



Air Quality Assessment

21st April 2026

**New Hotel Development
Mercure Hotel
Heathrow
UB3 1LP**

The Mille 1000GWR TW9 9DW www.ThePES.co.uk

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1.0 Executive Summary

The project clients have commissioned The PES Ltd to undertake a review of the air quality for occupants and the surrounding environment of the proposed hotel development at the Mercure Hotel, Shepiston Lane, Heathrow

The proposed development project involves the demolition of existing car park and erection of 5 storey hotel building (with retention of the lower car park level) providing apart-hotel suites, landscaping alterations and associated development

During the construction phase, the site has the potential to generate dust nuisance beyond the application boundary. However, through the implementation of a Dust Management Plan, the impacts will be effectively minimised and are unlikely to be significant.

Traffic generated by the proposed development is not expected to significantly affect local air quality as traffic movements generated are expected to be very minimal given the proposal is "car free" as per The Mayor's definition (developments that have no additional motor vehicle parking) and would include only occasional trips/deliveries/drop offs only.

The project location located close to the M4, which is subject to air quality monitoring, confirms that the development will not suffer issues associated with poor air quality. The design team are able to utilise a natural ventilation strategy if desired.

Heat and hot water will be supplied to the whole development through zero emission electrically driven systems and is thereby, air quality neutral by default.

The site has been assessed as also being air quality neutral with respect to traffic-related emissions in line with the latest London Plan Guidance, as on-site parking is actually reduced as a result of the proposed re-development.

2.0 Introduction

The proposed development is located at Mercure Hotel location, and is currently an existing carparking provision over ground and basement level within the hotel

The proposed development consists of the demolition of existing car park and erection of 5 storey hotel building (with retention of the lower car park level) providing apart-hotel suites, landscaping alterations and associated development.

An image of the proposed development is presented in Figure 1.

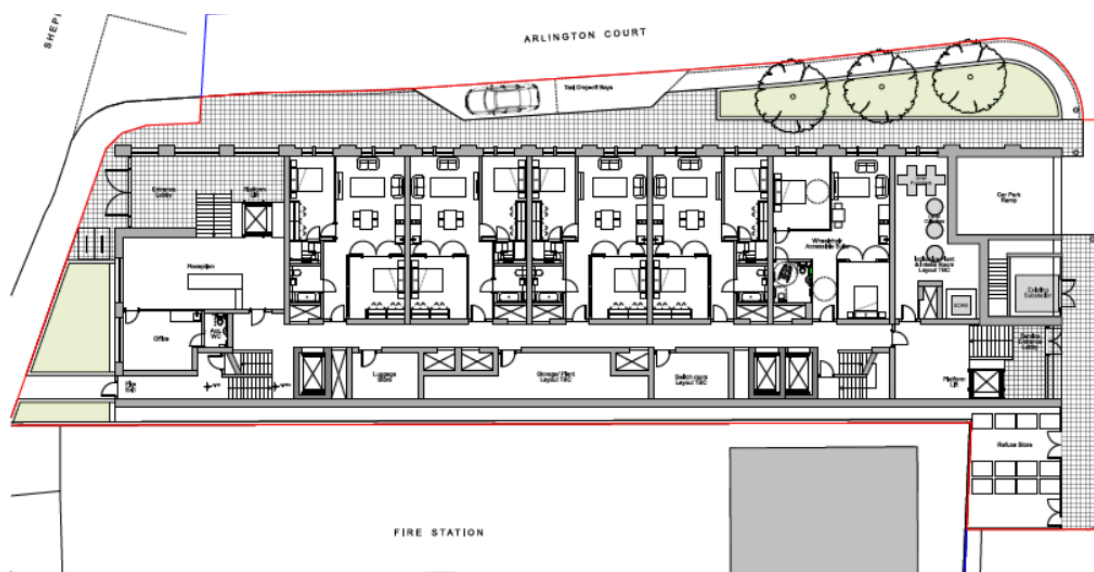


Fig 1. Proposed Development

The project is located within the Hillingdon AQMA, within the M4 Air Quality Focus Area and in an area of potentially high deprivation.

Hillingdon's Air Quality Action Plan 2025 – 2030 confirms what an Air Quality Focus is;

GLA assessed Air Quality Focus Areas (AQFA) are locations that have previously exceeded EU annual mean limit value for nitrogen dioxide (NO₂) but are also locations with high human exposure.

Hillingdon have supplemented those AQFAs with additional locations in our borough that have also recorded high levels of PM2.5 and PM10. This approach preceded the regulatory framework around these two pollutants as recognised focusing on NO2 was not sufficient.

The AQFAs are not the only areas with poor air quality but they have been defined to identify areas where currently planned measures to reduce air pollution may not fully resolve poor air quality issues.

3.0 Policy Context

An overview of the relevant policy drivers for the assessment is provided in the following section.

3.1 European Legislation

Within the European Union, ambient air quality is currently regulated through the Ambient Air Quality Directive 2008/50/EC and the Fourth Daughter Directive 2004/107/EC. These directives set limit values and target values for ambient pollutant concentrations. The limit values are legally binding and must not be exceeded, whereas the target values are to be attained where it is cost effective to do so.

The Ambient Air Quality Directive provides limit values for sulphur dioxide (SO₂), nitrogen dioxide (NO₂), benzene (C₆H₆), carbon monoxide (CO), lead (Pb) and particulate matter (PM₁₀ and PM_{2.5}). The Fourth Daughter Directive provides target limit values for arsenic (As), cadmium (Cd), nickel (Ni), benzo(a)pyrene (B(a)P), mercury (Hg) and polycyclic aromatic hydrocarbons (PAH).

The EU limit values have been adopted into UK law via the Air Quality Standards Regulations 2010.

In the context of the proposed development, the primary pollutants of concern are NO₂, PM₁₀ and PM_{2.5} from traffic on roads close to the site. A summary of the European limit values for the protection of human health for these pollutants is presented in Table 1.

Table 1: European Limit Values for the Protection of Human Health

Pollutant	Averaging Period	Limit Value (µg/m ³)	Comments
NO ₂	1 Hour	200	Not to be exceeded more than 18 times per calendar year (equivalent to the 99.8th percentile of 1-hour means)
	Calendar Year	40	
PM ₁₀	24 Hour	50	Not to be exceeded more than 35 times per year (equivalent to the 90.4th percentile of 24-hour means)
	Calendar Year	40	
PM _{2.5}	Calendar Year	25	Stage 1 LV (to be met by 01/01/15)
	Calendar Year	20	Stage 2 LV (to be met by 01/01/20)

It should be noted that the proposed community spaces are not required to comply with the annual mean air quality objectives (see extract from the LAQM.TG (22) below.

Box 1.4: Examples of where the air quality objectives should/should not apply		
Averaging Period	Objectives should apply at:	Objectives should generally not apply at:
Annual mean	All locations where members of the public might be regularly exposed. Building façades of residential properties, schools, hospitals, care homes etc.	Building façades of offices or other places of work where members of the public do not have regular access. Hotels, unless people live there as their permanent residence. Gardens of residential properties. Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.
24-hour mean and 8-hour mean	All locations where the annual mean objective would apply, together with hotels. Gardens of residential properties ⁷ .	Kerbside sites (as opposed to locations at the building façade), or any other location where public exposure is expected to be short term.
1-hour mean	All locations where the annual mean and 24 and 8-hour mean objectives apply. Kerbside sites (for example, pavements of busy shopping streets) Those parts of car parks, bus stations and railway stations etc which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more. Any outdoor locations where members of the public might reasonably expected to spend one hour or longer.	Kerbside sites where the public would not be expected to have regular access.
15-min mean	All locations where members of the public might reasonably be exposed for a period of 15 minutes or longer.	

Fig 2 – LAQM Box 1.4

3.2 National Legislation

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland

The Air Quality Strategy for England, Wales and Northern Ireland was published in 2007 and sets out policy targets (objectives) for SO₂, NO₂, C₆H₆, CO, Pb, PM₁₀, PM_{2.5}, 1,3-butadiene (C₄H₆) and PAH. These objectives are generally in line with those set by the European Directives, although more stringent particulate and benzene objectives apply in Scotland (and in Northern Ireland for benzene).

The Air Quality Objectives (AQO) for NO₂, PM₁₀ and PM_{2.5} in England do not differ from those presented in Table 1.

Local Air Quality Management

The framework for Local Air Quality Management (LAQM) in the UK was introduced by the Environment Act 1995. Local Authorities are required to regularly review and assess air quality to establish whether there are any locations where pollutant concentrations exceed the relevant air quality objectives or EU limit values.

Where an exceedance is identified the local authority is obliged to declare an Air Quality Management Area (AQMA) and prepare an Action Plan setting out measures to improve air quality and achieve compliance with the objective(s).

The National Planning Policy Framework

The National Planning Policy Framework (NPPF 2024) sets out the Government's policies for planning and how these should be applied. With regard to air quality, the NPPF states that:-

para. 199.

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

3.3 Regional Policy

The London Plan (March 2021)

Chapter 9 deals with Sustainable Infrastructure:-

Policy SI1 Improving air quality

London's air quality should be significantly improved and exposure to poor air quality, especially for vulnerable people, should be reduced:

1) Development proposals should not:

- a) lead to further deterioration of existing poor air quality
- b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
- c) reduce air quality benefits that result from the Mayor's or boroughs' activities to improve air quality
- d) create unacceptable risk of high levels of exposure to poor air quality.

5) Air Quality Assessments (AQAs) should be submitted with all major developments, unless they can demonstrate that transport and building emissions will be less than the previous or existing use.

The Mayor of London's Air Quality Strategy (2010)

The Mayor of London's Air Quality Strategy outlines the Mayor's commitment to improving air quality in London. The objective of the plan is to significantly reduce NO₂ and PM₁₀ concentrations through a number of measures including:

- Ensuring all buses meet Euro IV emission standards;
- Introducing age limits for taxis and Private Hire Vehicles to remove older, more polluting vehicles from the roads;
- Including large vans and minibuses in the Low Emission Zone (LEZ); Introducing a new NO_x standard in the LEZ; and
- Working with Boroughs to implement traffic management strategies to reduce congestion.

Policy SI 1 of the London Plan includes requirements for new development to be Air Quality Neutral. In support of this policy, the Mayor's office published the London Plan Guidance Air Quality Neutral Consultation Draft (Nov 2021) which sets out the methodology for assessing the neutrality of projects as required.

The Mayor's office has also published the Control of Dust and Emissions SPG; the aim of this supplementary planning guidance is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

It also aims to control nitrogen oxides (NO_x) from these same activities by introducing an Ultra Low Emissions Zone (ULEZ) for non-road mobile machinery.

3.4 Local Policy

London Borough Of Hillingdon Local Plan Part 2, Development Management Policies – adopted January 2020

Policy DMEI 14: Air Quality

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

- i) be at least “air quality neutral”;
- ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
- iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

4.0 Methodology

This section outlines the assessment methodology, taking into account all relevant national and local policies and technical guidance relating to air quality.

4.1 Construction Dust

The potential impact of dust generated during site enabling, earthworks and construction works at the proposed development has been undertaken in accordance with the Mayor of London's SPG for the control of dust and emissions during construction and demolition, which is closely aligned with the Institute of Air Quality Management (IAQM) construction dust guidance. A full description of the construction dust methodology is provided in **Appendix A – IAQM Construction Dust Methodology**.

A detailed assessment of dust impacts is required where there are human or ecological receptors (such as a SSSI) within:

- 50m of the site boundary; or
- 50m of the route(s) used by construction vehicles on public roads, up to 500m from the site entrance(s).

The IAQM/ SPG methodology allows the potential risk of dust soiling and human health effects to be determined, based primarily on the sensitivity of nearby receptors (human and ecological) and the anticipated magnitude of the dust emissions due to:

- Demolition;
- Earthworks;
- Construction; and
- Track-out (re-suspended dust from vehicle movements).

The assessment of dust risk is also based on professional judgement taking into account factors such as the prevailing wind direction, the proposed construction phasing, the likely duration of dust raising activities, local topography and existing air quality.

A range of best practice mitigation measures are provided within the guidance, which are dependent on the level of dust risk attributed to the site. It is recommended that these measures are incorporated into a Dust Management Plan (DMP) for the proposed development prior to commencement of works on site.

The significance of the residual impacts following appropriate mitigation is determined by professional judgement.

Best Practice Guidance for dust control will be implemented, as appropriate, during the construction phase through the Dust Management Plan (DMP) for the proposed development.

The risk of dust soiling and human health impacts from the site has been assessed as medium:-

- Development of between 1,000 and 15,000 square metres of land and;
- Development of between ten to 150 properties and;
- Potential for emissions and dust to have an intermittent or likely impact on sensitive receptors

Prior to mitigation, therefore in accordance with the IAQM guidance it is recommended that the measures detailed in the table below are incorporated into the DMP. The significance of dust impacts on nearby receptors following the implementation of appropriate and best practice mitigation is considered to be negligible.

4.2 Construction Traffic

Construction traffic will contribute to existing traffic levels on the surrounding road network. However, the temporary increase in traffic is considered unlikely to be significant in terms of total flow or construction duration.

All non-road mobile machinery (NRMM) should use fuel equivalent to ultra-low sulphur diesel (ULSD), especially where a bunkered fuel supply is available.

The impact of vehicular emissions of NO₂ and PM10 from construction traffic and on-site machinery on local air quality is considered to be negligible, as a low volume temporary source of local pollution.

Potential dust emission associated with construction traffic are considered further, in line with the IAQM guidance and section 6.0 below.

4.3 Operational Traffic

The Environmental Protection UK (EPUK)/ IAQM planning guidance states that for developments within or near an AQMA, a detailed assessment of traffic-related impacts is required where:

- There is a change in the annual average daily traffic (AADT) flow of light goods vehicles (LGV) of more than 100 vehicles; and/or
- There is a change in the AADT flow of heavy goods vehicles (HGV) of more than 25 vehicles; and/or There is a change in the road re-alignment by more than 5m; and/or
- A new junction is introduced, which will significantly alter vehicle speeds.

The project at the Mercure Hotel does not trigger any of the above requirements.

In addition, this development located in a highly connected location with access to public transport, transfer buses and the local cycling network, is not expected to generate additional traffic movement other than occasional deliveries and drop-offs.

A Transport Assessment has been prepared by YES Engineering, which confirms that:-

a/ there is a net reduction in on-site car parking

b/that the proposed 38 serviced hotel units are expected to generate a total of 10 vehicle movements during the morning peak hour. These movements are primarily anticipated to be by car, with a small number of trips associated with taxis and light goods vehicles.

Given the modest scale of these movements, the impact on the surrounding highway network is expected to be negligible.

However, consideration of baseline traffic on the surrounding major road network has been undertaken to predict pollutant concentrations at the proposed new development – see section 6.

4.4 Building-related Emissions

The development heating and DHW systems are 100% electrically driven, and as such, will emit zero local emissions; having no impact on occupants of the subject building or neighbouring sensitive receptors.

5.0 Baseline Air Quality

Through an analysis of local monitoring data, a description of existing air quality in the vicinity of the proposed development is provided.

5.1 Local Air Quality Monitoring

5.1.1 Automatic Data

Hillingdon operate numerous automated monitoring stations in the Borough. They measure pollutants in real time which means that the pollution levels are constantly being measured and the results recorded; this report has identified the most relevant in terms of roadside monitoring on road of similar traffic volumes and background monitoring - details of the nearest sites are provided in Table 2.

Table 2: Automatic Monitoring Sites

Site Name	Type	Easting	Northing	Pollutants Monitored
Hillingdon Hayes (HIL5)	Roadside	510303	178882	NO ₂ , PM ₁₀ ,
London Hillingdon	Background	506591	178605	NO ₂ , PM ₁₀ , PM _{2.5}

Annual mean pollutant concentrations measured at the above locations between 2020 and 2024 have been obtained from the Hillingdon Air Quality Annual Status Report 2024 (My 2025) and are summarised in Tables 3a and 3b, together with the number of measured exceedances of the short-term AQO's.

Table 3a: Roadside NO₂, PM₁₀ concentrations measured at the HIL5 Monitoring site

Criteria	2020	2021	2022	2023	2024
Annual Mean NO ₂ (µg/m ³)	31	34	34	34	29
Number of Predicted Exceedances of the 1-Hour Mean AQO of 200 µg/m ³ (b)	0	0	0	0	0
Annual Mean PM ₁₀ (µg/m ³)	28	25	26	30	22
Number of Predicted PM ₁₀ Exceedances of the 24-Hour Mean AQO of 50 µg/m ³	16	25	23	16	6

Table 3b: Roadside NO₂, PM₁₀, PM_{2.5} concentrations measured at the HIL Monitoring site

Criteria	2020	2021	2022	2023	2024
Annual Mean NO ₂ (µg/m ³)	28	25	28	25	23
Number of Predicted Exceedances of the 1-Hour Mean AQO of 200 µg/m ³ (b)	0	0	0	0	0
Annual Mean PM ₁₀ (µg/m ³)	-	-	-	14	13
Number of Predicted PM ₁₀ Exceedances of the 24-Hour Mean AQO of 50 µg/m ³	-	-	0	3	0
Annual Mean PM _{2.5} (µg/m ³)	-	-	-	7	7

The data indicates that the long term NO₂ concentrations in the area of the proposed development at Mercure Hotel have very limited potential to exceed the relevant air quality standards, in what is clearly a rapidly improving scenario.

5.1.2 Non-automatic Data

Annual mean NO₂ concentrations are measured by Hillingdon via an extensive network of passive diffusion tubes.

The most appropriate tubes relevant to the location of the new hotel development, including roadside monitoring just 30m to the north of the M4 (the hotel location being some 65m north), are tabulated below.

Table 4: Non-automated Monitoring Sites

Site Name	Type	Easting	Northing	Pollutants Monitored
HILL01 Keats Way (30m from M4)	Roadside	506926	178617	NO ₂
HILL25 West End Lane	Background	508733	177352	NO ₂

A summary of the annual average NO₂ concentrations measured at these locations from 2020 to 2024 are presented in Table 5.

Table 5: Annual Mean NO₂ Concentrations Measured by Diffusion Tube (µg/m³)

Site ID	2020	2021	2022	2023	2024
HILL01 Keats Way (30m from M4)	25.6	25.7	29.4	27.5	24.0
HILL25 West End Lane*	28.3	28.5	32.8	30.2	25.7

The data indicates that annual mean NO₂ concentrations at the development site has very limited potential to exceed the air quality standard of 40 µg/m³ at ground floor level or above.

* The high NO₂ levels are expected to be a result of the closer proximity to Heathrow Airport.

Measurements across the UK have shown that the 1-hour mean AQO for NO₂ may also be exceeded where the annual mean concentration is greater than 60µg/m³.

The data therefore indicates that an exceedance of the short-term objective could be even less of a concern, and given that the proposed development site has a nearby monitoring station just 30m north of the M4, some 30m closer to the M4 than the proposed development.

5.1.2 DEFRA Mapped Background Concentrations

For comparison with the background monitoring data, concentrations have been obtained from the Defra UK Background Air Pollution maps.

These 1km grid resolution maps are derived from a complex modelling exercise that takes into account emissions inventories and measurements of ambient air pollution from both automated and non-automated sites.

A summary of the mapped and the HIL measured annual mean background concentrations for the proposed development site is presented in Table 6, together with the concentrations assumed for the purposes of this assessment.

Table 6: Defra Mapped, Measured and Assessment Background Pollutant Concentrations (µg/m³)

Pollutant	2024 Mapped	2024 Measured	Assessment	AQO/EAL
NO ₂	19.53	23	23	40
PM ₁₀	14.72	13	14.72	40
PM _{2.5}	8.74	6	7.84	25

6.0 Potential Impacts

The potential impacts and significance of these impacts on air quality during the construction phase of the development are identified in this section. Suggested mitigation measures are outlined in a subsequent section of the report.

6.1 Construction Dust

6.1.1 Sensitivity of the Area to Dust Impacts

The assessment of dust impacts is dependent on the proximity of the most sensitive receptors to the site boundary. The area is in a predominantly commercial, with the existing hotel to the east, with an element of residential accommodation to the north; these occupants would be considered as **HIGH** sensitivity receptors.

Accordingly, it can clearly be assumed that, with over 100 High Sensitivity Receptors that are within 50m of the site boundary, the sensitivity of the area to dust soiling effects on people and property could be considered **HIGH**.

Finally, for the potential range of sensitive receptors in the range of over 100 within 50m of the development site, and with the background PM levels at $<24\mu\text{g}/\text{m}^3$, (see table 3b) sensitivity of the area to human health impacts would be considered **LOW**.



Figure 3 – Local sensitive receptors - **Proposed development site** – **Sensitive Receptors**

The precise behaviour of the dust, its residence time in the atmosphere and the distance it may travel before being deposited, will depend upon a number of factors. These include wind direction and strength, local topography and the presence of intervening structures (buildings, etc.) that may intercept dust before it reaches sensitive locations. Furthermore, dust would be naturally suppressed by rainfall.

6.1.2 Dust Emission Magnitude

The risk of dust arising in sufficient quantities to cause annoyance and/or health and/or ecological impacts should be determined using four risk categories: negligible, low, medium and high risk.

A development is allocated to a risk category based on two factors:

- the scale and nature of the works, which determines the potential dust emission
- magnitude as small, medium or large (see Table 7);

and

- the sensitivity of the area to dust impacts, which is defined as low, medium or high sensitivity.

Table 7 – Dust emission risk categories

Activity	Dust Emission Class		
	Large	Medium	Small
Demolition	Total building volume >50,000 m ³ , potentially dusty construction material (e.g. concrete), on-site crushing and screening, demolition activities >20 m above ground level	Total building volume 20,000 – 50 000m ³ , potentially dusty construction material, demolition activities 10-20 m above ground level	Total building volume <20,000 m ³ , construction material with low potential for dust release (e.g. metal cladding or timber), demolition activities <10m above ground, demolition during wetter months
Earthworks	Total site area >10,000 m ² , potentially dusty soil type (e.g. clay, which will be prone to suspension when dry due to small particle size), >10 heavy earth moving vehicles active at any one time, formation of bunds >8 m in height, total material moved >100,000 tonnes	Total site area 2,500 – 10,000 m ² , moderately dusty soil type (e.g. silt), 5-10 heavy earth moving vehicles active at any one time, formation of bunds 4 m - 8 m in height, total material moved 20,000 tonnes – 100,000 tonnes	Total site area <2,500 m ² , soil type with large grain size (e.g. sand), <5 heavy earth moving vehicles active at any one time, formation of bunds <4 m in height, total material moved <10,000 tonnes, earthworks during wetter months
Construction	Total building volume >100,000 m ³ , piling, on site concrete batching; sandblasting	Total building volume 25,000 m ³ – 100,000 m ³ , potentially dusty construction material (e.g. concrete), piling, on site concrete batching	Total building volume <25,000 m ³ , construction material with low potential for dust release (e.g. metal cladding or timber)
Track out	>50 HDV (>3.5t) trips in any one day, potentially dusty surface material (e.g. high clay content), unpaved road length >100 m	10 – 50 HDV (>3.5t) trips in any one day, moderately dusty surface material (e.g. high clay content), unpaved road length 50m – 100 m;	<10 HDV (>3.5t) trips in any one day, surface material with low potential for dust release, unpaved road length <50 m.

These factors are combined to determine the risk of dust impacts with no mitigation applied (see Table 8 below). The risk category assigned to the development can be different for each of the four potential activities (demolition, earthworks, construction and trackout).

Demolition - the demolition works are limited to the single storey ground floor level of the existing car park. The volume of demolition is circa 2,500m³ and there will be no activities above 10m

Accordingly, the magnitude of the dust emission is considered to be 'small'.

Earthworks – There are limited earthworks associated with the extension development associated with the piling/foundation works. Volume of material will be less than 1,500tonnes on a limited site at 750m²; therefore also considered to be 'small'.

Construction - Dust emissions during construction will depend on the scale of the works, method of construction, construction materials and duration of build.

The proposed development will be of brick/clad structure, with a steel superstructure construction up to 20m high.

There is no intention for concrete batching on site.

The development is of a relatively limited scale overall - circa 14,500m³– but given the proximity to residential properties and human receptors, the magnitude of the emission during construction is considered to be 'medium'.

Trackout – the site is made up of hardstanding/car parking areas, there will be no unmade roads - dust emissions will be "small".

Table 8: Dust emission categories

Dust Source	Emissions Magnitude
Demolition	Small
Earthworks	Small
Construction	Medium
Track Out	Small

6.1.3 Assessment of Dust Risk Prior to Mitigation

Referring to Chapter 7 of the IAQM "Assess the Risk of Dust Impacts" – tables 3 – 9; a summary of the potential risk of dust impacts prior to mitigation, based on the low sensitivity of the area to dust soiling and human health impacts is presented in Table 9.

Table 9: Risk of Dust Impacts Prior to Mitigation

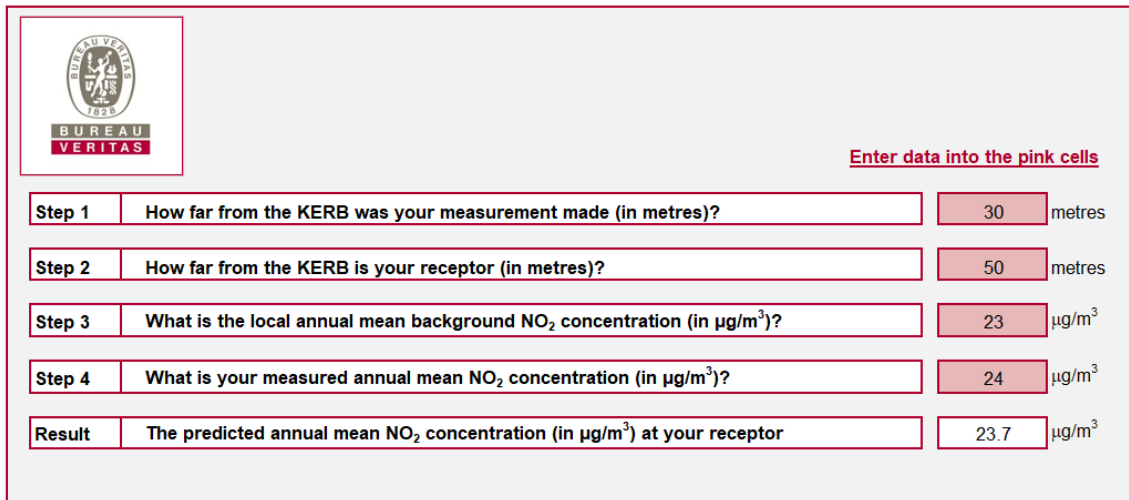
Dust Source	Emissions Magnitude	Human Health Risk	Dust Soiling Risk
Demolition	Small	Negligible	Medium
Earthworks	Small	Negligible	Low
Construction	Medium	Low	Medium
Track Out	Small	Negligible	Low

6.1 Baseline Traffic - 2024

Dispersion modelling has not been undertaken as the Site has local emission monitoring confirming the area is well within the required AQO.

However, the data from the road diffusion tube HIL01, 30m north of the M4 offers a highly accurate analysis of the site specific pollutant levels.

The Site; background NO₂ levels are identified in Table 6, in order the complete the DEFRA NO₂-Fall-Off-With-Distance-from-Roads-Calculator(v4.2) – see figure 4 below



BUREAU VERITAS

Enter data into the pink cells

Step 1	How far from the KERB was your measurement made (in metres)?	30	metres
Step 2	How far from the KERB is your receptor (in metres)?	50	metres
Step 3	What is the local annual mean background NO ₂ concentration (in µg/m ³)?	23	µg/m ³
Step 4	What is your measured annual mean NO ₂ concentration (in µg/m ³)?	24	µg/m ³
Result	The predicted annual mean NO ₂ concentration (in µg/m ³) at your receptor	23.7	µg/m ³

Fig 4 - DEFRA NO₂-Fall-Off-With-Distance-from-Roads-Calculator

Predicted annual mean NO₂ concentrations at the M4 Frontage to the site are at 23.7µg/m³ – indicating that traffic related emissions and are well with within the required long term AQO, and thereby below the short term AQO for the hotel use proposed.

Maximum recordings of PM₁₀ and PM_{2.5} within Hillingdon during 2024 were 22µg/m³ and 8µg/m³ respectively – so the conclusion can be easily be drawn that the AQO standards will be met from these pollutants as well.

6.2 Existing Traffic Data

The DFT Road traffic statistics website provides a summary and street-level traffic data for road-links on the motorway, 'A' road and minor road network in Great Britain.

Site number 942686 is located on the Shepiston Lane which of course, would be the main route carrying any additional traffic generated by the proposed hotel development at the Mercure Hotel

942686

Details

AADF latest year	2008
Region	London
Local authority	Hillingdon
Road name	C
Road type	Minor
Start junction road	-
End junction road	-
Link length	-
Easting & Northing	509011,178577
Latitude & longitude	51.49564,-0.43105

Location



Average Annual Daily Flow

Year▼	Count method	† All motor vehicles	† Cars & taxis	† LGVs†	† HGVs†	† Pedal cycles	† Motorcycles†	† Buses & coaches
2008	Manual count	14,501	12,324	1,387	736	6	35	19

Fig 4 – Annual Average Daily Traffic Flow on Shepiston Lane

It can be seen that in 2008 – the latest available data demonstrates an AADF at **14,501** vehicles daily, which includes all vehicles; heavy good vehicles and buses.

This can be expected to be some 10% higher in 2024 – circa 16,000 vehicles daily.

4.3 Predicted Traffic Generation

The submitted Transport Assessment prepared by YES Engineering has confirmed that the proposed 38 serviced hotel units are expected to generate a total of 10 vehicle movements.

These movements are primarily anticipated to be by car, with a small number of trips associated with taxis and light goods vehicles.

Given the modest scale of these movements, the impact on the surrounding highway network is expected to be negligible.

This potentially generates a worse case 0.1% uplift in traffic on Shepiston Lane – and given the existing low NO₂ levels at the site, the impact of the additional traffic on Shepiston is clearly negligible at less than 0.003µg/m³

7.0 Air Quality Neutral Assessment

Policy SI 1 of the London Plan includes requirements for new development to be Air Quality Neutral. This section presents an air quality neutral assessment in accordance with The London Plan Guidance Air Quality Neutral Adopted in February 2023.

‘Air Quality Neutral’ (AQN) is a term for developments that do not contribute to air pollution beyond allowable benchmarks. The benchmarks, set out in this guidance, are based on research and evidence carried out by building and transport consultants.

7.1 Excluded Developments

Developments, including major developments which do not include additional emissions sources are assumed to be Air Quality Neutral and do not need an Air Quality Neutral assessment. This would include, for example, developments that have no additional motor vehicle parking, do not lead to an increase in motor vehicle movements, and do not include new combustion plant such as gas-fired boilers.

The proposal at Mercure Hotel involves a net reduction in on-site parking.

The development is proposed to use electrical HVAC systems only.

7.2 Building Emissions

In accordance with the Air Quality Neutral Guidance document (AQNG), the project is air quality neutral by default, as it does not introduce any new fossil fuel combustion plant.

7.3 Transport Emissions

As the project meeting the Mayor’s definition of Car Free – the project is air quality neutral by default for transport emissions.

8.0 Mitigation

The following mitigation measures will be required during the construction and operational phases in order to minimise the air quality impacts arising from the development.

8.1 Construction Phase

London Best Practice Guidance for dust control will be implemented, as appropriate, during the construction phase through the Dust Management Plan (DMP) for the proposed development, assumed to be secured by condition.

The risk of dust soiling and human health impacts from the Mercure Hotel site has been assessed as **“Medium”** prior to mitigation, therefore in accordance with the IAQM guidance it is recommended that the measures detailed in Table 10 are incorporated into the DMP. The significance of dust impacts on nearby receptors following the implementation of appropriate and best practice mitigation is considered to be negligible.

Table 10 Recommended Mitigation Measures

Description	Mitigation Measure
General	• Develop and implement a stakeholder communications plan that includes community engagement before demolition commences on site. • Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary; this may be the environment manager/engineer or the site Manager. • Display the head or regional office contact information.
Site management	• Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. • Make the complaints log available to the local authority when asked. • Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the log book.
Monitoring	• Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.

	• Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. • Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work on a phase commences on site. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction
Preparing and maintaining the Site	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. • Erect solid screens or barriers around dusty activities or at the site boundary that is at least as high as any stockpiles on site. • Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period • Avoid site runoff of water or mud. • Keep site fencing, barriers and scaffolding clean using wet methods. • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. • Cover, seed or fence stockpiles to prevent wind whipping.
Operating vehicle & machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary - no idling vehicles. • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Use enclosed chutes and conveyors and covered skips.

	• Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. • Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
Waste management	• Avoid bonfires and burning of waste materials
Demolition	• Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground. • Avoid explosive blasting, using appropriate manual or mechanical alternatives. • Bag and remove any biological debris or damp down such material before demolition.
Construction	• Ensure sand and other aggregates are stored in bundled areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
Track out	• Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). • Access gates to be located at least 10m from receptors where possible.

8.1.1 Method Statement

A method statement should cover all phases of the development and take account of all contractors or sub-contractors. It should be submitted to the local planning authority (LPA) prior to any demolition works being carried out and include a timetable of dust generating activities accompanied with proposed dust control measures.

The content of a Method Statement will be determined by a site specific evaluation but typical features to include are outlined below:-

- summary of work to be carried out
- description of site layout and access – including proposed haul routes, location of site equipment including supply of water for damping down, source of water (wherever possible from dewatering or extraction), drainage and enclosed areas
- inventory and timetable of all dust generating activities
- list of all dust and emission control methods to be used
- details of any fuel stored on site
- Identification of an authorised responsible person on-site for air quality. Ideally this person needs to have knowledge of pollution control and vehicle emissions;
- summary of monitoring protocols and agreed procedure of notification to the local authority nominated person(s)
- a site log book to record details and actions taken in response to exceptional incidents or dust-causing episodes. It should also be used to record the results of routine site inspections.

8.2 Operational Phase

The proposed development will include additional secure cycle spaces to encourage sustainable transport, and this location is within a PTAL 2 area, though this increases to PTAL 5 towards Hayes & Harlington Station, which offers regular Elizabeth Line services and excellent onward connectivity.

Consideration of local air quality monitoring confirms that long and short term NO₂ levels are clearly within the relevant air quality standards for the new Hotel accommodation.

These will drop further in the coming years, accordingly it is considered that site is appropriate for the hotel accommodation use as proposed.

PM₁₀ and PM_{2.5} concentrations at the site will also be well within the relevant short and long-term air quality standards for the project.

9.0 Summary and Conclusions

The following summarises the outcomes of the assessment and provides details of any air quality constraints to the proposed development of the site at the Mercure Hotel. Based on the results of the assessment and the proposed mitigation measures, it is considered that redevelopment of the site would not cause a significant impact on local air quality and the proposals for the new hotel accommodation is acceptable

An assessment has been undertaken to consider the potential impacts on local air quality associated with the construction and operation of the proposed development.

An assessment of the potential impacts during the construction phase has been carried out in accordance with the latest Institute of Air Quality Management guidance; this has shown that releases of dust and PM₁₀ are likely to occur during site activities. The risk of dust soiling impacts at neighbouring properties has been assessed as medium, with the risk to human health assessed as potentially low. Through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM₁₀ releases may be effectively mitigated and the resultant impacts are considered to be negligible.

Traffic generated by the proposed development is expected to be very limited and would not significantly affect local air quality, however consideration of the impact on the local road network has been undertaken to assess whether the site is suitable for the hotel use, as proposed.

Analysis indicates that the long term air quality standards will be well within the targets for a hotel use as set by the Air Quality Standards Regulations 2010.

In addition, the site is air quality neutral with respect to building-related and transport related emissions by default.

Appendix A

IAQM CONSTRUCTION DUST METHODOLOGY

Factors defining the sensitivity of a receptor to dust impacts are presented in Table A1.

Table A1: Receptor Sensitivity

Receptor Sensitivity	Human Health	Dust Soiling	Ecological
High	- Locations where members of the public are exposed over a time period relevant to the air quality objectives for PM₁₀ (a) - Examples include residential dwellings, hospitals, schools and residential care homes.	- Regular exposure - High level of amenity expected. - Appearance, aesthetics or value of the property would be affected by dust soiling. - Examples include residential dwellings, museums, medium and long-term car parks and car showrooms.	- Nationally or Internationally designated site with dust sensitive features (b) - Locations with vascular species (c)
Medium	- Locations where workers are exposed over a time period relevant to the air quality objectives for PM₁₀ (a) - Examples include office and shop workers (d)	- Short-term exposure - Moderate level of amenity expected - Possible diminished appearance or aesthetics of property due to dust soiling - Examples include parks and places of work	- Nationally designated site with dust sensitive features (b) - Nationally designated site with a particularly important plant species where dust sensitivity is unknown
Low	- Transient human exposure - Examples include public footpaths, playing fields, parks and shopping streets	- Transient exposure - Enjoyment of amenity not expected. - Appearance and aesthetics of property unaffected - Examples include playing fields, farmland (e), footpaths, short-term car parks and roads	- Locally designated site with dust sensitive features (b)
a) In the case of the 24-hour objective, a relevant location would be one where individuals may be exposed for eight hours or more in a day. b) Ecosystems that are particularly sensitive to dust deposition include lichens and acid heathland (for alkaline dust, such as concrete). c) Cheffing C. M. & Farrell L. (Editors) (2005), The Vascular Plant. Red Data List for Great Britain, Joint Nature Conservation Committee. d) Does not include workers' exposure to PM₁₀ as protection is covered by Health and Safety at Work legislation. e) Except commercially sensitive horticulture.			

The sensitivity of the area as a whole is dependent on the number of receptors within each sensitivity class and their distance from the source. Human health impacts are also dependent on the existing PM₁₀ concentrations in the area.

Table A2 and Table A3 summarise the criteria for determining the overall sensitivity of the area to dust soiling and health impacts respectively. The sensitivity of the area to ecological impacts is presented in Table A4.

Table A2: Sensitivity of the Area to Dust Soiling Effects on People and Property

Receptor Sensitivity	Number of Receptors	Distance from the Source			
		<20m	<50m	<100m	<350m
High	>100	High	High	Medium	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

Table A3: Sensitivity of the Area to Health Impacts from Dust

Receptor Sensitivity	Annual Mean PM ₁₀ Concentration (µg/m³)	Number of Receptors	Distance from the Source				
			<20m	<50m	<100m	<200m	<350m
High	>32	>100	High	High	High	Medium	Low
		10-100	High	High	Medium	Low	Low
		1-10	High	Medium	Low	Low	Low
	28-32	>100	High	High	Medium	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	High	Medium	Low	Low	Low
	24-28	>100	High	Medium	Low	Low	Low
		10-100	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	<24	>100	Medium	Low	Low	Low	Low
		10-100	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Medium	>32	>10	High	Medium	Low	Low	Low
		1-10	Medium	Low	Low	Low	Low
	28-32	>10	Medium	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	24-28	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
	<24	>10	Low	Low	Low	Low	Low
		1-10	Low	Low	Low	Low	Low
Low	-	≥1	Low	Low	Low	Low	Low

Table A4: Sensitivity of the Area to Ecological Impacts from Dust

Receptor Sensitivity	Distance from the Source	
	<20m	<50m
High	High	Medium
Medium	Medium	Low
Low	Low	Low

The magnitude of the dust impacts for demolition, earthworks, construction and trackout is classified as small, medium or large depending on the scale of the proposed works as detailed in Table A5.

Table A5: Dust Emission Magnitude

Receptor Sensitivity	Large	Medium	Small
Demolition	- Total building volume >50,000m³ - Potentially dusty material (e.g. concrete) - Onsite crushing and screening - Demolition activities >20m above ground level.	- Total building volume 20,000 - 50,000m³ - Potentially dusty material - Demolition activities 10 - 20m above ground level.	- Total building volume <20,000m³ - Construction material with low potential for dust release - Demolition activities <10m above ground level - Demolition during wetter months
Earthworks	- Total site area >10,000m² - Potentially dusty soil type (e.g. clay) - >10 heavy earth moving vehicles active at any one time - Formation of bunds >8m in height - Total material moved >100,000 tonnes	- Total site area 2,500 - 10,000m² - Moderately dusty soil type (e.g. silt) - 10 heavy earth moving vehicles active at any one time - Formation of bunds 4 - 8m in height - Total material moved 20,000 - 100,000 tonnes	- Total site area <2,500m² - Soil type with large grain size (e.g. sand) - <5 heavy earth moving vehicles active at any one time - Formation of bunds <4m in height - Total material moved <20,000 tonnes - Earthworks during wetter months
Construction	- Total building volume >100,000m³ - On site concrete batching - Sandblasting	- Total building volume 25,000 - 100,000m³ - Potentially dusty construction material (e.g. concrete) - On site concrete batching	- Total building volume <25,000m³ - Material with low potential for dust release (e.g. metal cladding or timber)
Trackout	- >50 HGV movements in any one day (a) - Potentially dusty surface material (e.g. high clay content) - Unpaved road length >100m	- 10 - 50 HGV movements in any one day (a) - Moderately dusty surface material (e.g. silt) - Unpaved road length 50 - 100m	- <10 HGV movements in any one day (a) - Surface material with low potential for dust release - Unpaved road length <50m

a) HGV movements refer to outward trips (leaving the site) by vehicles of over 3.5 tonnes

For each dust emission source, the worst-case area sensitivity is used in combination with the dust emission magnitude to determine the risk of dust impacts prior to mitigation as illustrated in Tables A6 and A7.

Table A6: Risk of Dust Impacts from Demolition, Earthworks and Construction

Area Sensitivity	Distance from the Source		
	Large	Medium	Small
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible Risk

Table A7: Risk of Dust Impacts from Trackout

Area Sensitivity	Distance from the Source		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Low Risk	Negligible Risk
Low	Low Risk	Low Risk	Negligible Risk