From: Matthew Porter
Sent: 07 May 2025 15:04
To: Alice.Johnson <Alice.Johnson@horsham.gov.uk>
Subject: RE: DC/25/0371 - Tesla Engineering Ltd

Hi Alice,

Please see below full response to the EHO comments prepared by our Air Quality Consultant:

Mitigation Measures:

- Yes, confirmation that the original HDV routing plan proposed under HDC reference: DC/17/1367 for the wider Tesla Engineering site will continue to apply.
- EV charging points:
    - Active (24 total):
        - 14 active EV charge points installed as part of Phase 3 (Unit 12 area) – in line with Condition 4 of HDC planning reference DC/23/0997.
        - 6 active EV charge points installed as part of Phase 2 (Unit 11 area).
        - 4 additional active EV charge points installed as part of an additional 6 car parking spaces (Unit 11 area).
    - Passive / ducted (14 total):
        - 14 passive/ducted EV charge points installed as part of Phase 3 (Unit 12 area) – in line with Condition 4 of HDC planning reference DC/23/0997.
- Car parking spaces:
    - Unit 9 area (southern most car park) – 59 spaces.
    - Unit 11 area (middle car park) – 51 spaces.
    - Unit 12/12a area (north/east car park) – 64 + 12 + further 11 = 87 spaces.

PM2.5 Targets:

1. The site has been selected given the presence of the existing wider Telsa Engineering site. The proposed development represents an extension to the existing factory and its location is therefore both logical and necessary for operations. In terms of PM2.5, use of the existing site location prevents creation of an alternative site location which could risk introducing PM2.5 exposure at a new location.

2. The air quality assessment has considered both the construction and operational phases.
    a. For the construction phase, there is potential for the proposed development to generate dust and PM10 during construction works. A portion of PM10 from construction may exist as PM2.5 (typically 10%). The air quality assessment included a construction dust assessment following industry prescribed guidance prepared by the Institute of Air Quality Management. The assessment outcomes identify proportionate mitigation measures to be implemented throughout the construction phase with the aim of controlling dust emissions and minimising any potential impacts. These measures target dust and PM10 however would inherently capture potential PM2.5 emissions generated during construction works. In addition, any increases in dust and

PM10/PM2.5 as a result of the construction phase are temporary and short-term.

b. In relation to the operational phase, a few points are noted:
    i. The Unit 12a extension is proposed for use as a machine room. Tesla Engineering Limited (Tesla) have confirmed this does not generate any additional operational emissions.
    ii. In terms of potential exposure to PM2.5, generally, the proposed development is located away from sensitive receptor locations, with the nearest residential receptor located ~120m to the southeast (and therefore upwind of the proposed development). Additional sensitive land uses such as schools or hospitals have not been identified in the immediate surrounding area. Considering this in conjunction with point i. above, the proposed development does not pose a risk in terms of PM2.5 exposure.
    iii. In terms of users of the development, any exposure on site would constitute occupational exposure in the workplace. This is covered by regulations such as the COSHH (Control of Substances Hazardous to Health) regulations, which Tesla are required to uphold (if/where applicable).
    iv. Tesla are committed to maintaining a high quality, successful business and upholding environmental standards. As part of this, they hold several accreditations under the International Organization for Standardization (ISO). Notably, ISO 14001:2015 which helps organisations to identify, manage and control their environmental impacts. Airborne emissions are captured within this.
    v. Tesla implement several mitigation measures at the site, including measures which target road vehicle emissions – a key contributor to PM2.5 emissions. Implementation of these measures aims to reduce the site's contribution to road vehicle emissions, including PM2.5. Measures include – EV charge point provision across the site, and provision of cycle storage to encourage active modes of travel.

Any further queries, please do let me know,

Thank you,

Kind Regards,

Matthew Porter MA MRTPI
Senior Planner - Kent

Have a site to discuss? Give us a call or visit our interactive map to get started

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