AIR QUALITY STATEMENT

Denville Hall, 62 Ducks Hill Road, London

This statement accompanies an application for full planning permission for Denville Hall, 62 Ducks Hill Road, London, HA6 2SB for the following development proposals:

Demolition of no. 48 and no. 60 Ducks Hill Road, a derelict garage and wooden storage unit and the erection of 12 assisted-living units (Class C2) in two separate buildings (Buildings A and B) and proposed ancillary communal space, including café and restaurant (Building C) accessed through connecting link building. Proposals to include comprehensive landscaping proposals.

The application site is not located within an Air Quality Management Area (AQMA) and, therefore, there is no requirement for an Air Quality Assessment. However, the Applicant sets out the following air quality commitments taken from the Application documents, which confirm the air quality neutrality of the development.

a. The accompanying transport statement confirms Extremely minimal additional traffic movements as a result of the development proposals. The proposed 12 Assisted-living dwellings do not generate the need for any additional staffing numbers, by virtue the type of use being less intensive on staffing, and the overall increase in parking provision for the site is, again, minimal with only three additional spaces. This confirms that the impact on air quality as a result of traffic impact of the use is negligible.

   However, the proposals will still propose the use of low/zero technologies for existing and associated traffic. "No Idling on Site" signage will be incorporated and electricity vehicle charging points are proposed on-site.

b. The Applicant has confirmed that a Construction Management Plan (CMP) will be provided to be submitted and approved against an appropriately worded planning condition.

   This will include details that the demolition and construction phases will be carried out in accordance with the relevant Mayor of London guidance including details on how the site will meet the terms of the Non-Road Mobile Machinery (NRMM) London Low Emissions Zone.

NRMM is a broad category which includes mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads. NRMM, particularly from the construction sector, is a significant contributor to London's air pollution.

The NRMM Low Emission Zone requires that all engines with a power rating between 37 kW and 560 kW meet an emission standard based on the engine emission "stage". Based upon the location of the development site, the use of machinery will mee Stage IIIB.

c. The application is accompanied by an Energy Statement, which set out that that the design has been assessed to provide a clean by design development. This includes full details on the assessment of the development proposals against the London Plan energy hierarchy.

The accompanying Energy Statement confirms how the proposal will incorporate Air Source Heat Pumps as the low carbon heating source. It is proposed that two Variable Refrigerant Flow (VRF) units are installed to serve the three buildings, with Building A having a stand-alone external unit, and Buildings B & C having a shared external unit.

The design proposal includes Photovoltaic (PV) Panels on the flat roofs of Buildings A and B. A PV array is not viable on the roof of Building C due to the amount of external plant. It is proposed to include 14 PV panels on Building A facing south-east at an inclination of 10°, and 14 panels on Building B facing south-west at an inclination of 10°.

d. The accompanying Landscape Proposal include details of substantial tree planting across the site as a result of the proposals. The development will plant approximately 85 additional trees, which will represent a substantial air quality benefit of the proposals.

The details contained within this statement, the application documents, and the commitments from the Applicant will ensure that the development proposals are at worst air quality neutral. Indeed with limited additional traffic movements and substantial additional tree planting they will make a positive contribution to air quality management.

25 November 2022