Land North of Rectory Lane, Ashington

Air Quality Emissions Mitigation Statement

Taylor Wimpey Strategic Land (a division of Taylor Wimpey UK Ltd)

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Basis of Report

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1.0 Introduction

SLR Consulting Ltd (SLR) has been commissioned by Taylor Wimpey Strategic Land (a division of Taylor Wimpey UK Ltd) to prepare an air quality Emissions Mitigation Statement (EMS) to support the outline planning application for a proposed residential development comprising up to 125 dwellings and associated infrastructure (the 'Proposed Development') on Land North of Rectory Lane, Ashington (the 'Site').

1.1 Scope

The purpose of this air quality EMS is to:

- Review the previously calculated financial operational emission impact of the Proposed Development (damage cost) – as an appropriate benchmark to indicate proportionate mitigation requirements;
- Disclose the extent of mitigation measures to be implemented throughout the construction and operational phases of the Proposed Development to reduce transport related air pollution damages; and
- Compare the cost of the mitigation to the calculated damage cost to determine whether additional mitigation is required.

The statement has been prepared in accordance with the *Sussex-air Air Quality Partnership: Air quality and emissions mitigation guidance for Sussex (2021)*[1], utilising the Air Quality Assessment (AQA) prepared by SLR Consulting Ltd[2] to support the planning application submitted to Horsham District Council (HDC) (reference: DC/26/1186).

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

[2] SLR Consulting Ltd, Land North of Rectory Lane Ashington (reference: 402.065738.00001)

2.0 Emissions Mitigation Calculation

In line with the requirements of the *Sussex-air Air Quality Partnership: Air quality and emissions mitigation guidance for Sussex (2021)*, a calculation to estimate the likely financial operational emission impact of the Proposed Development (damage cost) was undertaken to support the planning application, as presented within the AQA prepared by SLR Consulting[2]. This considered the maximum vehicle trip rate associated with the Site and is replicated below.

Pollutant emissions costs associated with additional operational development trips over a 5-year period (from the first year of operation – i.e. 2032 - 2036) have been calculated to indicate potential mitigation requirements. Version 14.1 (the latest version available at the time of the AQA) of Defra's Emissions Factors Toolkit[3] (EFT) was used to determine vehicle emission factors as input into the Damage Cost Calculation[4]. The calculations have been completed in accordance with the Defra *Air quality appraisal: damage cost guidance*[5].

Reference should be made to Table 2-1 and Table 2-2 for a presentation of the calculation inputs and outputs, respectively.

Table 2-1: Damage Cost Calculation – Inputs

Input Parameter	Inputs
Total trips (AADT)	704 (0% HDV)
Average trip length (km) (A)	10
Speed (kph)	50
2025 Base Damage cost NOx (£ per tonne) (B) (C)	£5,944
2025 Base Damage cost $PM_{2.5}$ (£ per tonne) (B) (C)	£49,192

Notes:
(A) Average trip length from the National Travel Survey and as presented in the Sussex-air guidance.
(B) 'Damage Cost' is based upon 'Road Transport Rural'[6].
(C) Applied Price Base Year: 2026.

Table 2-2: Damage Cost Calculation – Outputs

Output Parameter	Year					5-Year Total
	2032	2033	2034	2035	2036	
Annual NOx Emissions (tonnes/year)	0.167	0.137	0.112	0.092	0.077	0.586
Annual $PM_{2.5}$ Emissions (tonnes/year)	0.042	0.041	0.041	0.040	0.040	0.204
NOx contribution (£) (rounded up)	1,011	815	659	534	440	3,459
$PM_{2.5}$ contribution (£) (rounded up)	2,098	2,034	1,976	1,923	1,875	9,907
Total contribution (£) (rounded up)	3,109	2,849	2,635	2,457	2,315	13,366

[3] https://laqm.defra.gov.uk/air-quality/air-quality-assessment/emissions-factors-toolkit/

[4] It is noted that in the interim since the assessment was first undertaken, v15.0 of the EFT has been published. This has resulted in a slight increase in the derived value to £13,788.

[5] https://www.gov.uk/government/publications/assess-the-impact-of-air-quality/air-quality-appraisal-damage-cost-guidance

[6] In accordance with the Department for Transport, TAG Unit A5.4 Marginal External Costs (November 2025). As referenced in the Gov.UK: 'Air Quality Appraisal: Damage Cost Guidance (December 2025).

In summary, over a 5-year period, an emission cost was calculated at **£13,366**[4]**.** This monetary value has been utilised as an appropriate benchmark to indicate proportionate mitigation requirements.

3.0 Mitigation Measures

This section considers transport related mitigation measures for comparison against the calculated damage cost.

3.1 Construction Phase

A Construction Environmental Management Plan (CEMP) will be prepared to support the construction phase of the Proposed Development. The construction phase dust mitigation measures contained within the AQA prepared by SLR Consulting[2] will be carried through and secured in the CEMP. The CEMP will also include standard transport measures which are likely to have a positive impact upon construction phase transport emissions.

3.2 Operational Phase

In accordance with the Approved Document S of The Building Regulations[7], each dwelling will be provided with an Electric Vehicle (EV) charging point. As this is considered standard mitigation and is a requirement of Approved Document S of The Building Regulations, costs associated the EV charging have therefore not been considered.

Table 3-1 provides an extract of the transport related operational mitigation measures to be implemented. These are aimed at encouraging Active Travel and a shift away from private car use to more sustainable modes of transport, which ultimately remove the associated emission contribution. Associated costs have been included for each measure to enable comparison with the calculated damage cost.

It is noted that the provided costs are, at the current stage, indicative and based on typical costs from available guidance[8,9]. Costs do not include labour or traffic management and may vary depending on local site conditions.

Table 3-1: Operational Phase Mitigation Measures – Costing

Mitigation Measures	Indicative Costs (£)
• Uncontrolled Pedestrian Crossings x 2: o One at each access, not including the Active Travel Connection)	£42,000 (from £21,000 each)
• Raised Table Access (Active Travel Connection)[10]	£60,000 (ranging from £55,000 - £200,000)
• Resurfacing and widening of existing footway to the south of Rectory Lane	£15,300 (£900 per metre. Proposals for 170m in length)
• Bollard (x1) and Signage (x6) in relation to active travel	£10,100
• Road markings: o 18 road markings proposed – not including access road centre lines & give way markings	£1,000

[7] HM Government, The Building Regulations 2010, Approved Document S: Infrastructure for the charging of electric vehicles, 2021 edition – for use in England.

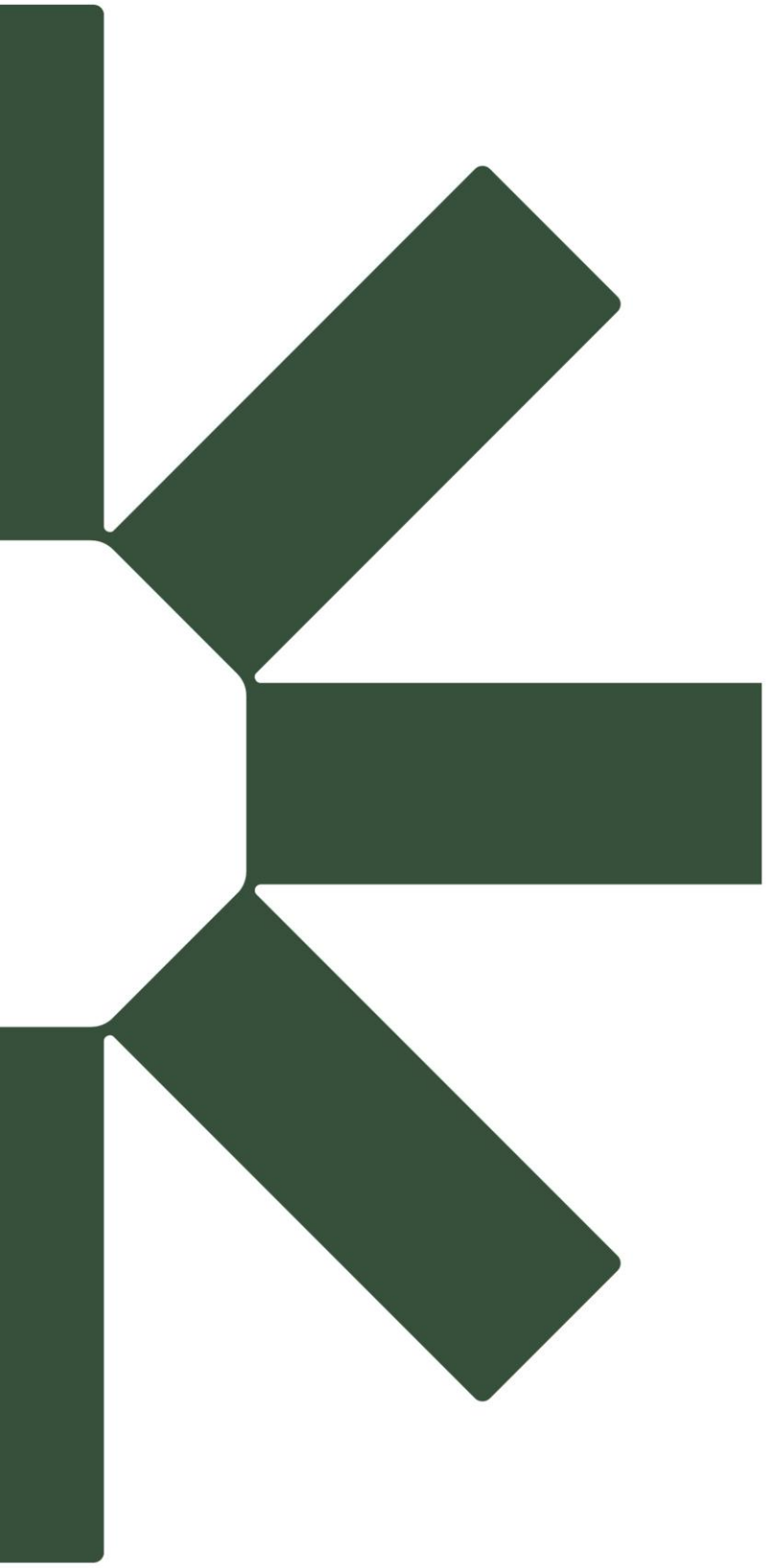
[8] Hampshire County Council, Active Travel Costed Guide, 2026.

[9] Wiltshire Council, Costs of Highway Works, 2024.

[10] Active Travel England states: *"raised tables across the mouth of side roads can reduce the speed of vehicles turning in and out of the junction. This improves safety for cyclists and can help pedestrians".*

Mitigation Measures	Indicative Costs (£)
Total	**£128,400**

The indicative monetary cost of confirmed mitigation totals **£128,400**. This is far in excess of the damage cost figure (£13,366[4]) and provides substantial leeway with the indicative nature of the costs provided. Therefore, no further mitigation is required, as the stated measures are considered to go above and beyond the likely financial emissions impact of the Proposed Development. This meets the requirements of the *Sussex-air Air Quality Partnership: Air quality and emissions mitigation guidance for Sussex (2021)* in terms of providing active travel improvements.



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