Low Emissions Strategy

Gethceln House, Hayes

Prepared on behalf of:
Juttla Architects

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Issue	Issue Date	Written by	Checked by	Notes
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Contents

Introduction

Background

Build Energy was commissioned by Juttla Architects to produce a Low Emissions Strategy (LES) in support of a mixed-use development at Gethceln House, Dawley Road, Hayes.

Site Location and Context

The site is located at Gethceln House, Dawley Road, Hayes, at approximate National Grid Reference (NGR): 509031, 179590. Reference should be made to Figure 1 for a map of the site and surrounding area.

The proposals comprise the demolition of existing structures, with the retention of Gethceln House as an office, and construction of a flexible use Class E (g)(iii)/B2/B8 building to provide three units with associated access and 28 cycle spaces. The development will also provide 17 car parking spaces, two of which will be disabled bays, and a total of eight spaces equipped with active and passive provision for electric vehicles.

A planning application for the development has been submitted to London Borough of Hillingdon (LBoH). Following submission, a number of pre-occupation conditions (reference: 71737/ APP/ 2021/4535) were received, including the following in relation to air quality:

''4. Low Emission Strategy:

Prior to occupation of the development hereby approved, a low emission strategy (LES) shall be submitted to, and approved in writing by, the Local Planning Authority. The LES shall specify the following:

1) A clear and effective strategy to encourage users of the units to:
a) use public transport;
b) cycle / walk to work were 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

To ensure the development reduces and manages its air quality impacts in an Air Quality Management Area, in accordance with Policy SI 1 of The London Plan (2021).''

An LES was therefore produced in order to address the above condition.

Subsequent to submission of the LES a number of comments were provided by the Air Quality Officer at LBoH in relation to the content of the strategy. The following updated report has therefore been produced in order to address the points raised by LBoH.

Low Emissions Strategy

Introduction

There is the potential for vehicle exhaust emissions to occur throughout the operational phase as a result of future users travelling to and from the site. A Transport Statement[1] and the Delivery and Servicing Management Plan[2] have been produced in support of the development. These provide a large number of initiatives to reduce vehicle trips from the site. Those relevant to air quality are summarised in the following Sections.

Travel Information Pack

A Travel Information Pack will be provided to each employee on their induction and posted on notice boards. This will be monitored and maintained by an appointed Travel Plan Co-Ordinator (TPC). The document will include the following:

- Local public transport routes and timetabling information;
- Maps showing local walking and cycling routes and catchment areas;
- Highlights of health, financial and lifestyle benefits of using more sustainable modes of transport;
- Promotion of car sharing schemes, with specific opeartors highlighted; and,
- Encouragement of flexible working, such as working from home, where possible.

The document will be produced prior to occupation of the development and maintained by the Developer and TPC for five years.

Public Transport

The development is located in an area served by good public transport links. There are bus stops located on Dawley Road approximately 75m and 350m north of the site, for northbound and southbound buses respectively. The bus route provides five buses per hour to Uxbridge, via Hayes Town, West Drayton, Yiewsley, Colham Green and Cowley. The site is also located within 850m to the west of Hayes and Harlington Rail Station. This provides access to Didcot Parkway, London Paddington, Heathrow and Reading.

The scheme is located within walking distance of a range of existing amenities including supermarkets, restaurants and fast-food takeaways, as well as several Automated Teller Machines (ATMs). This will help minimise reliance on private vehicles during operation.

Information on specific locations of public transport routes and timetables will be provided within the Travel Information Pack and provided to all employees. This will be maintained for the first five years of operation. The TPC will also investigate the potential for provision of taster tickets for public transport within the first six months of occupation.

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[1] Transport Statement, Gethceln House, Dawley Road, Hayes, Glanville Consultants Ltd, 2021.

[2] Delivery and Servicing Management Plan, Gethceln House, Dawley Road, Hayes, Glanville Consultants Ltd, 2023.

Cycle/Walk to Work Infrastructure

Pedestrian infrastructure in the vicinity of the site is provided to a good standard. The footway fronting Dawley Road will be widened from 1.6m to 2.0m as part of the development proposals. Footpaths are present on both sides of Dawley Road to encourage walking to nearby facilities.

A total of 28 secure cycle parking spaces are available for future users of the site. Additionally, a number of cycle paths within the vicinity of the development will enable sustainable access to the local area. The TPC will investigate the potential for a staff cycle salary sacrifice scheme within the first six months of occupation.

Cycling infrastructure will be in place prior to occupation of the site and will be maintained by the Developer and TPC.

Car Share Schemes

The Travel Plan Co-Ordinator will promote car sharing to all employees. This will include communication of specific websites and facilities that provide easy organisation of lift sharing.

Zero Emission Vehicles

The development proposals support zero emission vehicles. A total of eight car parking spaces on site will be equipped with active and passive provision for electric vehicles. Further to this, delivery and servicing vehicles visiting the site will be routed away from residential streets and as far as practicable. This will minimise any impact on nearby sensitive receptors in the local area.

Summary

A summary of the measures, timescales and person responsible for each measure is provided in the Delivery Plan outlined in Table 1.

Table 1 Delivery Plan

Measure	Timescale	Responsibility	Indicative Cost
Appoint TPC	Within three months of first occupation	End user of development	Will be a member of staff
Prepare and maintain Travel Information Pack for five years	Prior to occupation	Developer/TPC	To be confirmed
Provide Travel Information Pack to new employees and on notice boards	On induction and ongoing	Human Resources Department / TPC	Part of recruitment process and TPC role
Provide and maintain on-site cycle parking	Prior to occupation and ongoing	Developer/TPC	Part of overall development cost and TPC role
Investigate the potential for a staff cycle salary sacrifice scheme and the provision of taster tickets for public transport	Within six months of first occupation	TPC	To be confirmed

The above measures are considered appropriate for a development of this size and nature and are predicted to control vehicle exhaust emissions to a suitable level throughout operation.

Conclusion

Build Energy was commissioned by Juttla Architects to produce a LES in support of a mixed-use development at Gethceln House, Dawley Road, Hayes.

The development has the potential to cause air quality impacts during the operational phase. As such, a LES was produced in order to consider potential effects associated with the scheme and identify appropriate control measures for inclusion in the proposals.

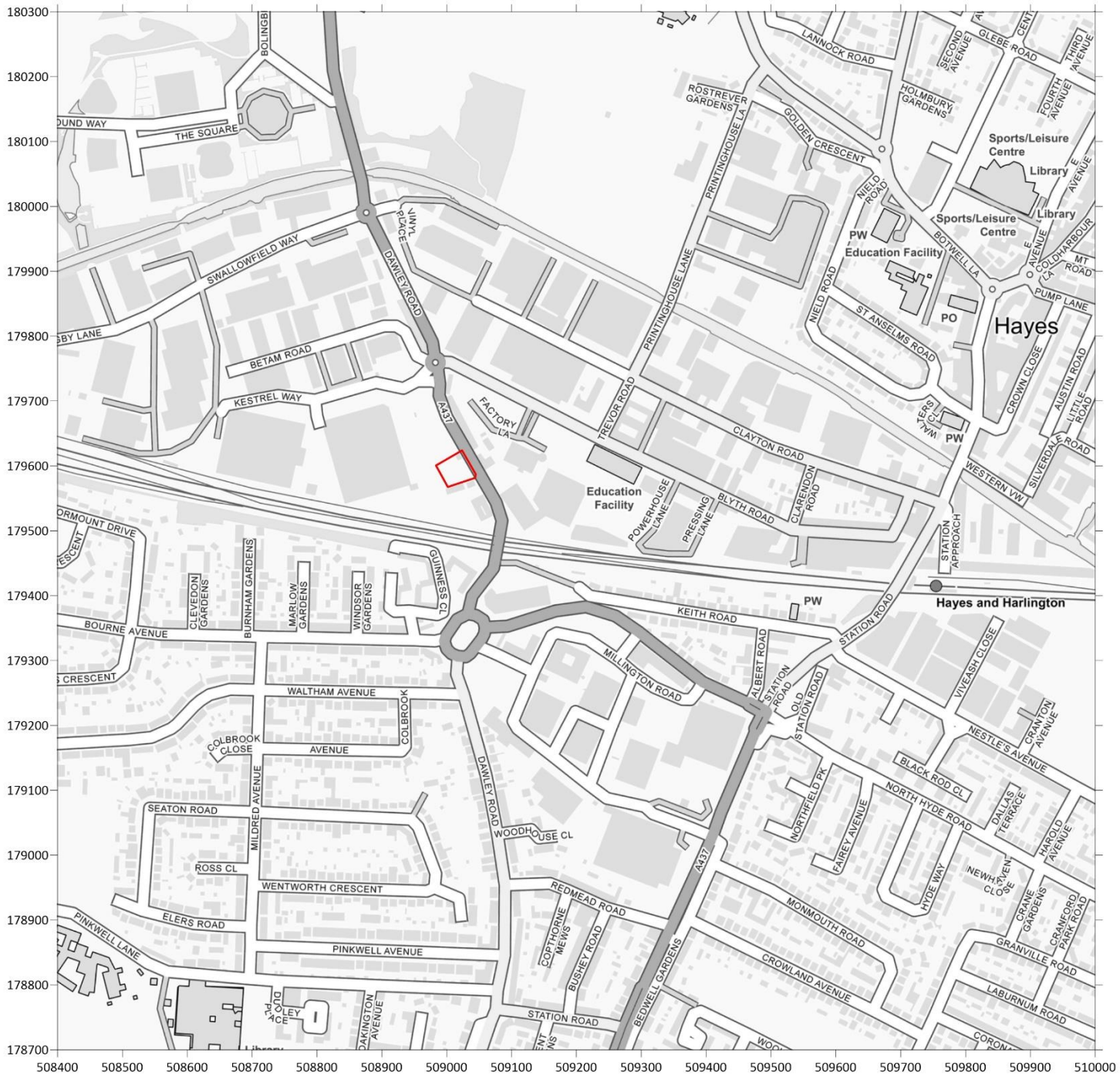
Potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. The site is located in close proximity to public transport services which will encourage sustainable behaviors with regard to vehicle use. In addition, a number of measures including cycle parking, improved pedestrian infrastructure and provision of facilities to support zero emission vehicles, have been included within the proposal. The measures are considered appropriate for a development of this size and nature and are predicted to control vehicle exhaust emissions to a suitable level throughout operation.

Based on the assessment results, it is considered that the production of this LES has addressed the condition requirements.

Abbreviations

ATM	Automated Teller Machines
LBoH	London Borough of Hillingdon
LES	Low Emissions Strategy
NGR	National Grid Reference
TPC	Travel Plan Co-Ordinator

Figures



Legend

Site Boundary

Title
Figure 1 - Site Location Plan

Project
Low Emissions Strategy
Gethceln House, Hayes

Project Reference
BE15333

Client
Juttla Architects

build energy