Lidl UK GmBH

Former William Freeman Site, Wakefield Road, Mapplewell

Air Quality Detailed Mitigation Strategy

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RSK GENERAL NOTES

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Title: Air Quality Detailed Mitigation Strategy – consented Lidl Store at former William Freeman site, Wakefield Road, Mapplewell

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of RSK Group Limited.

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1 Introduction

RSK Environment Ltd (RSK) has been commissioned to prepare a detailed mitigation strategy for the consented Lidl foodstore development at the former William Freeman site, Wakefield Road, Mapplewell. The development falls within the jurisdiction of Barnsley Metropolitan Borough Council (BMBC). The detailed mitigation strategy seeks to discharge planning condition 14 for the above site (planning reference 2017/1716), which was recently consented, as follows: *"Upon commencement, the developer shall submit details of actions for mitigation of air quality impact, for agreement with the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details."*

This detailed mitigation plan therefore sets out mitigation measures to reduce emissions of relevant pollutants generated by the development, with reference to 'Land Use Planning and Development Control: Planning for Air Quality' guidance (Environmental Protection UK and the Institute of Air Quality Management, 2017)[1] (herein referred to as the EPUK-IAQM guidance), RSK's air quality assessment (442852.AQ.02 (00)) and the 'Air Quality and Emissions Good Practice Planning Guidance October 2018' (Barnsley Metropolitan Borough Council, 2018) ('the BMBC guidance').

It should be noted that since the planning application was submitted, the BMBC guidance was updated. The guidance outlined criteria which should be used to determine whether the site was a 'minor', 'medium' or 'major' site, and thus what mitigation measures would be considered proportionate to a site of its size and nature. Based on the September 2014 iteration of the BMBC guidance of the same name, the development was classified as 'medium.' However, the BMBC 2018 guidance has introduced additional criteria which could lead a development to be classified as 'major', RSK would still consider the consented foodstore development to be classed as 'medium' for the following reasons:

- The proposal is for a food store with a gross floor area of greater than 800m^2 and with 123 parking spaces (meaning that it cannot be considered minor);
- The development did not require an Environmental Impact Assessment and is not located within an air quality management area (AQMA);
- The proposal would be unlikely to introduce significant additional congestion to the local area and would be unlikely in itself to reduce vehicle speeds by more than 10kph (albeit that a reduction in speed limit from 40mph to 30mph has been requested as part of planning condition 4 of the proposed development in both directions outside the site entrance);
- Traffic data used in the air quality assessment confirmed that the proposals would not increase the existing traffic flow on roads with a baseline AADT (annual average daily traffic) flow of 5% or more. There were no street canyons modelled within the

[1] The 2017 guidance now supersedes the 2015 guidance.

road network considered and the development was not expected to significantly affect the number of heavy duty vehicle (HDV) movements; and,

- Based on the scale of the development and the ‘dust emissions magnitude’ considered in the air quality assessment, the development is considered not to be of a magnitude where ‘significant’ demolition or construction works are proposed.

For these reasons, the development has included ‘medium’ mitigation measures. Section 2 outlines the recommended measures to mitigate emissions at the site.

2 Detailed Mitigation Plan

This section details the mitigation measures which are considered proportionate to the consented development.

2.1 Facilitating Modal Shift – Travel Planning

RSK's air quality assessment indicated that mitigation measures appropriate to the proposed development could include the *"Preparation of a travel plan to facilitate 'modal shift', discouraging the use of driving and encouraging waking, cycling, public transport and/or car sharing. The travel plan could include measures such as the promotion of car share schemes, provision of up-to-date public transport information (i.e. timetables, bus maps and routes, etc.); the development of a designated car sharing scheme, cycle bank scheme; subsidised cycling proficiency testing, subsidised or discounted cycling equipment and the provision of on-site cycle parking."*

The Travel Plan submitted to accompany the planning application (EJSA Associates, 2018) recommended or specified measures to facilitate 'modal shift' by providing incentives for future site users to switch from using private vehicles towards using more sustainable transport methods.

The specified measures, to be monitored by a travel plan coordinator (TPC), include but are not limited to:

- Initiatives will be adopted to raise awareness of the travel plan and of the benefits of cycling and walking, such as providing information in a prominent location within the store, providing employees will be provided with sustainable travel information (which is personalised), for example highlighting local cycle and public transport routes;
- The store will participate in local and national events to promote sustainable travel, such as 'Bike Week'; and,
- Establishment of an informal 'car club' for employees by the TPC.

It is recommended that, in addition to the measures identified in the travel plan, the in-store noticeboard and 'welcome' information provided to staff makes reference to the following:

- Promotion of 'Car Share South Yorkshire' (https://liftshare.com/uk/community/southyorkshire);
- Promotion of national 'cycle to work' day and clean air day;
- Promotional material for other known car clubs and local car share schemes;
- Posters advertising the benefits of walking and cycling;
- Tips on 'smarter driving' to assist in reducing fuel consumption and associated emissions or air pollutants; and,

- To provide plans to future site users identifying well-lit pedestrian routes to local amenities, and/or to negotiate discounts with local bus operators or for an improved and/or subsidised level of service to the site.

All of the measures identified above should be implemented as far as reasonably practicable.

It is also recommended that the TPC should consider negotiating a discount on cycling equipment for employees at a local store to incentivise cycling.

RSK consider that it is advisable for Lidl to implement the above measures where reasonably practicable.

2.2 Electric Charge Points

RSK's air quality assessment recommended that electric vehicle charging points should be installed and maintained in good condition. It is understood that Lidl intend to install one 'rapid' electric charge point, which both staff and Lidl customers should have access to the charge points made available and no charge should be put in place for the use of the electricity.

Throughout the lifetime of the Lidl store, the TPC shall be responsible for ensuring that the charge points are maintained in good condition, and where this is not the case, fixed within a reasonable timeframe.

2.3 Infrastructure to promote sustainable transport

It is understood that the site has provided cycle parking in accordance with local authority standards, which will be safe, secure, covered and conveniently located. Free access should be made to customers and staff alike and the TPC shall be responsible for ensuring that the bicycle parking points remain in good working order throughout the lifetime of the Lidl store.

2.4 Low NOx boilers

It is understood that the site will not comprise any significant on-site combustion sources, although it is anticipated that at any one point in its lifespan, boilers may be used for the purpose of heating hot water and potentially central heating. Any boilers used on-site should comply with an emissions standard of 40mgNOx/kWh, as per the EPUK-IAQM guidance.

2.5 Use of low emission fleet vehicles and heavy-duty vehicles

It is recommended that any fleet vehicles used (such as HDVs used for deliveries) should comply with the most recent (i.e. Euro 6) emissions standards.

3 Conclusions

This Detailed Mitigation Strategy sets out a commitment to the measures that will be implemented and maintained during the operational phase of the development to minimise emissions associated with the development. The measures outlined are considered appropriate and should enable condition 14 to be discharged.