



Barratt David Wilson Southern Counties

Hurstwood Farm

Air Quality Mitigation Plan

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RSK GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of RSK Group Limited.

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1 INTRODUCTION

RSK Environment Limited (RSK) was commissioned to prepare an Air Quality Mitigation Plan (AQMP) for the proposed development of up to 375 new homes, a two-form entry primary school, burial ground, allotments, open space with associated infrastructure, landscaping, and parking areas at Hurst Farm, Hurstwood Lane, Haywards Heath (planning reference: LW/22/0517).

The site is located within the administrative area of Mid Sussex District Council (MSDC) (West Sussex) and Lewes District Council (LDC) (East Sussex). The approximate grid reference of the centre of the site is 534007, 122451. A site plan for the proposed development is shown in Figure 1.1 below.

It is understood that an Air Quality Environmental Statement (ES) and an Emission Mitigation Assessment had been undertaken by WSP in 2022. Planning permission has been granted subject to discharging pre-commencement conditions. This AQMP had been prepared to discharge Condition 28 in MSDC Committee Report (reference: DM/22/2272) and Condition 15 in LDC Committee Report (reference: LW/22/0517). Conditions 28 and 15 state the following:

“Prior to the commencement of any residential part of the development hereby permitted, the details of a scheme of mitigation measures to improve air quality relating to the development shall be submitted and approved in writing by the Local Planning Authority. The scheme be in accordance with, and to the value calculated in, sections 10.6.34 to 10.6.38 of the submitted WSP Air Quality chapter of the Environmental Statement (Ref 70081355, dated July 2022). All works which form part of the approved scheme shall be completed before any part of the development is occupied and shall thereafter be maintained in accordance with the approved details.”

This AQMP has been prepared in accordance with the Air Quality and Emissions Mitigation Guidance for Sussex (2021), which details the mitigation measures to be implemented to offset the air quality impact as a result of the operational phase of the development.

Figure 1.1: Proposed Development Site Plan



2 CALCULATED DAMAGE COSTS

According to the Air Quality ES prepared by WSP, the proposed development is classified as a major development in accordance with the Air Quality and Emissions Mitigation Guidance for Sussex (2021). Therefore, an emission mitigation assessment was undertaken to quantify the monetised health damage value associate with transport emissions from the proposed development. A damage cost calculation was undertaken for both nitrogen dioxide (NO_x) and particulate matter (PM).

The calculated central damage cost value for 5 years (including both NO_x and PM_{2.5}) is **£174,413**, which will be used to fund on- and off-site mitigation measures. The following section details the mitigation measures to be implemented on site and the costs associated with these measures.

3 MITIGATION MEASURES

3.1 Operational Phase Mitigation Measures

This section details the mitigation measures which will be implemented when the development enters the operational phase. Mitigation measures suggested in Table 2 of the Air Quality and Emissions Mitigation Guidance for Sussex (2021) has been referenced.

3.1.1 Travel Plan

It is understood that a Travel Plan will be prepared for the proposed development and will be submitted to the local authority prior to occupation of the development site.

The travel plan would aim to increase resident awareness of the advantages and availability of sustainable/active modes of transport and encourage residents and visitors to use more sustainable ways of travelling to and from the development site, in order to minimise the adverse impacts of their travel on the environment.

3.1.2 Cycle Storage

It is understood that communal cycle stores will be provided to all flats and individual cycle stores will be provided to all houses without a garage. A total of 140 cycle stores will be provided and the implementation cost is £700 per cycle storage. The total cost for the provision of cycle storage is £98,000.

3.1.3 Electric Vehicle (EV) Charging Points

It is understood that 375 no active EV charging points (7 kW) will be provided (one EV charging point for each dwelling) and further ducting will be facilitated for remaining allocated spaces. Each charger costs £725 and the total cost for the provision of EV charging is £271,875.

3.1.4 Vouchers for Public Transport, Car Club or Bicycles Purchase

£150 vouchers will be provided to each household (i.e. 375 dwellings) for either public transport, car club or a bicycle purchase. The total cost for the vouchers is £56,250.

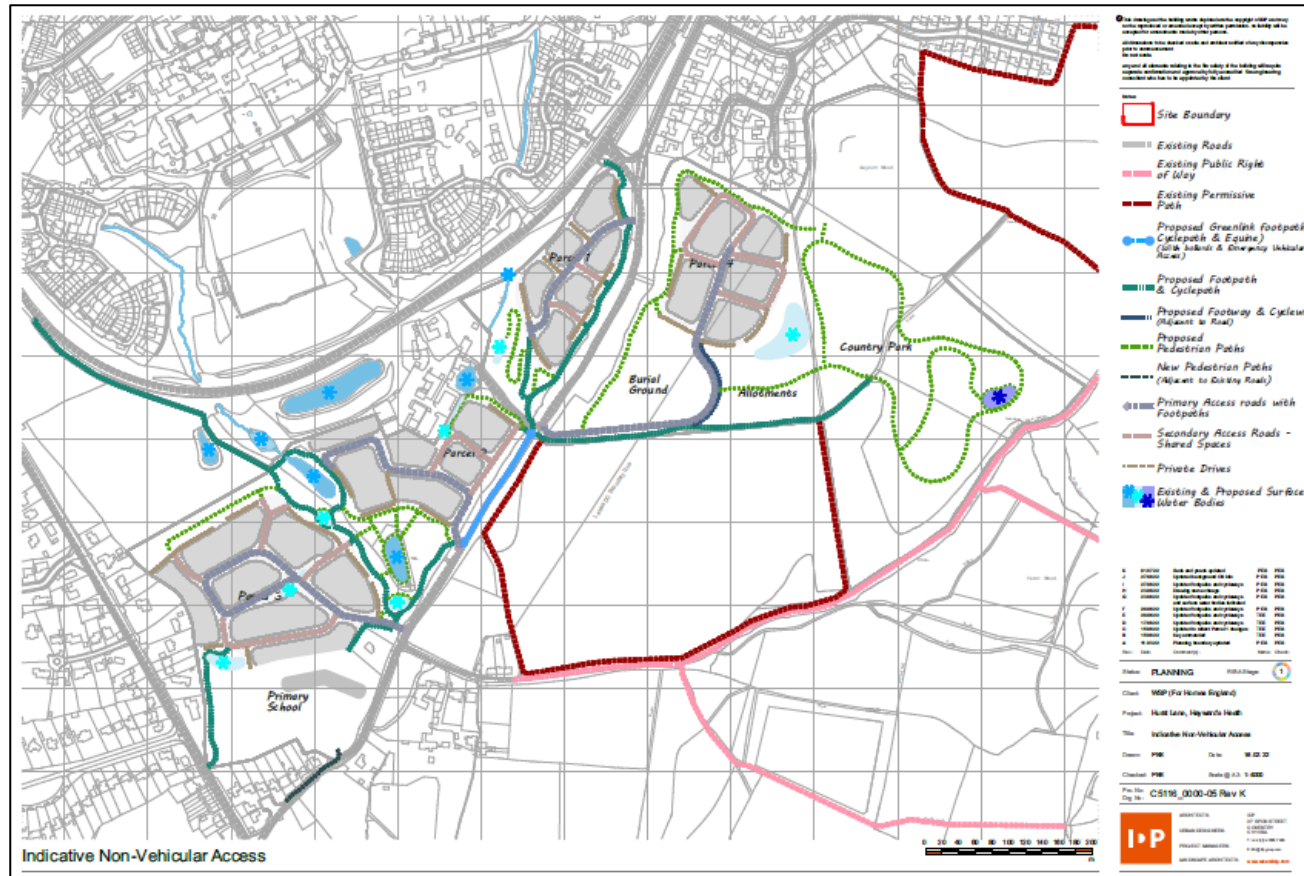
3.1.5 Amendment to Hurstwood Lane

Amendment of Hurstwood Lane will be made to become a cycle path/footpath and remove access to cars. The cost for the amendment is £50,000. Figure 3.1 shows the cycle path/footpath works plan.

3.1.6 Introduction of Cycle Paths

Cycle paths will be introduced throughout the site and running north to south; figure 3.1 shows the proposed cycle paths work plan. The cost for the introduction of cycle paths is £35,000.

Figure 3.1: Proposed Greenlink Footpath, Cyclepath and Equine Plan



4 CONCLUSION

This AQMP details the mitigation measures that will be implemented during the operational phase of the development to minimise and offset emissions associated with the development. The final budget for the proposed mitigation measures detailed in Section 3 is **£239,250**. It must be noted that this excludes the costs associated with the Travel Plan and the provision of EV charging points to the dwellings.

It is considered that this AQMP meets the requirement of the pre-commencement condition specified in Section 1, which should be discharged.