



PLANNING STATEMENT ADDENDUM

In respect of

1 Longwalk Road, Stockley Park, UB11 1DB

On behalf of

Silverland Properties Limited

Prepared by: **Erlina Hale/Jamie Dempster**

*Authorised
by:* **Jamie Dempster**

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1. INTRODUCTION

- 1.1 This Planning Statement Addendum has been prepared by ROK Planning on behalf of Silverland Properties Limited ('the Applicant'), in relation to the full planning application submitted for the comprehensive development of the existing office building of 1 Longwalk Road, Stockley Park ('the Site'), including modernisation of the facades and internal enhancement, along with other associated works related to cycle parking and shower facilities.

- 1.1 This addendum should be read alongside the original planning statement dated 5 October 2022,

- 1.2 This addendum details the further information that has been requested by London Borough of Hillingdon, in order to validate the application. The below matters have been agreed with Christopher Brady (Principal Planning Officer) on 10/11/2022. The statement is thus structured as follows and in line with the additional topics agreed:

- Section 1 – Introduction
- Section 2 – Trees
- Section 3 – Air Quality
- Section 4 – Flood Risk Assessment
- Section 5 – Transport
- Section 6 – Contamination
- Section 7 – Conclusion

2. TREES

- 2.1 Whilst there are several trees on site and in proximity to 1 Longwalk Road, the proposed landscaping plan set out in the DAS demonstrates that no trees will need to be removed nor will any tree works need to be undertaken in order to facilitate the proposed development.
- 2.2 Importantly the proposals do not amend the footprint of the building that would affect any adjacent trees, bar a very minor extension to the front entrance, where there are no trees in proximity. Indeed, it is acknowledged by the applicant the important role the trees play in terms of their contribution to the landscape setting and wider Parks & Gardens listing and is noted within the supporting heritage assessment.
- 2.3 A suitable planning condition can be applied in relation to trees and landscaping to secure their protection.
- 2.4 This is in line with Policy DMHB 14: Trees and Landscaping of the Hillingdon Local Plan Development Management Policies and confirms that a tree report is not required.

3. AIR QUALITY

- 3.1 The Air Quality Statement prepared by Aether (ref. AQ_assessment/Longwalk Road Version 1 dated December 2022), which has been submitted alongside this addendum concludes that the proposals are compliant with London's 'air quality neutral' guidance. It is noted the whole borough is in an Air Quality Management Area.
- 3.2 This is because the proposed development will not result in an increase in traffic levels and may even lead to a reduction in trips through travel planning measures which incentivise car sharing and sustainable and active modes of transport. Consequently, there are not expected to be any impacts on nearby residential.
- 3.3 As an office block development, the scheme must not exceed the hourly mean nitrogen dioxide objective. Aether found that exceedance of this objective was unlikely, meaning air quality is not considered to be an issue and thus there are no grounds to refuse the application in relation to air quality matters.
- 3.4 These findings comply with the requirements of Policy EM8: Land, Water, Air and Noise and Policy DMEI 14: Air Quality of the Hillingdon Local Plan.

4. FLOOD RISK ASSESSMENT

- 4.1 The Technical Design Note prepared by Hydrock (ref. 1LW-HYD-XX-XX-RP-S-0001 dated 12 December 2022) highlights that the development is in Flood Zone 1 and therefore at low risk of flooding.
- 4.2 Additionally, given the developed nature of the site, Hydrock outline that a complex engineered drainage system is already present, which would suitably manage and accommodate any surface water flows. This position would not change, nor would there be any change in capacity requirements as the density and footprint of the building is changing by only a negligible amount.
- 4.3 Therefore, as the proposed development will not increase the footprint bar the very minor extension to the entrance, hardstanding areas or vulnerability, Hydrock conclude that a detailed Flood Risk Assessment is not required.
- 4.4 This aligns with Policy EM6: Flood Risk Management and Policy DMEI 9: Management of Flood Risk of Hillingdon Local Plan.

5. TRANSPORT

- 5.1 The scheme's car parking has been independently reviewed by Caneparo Associates, paying particular attention to the reduction in the number of existing parking spaces by 10 to create room for the provision of 10 accessible spaces. Caneparo make the following comments:
- 5.2 The existing parking (232 spaces) had a parking ratio to the existing building of 1 space per 32sqm (GIA). The proposals will be 222 spaces, which against the proposed 7,558sqm GIA (excludes shower block) results in a parking ratio of 1 space per 34sqm (GIA). This is an immaterial variance in parking provision and when this is drilled down further to NIA, where we see a small reduction in floor space, there is also an argument for fewer employees on-site.
- 5.3 The parking standards set for the Borough require 1 space per 50-100sqm GFA. This suggests that both scenarios are exceeding the requirements of the Borough standards, albeit flexibility on this level of parking is had when it comes to Stockley Park, given its significance as an employment hub.
- 5.4 The reduction in parking will be for the benefit of site users in that the improvements will facilitate disabled parking provisions where none are provided at present. The scheme will also be implementing EV charging facilities to parking spaces which is a further benefit, as well as investigating the implementation of car sharing spaces to provide dedicated car sharing bays to promote uptake in local schemes.
- 5.5 The improvements to the site have also brought about the development of an Employee Travel Plan, which will set in place the tools necessary for site management to promote active and sustainable modes of travel to staff, reducing the reliance on private car travel, as well as suggesting opportunities for staff to be car sharing with other employees within the wider Stockley Park development, further reducing the number of cars on-site.
- 5.6 Therefore, Caneparo conclude that the slight reduction in car parking provision does not present a material impact on parking at the site or a material planning risk.
- 5.7 This shows compliance with Policy T1: Accessible Local Destinations, Policy DMT 1: Managing Transport Impacts and Policy DMT 6: Vehicle Parking of the Hillingdon Local Plan.

6. CONTAMINATION

- 6.1 A contamination report has been produced by Hydrock (ref. 13724-HYD-XX-XX-RP-GE-1000, dated 16 December 2022).
- 6.2 This report concluded that the site is unlikely to be classified as Contaminated Land under Part 2A of the EPA 1990 and that the overall land contamination risk for the site is low for the current development. Additionally, the report sets out recommendations for further work. For further information please refer to the full report submitted alongside this covering letter.
- 6.3 This complies with the Land Contamination section of Policy EM8: Land, Water, Air and Noise.

7. CONCLUSION

7.1 This Planning Statement Addendum has been prepared on behalf of Silverland Properties Limited, in support of a full planning application for the refurbishment and façade replacement of the existing building at 1 Longwalk Road, Stockley Park.

7.2 This addendum covers trees, air quality, flood risk assessment, transport, and contamination which can be summarised below:

- There are no trees that will be affected by any development on the site.
- There are no air quality issues.
- The site has a low risk of flooding and the identified surface water risk is considered to be residual.
- The minor reduction in parking spaces is beneficial as it facilitates the provision of disabled parking spaces whilst maintaining exceedance of local parking standards.
- The contamination risk for the site is low.

7.3 The information provided clearly demonstrates compliance with Hillingdon's Planning Policy and benefits to the borough's wider economy are clear first and foremost through the refurbishment of the building making it more attractive for long term occupation.

7.4 Therefore, it is respectfully requested that planning permission for the proposed development is supported and granted.