

**Our Ref: AE/HMH/R00525**

**LPA Planning Ref: 49467/APP/2022/2801**

London Borough of Hillingdon

By Email

30 January 2023

Dear Sir / Madam,

**Shurgard House, Uxbridge Road, UB4 0HD**

**DETAILS PURSUANT TO FULL PLANNING APPLICATION**

**LPA APPLICATION REFERENCE 49467/APP/2022/2801.**

I write on behalf of Shurgard UK Ltd. (the Applicant), and hereby enclose amended and supplementary documents that are to supersede those originally submitted online via Planning Portal in the original application (7<sup>th</sup> September 2022).

Please find enclosed and listed below revised drawings / documents: -

- 21065GA-D-001D Site Plan Planning -A1
- 21065GA-D-003A Elevations Planning
- 21065GA-D-004B Section
- 22936-HYD-XX-XX-RP-C-7000-P05 Drainage Strategy
- 22936-HYD-XX-XX-TDNC-001 Shurgard Hayes Drainage Discharge Rate Technical Design Note
- 2203260-02A Travel Plan
- 2203260-01A Transport Statement

These are to supersede the following that were submitted on the 7<sup>th</sup> September 2022:-

- 21065GA-D-001A Site Plan PLANNING-A1
- 21065GA-D-003 Elevations PLANNING
- 21065GA-D-004 Section PLANNING
- 22936-HYD-XX-XX-RP-C-7000-02
- 2203260-02 Travel Plan
- 2203260-01-Transport Statement

## Details of changes:

### Parking

The 21065GA-D-001D Site Plan Planning-A1, 2203260-02A Travel Plan and 2203260-01A Transport Statement have been amended in line with comments received from the LPA on the 13<sup>th</sup> December 2022, Table 1. below sets out a summary of these changes.

Car Parking			
Revised Proposal 25/01/2023		Original Submission 07/09/2022	Summary of changes
Visitor Parking	4 (All 4 EVCP;1 of which is accessible)	4 (All 4EVCP1 of which is accessible)	No change
Customer Parking	16 (including 2 EVCP)	35 (including 2 EVCP)	Reduction of 19 no. car parking spaces.
Van Parking	Utilized by 2 parallel parking bays	Utilized by 2 parallel parking bays	No change.
Cycle Parking			
Long-stay	22	4	Increase in provision of 18 no. spaces.
Short Stay	10	4	Increase in provision of 6 no. spaces.
Cargo Bikes	2	2	No change

Table. 1 Key Revisions to Car and Cycle parking

The total no. of car parking spaces has been reduced from 39 to provide 20.no spaces. The Site falls within the Heathrow Opportunity Area, as such the London Plan requires 1 space per 600 sqm of B8 floorspace. This allows for a maximum of 20 spaces.

The proposed no. Cycle parking spaces has also been revised and 22 long stay cycle spaces and 10 short stay spaces will be delivered. The London Plan (2021) sets out the requirements for B8 developments- 1 space per 500 sqm GEA. This amounts to 21 (rounded) long term spaces and 10 (rounded) short term spaces. As set out below the proposed development will satisfy relevant parking standards and promote the use of more sustainable modes of transport.

## Building Heights

Plans 21065GA-D-003A *Elevations Planning* and 21065GA-D-004B *Section* confirm that the pastiche gables are to be removed as part of the proposed development and the height of the building to the top of the parapet is 63.050m A.O.D.

## Drainage Strategy

The Drainage Strategy has been updated in line with comments received on the 16<sup>th</sup> January 2023 and provided in 22936-HYD-XX-XX-RP-C-7000-P05 (*Drainage Strategy*). Table 2 below provides further written response to supplement the report. The proposed development will result in a significant betterment of run-off rates that currently exist on site.

As far as possible the system has been redesigned to remove flooding during the Q100+40% climate change. This report concludes that the surface water drainage strategy for the development will be designed in accordance with both national and local standards as far as feasibly possible given the constraints on site. The detailed Technical Design Note (22936-HYD-XX-XX-TDN-C0001) provided by Hydrock, also included in this response provides further justification of the Drainage Strategy proposed for the development.

LFA Comment	Applicant Response
FAIL – The proposed runoff rate has not been reduced. It should be reduced so it is as close to the greenfield runoff rate as possible.	<ul style="list-style-type: none"> <li>- As noted in the report, the greenfield Qbar rate for the site is 0.44 l/s and three times this is 1.32 l/s. It is therefore not possible to comply with London Plan Policy 15.3 or SPG para 3.4.10.</li> <li>- The 15.2 l/s has been calculated based off the Q1 run-off rate for the proposed development (refer to Appendix E of the Drainage Strategy Report).</li> <li>- This results in a betterment to the existing system without generating any additional flood risk. We are providing attenuation for the proposed development, and the diverted RWP from the existing building.</li> </ul>
MORE INFORMATION REQUIRED – The proposed attenuation volume of each feature should be clarified incorporated into the MicroDrainage calculations.	<ul style="list-style-type: none"> <li>- As noted in Section 3.11 of the Drainage Strategy, the proposed green roof is to be used for conveyance and treatment only, as</li> </ul>

	<p>such it has not been included in attenuation volumes.</p> <ul style="list-style-type: none"> <li>- The proposed attenuation for the development is via an oversized 1050 dia pipe positioned between the building foundations.</li> <li>- This is represented in the calculations as pipe SW 2.000.</li> <li>- A volume summary has been included in the latest set of WinDes results.</li> </ul>
<p>FAIL - The calculations should be amended so there is no flooding in the 1 in 30-year event. The location and extent of the flooding for the 1 in 100-year event should be marked on a drawing.</p>	<ul style="list-style-type: none"> <li>- Flooding has been removed from the 1 in 30-year storm event.</li> <li>- As far as possible the system has been redesigned to remove flooding during the Q100+40% climate change.</li> <li>- The extent of flooding is now 3.7m3, representative of a 92% betterment against the 72% previously.</li> <li>- The remaining flooding is occurring at a manhole upstream of the proposed diversion and is outside the application site boundary.</li> <li>- It is expected that this flooding will be captured and retained by existing perimeter channel drains and HB2 kerbing . The cause of the flooding is from the lack of capacity in the existing 150 dia pipe. As this pipe falls outside the development remit it is not proposed to replace the pipe with a higher capacity.</li> <li>- Approximate exceedance information has been added to the drainage strategy drawing showing how flows will be move around the yard area and be captured by the existing channel drains.</li> <li>- Hydrock (Drainage Consultants) have been seeking direct correspondence with the reviewer to discuss the conditions around the exceedance flow given the minimal amount of flooding in this extreme storm event and the fact that is it outside the proposed development.</li> </ul>

Table 2. Detailed response to comments on Drainage Strategy

We trust that the above and submitted information is self-explanatory and await further response from the LPA if submitted documents require further clarification.

If, in the interim, you should have any queries, please do not hesitate to contact either Honor Munro- Hall ([honor.munro-hall@rokplanning.co.uk](mailto:honor.munro-hall@rokplanning.co.uk)), or myself at this office. I look forward to your formal acknowledgement of the application.

Yours faithfully,

**Alun Evans**  
**Director**

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For and on behalf of ROK Planning