



Planning Specialist Observations			
Specialism(s)	Air Quality		
Officer	Michael Briginshaw		
Site	LAND AT CORNER OF FORE STREET & HIGH ROAD EASTCOTE HA5 2ET		
Proposal	Erection of a building for the use as a day nursery/pre-school, providing childcare and education for children age 0-4 years		
Planning Ref	73450/APP/2023/431	Date	30/01/2024

Objection	Condition	Informative	No Comments	Discharge of Condition
	X			

1 Context and Summary of Comments

Whereas the proposed development is located outside the LBH Air Quality Management Area, it is within the catchment area of Eastcote Village Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas to be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be **Air Quality positive**.

The proposed development is not air quality neutral and not air quality positive and no appropriate mitigation was provided by the applicant.

2 Reason for Refusal (if objecting)

The applicant does not present appropriate mitigation and is contrary to the London Plan and Local Authority Air Quality Action Plan.



3 DAMAGE COST AND MITIGATION MEASURES required in case of approval

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using GLA Air Quality Neutral Guidance in this instance.

Any mitigation measures proposed will be evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

Table 1 – Air Quality Neutral and Air Quality Positive

Development	Units/area	Trip generation	AQ Neutral	Within FA/catchment area of FA?	Air Quality Positive?
a day nursery/pre-school (Use Class E(f))	Traffic emissions 422 m ²		no for traffic emissions	yes	no
Requirements		Mitigation of total NO _x /PM _{2.5}			S106 required £190,436 without discounts as no appropriate mitigation was offered



Table 2 – Level of Mitigation required, and reductions applied.

Reductions Applied	Total	
	%	Damage Cost
Level of Mitigation Required for traffic	-	£190,436
Travel Plan	0	
Green Measures	0	
Contribution to LBH Strategic Long-term projects/modal shift initiatives	0	
Total reduction for traffic	0	£0
Final Level of Mitigation Required for traffic emissions	-	£190,436
Final Level of Mitigation Required for building emissions	-	£0
Total Damage Cost/S106 due for traffic emissions		£190,436

The undiscounted level of mitigation required to the proposed development for traffic emissions is £190,436. As no deductions were applied, the remaining value of mitigation due for traffic emissions is still £190,436, should the application be approved. Flat rate deductions applied are as follow: Travel Plan (0%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (0%), totalling a reduction of £0.

Therefore, if no further mitigation is offered by the applicant, a section 106 agreement with the LAP of **£190,436** is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

4 Conditions

Should the proposed development be considered for approval, the following Air Quality conditions are required to manage operation emissions and construction emissions as required by the Mayor of London. See text below.



Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

- 1) secure appropriate compliance with the current London Plan (March 2021) and associated Planning Guidance requirements.
- 2) the implementation of electric vehicle charging bay for cars. This is to be implemented above the minimum number of charging points required in the London Plan.
- 3) Create and deploy an effective Travel Plan with a clear and effective strategy to encourage staff / users of the site to, as a minimum
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Focus Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of



the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Name
Title