



Land at Colwell Farm, Haywards Heath

Air Quality Assessment

Miller Homes Limited

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Basis of Report

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1.0 Introduction

SLR Consulting Ltd (SLR) has been commissioned by Miller Homes Limited to undertake an air quality assessment to support an outline planning application for a proposed residential development comprising up to 80 dwellings and associated infrastructure (the 'Proposed Development') on Land at Colwell Farm, Haywards Heath (the 'Site').

The Site currently comprises three parcels of open green space each bounded by trees and is located approximately 2.3km to the southeast of Haywards Heath town centre within the administrative area of Mid Sussex District Council (MSDC). The Site is located at the approximate National Grid Reference (NGR): y535290, x123270. The surrounding area comprises:

- Residential premises and the A272 Lewes Road to the north;
- Cains Wood Ancient Woodland (AW) borders the Site boundary on its eastern and southeastern extent and extends approximately 160m east and 500m south. Beyond Cains Wood to the east is Slugwash Lane. Beyond Cains Wood to the south are a small number of isolated residential premises; and
- A small area of woodland immediately to the west, with a Public Right of Way (PRoW) and Colwell Lane (North) beyond.

Primary vehicular access to the Site will be via Lewes Road to the north.

1.1 Scope of Assessment

The following scope of works has been undertaken in line with national and local planning policy and guidance, including the '*Air quality and emissions mitigation guidance for Sussex (2021)*' prepared by the Sussex-air Air Quality Partnership and adopted by MSDC:

- Baseline Evaluation;
- Construction Phase Assessment;
- Operational Phase Assessment; and
- Emission Mitigation Statement.



2.0 Background Context

2.1 Legislation

A dual set of regulations, applicable to National and Local Government separately are currently operable within the UK.

2.1.1 National Obligations

The Air Quality Standards Regulations 2010¹ (AQSR) transpose both the EU Ambient Air Quality Directive (2008/50/EC), and the Fourth Daughter Directive (2004/107/EC) within UK legislation. The AQSR includes Limit Values which are legally binding ambient concentration thresholds which, however, are only applicable at specific locations (Schedule 1: AQSR)².

Following the UK's withdrawal from the EU, the Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020³ was introduced to mirror revisions to supporting EU legislation. As a result, the fine particulate matter (PM_{2.5}) Limit Value was reduced to 20µg/m³ (to be met by 2020).

The responsibility of achieving the AQSR is a national obligation for Central Government and Devolved Administrations who undertake assessments on an annual basis. Local Authorities have no statutory obligation to achieve the AQSR or the European equivalent Directives, unless otherwise instructed to assist Central Government under Ministerial Direction.

2.1.1.1 Environment Targets (Fine Particulate Matter) Regulations

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023⁴ introduced an annual mean concentration target of 10µg/m³ to be met across England by 2040. Central Government and Devolved Administrations is responsible for meeting this future target, whereas Local Authorities have no statutory obligation to achieve this target.

2.1.2 Local Obligations

Part IV of the Environment Act 1995 (as amended by the Environment Act 2021) requires the Secretary of State to review the national Air Quality Strategy (AQS) every five years and modify this if necessary. It also established the system of Local Air Quality Management (LAQM) for Local Authorities to regularly review and assess air quality within their respective administrative areas.

The Air Quality (England) Regulations 2000 (as amended) provide the statutory basis for the Air Quality Objectives Local Authorities must adhere to under LAQM in England. PM_{2.5} is not currently part of the LAQM framework, however, as per the national AQS, Local Authorities are required to work towards reducing PM_{2.5}.

The Air Quality Objectives apply at locations where members of the public are regularly present and might reasonably be expected to be exposed to pollutant concentrations over the relevant averaging period (referred to as 'relevant exposure'). Table 2-2 provides an

¹ The Air Quality Standards Regulations (England) 2010, Statutory Instrument No 1001, The Stationary Office Limited.

² [Schedule 1 of the 2010 AQSR](#) provides the locations of the sampling points where the AQSR Limits Values can be assessed.

³ The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020, Statutory Instrument No. 1313, The Stationary Office Limited.

⁴ The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023. UK Statutory Instruments 2023 No. 96.



indication of those locations. Where any of the prescribed Air Quality Objectives are not likely to be achieved, the authority must designate an Air Quality Management Area (AQMA). For each AQMA, the local authority is required to prepare an Air Quality Action Plan (AQAP), which details measures the authority intends to introduce to deliver improvements in local air quality in pursuit of the objective.

The latest AQS for England was published in 2023⁵. The AQS provides the delivery framework for air quality management across England for local authorities and summarises the air quality standards and objectives operable within England for the protection of public health and the environment.

The ambient air quality standards of relevance this assessment (collectively termed Air Quality Assessment Levels (AQALs) throughout this report) are provided in Table 2-1. These are primarily based upon the Air Quality Objectives Local Authorities are responsible for achieving. The PM_{2.5} AQSR AQAL has also been included for completeness.

Table 2-1: Relevant Ambient AQALs

Pollutant	AQAL (µg/m ³)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean (not to be exceeded on more than 18 occasions per annum)
Particles (as PM ₁₀)	40	Annual mean
	50	24-hour mean (not to be exceeded on more than 35 occasions per annum)
Particles (as PM _{2.5})	20	Annual mean
Table note: The PM _{2.5} AQAL is not prescribed within the Air Quality (England) Regulations 2000 / 2002 and there is no requirement for local authorities to meet it. Exceedances are only valid at specific siting locations (Schedule 1: AQSR).		

Table 2-2: Human Health Relevant Exposure

AQAL Averaging Period	AQALs should apply at	AQALs should not apply at
Annual mean	Building facades of residential properties, schools, hospitals etc.	Facades of offices Hotels Gardens of residences Kerbside sites
24-hour mean	As above together with hotels and gardens of residential properties	Kerbside sites where public exposure is expected to be short term
1-hour mean	As above together with kerbside sites of regular access, car parks, bus stations etc.	Kerbside sites where public would not be expected to have regular access

⁵ Air Quality Strategy: Framework for Local Authority Delivery, Department for Environment Food and Rural Affairs, April 2023.



2.1.3 Clean Air Strategy

The 2019 Clean Air Strategy⁶ sets out the Government's proposals aimed at delivering cleaner air in England and indicates how devolved administrations intend to make emissions reductions. It sets out the comprehensive action that is required from across all parts of government and society to deliver clean air.

2.1.4 Environmental Improvement Plan 2023

The 2023 Environmental Improvement Plan⁷ is the first revision of the UK Government's 25 Year Environment Plan (25YEP) – planned on a five-year rolling cycle. This document sets out the 5-year delivery plan to improve the natural environment. The 2023 Environmental Improvement Plan builds on the 2019 Clean Air Strategy by setting environmental targets and commitments to reduce air pollution.

2.1.5 Environmental Protection Act 1990

The Environmental Protection Act 1990⁸ sets out provisions for the regulation of statutory nuisances. Section 79 sets out this statutory nuisance as “*any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance*”.

Section 79 requires that, where a complaint of a statutory nuisance is made to it by a person living within its area, a Local Authority must take steps as are reasonably practicable to investigate the complaint and decide whether the odour is prejudicial to health or a nuisance. Proposed developments which result in the introduction of future sensitive receptors are however subject to the Agent of Change principle to ensure potential interactions with the existing environment and operations are assessed and mitigated to minimise restrictions being placed on existing businesses.

Fractions of dust greater than 10µm (i.e. greater than PM₁₀) in diameter typically relate to nuisance effects as opposed to potential health effects and therefore are not covered within the UK AQS. In legislation there are currently no numerical limits in terms of what level of dust deposition constitutes a nuisance.

2.1.6 Ecological Habitats

Ecological habitats vary in terms of their sensitivity, perceived ecological value, geographic importance, and level of protection. Within the UK, there are three types of nature conservation designations: international, national and local designations, which are all provided environmental protection from developments, including from atmospheric emissions, with a greater level of protection afforded to the former, relative to the latter.

The Conservation of Habitats and Species Regulations 2017 (the ‘Habitats Regulations’)⁹ introduces the precautionary principle for protected European sites, i.e. that projects can only be permitted to proceed; having ascertained that there will be no adverse effect on the integrity of the designated site. European sites include Special Areas of Conservation (SAC) and Special Protection Areas (SPA). These regulations were subsequently amended in 2019 to make them operable from 1 January 2021 despite the UK's withdrawal from the EU¹⁰.

⁶ The Clean Air Strategy, Defra. January 2019.

⁷ Environmental Improvement Plan 2023, Defra. 2023.

⁸ The Environmental Protection Act 1990. Available at <http://www.legislation.gov.uk/ukpga/1990/43/contents>.

⁹ UK Government, Statutory Instrument No. 490, The Conservation of Habitats and Species Regulations, (2017).

¹⁰ UK Government, The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations, (2019).



Other sites of international significance are Ramsar sites, which are wetlands protected under the 1971 Ramsar Convention¹¹. Many of these sites in the UK were initially selected on the basis of their importance to waterbirds and are therefore also classified as SPAs.

The Wildlife and Country Act 1981¹² (as amended, primarily by The Countryside and Rights of Way (CROW) Act 2000) provides protection to Sites of Special Scientific Interest (SSSI) to ensure that developments are not likely to cause damage. This Act also provides a protection to local nature conservation sites too, which can be particularly important in providing 'buffers' to SSSIs and European sites.

The Environment Act 1995 and the Natural Environment and Rural Communities Act (NERC) 2006¹³ provides an extension to the biodiversity duty set out in the CROW Act to public bodies and statutory undertakers to ensure due regard to the conservation of biodiversity (i.e. ecological designations of local status).

Sites of ecological importance are provided environmental protection with respect to air quality, through the application of standards known as Critical Levels (CLE) and Critical Loads (CLO). The level of protection afforded to an internationally designated site is significantly greater than that afforded to a Local Nature Reserve (LNR), for example; reflecting the relative sensitivity of the sites as well as their perceived ecological value.

2.2 Policy

2.2.1 National Policy

The December 2024 update to the National Planning Policy Framework¹⁴ (NPPF) sets out planning policy for England. The NPPF states that the planning system should contribute to and enhance the natural and local environment, by preventing new development from contributing to or being adversely affected by unacceptable concentrations of air pollution and development should, wherever possible, help to improve local environmental conditions such as air quality.

In specific relation to air quality policy, the document states:

Chapter 15 – Conserving and Enhancing the Natural Environment

“Paragraph 199: Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.”

¹¹ Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat, (1971).

¹² UK Government, Wildlife and Countryside Act, (1981).

¹³ UK Government, Natural Environment and Rural Communities Act, (2006).

¹⁴ National Planning Policy Framework, Ministry of Housing, Communities & Local Government. 2024.



The NPPF is accompanied by web based supporting Planning Practice Guidance (PPG)¹⁵ which includes guiding principles on how planning can take account of the impacts of new development on air quality. Regarding air quality, the PPG states:

“The Department for Environment, Food and Rural Affairs carries out an annual national assessment of air quality using modelling and monitoring to determine compliance with relevant limit values. It is important that the potential impact of new development on air quality is taken into account where the national assessment indicates that relevant limits have been exceeded or are near the limit, or where the need for emissions reductions has been identified.”

“Whether air quality is relevant to a planning decision will depend on the proposed development and its location. Concerns could arise if the development is likely to have an adverse effect on air quality in areas where it is already known to be poor, particularly if it could affect the implementation of air quality strategies and action plans and/or breach legal obligations (including those relating to the conservation of habitats and species).”

The PPG sets out the information that may be required within the context of a supporting air quality assessment, stating that *“Assessments need to be proportionate to the nature and scale of development proposed and the potential impacts (taking into account existing air quality conditions), and because of this are likely to be locationally specific [...] Mitigation options will need to be locationally specific, will depend on the proposed development and need to be proportionate to the likely impact”*.

2.2.2 Local Policy

The Mid Sussex District Plan¹⁶ was adopted in March 2018 and sets out the long-term vision for MSDC and provides a blueprint for managing growth and development in the area up to 2031.

Within the Mid Sussex District Plan, the following policy relates to air quality:

DP29: Noise, Air and Light Pollution

“Strategic Objectives: 3) To protect valued landscapes for their visual, historical and biodiversity qualities; and 12) To support sustainable communities which are safe, healthy and inclusive.

Evidence Base: Data held by Environmental Health, Air Quality Action Plan – Stonepound Crossroads, Hassocks.

The environment, including nationally designated environmental sites, nationally protected landscapes, areas of nature conservation or geological interest, wildlife 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: [...]

Air Pollution:

- It does not cause unacceptable levels of air pollution;*
- 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;*

¹⁵ Planning Practice Guidance: Air Quality. Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government. November 2019.

¹⁶ Mid Sussex District Plan, 2014 – 2031. Adopted March 2018.



- *Development proposals (where appropriate) are consistent with Air Quality Management Plans. [...]*

MSDC are in the process of developing a new Local Plan for the district. This was submitted to the Planning Inspectorate in July 2024 following a Regulation 19 period of representation. The new Local Plan sets out planning policies and proposals to guide development in the district up to 2039. It should be noted that the emerging local plan attracts minimal weight given it is still open to objections and ongoing examination. However, consideration has been given to its contents for completeness.

The Regulation 19 Local Plan¹⁷ includes the following policies specific to air quality:

DPN6: Pollution

“Development must not cause or be adversely affected by pollution or hazards, including air, noise, vibration, light, water, soil, odour, dust or other pollutants, which significantly adversely impact on people, including health and quality of life, and the natural environment, including nature conservation sites. Mitigation measures may need to be implemented for development that is likely to increase levels of pollution or hazards, taking into account any cumulative impacts.

Development must protect and enhance water resources and water quality and take measures to control pollution of the water environment. Development will only be permitted where it can be demonstrated that it would not result in an unacceptable risk to or adversely affect the quality, quantity, levels, biodiversity and ecology of surface water and groundwater resources including reservoirs. Development may need to include mitigation measures to reduce risks to the water environment and nature-based solutions will be encouraged.

Pollution prevention practices must be adopted during construction activities. Where relevant, development proposals should produce a Construction Environment Management Plan identifying how general and site-specific risks will be managed to avoid environmental harm.

Development proposals will need to take into account the Council’s published guidance.”

DPN9: Air Quality

“People’s health and quality of life and the natural environment will be protected from unacceptable levels of poor air quality.

The use of active and sustainable travel measures and green infrastructure to reduce pollution concentrations and exposure is encouraged.

Development proposals will need to take into account the Council’s air quality guidance.

The Council will require applicants to demonstrate that there is not an unacceptable impact on air quality. The development must minimise any air quality impacts, including cumulative impacts from committed developments, both during the construction process and lifetime of the completed development, either through a redesign of the development proposal or, where this is not possible or sufficient, through appropriate mitigation.

Where sensitive development is proposed in areas of existing poor air quality and/or where major development is proposed, including the development types set out in the Council’s current guidance (Air Quality and Emissions Mitigation

¹⁷ Mid Sussex District Plan 2021-2039, Submission Draft (Regulation 19), December 2023.



Guidance for Sussex (2021 or as updated)) an air quality assessment will be required.

Development proposals that are likely to have an impact on local air quality, including those in or within relevant proximity to existing or candidate Air Quality Management Areas (AQMAs) or designated nature conservation areas sensitive to changes in air quality, will need to demonstrate that measures and/or mitigation are incorporated into the design to minimise any impacts associated with air quality.

Mitigation measures will need to demonstrate how the proposal would make a positive contribution towards the aims of the Council's Air Quality Action Plan where it is relevant and be consistent with the Council's current guidance as stated above.

Mitigation measures will be secured either through a negotiation on a scheme, or via the use of planning condition and/or planning obligation depending on the scale and nature of the development and its associated impacts on air quality.

Ashdown Forest SPA and SAC

In order to prevent adverse effects on the integrity of the Ashdown Forest SPA and SAC, new development likely to result in increased traffic may be expected to demonstrate how any air quality impacts, including in combination impacts, have been considered in relation to the Ashdown Forest SPA and SAC. Any development likely to have an adverse effect on the integrity of the Ashdown Forest SPA and SAC, either alone or in combination with other development, will be required to demonstrate that adequate measures are put in place to avoid any potential adverse effects on the integrity of the Ashdown Forest SPA and SAC. If any potential adverse effects on the integrity of the Ashdown Forest SPA and SAC cannot be avoided, then mitigation for any potential adverse effects on the integrity of the Ashdown Forest SPA and SAC will be required."

2.3 Assessment Guidance

This assessment has been carried out in accordance with the principles contained within the guidance documents below.

- Department for Environment Food and Rural Affairs (Defra): Local Air Quality Management Technical Guidance (LAQM.TG(22))¹⁸;
- Defra: COVID-19: Supplementary Guidance. Local Air Quality Management Reporting in 2021¹⁹;
- Environmental Policy Implementation Community (EPIC) (previously Environmental Protection UK (EPUK)) and the Institute of Air Quality Management (IAQM): Land-Use Planning and Development Control: Planning for Air Quality²⁰ (referred to as the 'EPIC & IAQM guidance');
- IAQM: A Guide to the Assessment of Air Quality Impacts on Designated Nature Conservation Sites²¹ (referred to as the 'IAQM nature guidance');

¹⁸ Local Air Quality Management Technical Guidance (22), Published by Defra in partnership with the Scottish Government, Welsh Government and Department of Agriculture, Environment and Rural Affairs Northern Ireland. August 2022.

¹⁹ Defra and the Greater London Authority, COVID-19: Supplementary Guidance. Local Air Quality Management Reporting in 2021. April 2021.

²⁰ EPIC (previously EPUK) and IAQM, Land-Use Planning and Development Control: Planning for Air Quality, v1.2 2017.

²¹ IAQM, A guide to the assessment of air quality impacts on designated nature conservation sites, v1.1, 2020.



- IAQM: Guidance on the Assessment of Dust from Demolition and Construction²²;
- IAQM: Use of 2020 and 2021 Monitoring Datasets²³; and
- Sussex-air Air Quality Partnership: Air quality and emissions mitigation guidance for Sussex (2021)²⁴.

²² IAQM, Guidance on the Assessment of Dust from Demolition and Construction, v2.2, January 2024.

²³ IAQM, Use of 2020 and 2021 Monitoring Datasets, v1.1, December 2023.

²⁴ Sussex-air: Air quality and emissions mitigation guidance for Sussex (2021). v1.1, April 2021.



3.0 Assessment Methodology

3.1 Development Classification

In line with the Sussex-air guidance²⁴, a residential development is classified as 'major' when either of the below criteria are met:

- i. *the number of dwellinghouses to be provided is 10 or more; or*
- ii. *the development is to be carried out on a site having an area of 0.5 hectares or more [...];*

Given the Proposed Development includes provision of up to 80 dwellings, it has been classified as 'major' development for the purposes of this assessment and the associated methodology has been designed around this classification.

3.2 Construction Phase Dust

A construction dust assessment has been undertaken in accordance with IAQM guidance. The assessment of risk is determined by considering the risk of dust effects arising from four activities in the absence of mitigation:

- Demolition;
- Earthworks;
- Construction; and
- Trackout.

The assessment methodology considers three separate dust impacts with account being taken of the sensitivity of the area that may experience these effects:

- Annoyance due to dust soiling;
- The risk of health effects due to an increase in exposure to PM₁₀; and
- Harm to ecological receptors.

The first stage of the assessment involves a screening review to determine if there are sensitive receptors within threshold distances of the Site activities associated with the construction phase of the scheme. A detailed assessment is required where a:

- Human receptor is located within 250m of the Site, and/or within 50m of routes used by construction vehicles, up to 250m from the Site entrance(s); and/or
- Ecological receptor is located within 50m of the Site, and/or within 50m of routes used by construction vehicles, up to 250m from the Site entrance(s).

The dust emission class (or magnitude) for each activity is determined on the basis of the guidance, indicative thresholds and professional judgement by a technically competent assessor. The risk of dust effects arising is based upon the relationship between the dust emission magnitude and the sensitivity of the area. The risk of impact is then used to determine the appropriate mitigation requirements, whereby through effective application, residual effects are considered to be 'not significant'.



3.3 Operational Phase

3.3.1 Road Traffic Screening Assessment

3.3.1.1 Human Receptors

The assessment of air quality effects on human receptors in relation to the Proposed Development's operational phase has been undertaken in accordance with EPIC & IAQM guidance.

The EPIC & IAQM guidance provides a series of indicative screening criteria where if exceeded, should warrant further consideration of potential impacts on air quality. If the Proposed Development is found not to exceed any of the relevant indicative criteria presented, then a detailed impact assessment is consequently not required and potential effects are concluded to be 'insignificant'.

The indicative screening criteria are as follows:

- Outside of an AQMA:
 - A change of Light-Duty Vehicle (LDV) flows of more than 500 as a 24-hour Annual Average Daily Traffic (AADT) flow; and/or
 - A change of Heavy-Duty Vehicle (HDV) flows of more than 100 as a 24-hour AADT.
- Within an AQMA:
 - A change of LDV flows of more than 100 as a 24-hour AADT; and/or
 - A change of HDV flows of more than 25 as a 24-hour AADT.

3.3.1.2 Ecological Receptors

The assessment procedure outlined within the IAQM nature guidance document has been used in relation to the assessment of sensitive ecological receptors. The IAQM nature guidance initially comprises a screening assessment irrespective of current baseline rates to indicate whether:

- Any sensitive qualifying features are located within 200m of a road link projected to experience developmental-generated vehicle movements; and
- The Proposed Development (alone and/or in-combination with other projects and plans for European sites) is likely to generate either >1,000 AADT (total vehicles) on a road link and/or >200 HDVs.

The outcomes of the above will determine whether impacts associated with the Proposed Development could result in a '*likely significant effect*' on the assessed ecological feature (either alone, or in-combination for European sites) – providing the location of the screened ecological receptor can be validated. If the above conditions are not met, then impacts on ecological designations are likely to be imperceptible, whereby resultant effects can be classed as 'insignificant'.

The JNCC *Guidance on Decision-making Thresholds for Air Pollution* is the accompanying main guidance document to the Technical Report²⁵, which provides an '*assessment in advance*' to determine relevant '*Decision Making Thresholds*' (DMT) (i.e. *de-minimis* values). The DMT applies to '*project-alone*' traffic flows adjacent to European sites, which if not

²⁵ Air Quality Consultants Ltd. 2021. Decision-Making Thresholds for Air Pollution. JNCC Report No. 696 (Technical Report), JNCC, Peterborough, ISSN 0963-8091.



exceeded provides reasonable confidence that the cumulative effects of proposals will not undermine relevant conservation objectives without needing to also assess impacts in-combination with other projects and plans, in accordance with the Habitats Directive.

In terms of road traffic, the DMT is calculated by comparing the increase in traffic flow (resultant of the Proposed Development) against 0.15% of the baseline AADT in the year that the assessment is carried out. If project-alone flows are below this value, it can be concluded that in-combination flows would not undermine relevant conservation objectives and can therefore be considered 'insignificant'.

3.3.2 Site Suitability Assessment

A site suitability assessment is required to assess the likely exposure future occupants of the Proposed Development may experience in respect of the considered AQALs, to ensure the Site is suitable for its residential use. The scope of the site suitability assessment has been informed by the EPIC & IAQM guidance requirements, and in relation to the Site locale considers:

- The background and future baseline air quality and whether this will be likely to approach or exceed an AQAL;
- The presence and location of any AQMAs as an indicator of local hotspots where the AQALs may be exceeded; and
- The presence of a heavily trafficked road, with emissions that could give rise to sufficiently high concentrations of pollutants (in particular NO₂), that would cause unacceptably high exposure for users of the new development.

To determine the overall significance with respect to the suitability of the Site for future occupants and likely exposure to pollutant concentrations, the EPIC & IAQM guidance states:

"Where the air quality is such that an air quality objective at the building façade is not met, the effect on residents or occupants will be judged as significant, unless provision is made to reduce their exposure by some means."

In line with this, a qualitative site suitability assessment has been undertaken, with reference to local monitoring data relative to the AQALs (detailed in Table 2-1), to determine whether further consideration is required or whether effects can be considered 'not significant'.



4.0 Baseline Environment

4.1 LAQM Review and Assessment

MSDC, in fulfilment of statutory requirements, has conducted an on-going exercise to review and assess air quality within its administrative area. The latest publicly available LAQM report for MSDC at the time of writing is the 2024 Annual Status Report²⁶ (ASR) (inclusive of 2019 – 2023 monitoring datasets).

It is noted that the Site lies on the administrative boundary of Lewes District Council (LDC). The latest publicly available LAQM report for LDC at the time of writing is the 2023 ASR (inclusive of 2018 – 2022 monitoring datasets). On review, there are no close or comparative monitoring locations within LDC of relevance to the Site. As such, no further consideration has been given to monitoring locations within LDC.

MSDC currently has one declared AQMA within its administrative area. The '*Mid Sussex AQMA No. 1*' which is located approximately 9.5km southwest of the Site. Given the separation distance, the impact of the Proposed Development on AQMAs within MSDC has not been considered further.

LDC currently has two declared AQMAs its administrative area. The closest of these is the '*Lewes Town Centre AQMA*' which is located approximately 14km southeast of the Site. Given the separation distance, the impact of the Proposed Development on AQMAs within LDC has not been considered further.

4.2 Review of Air Quality Monitoring

4.2.1 Automatic Air Quality Monitoring

From review of MSDC's 2024 ASR, automatic air quality monitoring was undertaken at one location during 2023 (ID: 'MSAQ43'). Monitor 'MSAQ43' is located approximately 15.5km north of the Site. Given the separation distance, comparative pollutant concentrations are not expected. As such, no further consideration has been given to 'MSAQ43' within this assessment.

4.2.2 Passive Diffusion Tube Monitoring

Passive NO₂ diffusion tube monitoring is currently undertaken by MSDC within the Site locale at two locations. Further monitors are located >4km from the Site and therefore are not considered relevant to this assessment.

The details and results of the monitoring locations of relevance are presented in Table 4-1 and Table 4-2, respectively, whilst the locations are illustrated in Figure 4-1. All monitoring data presented has been ratified by MSDC.

Table 4-1: Local NO₂ Diffusion Tube Monitoring Sites: Details

Site ID	Site Type	NGR (m)		Within AQMA?	Distance (km) and Direction to Site
		X	Y		
MSAQ1	Roadside ^(A)	533342	123587	No	1.7, west
MSAQ28	Suburban ^(B)	533342	122625	No	1.8, west
Notes:					

²⁶ Mid Sussex District Council, 2024 Air Quality Annual Status Report, June 2024.



Site ID	Site Type	NGR (m)		Within AQMA?	Distance (km) and Direction to Site
		X	Y		
(A)	Roadside site defined by LAQM.TG(22) as: “A site sampling typically within one to five metres of the kerb of a busy road”.				
(B)	Suburban site defined by LAQM.TG(22) as: “A location type situated in a residential area on the outskirts of a town or city”.				

Table 4-2: Local NO₂ Diffusion Tube Monitoring Sites: Results

Site ID	2023 Data Capture %	Annual Mean NO ₂ Concentration (µg/m ³)				
		2019	2020 ^(A)	2021 ^(A)	2022	2023
MSAQ1	100	19.3	12.7	14.8	14.4	12.9
MSAQ28	100	25.3	22.2	22.4	24.5	21.4
Note: ^(A) As per guidance published by Defra ¹⁹ and the IAQM's Position Statement ²³ , monitoring results obtained in 2020 and 2021 are likely to be atypical due to the impacts of the COVID-19 pandemic. The IAQM's Position Statement ²³ further states “the 2022 (or later year) monitoring data is likely to represent a post-pandemic baseline”.						

As shown in Table 4-2, monitors MSAQ1 and MSAQ28 recorded annual mean NO₂ concentrations of 12.9µg/m³ and 21.4µg/m³ respectively in 2023, representing 32% and 54% of the annual mean NO₂ AQAL of 40µg/m³ – i.e. ‘well below’ (<75% of the AQAL). 2019 concentrations (pre COVID-19) and 2022 concentrations (post COVID-19) were also well below the AQAL.

Monitor MSAQ28, like the Site, is located near to the A272. By comparison the Site is set further away from the A272 than monitor MSAQ28 and therefore similar or lower concentrations would be anticipated at the Site compared to those at monitor MSAQ28.

The empirical relationship given in LAQM.TG(22) states that exceedances of the 1-hour mean NO₂ AQAL are unlikely to occur where annual mean concentrations are <60µg/m³. This indicates that an exceedance of the 1-hour mean AQAL was unlikely to have occurred at the above locations in between 2019 – 2023.

4.3 Defra Mapped Background Concentrations

Defra maintains a nationwide model of existing and future background air quality concentrations at a 1km grid square resolution which is routinely used to support LAQM requirements and air quality assessments. The data sets include annual average concentration estimates for NO₂, PM₁₀ and PM_{2.5} using a base year of 2021 (the year in which comparisons between modelled and monitored concentrations are made).

The Defra mapped background concentrations for the base year (2023 – i.e. the year of the latest LAQM data set) and the earliest anticipated year of occupancy of the Proposed Development (2026) for the grid square which covers the Site are presented in Table 4-3.

All of the mapped background concentrations presented are “well-below” the respective annual mean AQALs.



Table 4-3: Defra Mapped Background Pollutant Concentrations

Grid Square (X, Y) (m)	Year	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)		
		NO ₂	PM ₁₀	PM _{2.5}
535500, 123500	2023	8.5	10.0	6.3
	2026	7.7	9.8	6.1
AQAL		40	40	20

4.4 Defra's Pollutant Climate Mapping Model

Defra's Pollutant Climate Mapping (PCM) model is a collection of models designed to fulfil part of the UK's AQSR requirements to report on the concentrations of particular pollutants in the atmosphere. The latest PCM model data, released by Defra in 2020, has modelled concentrations incorporating Defra's 2018 action plan (2018 reference year), up until 2030 taking into account the anticipated uptake of cleaner vehicles, along with other policy interventions. Concentrations reported by the PCM assume roadside locations, typically at a 4m separation distance from the kerbside and a 2m height.

There is one PCM link located adjacent to the Site on Lewes Road (directly north of the access route – see Figure 4-1). The Lewes Road PCM link (Census ID: 802086008) has a modelled 2023 roadside annual mean NO₂ concentration of 14.1 $\mu\text{g}/\text{m}^3$, and 11.9 $\mu\text{g}/\text{m}^3$ in 2026 (the year of first occupancy) – both 'well-below' the NO₂ AQAL (40 $\mu\text{g}/\text{m}^3$).

4.5 Ecological Sites

From review of Magic Maps²⁷, several ecological designations have been identified. Those designations located within 200m of road links where development generated traffic is likely to distribute are discussed in turn below.

Several AW sites have been identified. The closest of these AW sites is Cains Wood which borders the Site boundary on its southeastern extent. Further relevant AW sites include Sluts Lane Wood, Greenhill Shaw, Costells Wood and Anchor Wood located approximately 0.2km northeast, 0.6km west, 0.7km east and 1.1km east respectively. It is worth noting that this is not an exhaustive list and only provides the details of AW sites closest to the Site. Further AW sites are illustrated in Figure 4-2.

The Chailey Common SSSI and the Ashenground and Bolnore Woods LNR are located approximately 3km southeast and 2.5km west of the Site respectively.

The locations of the above ecological designations in relation to the surrounding road network with a 200m roadside buffer applied is provided in Figure 4-2.

Consideration has also been given to road traffic impacts associated with NO₂ (as nitrogen) deposited on the lowland heathlands that form part of the Ashdown Forest SAC and SPA. This consideration has been brought forward by the pre-application response received from MSDC²⁸ and is in accordance with Policy 'PDN9' of the Regulation 19 Local Plan (see Section 2.2.2). Ashdown Forest is located approximately 10km northeast of the Site.

²⁷ <https://magic.defra.gov.uk/magicmap.aspx>. Accessed December 2024.

²⁸ Email correspondence between SLR Consulting and Joseph Swift at MSDC (Reference: DM/24/2061).



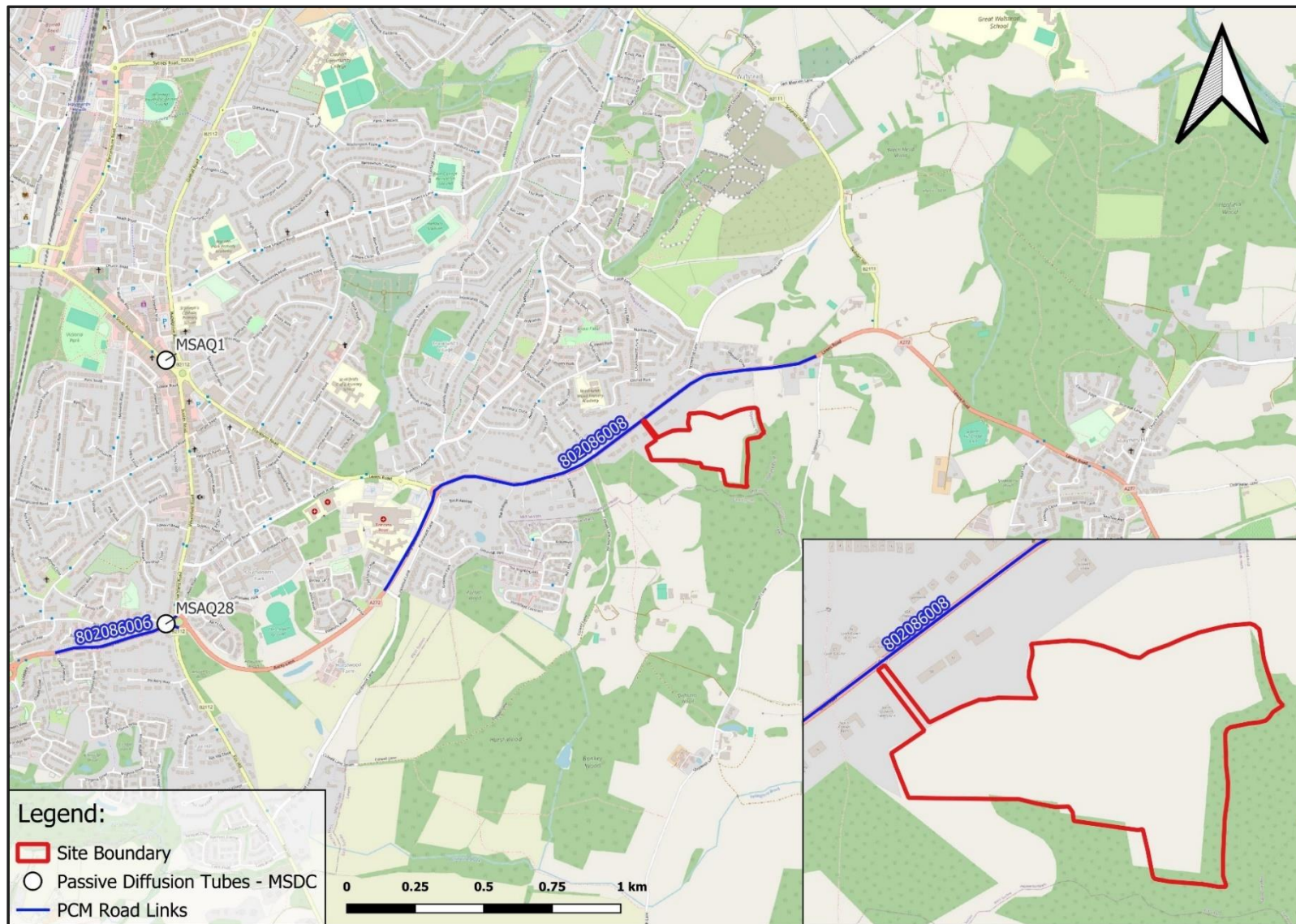


Figure 4-1: Site Setting and Local Air Quality Monitoring



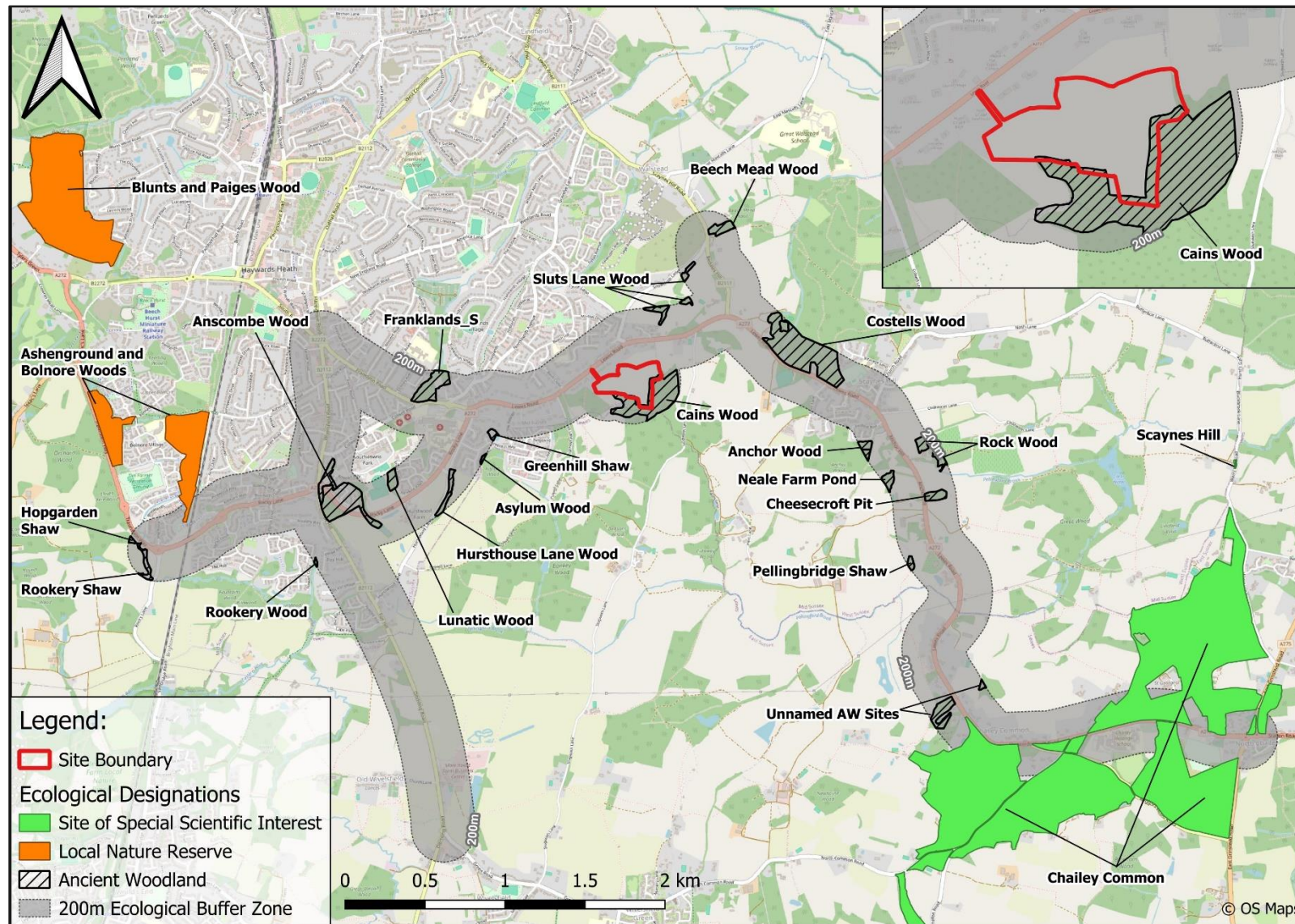


Figure 4-2: Site Setting and Ecological Designations



5.0 Construction Phase Assessment

This section presents the potential air quality impacts and effects associated with the construction of the Proposed Development.

5.1 Construction Dust Assessment

Where figures relating to area and volume of the Site, approximate number of construction vehicles or distances to receptors are given, these relate to thresholds as defined in the IAQM guidance to guide the assessor to define the dust emissions magnitude and sensitivity of the area.

5.1.1 Assessment Screening

There are 'human receptors' within 250m of the Site and designated habitat sites within 50m. Therefore, an assessment of construction dust on human receptors and ecological receptors is required.

5.1.2 Potential Dust Emissions Magnitude

5.1.2.1 Demolition

The Site currently comprises three parcels of open green space each bounded by trees, with no buildings or structures which require demolition. As such, impacts associated with demolition have been scoped out of this assessment.

5.1.2.2 Earthworks

Site earthworks are required over an area of 18,000m² – 110,000m². It is predicted there will be 5 – 10 heavy earth moving vehicles active at any one time. In addition, according to Magic²⁹, the main surface texture class of the underlying soil is regarded to be 'loamy and clayey soils', which is considered to have a relatively high dust generating potential.

The dust emission magnitude for earthworks is therefore considered to be 'medium'.

5.1.2.3 Construction

The proposals constitute the construction of up to 80 dwellings. The total building volume associated with the Proposed Development is predicted to be 12,000m³ – 75,000m³. Building materials are anticipated to be standard brick masonry.

The dust emission magnitude for construction is therefore considered to be 'medium'.

5.1.2.4 Trackout

Construction vehicles will access the Site via Lewes Road. Given the scale and nature of the works required, there are anticipated to be a maximum of 20 – 50 HDV outward movements in any worst-case day. Due to the size of the Site, the unpaved road length may be 50 – 100m at any given time.

The dust emission magnitude for trackout is therefore considered to be 'medium'.

²⁹ <https://magic.defra.gov.uk/MagicMap.aspx>.



5.1.2.5 Summary

A summary of the potential dust emission magnitude for each of the activities is displayed in Table 5-1.

Table 5-1: Potential Dust Emission Magnitude

Activity	Dust Emission Magnitude
Demolition	N/A
Earthworks	Medium
Construction	Medium
Trackout	Medium

5.1.3 Sensitivity of the Area

5.1.3.1 Dust Soiling Impacts

Overall, there are 1 – 10 existing residential dwellings (high sensitivity receptors) within 20m of the Site boundary.

Furthermore, there are 10 – 100 existing residential dwellings within 20m of roads up to 250m of the Site entrance.

The sensitivity of the area with respect to dust soiling effects on people and property is considered to be 'medium' in relation to earthworks and construction and 'high' in relation to trackout.

5.1.3.2 Human Health Impacts

The background PM₁₀ concentration for the 1km² grid square which covers the Site (x535500, y123500) is estimated to be 10.0µg/m³, based upon 2023 mapped background estimates (i.e. falls into the <24µg/m³ class).

Given the above information regarding the number and nature of surrounding receptors, the sensitivity of the area with respect to human health impacts in relation to earthworks, construction and trackout is considered to be 'low'.

5.1.3.3 Ecological Impacts

Cains Wood overlaps the Site's redline boundary on its southern and eastern extents. Ancient Woodland designations are of 'low' sensitivity in accordance with IAQM guidance.

There are no designated ecological sites within 50m of the identified trackout routes.

The sensitivity of the area with respect to ecological impacts in relation to earthworks and construction is therefore considered to be 'low'.

Summary

A summary of the sensitivity of the area defined for each potential impact is displayed in Table 5-2, whereas the spatial densities of receptors discussed in relation to the Site boundary are illustrated in Figure 5-1.



Table 5-2: Sensitivity of the Area

Potential Impact	Sensitivity of the Surrounding Area			
	Demolition	Earthworks	Construction	Trackout
Dust Soiling	N/A	Medium	Medium	High
Human Health	N/A	Low	Low	Low
Ecological	N/A	Low	Low	N/A

5.1.4 Risk of Impacts (Unmitigated)

The outcome of the assessment of the potential ‘magnitude of dust emissions’, and the ‘sensitivity of the area’ are combined in Table 5-3 below to determine the risk of impact which is used to inform the selection of appropriate mitigation.

Table 5-3: Risk of Dust Impacts (Unmitigated)

Potential Impact	Demolition	Earthworks	Construction	Trackout
Dust Soiling	N/A	Medium Risk	Medium Risk	Medium Risk
Human Health	N/A	Low Risk	Low Risk	Low Risk
Ecological	N/A	Low Risk	Low Risk	N/A

5.1.5 Mitigation

Following the construction dust assessment, the Site is found to be at worst ‘medium risk’ in relation to dust soiling effects on people and property and ‘low risk’ in relation to human health impacts and ecological impacts (Table 5-3). However, potential dust effects during the construction phase are considered to be temporary in nature and may only arise at particular times (i.e. certain activities and / or meteorological conditions).

Nonetheless, commensurate with the above designation of dust risk, mitigation measures as identified by IAQM guidance are required to ensure that any potential impacts arising from the construction phase of the Proposed Development are reduced and, where possible, completely removed. In accordance with IAQM guidance, providing effective mitigation measures are implemented, such as those outlined in Section 7.1, construction dust effects are considered to be ‘not significant’.





Figure 5-1: Construction Dust Assessment



6.0 Operational Phase Assessment

This section presents the potential air quality impacts and effects associated with the operational phase of the Proposed Development.

6.1 Road Traffic Screening Assessment

6.1.1 Human Receptors

Trip generation data used for screening purposes was provided by i-Transport – the appointed transport consultant. The data relates to the maximum predicted trip rates the Proposed Development is expected to generate, for comparison against the EPIC & IAQM criteria (as outlined in Section 3.3.1.1). Table 6-1 presents the screening assessment.

Table 6-1: Maximum Road Traffic Flows Generated on the Local Road Network

Description	AADT	
	LDVs	HDVs
Total Site	430	2
EPIC/IAQM Screening Criteria (outside AQMAs)	500	100

As presented in Table 6-1, the maximum road traffic flows generated by the Proposed Development on the local road network are below the relevant EPIC & IAQM screening criteria.

Given the above, the operational effects on local air quality arising from road traffic emissions associated with the Proposed Development can be considered ‘insignificant’.

6.1.2 Ecological Receptors

Based on trip distribution data provided by i-Transport, development generated trips have the potential to occur on roads within 200m of relevant AW designations as well as Ashenground and Bolnore Woods LNR and Chailey Common SSSI. Within each of these designations, habitats are potentially sensitive to atmospheric pollution including those emission contributions arising from road traffic.

Given the number of project-alone trips generated by the Proposed Development (432 AADT – all vehicles), the impact of road traffic emissions on all relevant AW sites, Ashenground and Bolnore Woods LNR and Chailey Common SSSI can be screened out, as the trip generation falls below the 1,000 AADT (total vehicles) screening threshold. This approach is worst-case as its based upon the total trip generation rather than the distributed development trips within 200m of each relevant ecological designation.

It is therefore concluded that road traffic emission contributions from the Proposed Development will result in *no likely significant effects* on habitats within the relevant AW sites, Ashenground and Bolnore Woods LNR and Chailey Common SSSI.

Given the level of protection afforded to Ashdown Forest (i.e. SAC / SPA), it is necessary to assess the impact of project-alone (those associated with the Proposed Development) and in-combination (those associated with wider committed development and Local Plan allocations) flows, in accordance with the IAQM nature guidance.

However, with reference to Section 3.3.1.2 and the JNCC *Guidance on Decision-making Thresholds for Air Pollution*²⁵, a location specific *de-minimis* threshold (DMT) has been established to determine requirements for in-combination assessment.



To determine the DMT value, the Department for Transport (DfT) website³⁰ has been consulted to source baseline traffic data. The trip distribution data provided by i-Transport highlights that Proposed Development trips have the potential to occur within 200m of Ashdown Forest along the A275 Lewes Road and the A26 Uckfield Road. DfT count point: 16824 (located on the A275 Lewes Road) and DfT count point: 78157 (located on A26, Uckfield Road) have been utilised to calculate the DMT.

Table 6-2 below provides details of the DMT calculation and comparison against the distributed developmental trip generation.

Table 6-2: DMT Calculations

DfT Count ID	Associated Road Link	2023 Baseline Traffic (Total AADT)	TEMPRo Growth Factor (2023 – 2026) ^(A, B)	2026 Baseline Traffic (Total AADT)	DMT (0.15% of Baseline Traffic) ^(C)	Developmental Generated Traffic (AADT, total vehicles) ^(C)	Development Generated Traffic as % of Total 2026 Flow
16824	A275, Lewes Road	3,540	1.0168	3,599	6	5	0.13%
78157	A26, Uckfield Road	10,030	1.0154	10,184	16	6	0.06%

Table notes:

(A) As provided by i-Transport.

(B) Baseline traffic flows converted to the development opening year, as per the JNCC guidance.

(C) Rounded up to the nearest whole number.

Table 6-2 shows that the DMT values (i.e. 0.15% of total AADT) for the A275 Lewes Road and the A26 Uckfield Road within 200m of the Ashdown Forest designation are +6 and +16 AADT respectively. As the Proposed Development is anticipated to, at worst, generate +5 AADT on A275 Lewes Road and +6 AADT on A26 Uckfield Road (both <0.15%), it can be concluded that both project-alone and in-combination flows along these links would not undermine relevant conservation objectives and can therefore be considered insignificant, in accordance with the JNCC guidance, and no further assessment is necessary.

Operational phase road traffic emissions associated with the Proposed Development would result in '*no likely significant effect*' at habitats within the identified Ashdown Forest SPA / SAC.

6.2 Site Suitability Assessment

The following information, as discussed in Section 4.0, has been used to inform the suitability of the Site, relative to its proposed residential use:

- The Site is sufficiently distant from any AQMAs, with the nearest AQMA, Mid Sussex AQMA No. 1, located approximately 9.5km southwest of the Site;
- The closest monitors to the Site (monitors MSAQ1 and MSAQ28) indicate annual mean NO₂ concentrations have historically been below the AQAL in the Site locale for the period assessed (2019-2023), see Table 4-2;

³⁰ <https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints>, accessed December 2024.



- The Defra mapped background annual mean NO₂, PM₁₀ and PM_{2.5} concentrations predicted at the Site (2021 reference year) are considered to be 'well below' the respective AQALs;
- The nearest modelled PCM link to the Site, the A272 Lewes Road (Census ID: 802086008) predicts annual mean NO₂ concentrations 'well below' the AQAL in 2023 and 2026; and
- The Proposed Development is not expected to generate additional road traffic volumes in exceedance of the EPIC & IAQM screening criteria. Consequently, it is considered to have an insignificant impact on local air quality, including within the Site.

Given the above information, in line with the EPIC & IAQM guidance, the Site is found to be suitable for its proposed purpose (i.e. residential use). A detailed site suitability assessment is not considered to be required, and pollutant concentrations are predicted to be below the respective AQALs across the Site. Effects associated with likely exposure of future occupants are considered to be 'not significant'.



7.0 Mitigation Measures

This section presents any proportionate mitigation measures required during the construction and operational phases of the Proposed Development.

7.1 Construction Dust

As discussed in Section 5.0, construction impacts associated to the Proposed Development would result in the generation of dust and PM₁₀.

In order to control potential impacts, Table 7-1 presents a range of mitigation measures which could be applied and align with the IAQM guidance. In accordance with the Sussex-air guidance, these measures are included as standard mitigation. With the effective application of the dust mitigation measures, residual effects will be 'not significant'.

Table 7-1: Construction Dust Mitigation Measures

Site Application	Mitigation Measures
Highly Recommended	
Communications	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
	Display the head or regional office contact information.
	Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site.
Construction	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
Monitoring	Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.
	Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
	Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.
Operating Vehicle/Machinery and Sustainable Travel	Ensure all vehicles switch off engines when stationary - no idling vehicles.
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
Operations	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.



Site Application	Mitigation Measures
	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
	Use enclosed chutes and conveyors and covered skips.
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
Preparing and Maintaining the Site	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
	Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
	Avoid site runoff of water or mud.
	Keep site fencing, barriers and scaffolding clean using wet methods.
	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
	Cover, seed or fence stockpiles to prevent wind whipping.
Site Management	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
	Make the complaints log available to the local authority when asked.
	Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.
Trackout	Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
	Avoid dry sweeping of large areas.
	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
	Record all inspections of haul routes and any subsequent action in a site log book.
	Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).



Site Application	Mitigation Measures
	Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
	Access gates to be located at least 10m from receptors where possible.
Waste Management	Avoid bonfires and burning of waste materials.
Desirable	
Construction	Avoid scabbling (roughening of concrete surfaces) if possible.
	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
	For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.
Earthworks	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
	Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable
	Only remove the cover in small areas during work and not all at once.
Monitoring	Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.
Operating Vehicle/Machinery and Sustainable Travel	Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).

7.2 Operational Phase

7.2.1 Emissions Mitigation Assessment

In line with the Sussex-air guidance, an estimation of the pollutant emission costs associated with the Proposed Development has been undertaken.

Pollutant emissions costs associated with additional operational development trips over a 5-year period (from the first year of operation – i.e. 2026 to 2030) have been calculated to indicate potential mitigation requirements. The latest version of the EFT (presently v12.1) has been used to determine vehicle emission factors as input into the Damage Cost Calculation.

Reference should be made to Table 7-2 and Table 7-3 for a presentation of the calculation inputs and outputs, respectively.



Table 7-2: Damage Cost Calculation – Inputs

Input Parameter	Inputs
Total Trips (AADT)	432
% HDVs	0.5
Average trip length (km)	10
Speed (kph)	50
2022 Base Damage cost NOx (£ per tonne) ^(A)	£11,682
2022 Base Damage cost PM _{2.5} (£ per tonne) ^(A)	£84,548
Table notes: ^(A) As provided in the Defra damage costs guidance.	

Table 7-3: Damage Cost Calculation – Outputs

Output Parameter	Year					5 – Year Total
	2026	2027	2028	2029	2030	
Annual NOx Emissions (tonnes/year)	0.25	0.22	0.19	0.17	0.14	0.96
Annual PM ₁₀ Emissions (tonnes/year)	0.05	0.05	0.05	0.05	0.05	0.26
Annual PM _{2.5} Emissions (tonnes/year) ^(A)	0.03	0.03	0.03	0.03	0.03	0.16
NOx contribution (£) (rounded up) ^(B)	£3,048	£2,640	£2,265	£1,924	£1,624	£11,501
PM _{2.5} contribution (£) (rounded up) ^(B)	£2,971	£2,901	£2,836	£2,774	£2,714	£14,195
Total contribution (£) (rounded up)						£25,696
Table notes: ^(A) Converted utilising the Road Transport PM ₁₀ to PM _{2.5} factor of 0.622 as provided in the Defra damage costs guidance. ^(B) Discounted benefits across the period of the policy appraisal.						

In summary, over a 5-year period (commencing from 2026 – the assumed opening year of development), an emission cost has been calculated at **£25,696**.

The above damage cost provides an indicator of the financial commitment required to offset emissions. The amount (value) determined is not a direct indication of the monetary contribution required to off-set impacts upon air quality. Rather, the scale of damage cost will determine the level of appropriate mitigation required for specific proposals.

7.2.2 Mitigation Measures

Road traffic impacts associated with the operation of the Proposed Development can be considered as having an ‘insignificant’ effect on local air quality. As such, long-term scheme-specific mitigation measures in relation to operational effects arising from road traffic emissions are therefore not considered to be necessary.



Notwithstanding, a Framework Travel Plan³¹ is provided in support of the planning application. The Plan sets out a package of measures and actions to encourage sustainable and active modes of travel, inclusive of:

Infrastructure:

- Walking and cycling routes;
- Cycle parking; and
- Electric Vehicle (EV) Charging Infrastructure.

Soft Measures:

- Walking Measures;
- Cycling Measures;
- Public Transport;
- Car Sharing;
- Residents' Travel Information Pack;
- Incentives – Travel Voucher; and
- Personalised Travel Planning.

Further details of these measures can be found in Section 5 of the Framework Travel Plan.

In addition, in relation to EV charging points and in line with Approved Document S of the Building Regulations (2010)³², for new dwellings it is a requirement that:

Where associated parking spaces are provided for a new residential building, the number of associated parking spaces that have access to an electric vehicle charge point must be a minimum of either of the following.

- The number of associated parking spaces.*
- The number of dwellings that the car park serves. See paragraphs 1.4 to 1.7 for the application of these requirements.*

³¹ Land at North Colwell Farm, Lewes Road, Haywards Heath Framework Travel Plan (Document Reference: MG/BC/MS/ITL19597-006 R), dated 12th December 2024.

³² Infrastructure for the charging of electric vehicles. Approved Document S. The Building Regulations, 2010. 2021 edition – for use in England.



8.0 Conclusions

SLR has undertaken an air quality assessment to support a planning application for a proposed residential development comprising up to 80 dwellings and associated infrastructure on Land at Colwell Farm, Haywards Heath.

8.1 Construction Phase

A qualitative assessment of the potential dust impacts during the construction of the development has been undertaken following IAQM guidance.

Providing effective mitigation measures are implemented, such as those outlined in Table 7-1 of this report, residual impacts from dust emissions during the construction phase are deemed to be 'not significant'.

8.2 Operational Phase

8.2.1 Human Receptors

In terms of operational phase effects at human receptors, the Proposed Development is expected to generate road traffic volumes below the EPIC & IAQM *indicative criteria* for assessment. As such, it is considered that road traffic impacts associated with the operation of the Proposed Development will have an 'insignificant' effect on local air quality.

A qualitative site suitability assessment has been undertaken. In line with the EPIC & IAQM guidance, the Site is found to be suitable for its proposed purpose (i.e. residential use). Effects associated with likely exposure of future occupants are considered to be 'not significant'.

In accordance with the Sussex-air guidance, an estimation of the pollutant emission costs associated with the Proposed Development has been undertaken. The calculated damage cost is £25,696. The amount (value) determined is not a direct indication of the monetary contribution required to off-set impacts upon air quality. Rather, the scale of damage cost determines the estimated value of mitigation measures required.

8.2.2 Ecological Receptors

Consideration has been given to potential impacts on habitats within identified ecological designations within the vicinity of the Site. This has been limited to the Ancient Woodland sites, LNR and SSSI illustrated in Figure 4-2 and the Ashdown Forest SAC / SPA.

In relation to the Ancient Woodland sites, LNR and SSSI, the impact of road traffic emissions on these sites has been screened out based on 'project alone' development trips being below the 1,000 AADT (total vehicles) screening threshold. It is therefore concluded that road traffic emission contributions from the Proposed Development will result in *no likely significant effect* to the ecological designations.

In relation to the Ashdown Forest SAC / SPA, project-alone development trips are below the DMT applied with reference to the JNCC guidance. It can therefore be concluded that both project-alone and in-combination flows would not undermine relevant conservation objectives and that operational phase road traffic emission impacts will result in *'no likely significant effect'* on habitats within the Ashdown Forest SAC / SPA. No further assessment is therefore required.





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