

TECHNICAL NOTE REGARDING THE DISCHARGE OF CONDITION 15 OF PLANNING CONSENT REF: DC/22/0518

The purpose of this Technical Note is to discharge a pre-occupation planning condition. Planning condition 15 states:

“Pre-Occupation Condition: Notwithstanding the submitted Air Quality Assessment, prior to the first occupation or use of the development hereby permitted, a scheme of air quality mitigation (including a scheme for the provision of electrical vehicle charging by way of both fast and rapid charging points) shall have been submitted to and been approved in writing by the Local Planning Authority. The details shall have regard to the Council's latest Air Quality & Emissions Reduction Guidance document, as well as West Sussex County Council's 'Guidance on Parking at New Developments' (May 2019). The approved scheme shall be installed prior to first occupation of the development and shall thereafter remain as such.

Reason: To mitigate the impact of the development on air quality within the District and to sustain compliance with and contribute towards EU limit values or national objectives for pollutants in accordance with Policies 24 & 41 of the Horsham District Planning Framework (2015).”

Local Planning Guidance

Below are the relevant sections from the most up-to-date local planning guidance with respect of Air Quality mitigation;

Air quality and emissions mitigation guidance for Sussex (2021)

Section 2: Emissions mitigation assessments

The purpose of an emissions mitigation assessment is to:

- 1) calculate the additional transport emissions associated with a development;*
- 2) determine the appropriate level of mitigation required to help avoid, minimise and/or off-set the impact on air quality;*
- 3) enable an evidence-based and proportionate approach.*

Where mitigation is not integrated into a proposed development, the LPA may require this through relevant planning conditions or Section 106 agreement.

Requirements for mitigation measures

Mitigation must be agreed with the local authority in the form of a mitigation statement. Mitigation of emissions should be designed in to new development from the outset (see Good Design section below).

Table 2: Mitigation measures (page 14) list some of the mitigation options to be considered. The list is not exhaustive and further options may be suggested where local authorities feel it is appropriate,

depending on the scale of development and air quality issues within an area. As a minimum, the total cost of mitigation measures should be equal to the health damage cost.

Where possible, the likely emission reduction(s) resulting from the mitigation proposed should also be quantified; for example, the reduction in emissions from the fleet (bus, taxi, haulage, etc.).

The mitigation options selected should be relevant and appropriate to:

- *Local policies*
- *The local authority's Air Quality Action Plan*
- *The type, size and location of the development.*

These will determine the mitigation priorities that the LPA wishes to be incorporated within a particular development proposal.

Calculating the required mitigation for developments

The emissions calculator on page 8 provides a method for determining the estimated monetary value of damage from a proposed development caused by the pollutants PM and NOx (example on page 11). This is the minimum sum of money that must be spent on practical mitigation measures. The developer will implement the measures following agreement with the LPA.

West Sussex County Council Guidance on Parking at New Developments (September 2020)

Principle B: Electric Vehicle Charging Infrastructure

'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future.

Due to the unprecedented scale of change in vehicle manufacturing and sales, the guidance of electric vehicle car parking places should be reassessed when local plans and supplementary planning documents are reviewed to take account of any recent developments in this technology.

Horsham District Planning Framework (2015)

Policy 24 Strategic Policy: Environmental Protection

The high quality of the district's environment will be protected through the planning process and the provision of local guidance documents. Taking into account any relevant Planning Guidance Documents, developments will be expected to minimise exposure to and the emission of pollutants including noise, odour, air and light pollution and ensure that they:

- 1. Address land contamination by promoting the appropriate re-use of sites and requiring the delivery of appropriate remediation;*
- 2. Are appropriate to their location, taking account of ground conditions and land instability;*

3. *Maintain or improve the environmental quality of any watercourses, groundwater and drinking water supplies, and prevents contaminated run-off to surface water sewers;*
4. *Minimise the air pollution and greenhouse gas emissions in order to protect human health and the environment;*
5. *Contribute to the implementation of local Air Quality Action Plans and do not conflict with its objectives;*
6. *Maintain or reduce the number of people exposed to poor air quality including odour. Consideration should be given to development that will result in new public exposure, particularly where vulnerable people (e.g. the elderly, care homes or schools) would be exposed to the areas of poor air quality; and*
7. *Ensure that the cumulative impact of all relevant committed developments is appropriately assessed.*

Policy 41 Parking

2. *Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.*

Air Quality Damage Cost Calculation

A damage cost assessment was included within the Air Quality Assessment produced by Tetra Tech (ref: 784-B033054, dated: 3rd March 2022) since that original report ACCON has produced a Technical Note to review the Tetra Tech Air Quality assessment. Within the ACCON Air Quality Technical Note dated: 11/04/2024, it has been identified that the total damage cost for the development site utilising the most recent DEFRA emission factors will be £6,569.18.

Mitigation

A travel plan produced by Stunt Consulting Ltd (report ref: B2193/TP01, dated: 10/04/2024) states:

Aim

The aim of this Travel Plan is to reduce the number of vehicles travelling to the site on a daily basis and where possible encourage staff to travel using more sustainable modes. In doing so the aim is to raise awareness of sustainable travel modes and encourage their uptake.

Objectives

In order for the Travel Plan to meet the above aim it has set a number of objectives that will be used as steps to meet the overall aim. These comprise:

- *Reduce the number of single occupancy vehicles (SOVs) travelling to and from the site each day;*
- *Promote and endeavour to maximise the use of non-car modes of transport to the site such as*

- *walking, cycling and public transport;*
- *Promote the health and environmental benefits associated with travel by foot and by bicycle;*
- *Establish the management of the Travel Plan by appointing a Travel Plan Coordinator who will be responsible for the operation of the Travel Plan, its day to day running and the monitoring of its progress;*
- *Assist in meeting the aims set out by the Council to reduce road traffic and congestion; and*
- *Set appropriate targets in consultation with the council to encourage the reduction of single occupancy vehicle trips and car use based upon results obtained from a staff travel survey.*

The above objectives will be reviewed on an annual basis. If required, they can be altered by the Travel Plan Coordinator to offer clearer direction enabling them to evolve with the Travel Plan.

The proposed development will have 16 active EV spaces (mix of double and single charge points) and 12 passive spaces.

The approximate cost for the implementation of the travel plan and installation of the EV charging infrastructure has been advised by the traffic consultant Stunt Consulting Ltd and those costs are identified below in **Table 1**:

Table 1: Mitigation Measures Summary

Mitigation Measure	End Cost
Travel Plan Coordinator, 5-year period	£10,500.00
Installation of EV charging infrastructure	£14,400.00
Total	£24,900.00

Conclusion

The calculated damage costs associated with the proposed development are £6,569.18. It has been estimated within **Table 1** that the total cost of the mitigation measures that will be implemented will total approximately £24,900.00, this will completely offset the damage cost estimate and therefore Condition 15 can be discharged.

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