

14 February 2024

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Kirklees Council
PO Box B93
Civic Centre 3
Huddersfield
HD1 2JR

FAO Victor Grayson, Planning Officer

Dear Victor,

KC planning application references: 2020/92331 and 2020/92350

Land East of Leeds Road, Chidswell and Land south of Heybeck Lane, Chidswell: Air Quality Assessment Mitigation

1 Introduction

On October 27 2023, Deloitte LLP submitted an Air Quality Mitigation letter to Kirklees Council (KC), assessing the impact of two planning applications, Land east of Leeds Road (2020/92331) and land south of Hey Beck Lane (20209235) on air quality and the proposed mitigation. Delta Simons provided Emission Impact Calculations for the Proposed Developments, informing the content of the letter.

On November 27 2023, you provided comments relating to the submitted letter as follows:

“Thanks for this letter, which I have discussed with KC Environmental Health.

Tables 1, 2 and 3 of the letter set out the inputs used in the relevant calculations, but could we also see your full workings to better understand how the figures totalling £1.5m were arrived at, please? Has a five-year period been factored into the calculation (as per the WYLEG guidance)?

As for the value (in £s) of the mitigation proposals, I think more information is needed. I am unclear as to whether – for example – the amounts you have attributed to travel planning can be relied upon, given we’re at outline stage and don’t have detailed proposals. As for EV charging, my understanding (from KC Environmental Health) is that this can be counted provided that rapid chargers are used. In table 4, why are the end cells under “Internal Infrastructure” blank?”

KC Environmental Health provided further comments, fully detailed below:

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- *“Deloitte’s letter of 27/10/2023 refers to version 9.0 of DEFRA’s emission factor toolkit (EFT), however the most up-to-date version (version 12) should be used instead.*
- *The findings of the further AQIA requested by KC Environmental Health (the need for which is explained in their comments of 16/10/2020: https://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/filedownload.aspx?application_number=2020/92331&file_reference=83625 1, and colleagues have confirmed today that the relevant condition (currently draft condition 26) is indeed needed) would inform the damage costing exercise you are now seeking to complete. How can the council agree to removing air quality matters from the S106 agreement while the results of that further AQIA are still awaited?”*

This letter seeks to provide updates and clarity to the assessment of the Proposed Developments’ operational phases.

2 Updated Assessment of our Impact

The original assessment of the likely impact of the Proposed Developments’ operational phases has been undertaken, in accordance with the methodology outline in the West Yorkshire Air Quality and Emissions Technical Guidance¹. In addition, Version 12 of the emission factor toolkit (EFT), developed by the Department for Environment, Flood and Rural Affairs (DEFRA) has been used for input into Emission Calculation.

The following Assessment is made on worse case traffic generation figures and therefore we anticipate that the impacts will be less in practice. The mitigation that has been identified in this table is contained within obligations in the S106 agreement or planning conditions and is therefore secured as part of the permissions.

The updated Emission Impact Calculations for the Proposed Developments were provided by Delta Simons. Tables 1 and 2 below detail the annual development transport emissions (Tonnes) as calculated with DEFRA’s EFT 2023 V12.0 Emission Impact Calculations undertaken for the Proposed Developments, as well as the input traffic data used in DEFRA’s EFT. This shows that the cost implications undertaking the V12 calculations are less than the original assessment.

Table 1- Annual Transport Emissions & Cost of Mitigations

¹ West Yorkshire Councils (2017) *West Yorkshire Air Quality and Emissions Planning Guidance*. Available at: <https://www.kirklees.gov.uk/beta/crime-and-safety/pdf/WYLES-air-quality-and-emissions-planning-technical-guide.pdf>

	EFT 2020.V10.1	EFT2023 V12.0
Land south of Heybeck Lane, Chidswell- Residential		
NOx Annual Emissions (tonnes/yr.)	0.684	0.606
PM2.5 Annual Emissions (tonnes/yr.)	0.119	0.118
Cost (£)	£98,651.93	£93,557.37
Land East of Leeds Road, Chidswell -Residential		
NOx Annual Emissions (tonnes/yr.)	5.116	4.533
PM2.5 Annual Emissions (tonnes/yr.)	0.890	0.882
Cost (£)	£737,957.22	£699,498.10
Land East of Leeds Road, Chidswell -Commercial		
NOx Annual Emissions (tonnes/yr.)	4.595	4.102
PM2.5 Annual Emissions (tonnes/yr.)	0.812	0.804
Cost (£)	£668,939.08	£635,881.09

Table 2- Traffic Data Used in DEFRA's EFT

	Site A- Residential	Site B- Residential	Site B-Commercial
Trip Rate (Total)	1,838	13,749	11,992
%HDV	1.24	1.24	2.97
Trip Rate (HDVs)	23	170	356

The key assumptions and input data for DEFRA’s EFY different scenarios were:

- Average speed of 50km/hr – main road off site has 40mph speed limit, other roads 30mph and likely to be congested;
- %HDVs for Residential Site B = Residential Site A (the PTC had it the same as the commercial uses);
- Selection of “outer conurbation” for the area type;
- 10 km link length;
- Road type – Urban (not London)
- Cost Per Tonne per Pollutant (NOx (£11,170) and PM (£95,108)).

3 Conclusion

As indicated in Table 1, the cost of appropriate mitigation for annual transport emissions, which follows the requirements of the West Yorkshire Air Quality and Emissions Technical Planning Guidance, is proposed for the Proposed Developments, to a minimum value of approximately **£93,557.37 for Heybeck Lane, £699,498.10 Leeds Road (residential), and £635,881.09 Leeds Road (Commercial)**.

The value of our mitigation proposals were set out in the original letter dated 27 October 2023. For completeness they were a minimum value of approximately £198,667 for Heybeck Lane and £3,955,333 for Leeds Road. Using EFT 12 these figures are now approximately £193,572 for Heybeck Lane and £3,883,815.89, subject to the final S106 agreement. This demonstrates that our mitigation proposals more than outweigh the cost impact of developments.

We trust the above information addresses the requirements of the *Air Quality & Emissions Technical Planning Guidance* published by the West Yorkshire Low Emissions Group and addresses KC’s comments on our initial letter submitted 27/10/2023. However, please do not hesitate to contact Nolan Tucker or Tom Farrington to discuss further.



Tom Farrington