption would exceed this threshold at the spray booths, though VOC emissions will be largely dependent on the paint materials used and spraying process.

Ventilation Management

- 4.10 The Smart repair booths are Cyclone Spraybooths, provided by Spray Booth Technology⁸. Each booth will have an extraction unit which features a duplex filtration system comprising a G2 primary filter and G3 secondary filter, which exhausts emissions into the atmosphere. The duplex filtration system, together with regular inspection and maintenance of the filters, is expected to remove approximately 99% of paint particulates. It is understood that Spray Booth Technology will undertake two programmed annual services to replace the filters. In addition, the filter condition will be continuously monitored to alert the operator when filter replacement is required, thereby maintaining particulate capture efficiency.
- 4.11 Figure 1 displays the location of the two proposed extract flues at the north-east side of the proposed development. The extract flues will discharge vertically at a height of 3m above the roof level with an exit velocity of 15 m/s, to promote effective dispersion of odorous emissions.

⁸ Spraybooth Technology Limited. (2026). *Cyclone®*. (Accessed 05/08/2026).

Source Pathway Receptor Analysis

4.12 Following the IAQM guidance⁵, the first step in the assessment is to estimate the odour generating potential of the site activities, termed the “Source Odour Potential”.

4.13 The IAQM dictates that for odour exposure to occur, all three links in the Source-Pathway-Receptor chain must be met:

“a) an emission source - a means for the odour to get into the atmosphere.

b) a pathway - for the odour to travel through the air to locations off site, noting that:

- anything that increases dilution and dispersion of an odorous pollutant plume as it travels from source to receptor will reduce the concentration at the receptor, and hence reduce exposure.*
- increasing the length of the pathway (e.g. by releasing the emissions from a high stack) will – all other things being equal – increase the dilution and dispersion.*

c) The presence of receptors (people) that could experience an adverse effect, noting that people vary in their sensitivities to odour”.

4.14 A Source-Pathway-Receptor (S-P-R) analysis has been undertaken to assess the source odour potential, pathway effectiveness and presence of receptors, which is presented in Table 4.2.

Table 4.2: Source Pathway Receptor Analysis

Source Odour Potential	Pathway Effectiveness	Receptor
- Small source - only two sources of emission; - Paints are to be low solvent, hence low odour; - Frequency of operation is intermittent i.e. low use; - Extraction unit filters highly effective.	- Distance to receptors >30m; - Emission controls highly effective; - Emissions at height to encourage effective dispersion; - No other buildings in close proximity to compromise dispersion; - Wind direction downwind of the site towards the receptors (i.e. north-easterly) accounts, on average, for up to 1.6% of annual wind direction during operating hours at the most; - Trees and vegetation are to be retained between the facility and the receptor locations, providing a degree of screening	20 high sensitivity receptors (residential)

4.15 The source odour potential is categorised as “small” considering the above criteria and the pathway effectiveness is judged as “ineffective”.

4.16 Using the risk ranking in Table 10 of the IAQM guidance (see Appendix A – IAQM Table 10), the risk of odour exposure (impact) at the specific receptors is deemed *Negligible*.

4.17 The next step is to estimate the effect of that odour impact on the exposed receptor, taking into account its sensitivity. To estimate the likely magnitude of odour effect at a receptor IAQM Table 11 (see Appendix A) was followed.

4.18 The summary of the likely odour effects is presented in Table 4.3.

Table 4.3: Summary of the Likely Odour Effects

Receptor details	Source Odour Potential	Pathway Effectiveness	Odour Exposure	Receptor Sensitivity	Likely Odour Effect
Residential properties within the adjacent static caravan park	Small	Ineffective	Negligible Risk	High	Negligible Effect

4.19 The likely magnitude of odour effect at the receptors living with the adjacent caravan park is therefore deemed to be *Negligible*.

5. Conclusions

- 5.1 Phlorum Limited was commissioned by Axis 3 Design Limited, on behalf of MCS Group, to undertake an Odour Assessment of the proposed Smart repair booths at the Porsche Centre Mid Sussex on London Road, Sayers Common.
- 5.2 An odour assessment has been undertaken in accordance with Institute of Air Quality Management guidance. The assessment considered the characteristics of the paint odours, the proposed odour control measures, and the Source-Pathway-Receptor relationship to evaluate the potential for odour nuisance arising from the proposed Smart repair booths at nearby sensitive receptors, namely the residential properties within the adjacent static caravan park. The odour assessment concluded that the proposed Smart repair booths would have a *negligible effect* on nearby sensitive receptors.
- 5.3 It is therefore considered that the presented analyses provide sufficient evidence to support the conclusion that odours from the proposed Smart repair booths do not have the potential to significantly impact the amenity of existing receptor dwellings.

Figures

Figure 1: Site Location Plan and Receptors



Figure 1: Site Location Plan and Receptors

Contains Google Earth Imagery (C) 2026 Airbus.

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 Author: S. Day
 Date: 10/08/2026
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Figures 2a – 2c: Wind Roses for Charlwood (2022 – 2024)

Figure 2a: Charlwood 2022

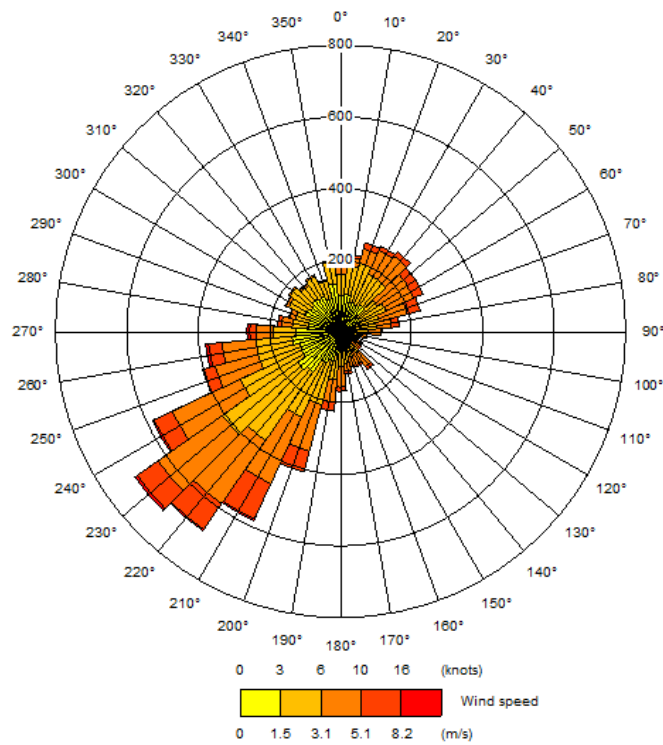


Figure 2b: Charlwood 2023

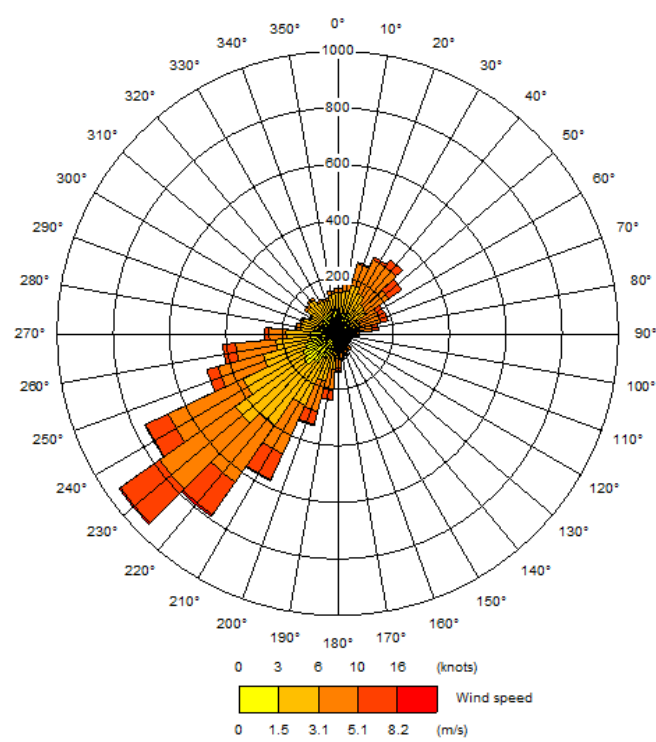
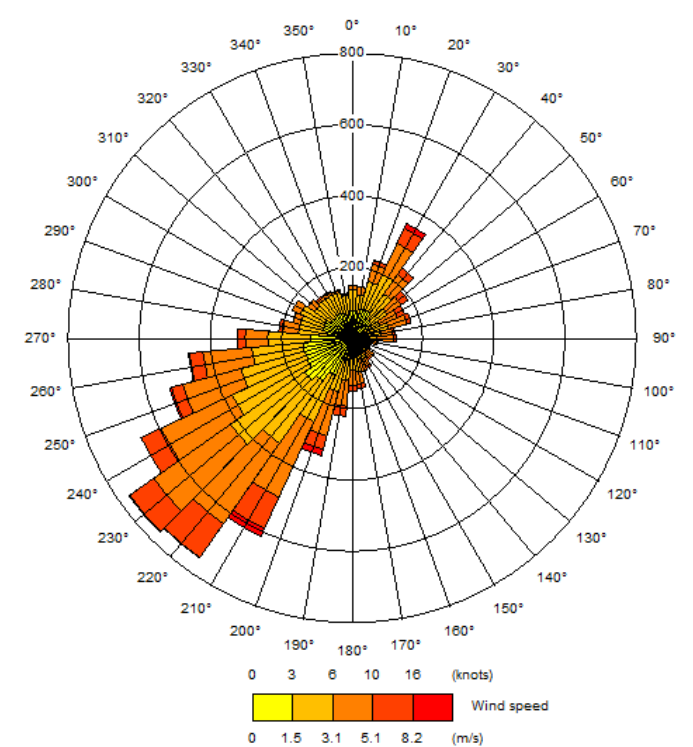
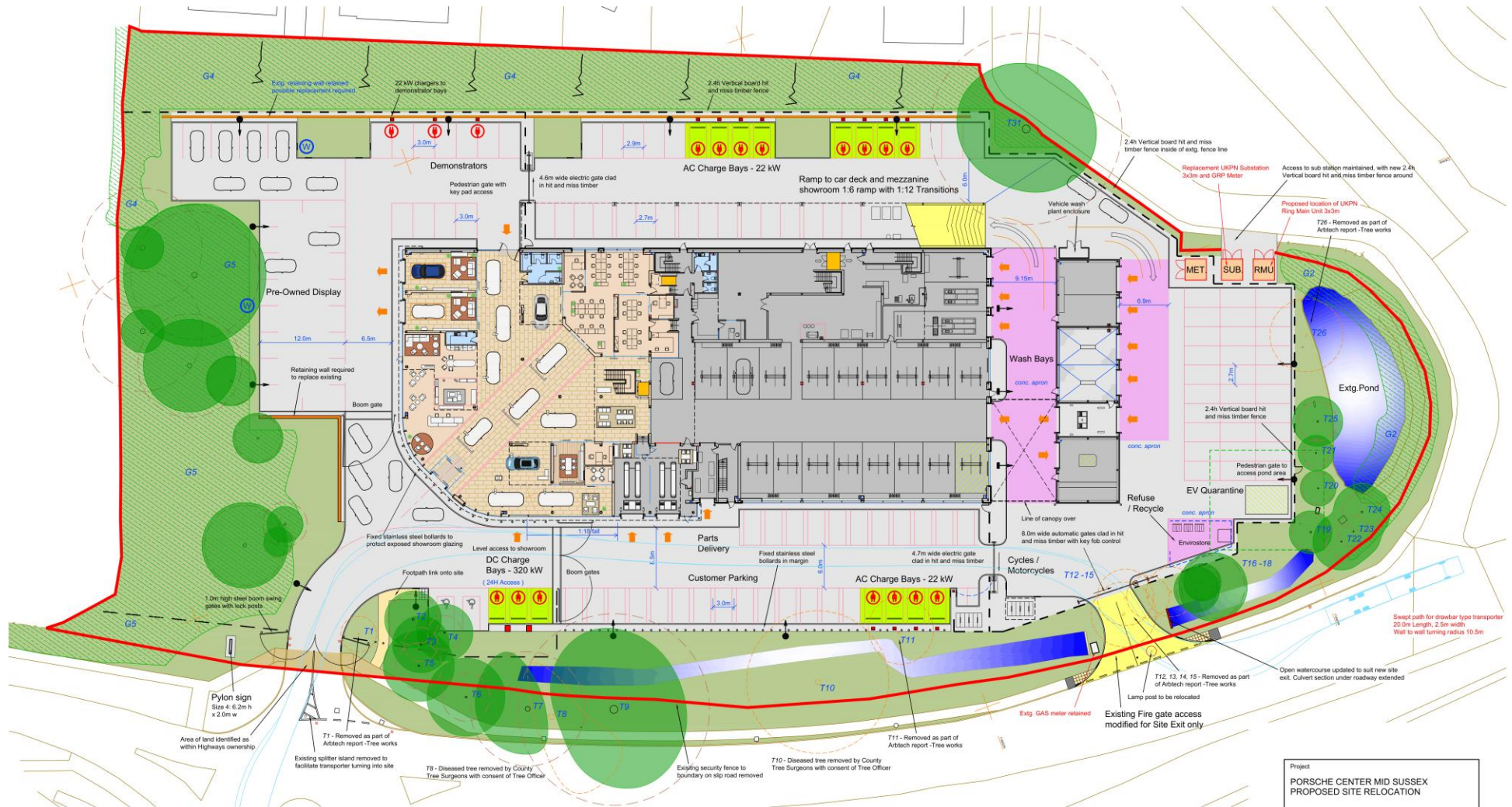


Figure 2c: Charlwood 2024



Figures 3a – 3c: Site Plans for Porsche Centre Mid Sussex

Odour Assessment
Porsche Centre Mid Sussex, Sayers Common, Hassocks



SITE PLAN

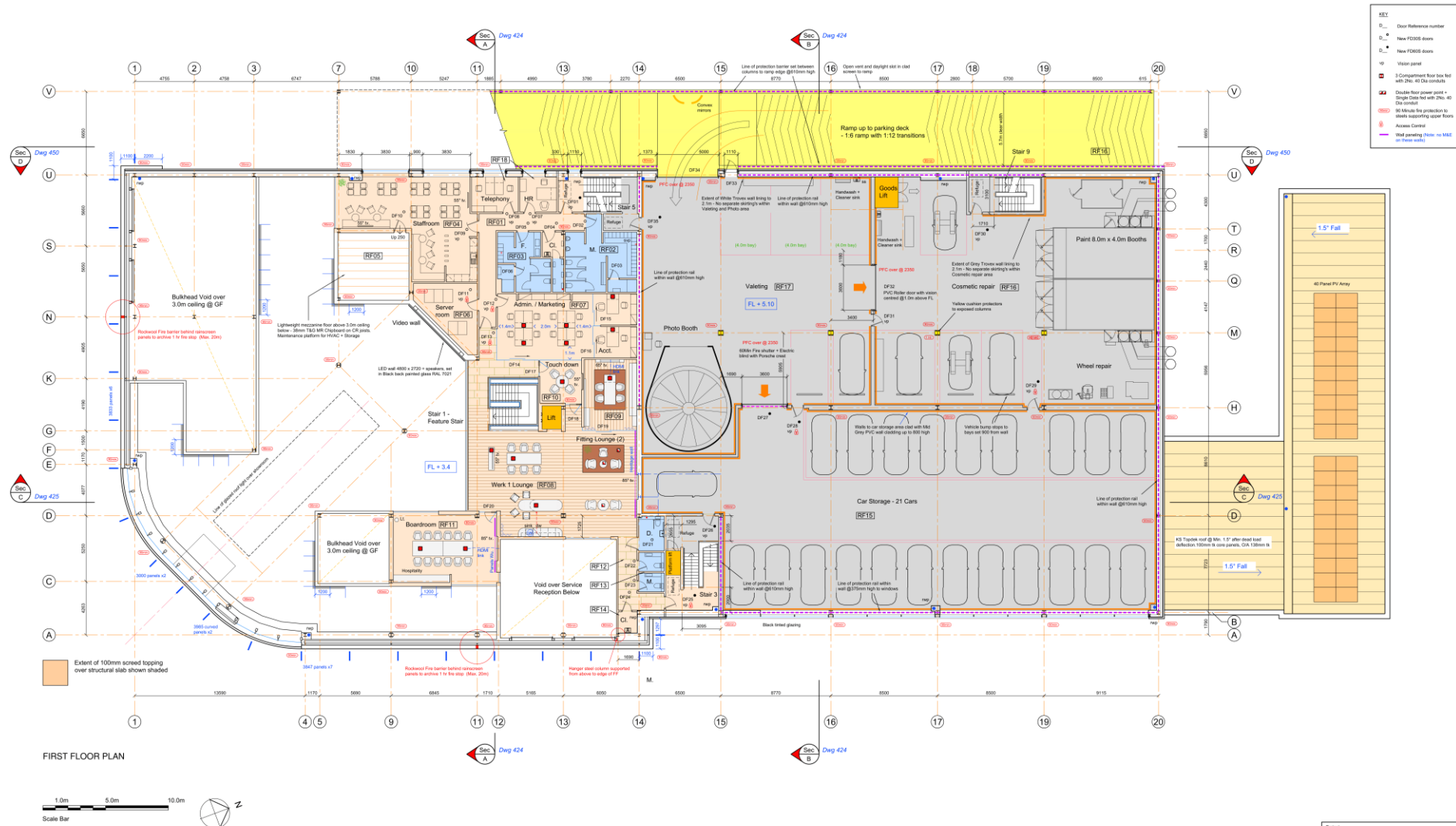
Site Area	14,700 sq.m (3.6 Acres)
GF GIA	2,903 sq.m
Intermediate Parts storage	360 sq.m
FF GIA	1,994 sq.m
Roof Deck	2,749 sq.m
Prep	270 sq.m
Showroom Display	12 Cars + 2 Handover
On Site Parking	268 spaces (Incl. car deck and car storage)

Construction

Project PORSCHE CENTER MID SUSSEX PROPOSED SITE RELOCATION		
FMH SITE		
Axis 3 Design architectural design and services		
Unit 10 Athena Court Athena Drive Tadworth Park Warwick CV34 9RT Telephone: 01926 833576		
Drawing SITE PLAN		
Scale	Date	Drawn
1:250@A1	05/07/25	KJC
Job No.	Drawing No.	Revision
P269	411	

Figure 3a

Odour Assessment Porsche Centre Mid Sussex, Sayers Common, Hassocks



Project			
PORSCHE CENTER MID SUSSEX PROPOSED SITE RELOCATION			
FMH SITE			
Axis 3 Design			
Architectural design and services			
Drawing			
FIRST FLOOR PLAN			
Scale	1:100@A0	Date	15/05/26
Drawn	KJC	Checked	
Job No.	P269	Drawing No.	421

Figure 3b

Odour Assessment
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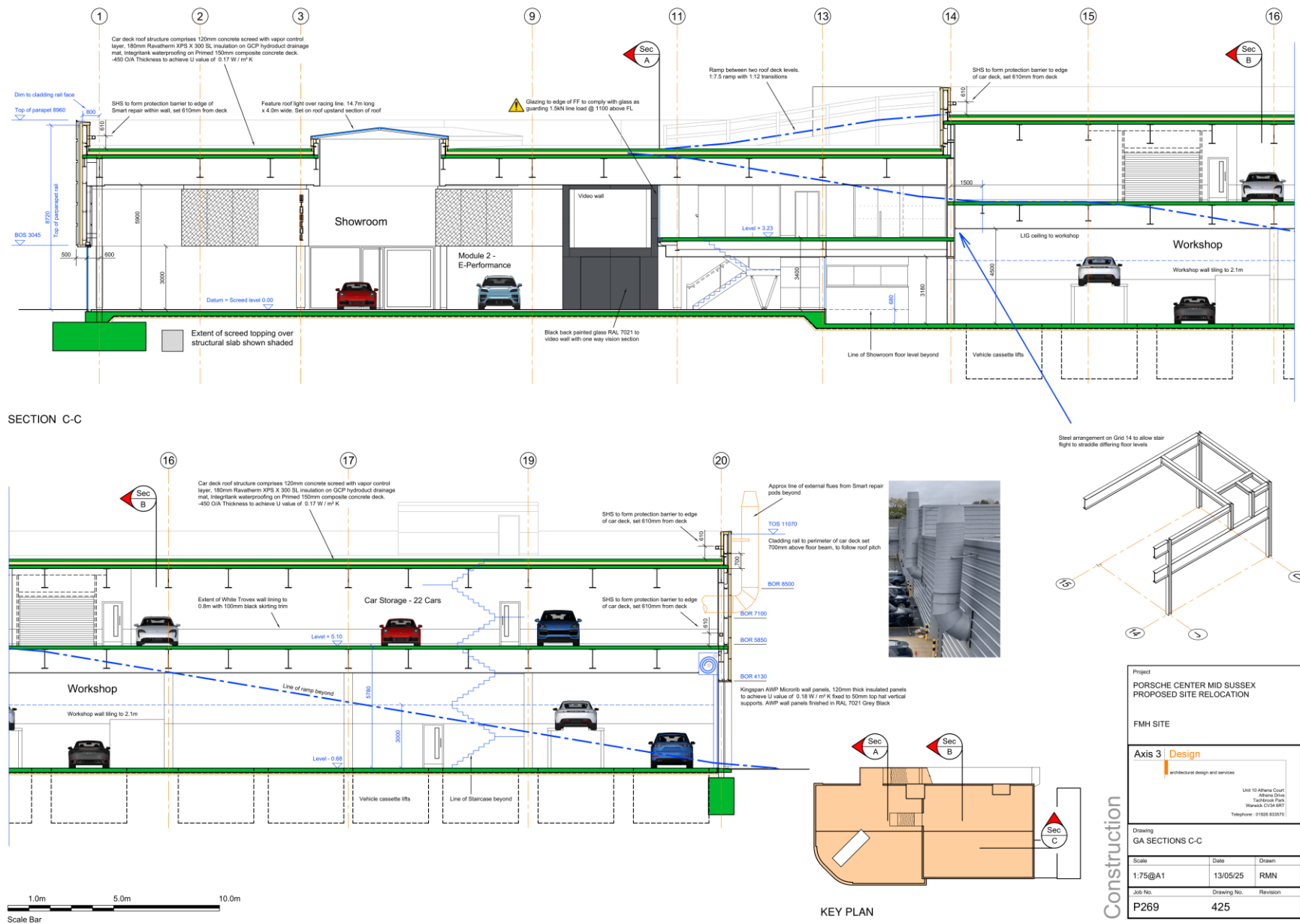


Figure 3c

Appendices

Appendix A: Institute of Air Quality Management Odour Risk Assessment Tables

**Table A.1: Risk of Odour Exposure (Impact) at the Specific Receptor Location
(Table A.10 in IAQM Guidance)**

		Source Odour Potential		
		Small	Medium	Large
Pathway Effectiveness	Highly effective pathway	Low Risk	Medium Risk	High Risk
	Moderately effective pathway	Negligible Risk	Low Risk	Medium Risk
	Ineffective pathway	Negligible Risk	Negligible Risk	Low Risk

**Table A.2: Likely Magnitude of Odour Effect at the Specific Receptor Location
(Table A.11 in IAQM Guidance)**

Risk of Odour Exposure	Receptor Sensitivity		
	Low	Medium	High
High Risk of Odour Exposure	Slight Adverse Effect	Moderate Adverse Effect	Substantial Adverse Effect
Medium Risk of Odour Exposure	Negligible Effect	Slight Adverse Effect	Moderate Adverse Effect
Low Risk of Odour Exposure	Negligible Effect	Negligible Effect	Slight Adverse Effect
Negligible Risk of Odour Exposure	Negligible Effect	Negligible Effect	Negligible Effect



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