Memo

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Site Allocation DPD – Science and Technology Park at Land North of the A2300
Air Quality Statement

1.1 As part of the DPD assessment, Air quality modelling was carried out by Wood to assess Scenarios 7 and 8 from the Transport Modelling. Both of these scenarios considered the Project Newton site.

1.2 Taking Wood's Air Quality Assessment at face value, there are not expected to be any exceedences of the annual-mean nitrogen dioxide (NO_2) objective of 40µg.m^{-3} at sensitive human receptors within Stonepound Crossroads Air Quality Management Area (AQMA) for Scenarios 7 and 8, and impacts are predicted to be 'negligible'. As these modelled scenarios include the Project Newton development, it can be inferred that the Project Newton development would not have a significant air quality effect on receptors within the Stonepound Crossroads AQMA. Nevertheless, this AQMA is approximately 5 km south of the proposed development site and air quality impacts at sensitive human receptors in the vicinity of the site would require assessment as part of the hybrid planning application.

1.3 An air quality assessment was undertaken by RPS for the planning application for The Hub employment development, which would be situated adjacent to the Project Newton development site. Baseline air quality levels for the site were established and shown to be well below the

relevant air quality objectives for human health. The suitability of the Project Newton site for its proposed use, in air quality terms, is therefore unlikely to be a concern.

1.4 With regard to the Ashdown Forest ecological site, the predicted change in traffic flows associated with proposed site allocations could adversely impact on sensitive habitats and species within the ecological site. Wood's Non-Technical Summary (para 3.4.) advises that further assessment by qualified ecologists is required as part of the HRA to ensure the appropriate mitigation is proposed by them, where necessary. As well as the Ashdown Forest SAC, SPA and SSSI, there are other nature designations which may be affected by the scheme, the closest being Ditchling Common SSSI located approximately 4.4 km to the east. Depending on the traffic generation and spatial distribution of traffic associated with the scheme, detailed assessment of air quality impacts at various ecological receptors will be required as part of the hybrid planning application.

1.5 In particular, the air quality assessment that will be undertaken to support the planning application will focus on the following elements:

- Construction phase – an evaluation of the temporary effects from fugitive construction dust and construction-vehicle exhaust emissions; and the
- Operational phase – an evaluation of the impacts of the development traffic and, if relevant, building emissions on human-health and ecological receptors in the local area.

1.6 Where air quality effects on ecological receptors cannot be screened out as insignificant based on the results of the air quality assessment alone, the predicted impacts will be passed to the project's ecologist for determination of the significance of the effect. Depending on the significance of the effects, mitigation may be considered appropriate to manage air quality impacts at nature designations.

1.7 Should adverse air quality impacts be predicted at human receptors, mitigation measures will be recommended to ensure the residual construction phase and operational phase air quality effects are not significant.

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