
Accompanying Statement

Q3 Building, UB3 5AR

Prior Approval - September 2016

**brooks
murray**

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Accompanying Statement

1 Flood Risk

1.1 Introduction

This Flood Risk Assessment has been prepared to accompany a prior approval notice for the proposed works on the site at Q3 Building, Heathrow. The proposal is for a conversion of the existing office building (B1) into residential use (C3), to provide 42 new units.

This report should be read in conjunction with the submitted drawings and forms.

BMA accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

1.2 Requirements

The Flood Risk Assessment (FRA) is required to include information pertaining to flood zone, flood defences and level of protection provided, to confirm levels of residual risk, flood depths at the site for a range of flood events and suitable flood mitigation measures.

This Assessment is prepared in accordance with the requirements of Planning Policy Statement 25 (PPS25): Development and Flood Risk 2010 and the PPS25 Practice Guide 2009 together with the Environment Agency's national guidance notes and advice given by the authorities.

This FRA has been prepared to:

- Identify the source and probability of flooding at the application site;
- Assess the level of residual flood risk behind the flood defences;
- Demonstrate that the development will be safe; and
- Demonstrate that the development is compliant with national, regional and local policy.

1.3 Existing Site

The existing building is a three storey office building (38m x 21m), currently accessed via Mondial Way.

The SFRA indicates that the site has not been affected by flooding associated with any water courses and there are also no records of flooding caused by groundwater and surface water or flooding from overloaded sewers on the site or in the surrounding area.

1.4 Proposed Development

The prior approval notice is for a conversion of the existing office building into 42 self-contained units. The existing footprint of the building will remain unchanged. Therefore the proposal will not have any effect on the flow of the overland and groundwater routes.

1.5 Flood Risks

PPS 25 requires that a FRA should include consideration of flooding from all sources, from rivers and the sea, directly from rainfall, from rising groundwater, overwhelmed sewers and the drainage systems. Overtopping or breach of a flood defence is also a hazard which needs consideration.

The proposal is for a change of use from office (B1) to residential (C3). Residential use is more vulnerable in terms of flood risk; however, there are no records of flooding of any kind in the surrounding area and the change of use does not represent any threat.

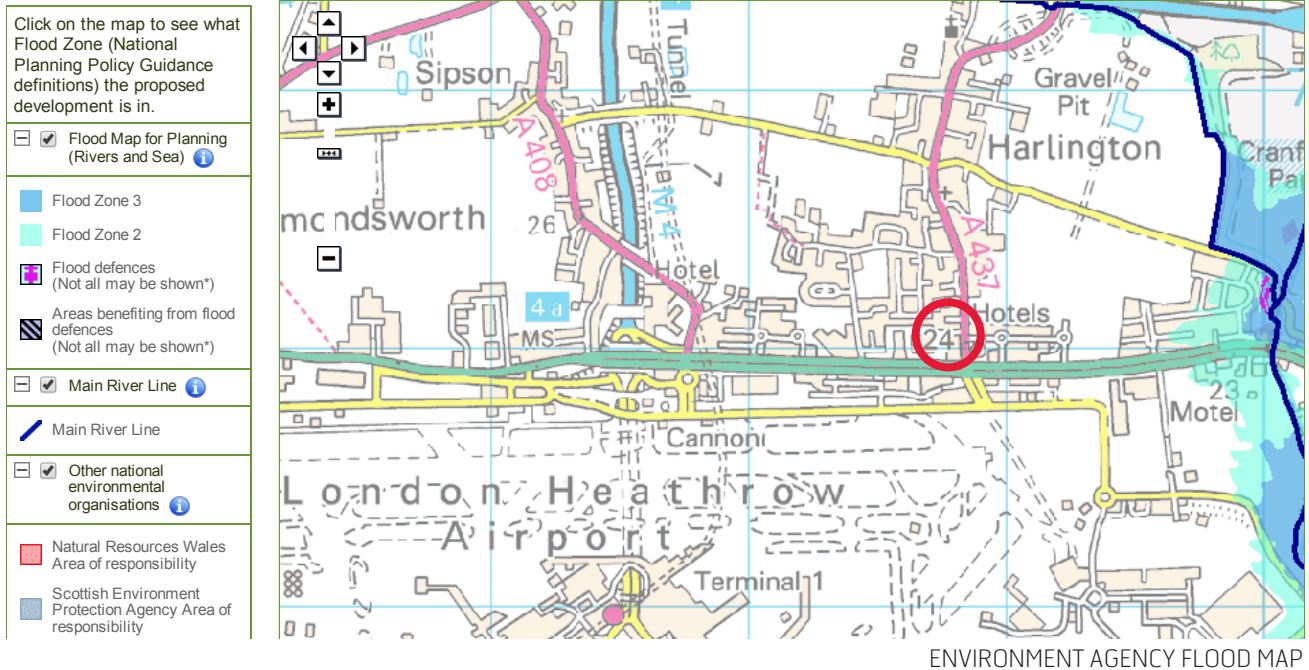
PART 1

Design

A FLOODING FROM RIVERS

The development site is located approximately 1500 meters to the North of the River Thames.

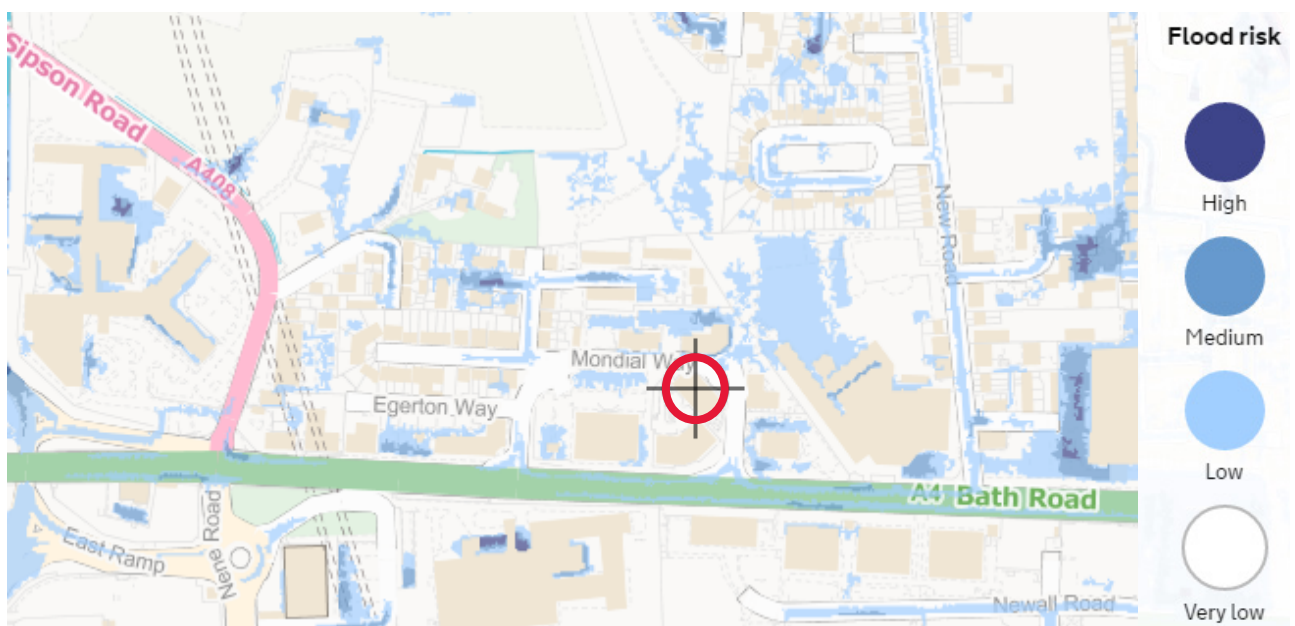
The site lies within the Environment Agency's designated Flood Zone 1- where land is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).



B FLOODING FROM SURFACE WATERS

Surface water flooding happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.

The shading on the Map shows that risk of flooding from surface water in this particular area is Low to very Low, meaning that each year this area has a chance of flooding of less than 0.1%.



PART 2

Access

1.6 Management and Mitigation

A SURFACE WATER MANAGEMENT

It is presumed that the building has an existing connection to the Thames Water sewer. It is currently proposed to maintain this existing connection. Contributing areas of rainwater runoff will remain as before and peak rates and volumes of surface water will remain as before.

There is no risk of flooding from surface water and sewers, however, design features that could be incorporated during the works may include the following.

- Non return valves to prevent water entering the property from drains and sewers
- Sealing any manhole covers within the building development area

B EMERGENCY ACCESS

With no flood risk at the site, safe access/egress is provided for the emergency services at all times. The SFRA indicates that “safe” access should preferably be dry for “more vulnerable” land use classifications.

1.7 Summary and Conclusion

- There is no risk of flooding from rivers, including no residual risk.
- Historic records in the SFRA do not show any incidents of flooding associated with surface water or foul drainage.
- There is no indication from the EA or the SFRA that the site is vulnerable to localised risks of flooding from other sources.
- The increase of the vulnerability category of the site (change of use from B1 to C3) does not represent increased risk in this location.
- All floor levels will be retained at their current levels and the lowest level.

In line with the above, it is considered that there is no flood risk at this location and the conversion is PPS25 compliant.

PART 2

Access

2 Transport

The building is situated on the north side of the Bath Road and can be accessed via Mondial Way. The site is located in an accessible location and there are public transport opportunities in the vicinity of the site.

2.1 Public Transport

The Bath Road is well serviced by local buses which provide free access into the Heathrow Terminals. Heathrow Connect services from the terminals provide access to London Paddington in approximately 15 minutes, along with regular underground services to Central London via the Piccadilly Line. Hayes and Harlington station is located approximately 1 mile away and offers a regular service.

2.2 Vehicular Access

The property is within close proximity to M4 (junction 4) which is approx 1.8 miles distant, providing excellent access to the M25 and surrounding motorway network.

A change of use to residential apartments will not alter traffic generation from the site and would not result in any detrimental impact upon highway safety.

80 car parking spacings will be provided in accordance with Hillingdon parking standards (1 to 1.5 spaces per dwelling) and is sufficient to meet the expected parking demand associated with the proposed residential units.

2.3 Bicycles

Bicycle parking spacings will be provided in line with local plan policies of 1 spaces per each 1 bed flat, totalling 42 spaces.

2.4 Summary and Conclusions

The proposal is for a conversion of the existing office building into 42 self-contained units.

The site location ensures excellent transport links and easy access to the local infrastructure, the rail, bus and roads, and sufficient car and cycle parking spacings will be provided.

Compared with the existing office use, the proposed scheme will not place undue burden on public services or local infrastructure.

On the basis of the above, it is evident that there is no reason why the proposed change of use should be resisted on highways or transportation grounds.

3 Noise Impact

Refer to the Environmental Noise Impact Assessment issued by Sound Advice Acoustics Ltd on the 11th of October 2016 (ref: SA-4609/RV.01).

4 Contaminated Land

There has been no previous ground contamination conditions identified therefore it is highly unlikely that the proposal will lead to such matters.