

Low Emissions Strategy

TCM House, Newport Road, Hayes, UB4 8JX



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Low Emissions Strategy

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Low Emissions Strategy

1. INTRODUCTION

1.1. Summary

This report has been prepared by Generate Building Performance Solutions to develop a Low Emissions Strategy for the redevelopment of TCM House, Newport Road, Hayes in the London Borough of Hillingdon.

The report demonstrates compliance with the requirements set out in condition 18 of the planning approval document for Planning Application Ref: 61202/APP/2019/3510.

In particular the report demonstrates, and provides detail, for how the following measures have been implemented in order to comply with the conditions:

- Installation of 2 active EV charging points on site for use by residents to encourage the use of electric vehicles
- The inclusion of a pedestrian walkway from the front of the development to the pavement on Park Road to allow safe access to and from the site to encourage walking by the residents
- Provide information and maps to residents to encourage walking into Uxbridge town centre or further afield
- Provide 16 bicycle racks in a dry and secure location on site to encourage cycling by the residents
- Provide information on cycling routes in the vicinity to encourage cycling by the residents
- Provide a full set of timetables and route information for all local bus routes to encourage the use of public transport
- Use of the entrance foyer to provide additional live-feed information to support the drive to improve air quality

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1.2. Purpose

In line with the London Borough of Hillingdon planning authority policy objectives, it is proposed that this Low Emissions Strategy report demonstrates how the issue of air quality, within the proposed development, has been addressed.

Low Emission Strategies are designed to demonstrate how a development has taken all reasonable steps to reduce development related emissions, achieved through appropriate design features and by the implementation of robust mitigation measures.

As stated in Defra's Good Practice Guidance on Low Emission Strategies (Ref. 2):
'Good quality low emission development contributes to public health and sustainable development goals and helps to create the attractive environments and vibrant communities, which are vital for continued wellbeing and local prosperity'.

This strategy shall detail the measures that will be taken in order to mitigate NOx and PM emissions as a result of the development from transport sources. The low emission strategy shall be undertaken in accordance with the Council's Air Quality SPD and Defra Good Practice Guidance (2010) Low Emissions Strategies.

1.3. Policy Context

The London Borough of Hillingdon declared an Air Quality Management Area in September 2003 which covers the Borough from the Chiltern-Marylebone railway line southwards.

This development falls within the Air Quality Management Area, and as such, there is a requirement to demonstrate appropriate reductions in emissions of air pollutants and to ensure that the development does not impact negatively on air quality in the borough

Hillingdon Council's Local Plan: Part 2 - Development Management Policies (2020) at Policy DME1 14 and Policy EM8 of the Local Plan Part 1 (2012) require that development proposals demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

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In addition, there is a requirement to demonstrate compliance with the condition laid out in the development planning approval notice issued under the **Application Ref: 61202/APP/2019/3510**

Condition 7:

Prior to the commencement of works above ground floor level, a low emission strategy, to include measures to incentivise or promote cycling, walking and the use of low emission vehicles as well as car clubs shall be submitted to and approved in writing by the Local Planning authority. Thereafter the development shall not be carried out other than in accordance with the approved details

Reason:

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, London Plan Policy 7.14, and paragraph 170 of the National Planning Policy Framework (2018).



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1.4. The Development Site

Located on Newport Road in Hillingdon, the site is a short walk from the A4020 Uxbridge Road.

The new development consists of a purpose built block of 28 new residential hostel apartments which replaces the three existing commercial buildings which existed at the site.

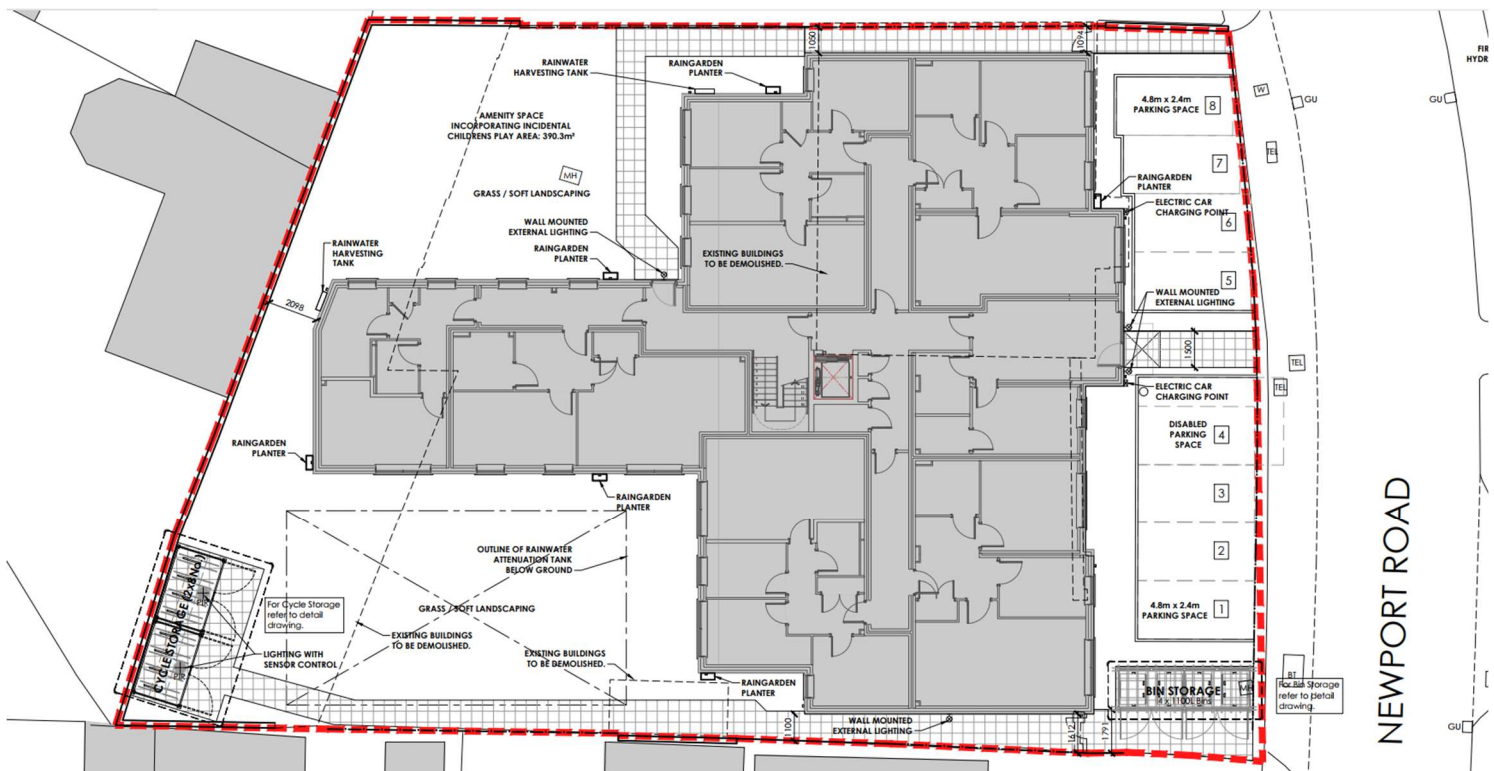
Totalling 1,971m², the block contains the following apartments:

13 x 1 bed apartment

8 x 2 bed apartment

7 x 3 bed apartment

In addition, accommodation has been made for 8 car parking spaces within the grounds of the site.



2. Achieving Compliance

2.1. Transport Emissions

In line with the requirements for new developments set out in the London Plan, two parking bays have been designated and fitted with active EV charge points for use by residents.

In addition, the location of the development affords excellent opportunity for residents to access travel without the use of a private vehicle. Primarily these opportunities would be:

- Walking
- Cycling
- Public transport

2.1.1. Providing EV Fast Charging Bays

The Rolec EVWP2010 charge points deliver 3.6kW fast charge points for vehicles with type 2 connectors. These are the most widely used connectors and would cover the widest range of vehicles currently available.

Provision of these two charging bays is an important factor in providing charge points for residents with electric vehicles and encouragement for those residents who are considering the benefits of switching to electric but have reservations around, for example, the range of the vehicles.



For further information please refer to the Rolec Information sheet (Appendix C) and site plan for location of the charge points (Appendix D)

2.1.2. Walking

Walking is the most important mode of travel locally to help reduce the number of car journeys made and to reduce overall emissions. The site is well located to provide direct and safe access to the major town centre of Uxbridge for work, leisure or for onward travel via bus or train.

Access to and from the site itself has been made safe with the addition of a designated footpath from the main entrance of the building to the public pavement on Newport Road. This will ensure that pedestrians, especially those with babies in buggies or prams, or those with smaller children, feeling safer when out walking.

Residents will be provided with walking maps and plans of the local area showing the shortest and safest routes into either Uxbridge town centre Hayes town centre and the average length of time taken to complete the journey.

A map of the local area will also be displayed in the main entrance foyer to provide additional guidance and encouragement.

2.1.3. Cycling

The roads in the immediate vicinity of the site provides for a safe and easy route into Uxbridge town centre or Hayes town centre and destinations beyond.

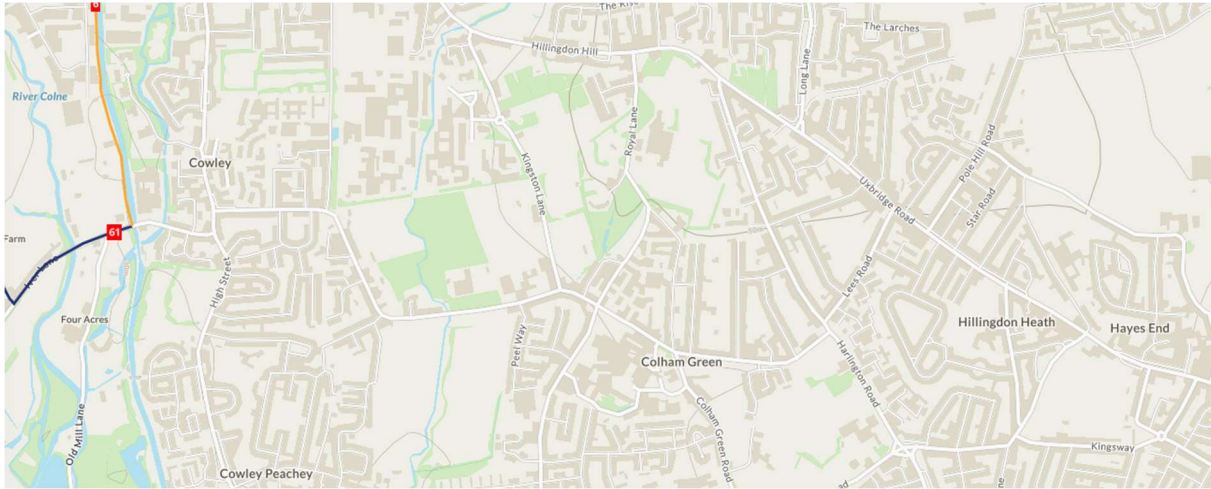
An onsite storage area provides for 16 cycles to be stored securely whilst still providing easy access to encourage residents to use their bikes more often.

Residents will be provided with information packs about local routes specific to cycling to encourage the uptake from the site. The packs will also include information on how to stay safe when cycling and some basic information about bicycle maintenance and other advice around cycling.

In addition, the nearby *National Cycle Route 6* runs along the grand Union Canal through Uxbridge and can be accessed from the site within a short cycle.

Residents will be encouraged to access this route with clear maps and route information which will be available in their home packs and in the main entrance foyer.

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2.1.4. Public Transport

As noted previously, the site is well served by local public transport with local bus services a very short walk from the site and train services accessed either from Uxbridge or Hayes.

Bus services

The nearest bus stop to the site is less than 150m away on Uxbridge Road and can be reached in just 5 minutes. The stop provides an alighting point for multiple bus routes both locally and further afield to Uxbridge, Hayes and beyond. The opposite stop is a further 100m on the opposite side of the road.

Information regarding this bus route, as well as others in the vicinity, will be provided to residents to encourage the uptake of bus usage. This will include maps of the closest bus stops to the site and the corresponding routes and the approximate timings to walk to those stops.

Under proposal is an option to provide live feed information on local bus timetable activity to be displayed in the main foyer entrance. This will encourage and assist residents in planning their journeys better to and from the site.

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Train services

Train journeys can be taken from Uxbridge town centre as well as Hayes town centre. Both are serviced by the underground via the Metropolitan and Piccadilly lines accessing the centre of London within 30 minutes.

All of these stops can be accessed via the various bus services available from the local stop. Residents will be encouraged to utilise the train service in the area with additional route maps for the various services, timetables and guidance on potential cycling routes and availability of services at the each stop to provide for those residents wishing to cycle.

3. Conclusion

This Low Emissions Strategy outlines the measures that have been taken to minimise atmospheric emissions associated with the development at TCM House, Newport Road, Hayes.

Particular attention has been given to the key pollutants in the London Borough of Hillingdon, which are NOx and PM10

The potential negative emissions arising from transport activities associated with the operation of the development are anticipated to have a neutral effect on local air quality.

This has been made possible with the inclusion of a series of practical measures to support and encourage a change in behaviour of the residents, and the implementation of a number of services that will help to reduce the production of harmful air pollutants at and around the development

As a result of these efforts the development can be considered to be air quality neutral.

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Limitations

Generate Building Performance Solutions Ltd (“Generate”) has prepared this report for the sole use of the client in accordance with the agreement under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by Generate.

The conclusions and recommendations contained in this report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by Generate has not been independently verified by Generate, unless otherwise stated in the report.



WALLPOD:EV

FREE-TO-USE

Type 2, Mode 3 Charging Socket
3.6kW Or 7.2kW

ROLEC
EV

MANUFACTURED IN THE UK



Unit shown: WALLPOD:EV
Socket (Type 2) Charging Unit

The WALLPOD:EV is a low-cost, entry level charging unit, designed to offer full Mode 3 fast charging to every Electric Vehicle (EV/PHEV) on the market today.

This charging unit has been specifically designed for domestic and commercial locations including offices, factories, restaurants, hotels, sports venues, etc.

PRODUCT FEATURES

- IEC 61851-1 Mode 3 fast charging
- IEC 62196 (Type 2) charging socket
- Charging speeds - 3.6kW (16A) & 7.2kW (32A)
- Built-in overload and fault current protection (RCBO)
- Built-in LED charging status indicator
- OLEV Grant Fundable under the Electric Vehicle Homecharge Scheme
- OLEV Grant Fundable under the Workplace Charging Scheme
- Certificated by the BSI as safe to use in the domestic environment
- Easy to install and maintain
- IP65 Weatherproof & UV stabilised
- Corrosion resistant, fire retardant & impact resistant design
- CE certified



Grant
Fundable



Safety in the
Home Certified



Colour Options
Available



IP65
Weather Proof



Flame
Retardant

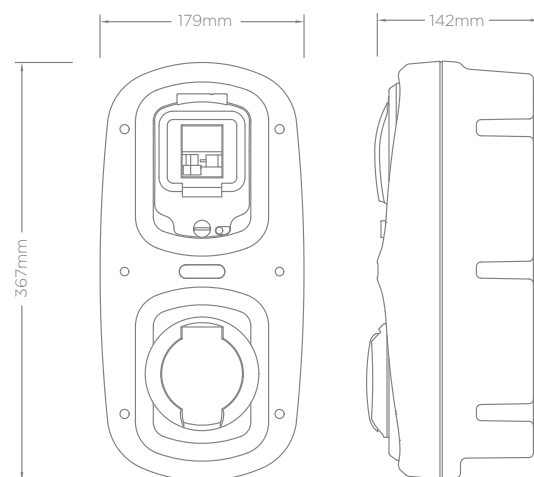


UV
Stabilised

SPECIFICATIONS

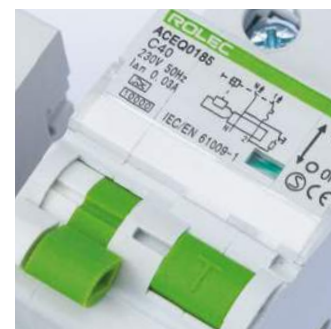
PHYSICAL

Dimensions	179mm x 367mm x 142mm (W x H x D)
Standard Base Colour	Warm White (Other colours available upon request)
Standard Pod Colour	Green (Other colours available upon request)
Unit Material	Polycarbonate (303 EP-22)
Operating Temperature	-30°C to +50°C
Certifications & Compliances	BSI Certified - BS EN 60335-1 Wiring Regulations - BS 7671 (18th Edition) IET EV Regulations, Glow Wire Testing - IEC 60695-2-13 EMC Compliance - EN 61000-6-3:2007, EN 61000-6-2:2005 Safety Compliance - EN 60950-1:2006, EN 60950-22:2006, Low Voltage Directive (LVD) 2014/35/EU Environmental Protection - IP65 (Category 1) Weatherproof BS EN 60529, UL94 Flame Rating at V2 for 1.5mm and 3.0mm



ELECTRICAL

Product Code	EVWP2010	EVWP2016	EVWP2020	EVWP2026
Charging Socket	IEC 62196 (Type 2) 			
Rated Output	3.6kW		7.2kW	
Rated Current	16A		32A	
Charge Protocol	Mode 3			
EV Charging Compliance	EN 61851-1:2001, EN 61851-21:2002, EN 61851-22:2002			
Input Voltage	230V AC/50Hz (Single Phase)			
Overload & Fault Current Protection	Built-in 20A, 30mA Type A RCBO & 6mA DC Sensitive Device		Built-in 40A, 30mA Type A RCBO & 6mA DC Sensitive Device	
Incoming Cable Terminals	16mm earth			
Security Socket Hatchlock				



OPTIONS & ACCESSORIES

- Key switch control charging
- Lockable door to switchgear
- Built-in class 1 MID compliant kWh meter
- Built-in time clock providing charge time management
- Corporate branding (colours, logo badge, etc.)
- Amp-Selector key switch (switches between 16A or 32A)
- Charge-By-Solar switch (switches between 6A, 13A, 16A or 32A)
- Charge point signage
- EV charging cables (Type 1 to Type 2 or Type 2 to Type 2)



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