# Heritage Statement for the Installation of Electric Vehicle Charging Points at 7 Roundwood Avenue, Stockley Park

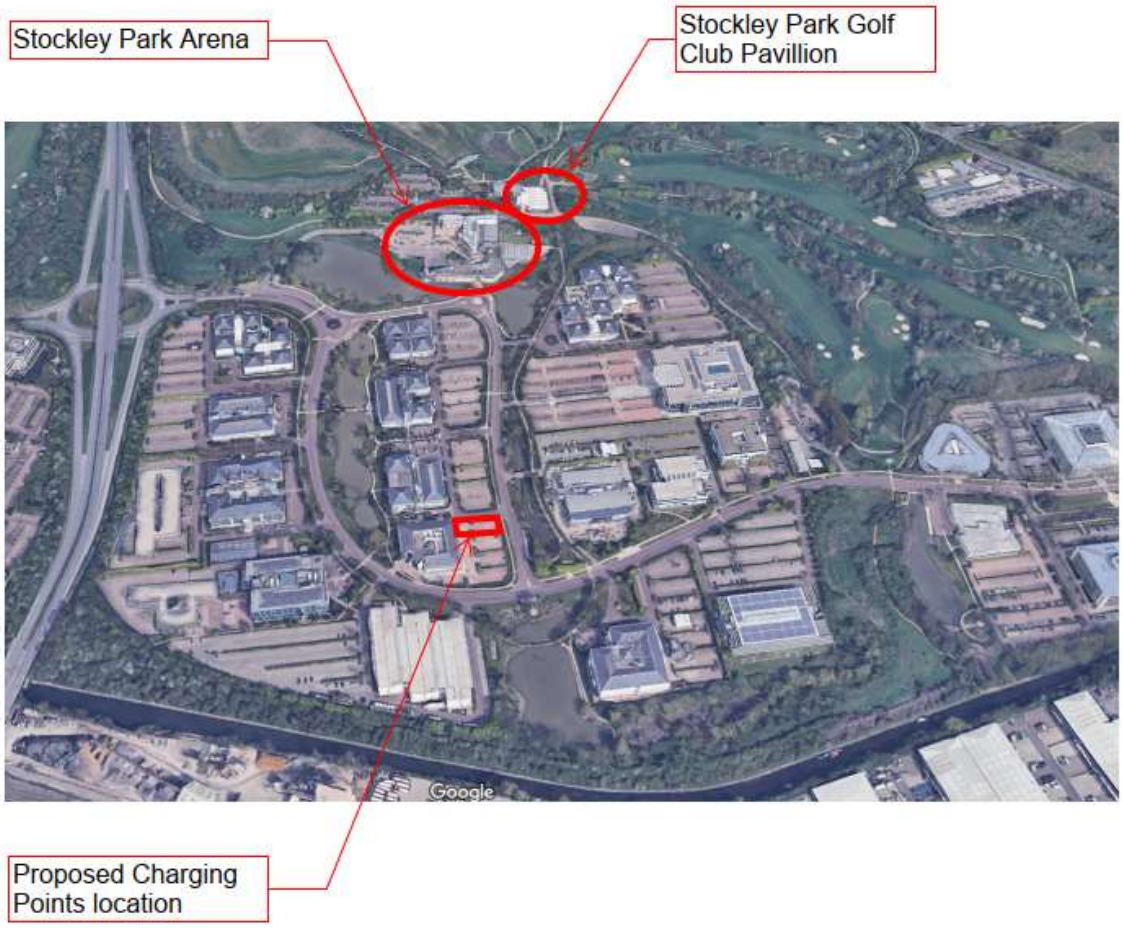
**Revision P3 – 16.06.2025**

**1. Introduction:** This Heritage Statement has been prepared to accompany the planning application for the proposed installation of five Electric Vehicle Charging Points (EVCPs) at 7 Roundwood Avenue, Stockley Park. The proposal includes the installation of:

- Three Charging Point Pillars
- Seven Concrete Bases for Future Charging Pillars
- Electrical Distribution Kiosk
- Associated Infrastructure

The application site is located within Stockley Park, a registered park and garden of special historic interest. The purpose of this statement is to assess the potential impact of the proposed development on the heritage significance of Stockley Park, considering both its status as a registered park and garden and the presence of listed buildings within the area.

**2. Site and Surrounding Area Context:** Stockley Park, located in the London Borough of Hillingdon, is a registered park and garden of special historic interest (Grade II). It is a carefully designed landscape, established as a business park with significant planning and architectural importance. Stockley Park includes several important architectural features, and key buildings, such as the Arena (Picture 1) and the Golf Club House (Picture 2), are listed for their architectural significance.



Pic.1

Pic.2

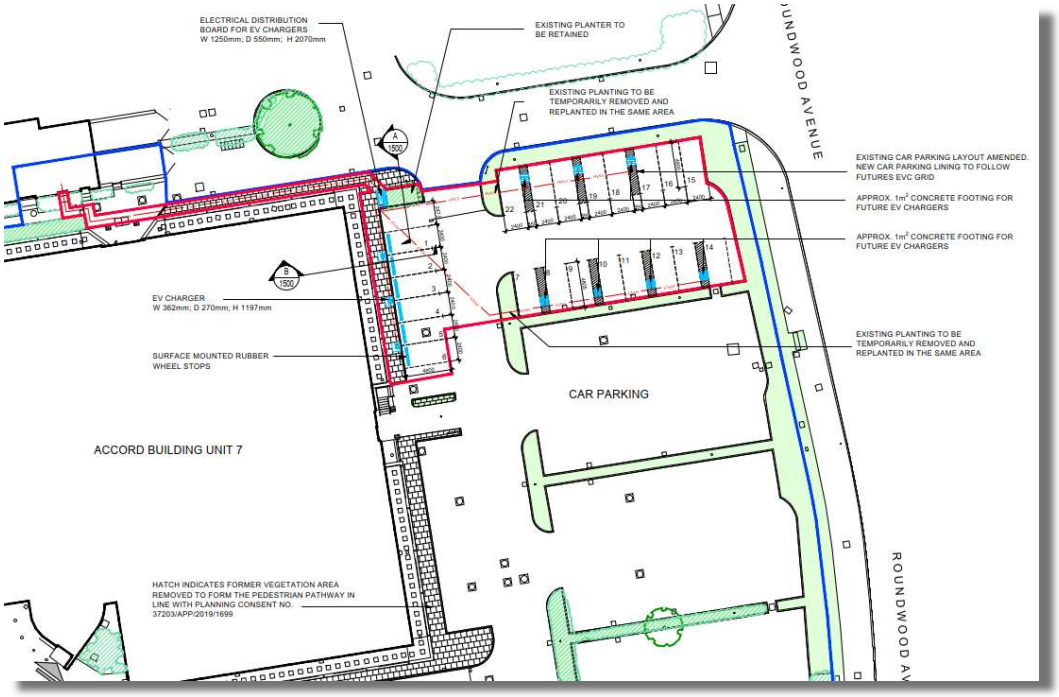
The site at 7 Roundwood Avenue is situated within this registered park, and while the surrounding area is primarily commercial, the broader historic context requires consideration due to the unique landscape and architectural features of Stockley Park. Additionally, Stockley Park has a notable association with the landscape designs of the late 20th century, which aim to integrate natural and built environments.

**3. Proposed Development:** The proposed development includes the installation of ten Electric Vehicle Charging Points (EVCPs) at 7 Roundwood Avenue, Stockley Park. The installation consists of:

- **Three Charging Point Pillars** (approx. dimensions: W 0.36m x D 0.27m x H 1.2m – Picture 3): Positioned within the existing car park pedestrian pathway, by the building side elevation (Picture 4).
- **Seven Concrete Bases for Future Charging Pillars** (approx. 1m² each): Located in car parking bays within the hard-landscaped area.
- **Electrical Distribution Kiosk** (approx. dimensions: W 1.25m x D 0.55m x H 2m): A small kiosk housing electrical equipment necessary for the charging points. (Picture 5).
- **Associated Infrastructure**: This includes underground cabling and connections required for the functioning of the EVCPs.

Pic. 3

Pic.5




Pic. 4

All infrastructure is located within the existing hard-surfaced car park. Materials have been selected to blend with the surrounding finishes and maintain visual coherence. Identical infrastructure has been successfully implemented at adjacent sites within Stockley Park.

In line with **Approved Document Part S 2022**, Section 5, non-domestic developments undergoing renovation must provide EVCPs for a minimum of 20% of total parking spaces. The site includes 100 parking bays, requiring two operational EVCPs and cabling provision for 14 spaces. This proposal includes **three pillars serving six spaces** and **seven additional bases**, allowing flexible future expansion.

## 4. Design Evolution and Approach to Soft Landscaping

The initial design included placing EVCPs and bases within the central soft landscaping strip between parking bays. However, this approach raised concerns from the Local Planning Authority regarding the impact on the preserved green infrastructure.

The revised proposal **relocates all permanent EV infrastructure to hard-landscaped zones** within the car park and pedestrian pathway. No pillars, bases, or kiosks are now located in soft landscaping areas.

The only interaction with green space is the **subsurface routing of underground electrical cabling**, which crosses two short sections of planting. These crossings are minor, fully reversible, and will not result in permanent removal of vegetation. Existing plants in these zones will be temporarily lifted and replanted in the same location after works are complete, ensuring full restoration.

This revision meets both functional and environmental objectives, maintaining the integrity of the landscaped setting while providing critical EV infrastructure.

## 5. Impact on Heritage Significance

Stockley Park's Grade II designation requires that any development within its boundaries be assessed for impacts on its historic and aesthetic value. The presence of listed buildings nearby, including the Arena and Golf Club House, also necessitates consideration of visual and physical impacts.

- *Visual Impact*: The proposed installations are small in scale and located in a commercial car park. They do not significantly alter the park's landscape character. The modern, sympathetic materials minimize visual intrusion. The location avoids interference with key historic views or features.
- *Architectural Impact*: The listed buildings are unaffected by the works, which are confined to the car park and do not impact the buildings or their settings.
- *Landscape Considerations*: No permanent alteration of soft landscaping is proposed. Existing vegetation will be preserved or reinstated, ensuring continuity of landscape character and design intent.

## 6. Justification for the Proposal

The proposal aligns with national and local policies promoting sustainable transport and reducing carbon emissions. The development enhances the site's functionality in line with environmental targets, while carefully respecting the heritage and landscape significance of Stockley Park.

Similar EVCP installations already exist within Stockley Park, demonstrating compatibility with the area's character.

## 7. Conclusion

The revised proposal has been developed in consultation with the local authority to address previous concerns about impacts on soft landscaping. All permanent infrastructure is now situated within hard-landscaped areas, and minimal, fully reversible cabling routes cross soft landscaping only where unavoidable.

The scheme supports long-term sustainability goals and is sensitive to the historic and landscape context of Stockley Park. The design responds positively to both functional requirements and heritage protection objectives.

## 7. Appendices

- Photographs of the car park and surrounding area
- Approved 2019 landscaping consent reference: 37203/APP/2019/1699


Rear Car Park (shows the latest building elevation colour repainted to dark grey)

Rear Car Park (shows the rear building elevation before change of colour and car parking area)

Rear Car Park Area