

Appendix 2: Environmental Considerations

Socio-Economics

The consideration of potential effects on socio-economics has been undertaken by Trium Environmental Consulting LLP.

Demolition and Construction

During the Proposed Development's construction phase, new jobs will be created with approximately 328 FTE (full-time equivalent) jobs on-site and approximately 108 indirect FTE jobs in wider supply chains based on estimates of the demolition and construction programme and construction costs provided by the Applicant. However, the scale of these demolition and construction works is not expected to be large enough to generate significant effects on the construction industry, particularly at the regional scale (there are approximately 200,000 jobs in the construction sector across Inner³ and Outer London⁴). Given the mobility of the construction industry, this wider geographic scale is a more accurate range for determining impacts on this receptor than a more localised assessment area.

Completed Development

Once complete and operational, the Proposed Development will result in a net loss of employment on-site, due to the replacement of existing office floorspace (which assumes a density of 10 to 13m² per job⁵) with industrial / storage uses, the latter of which have a lower likely employment density (ranging between 47 to 95m² per job⁵). However, within the context of the local economy (approximately 194,000 jobs in the LBH⁶), this is not expected to generate significant effects in terms of either job creation or associated employee expenditure.

In addition, the Proposed Development neither provides nor removes housing or community infrastructure such as healthcare facilities, schools, or open or play space, thus it will not contribute to local housing targets or impact the capacity of or demand for local community infrastructure.

Health

The consideration of potential effects on health has been undertaken by Trium Environmental Consulting LLP.

Demolition and Construction

As described in the 'Socio-Economics' section above, the Proposed Development is not of a scale or nature to materially change the local economy. In addition, given that no residential use is proposed, it will not generate a new residential population and thus have no impacts on existing local social infrastructure such as healthcare services, schools, or open space or play space. Whilst some employees may use local healthcare services, individuals are recommended to register with GPs within whose catchment areas their home address falls, rather than their place of work, as not doing so can disrupt healthcare services planning by the NHS and local authorities.

During the Proposed Development's demolition and construction phase, the scale of works is not expected to be large enough to result in significant human health effects at either the population level or on vulnerable groups including disabled individuals, older people, and children and young people. With appropriate measures in place through a Construction Environmental Management Plan (CEMP) and other guidance documents, these practices should reduce any risk of significant adverse impacts on human health for the local population during the construction phase of the Proposed Development.

³ NOMIS (2023). *Labour Market Profile – Inner London. Labour Demand.*

⁴ NOMIS (2023). *Labour Market Profile – Outer London. Labour Demand.*

⁵ HCA (2015). *Employment Density Guide 3rd Edition.*

⁶ NOMIS (2023). *Labour Market Profile – Hillingdon. Labour Demand.*

Completed Development

Once complete and operational, to ensure it provides a healthy and comfortable working environment for future employees, the Proposed Development would be designed and constructed in line with relevant policy and guidance concerning internal space standards and layouts, environmental comfort, active travel and other design elements.

The Proposed Development is also expected to avoid adverse impacts on the existing local population's health and wellbeing, and to promote better health outcomes, through a rigorous pre-application and design process. This will help to ensure that the Proposed Development responds to wider community trends and is cohesive with any future plans for the wider business park in which it is situated.

It should be noted that, in accordance with IEMA's guidance for 'Determining Significance for Human Health in EIA', "EIA analysis at the level of individuals would likely mean that all determinants of health conclusions, positive or negative, would be significant on all projects because of the effects to some particularly sensitive individuals. This would be contrary to supporting decision-makers in identifying the material issues. Assessment of EIA significance at the level of individuals is not proportionate." In line with this guidance, while the Proposed Development is likely to result in beneficial impacts for the local economy relating to employment and employee expenditure, these are ultimately unlikely to be significant in EIA terms.

A standalone Health Impact Assessment will be prepared to support the planning application.

Archaeology

The consideration of potential effects on archaeology has been undertaken by Museum of London Archaeology (MOLA).

The site does not contain any nationally designated (protected) heritage assets, such as scheduled monuments, listed buildings or registered parks and gardens.

The site is not within Conservation Area or an Archaeological Priority Area.

The Greater London Archaeological Advisory Service (GLAAS) was consulted regarding the study area radius for the site and during that consultation GLAAS advised by email on the 10/10/2025 by email, and letter (dated 04/09/2025) (included in **Appendix 3**), the following:

- The Greater London Historic Environment Record (GLHER) records various prehistoric finds from Stockley Park but the designed landscape and development is modern and overlies earlier mineral extraction. GLAAS has reviewed the archaeological potential of this area in relation to previous developments and concluded that there is unlikely to be any surviving archaeological interest.
- No further assessment or conditions are therefore necessary.

Therefore, based on the above advice received from GLAAS, the Proposed Development is not considered likely to result in significant archaeological residual effects in EIA terms.

Ground Conditions and Land Contamination

The consideration of potential effects on ground conditions and land contamination has been undertaken by Howard Ward Associates (HWA).

A Phase 1 Geo Environmental Preliminary Risk Assessment (PRA) has been completed along with a review of information contained within Hillingdon Archives in order to better understand the ground conditions on and around the site. This is appended to this EIA Screening Report in **Appendix 4**.

The site is noted as being in the vicinity of a historic domestic landfill comprising domestic refuse from the late 1800s to mid 1900s taken from across Central London.

A substantial reclamation and remediation exercise was undertaken during the 1980's to remove much of the refuse and transform the wider area into the golf course, country park and commercial parks currently present.

It is understood that a ground gas venting and capping system has been installed in the area but it is possible that the works do not affect the development site. At the time of the site visit (undertaken 7 August 2025), no gas venting pipes or cowls were noted in the area.

Given the remediation works which have been undertaken to date it is not considered likely that there is a significant risk to controlled waters, site users or the general public from the site provided that the capping to the site is maintained intact and gas protection is installed to the appropriate standard.

The Phase 1 PRA indicates a low to moderate risk of contamination to be present on site. There is therefore a recommendation for intrusive investigations to be undertaken to identify potential contamination risks, and where appropriate, produce a remediation strategy to address the risks. With the implementation of further intrusive investigations and with the appropriate remediation strategy in place, no significant effects on or as a result of soils are therefore anticipated.

There is the potential for pollution to occur during the construction phase due to spills or leaks of fuel, oil and construction materials, which could adversely impact the environment. However, spills/leaks of pollutants or contaminated material during construction are unlikely to cause significant effects, due in part to the likely nature and quantity of substances/materials to be involved. With the implementation of both standard and best practice measures to be secured within the CEMP submitted to support the application, it is considered that whilst there is a risk that adverse effects may occur due to the potential for existing contamination on the site, the effects are considered unlikely to be significant in terms of EIA with the adoption of suitable mitigation measures as detailed within the CEMP to be submitted in support of the planning application.

With the implementation of suitable mitigation measures during the demolition and construction phase, no significant effects are considered likely during the operation of the Proposed Development.

As mentioned above, a CEMP should be secured via a planning condition that includes specific contamination mitigation measures, to be agreed with the LBH's Contaminated Land Officer.

Further investigations (by way of intrusive investigations and gas monitoring) should be secured via planning condition to ensure potential contamination risks are identified, and where appropriate a remediation strategy should be developed, also to be secured via planning condition.

Traffic and Movement

The consideration of potential effects on traffic and movement has been undertaken by Mode Transport Planning (Mode). A Healthy Streets Transport Assessment (TA) will be submitted in support of the planning application and will assess the operational effects of the Proposed Development. The TA will also be accompanied by a Framework Travel Plan (FTP), a Delivery and Servicing Plan (DSP), an Outline Construction Logistics Plan (CLP) and a Car Park Management Plan (CPMP).

The site is located within Stockley Park, an established business park situated approximately 2.5km south-west of Uxbridge town centre within the London Borough of Hillingdon (LBH).

The site comprises two adjacent buildings, known as 1 & 2 Stockley Park, with a total office floor area of approximately 11,490m² (Use Class E).

The site has a Public Transport Accessibility Level (PTAL) of 1B and 2, the site access point has a PTAL rating of 2 with the remaining portion of the site within a PTAL rating of 1B, indicating a relatively poor public transport accessibility level.

The main vehicular access to the Proposed Development is proposed from Longwalk Road via the existing two access points, which include a central spine road between the units and a southern access to Unit 200. The central spine road will provide access to the rear service yard as well as the parking area fronting Unit 100, whilst the southern access will provide access to the parking associated with Unit 200.

Within the Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement⁷, two broad rules are suggested which can be used as a screening process to limit the scale and extent of the assessment:

⁷ *Institute of Environmental Management and Assessment (IEMA), 2023; Environmental Assessment of Traffic and Movement*

- Rule 1 – Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Rule 2 – Include highway links of high sensitivity where traffic flows have increased by 10% or more.

Developments resulting in increases in traffic flow below these thresholds would not typically be subjected to detailed EIA assessment for transport.

Demolition and Construction

At this stage, it should be noted that any estimates relating to demolition and construction vehicle movements are indicative although it is likely that demolition and construction vehicle movements will range between 40 - 100 trips a day (consisting of 25-50 vehicles per day, with one trip entering the site and a trip exiting the site) and, therefore, are not anticipated to be significant. These trips will be split between smaller vehicle (vehicles weighing below 7.5 tonnes) and larger construction vehicles (vehicles weighing over 7.5 tonnes).

Construction activity will be managed through a CLP, with an outline document submitted as part of planning and a Full CLP to be secured by condition. Construction vehicle movements will be scheduled and managed in line with the CLP to avoid adverse environmental impacts.

Completed Development

The proposed change from the existing office land use to the flexible Use Class B2 / B8 / E(g)(iii) is expected to result in a net decrease in private car trips based on the trip generation assessment. Consequently, the Proposed Development is not anticipated to cause a material increase in overall traffic volumes on the surrounding highway network. All parking will be managed by a CPMP to ensure efficient use of spaces as well as to avoid any overspill parking within Stockley Park. It should also be noted that Stockley Park is managed by a wider estates team, and on-street parking is prohibited.

From the trip generation assessment, there will be an additional 9 Heavy Goods Vehicle (HGV) movements generated during both AM and PM peak periods and an increase of approximately 125 HGVs across a day. Whilst this represents an increase in HGV movements, it is not considered significant in the context of the local road network. Furthermore, given the close proximity to the A408 Stockley Road as well as the wider Strategic Road Network (SRN), these movements can be accommodated on the surrounding road network. It is also important to note that the two units being redeveloped are the closest units to the Stockley Park entrance, and will therefore not have to route through the wider business park to access the site. The HGV movements will therefore be routed directly onto the SRN and will not utilise sensitive local highway links. Furthermore, servicing activity will be managed through a Delivery and Servicing Plan (DSP), which will include measures to manage servicing activity.

It is noted that Longwalk Road to the east of the site is subject to low number of existing HGV movements. As a result, the likely delivery and servicing (HGV activity) as well as construction vehicle movements will be subject to a disproportionately high impact in percentage terms, likely to exceed the 30% threshold identified above. In these instances, the actual number of movements is not considered to be significant given the existing number of HGV trips on the network and the overall net decrease of AM / PM peak period movements, and the environmental impacts associated within them will be managed and mitigated through the DSP and CLP. Significant impacts associated with the construction and operational activity is therefore considered unlikely, particularly noting that roads in the vicinity of the site are not considered to be sensitive and the direct links to the SRN afforded from the site.

It is therefore considered that there are likely to be no significant effects associated with traffic and movement.

Air Quality

The consideration of potential effects on air quality has been undertaken by Trium Environmental Consulting LLP.

An Air Quality Management Area (AQMA) is an area where there is public exposure to pollutant concentrations that exceed the National Air Quality Objectives (AQOs)⁸. The London Borough of Hillingdon (LBH) have declared an AQMA for exceedances of the annual mean NO₂ AQO. The AQMA covers ‘the area from the southern boundary north to the border defined by, the A40 corridor from the western borough boundary, east to the intersection with the Yeading Brook north until its intersection with the Chiltern-Marylebone railway line’.

Air Quality Focus Areas (AQFAs), designated by the Greater London Authority (GLA), are locations with high human exposure that exceed the EU Limit Value for annual mean NO₂ (40µg/m³). The site is not located within an AQFA, however the Hayes AQFA and the West Drayton / Yiewsley AQFA are both located within 1.5km of the site.

In 2024, continuous air quality monitoring was undertaken at 12 locations within LBH. In addition, LBH also undertook low-cost monitoring of NO₂ and PM_{2.5} at four sites. The monitoring results from the five automatic monitors within 3km of the site are presented in Table 1 from 2021 to 2024.

Table 1 LBH Automatic Monitoring Data within 3km of the Site, 2021-2024

Site Name (ID) & Classification	Approx. Location to Site	Pollutant	National Air Quality Objective ⁸	Averaging Period	Annual Mean NO ₂ Concentrations (µg/m ³)			
					2021	2022	2023	2024
London Hillingdon (HIL) Urban Background	1.8km south-west of site	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	25	28	25	23
			200µg/m ³ (not to be exceeded more than 18 times a year)	1-Hour Mean (No. of Hours)	0	0	0	0
		PM ₁₀	40µg/m ³	Annual Mean (µg/m ³)	-	-	14	13
			50µg/m ³ (not to be exceeded more than 35 times a year)	24-Hour Mean (No. of Hours)	-	0	3	0
		PM _{2.5}	20µg/m ³ (10µg/m ³ by 31 December 2040)	Annual Mean	-	-	7	7
London Harlington (HRL) Airport	2.5km south of site	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	20	24	22	19
			200µg/m ³ (not to be exceeded more than 18 times a year)	1-Hour Mean (No. of Hours)	0	0	0	0
		PM ₁₀	40µg/m ³	Annual Mean (µg/m ³)	14	13	13	11
			50µg/m ³ (not to be exceeded more than 35 times a year)	24-Hour Mean (No. of Hours)	0	2	0	0
		PM _{2.5}	20µg/m ³ (10µg/m ³ by 31 December 2040)	Annual Mean	8	8	8	7
Hillingdon Hayes (HIL5) Roadside	2.8km south-east of site	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	34	34	34	29
			200µg/m ³ (not to be exceeded more than 18 times a year)	1-Hour Mean (No. of Hours)	0	0	0	0
		PM ₁₀	40µg/m ³	Annual Mean (µg/m ³)	25	26	30	22
			50µg/m ³ (not to be exceeded more than 35 times a year)	24-Hour Mean (No. of Hours)	25	23	16	6
Hillingdon Sipson (SIPS) Urban Background	3km south of site	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	19	24	23	22
			200µg/m ³ (not to be exceeded more than 18 times a year)	1-Hour Mean (No. of Hours)	0	0	0	0
Tavistock Road (Low-Cost Sensor) Roadside	2.1km west of site	NO ₂	40µg/m ³	Annual Mean (µg/m ³)	24.1	23.1	20.7	20.0
		PM _{2.5}	20µg/m ³ (10µg/m ³ by 31 December 2040)	Annual Mean	12.2	10.6	8.5	7.9

The monitoring results in Table 1 indicate the AQOs were met at all monitors, where applicable, for NO₂, PM₁₀ and PM_{2.5}. The annual PM_{2.5} objective of 10 µg/m³ (by 31 December 2040) was also met at all applicable monitors in 2023 and 2024.

⁸ Department for Environment, Food & Rural Affairs. 2025. UK Air Quality Limits - National air quality objectives and European Directive limit and target values for the protection of human health. Available at: https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update_20230403.pdf

In 2024, LBH undertook annual mean NO₂ monitoring at 44 locations using diffusion tubes. The results for the eight diffusion tubes located within approximately 2km of the site centre are presented in Table 2.

Table 2 LBH annual mean NO₂ monitoring data within 2km of the site, 2021-2024

Site ID	Site Name	Classification	Distance to Site Centre (km)	Annual Mean NO ₂ Concentrations (µg/m ³)			
				2021	2022	2023	2024
HILL21	5-7 Mulberry Crescent, West Drayton Lamp Post (18)	Background	0.9	24.1	27.9	24.5	21.9
HILL20	1 Porters Way (corner with Kingston Lane) Lamp Post (1)	Background	1.5	31.5	34.5	29.2	23.6
HILL28	Blyth Road 2nd Tube, Hayes Lamp Post (17) (western most lamp post in front of 133 Enterprise House)	Roadside	1.6	23.5	27.1	21.4	18.8
HILL19	Side of 104 Yiewsley High Street (front of 1A Fairfield Road) Lamp Post (2)	Background	1.7	27.6	28.7	26.2	23.1
HILL01	AURN Site, Keats Way, West Drayton	Roadside	1.8	25.7	29.4	27.5	24
HILL05	Hillingdon Hospital Monitoring Station Colham Road (Near John Rich House on former junction to Pield Heath Road)	Roadside	1.9	25.4	27.8	26.7	24
HILL27	Botwell House RC Primary School (Side- fence)	Roadside	2.0	25.3	26.8	26.9	24.6
HILL18	Blyth Road, Hayes Lamp Post (4)	Roadside	2.0	27.6	28.3	25.7	22.9

Table 2 indicates the annual mean NO₂ objective of 40µg/m³ was met at all eight LBH diffusion tubes within 2km of the site. Annual mean NO₂ concentrations have decreased from 2021 to 2024 at all diffusion tubes.

Additionally, 2025 Defra background pollutant concentrations⁹ for NO₂, PM₁₀ and PM_{2.5} meet the AQO's for the grid square covering the site. From the above, the existing air quality at the site is considered to be good.

Air quality is predicted to continue improving and likely to remain below the AQO's through the uptake of cleaner vehicles, more stringent vehicle emissions standards and the transition away from combustion sources for heating.

Demolition and Construction

The temporary generation of dust from the demolition and construction could impact existing sensitive receptors within 250m of the site boundary or within 50m of construction vehicle routes up to 250m from the site entrance(s). In accordance with IAQM Guidance¹⁰ through the implementation of appropriate best practice management and control practices, construction dust would be minimised and any residual effects likely to be not significant.

Vehicles associated with the demolition and construction could impact existing sensitive receptors in proximity to construction routes. However, construction vehicle emissions would be temporary, localised and should be compliant with Low Emission Zone (LEZ) standards. Any effects from construction vehicles are likely to be not significant.

The use of Non-Road Mobile Machinery (NRMM) during demolition and construction would also be temporary and localised. If compliant with LEZ NRMM standards¹¹ any effects from NRMM would be not significant.

Completed Development

Pollutant emissions generated by vehicles associated with the Proposed Development could impact on local air quality. However, when considering the likely existing vehicle emissions produced by existing site uses, the

⁹ Department For Environment, Food & Rural Affairs, 2021-based Background Maps, 2021. Available at: <https://uk-air.defra.gov.uk/data/iaqm-background-home>

¹⁰ IAQM (2024) Guidance on the Assessment of Dust from Demolition and Construction v2.2

¹¹ Mayor of London. 2025. Non-Road Mobile Machinery (NRMM). Available at: <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm?ac-226887=226865#londons-low-emission-zone-for-non-road-mobile-machinery-226891-title>

impact would likely be negligible. Operational vehicle emissions are not expected to result in significant effects for existing sensitive receptors (including any high sensitivity uses such as the residential units located to the southwest of the site).

An all-electric energy strategy is proposed, including the use of Air Source Heat Pumps (ASHPs), as well as the use of on-site renewables (e.g. roof mounted photovoltaic (PV) panels), with no associated emissions to the air. Emergency diesel generator(s) may be proposed for the provision of back-up power; however, only used for routine testing or during an outage. The location of any flue would ensure adequate dispersion away from sensitive receptors. Therefore, effects from emergency generator(s) would be not significant.

The air quality objectives are unlikely to be exceeded at the Proposed Development (see Table 1 and Table 2 above), particularly as future conditions are predicted to continually improve. The effect on future users of the Proposed Development is therefore likely to be insignificant.

Taking all the above into account, with the implementation of suitable mitigation, the potential for significant air quality effects from the Proposed Development is considered unlikely.

An Air Quality Assessment will be submitted in support of the planning application.

Noise and Vibration

The consideration of potential effects on noise and vibration has been undertaken by Trium Environmental Consulting LLP.

The key considerations regarding noise and vibration impact to the surrounding environment and buildings/occupants, will likely comprise noise and vibration from, demolition and construction activities and its related traffic, operational road traffic, plant noise emissions, and operational activity noise.

Nearby sensitive receptors to the site are shown in Figure 3 and are as follows:

- A – Travelodge London Stockley Park Hayes (210m north-east); and
- B – Residential dwellings along Emden Close (350m south-east).

Figure 3 Nearby Sensitive Receptors



Demolition and Construction

Noise arising during the construction works for the Proposed Development could result in temporary adverse effects at nearby receptors due to construction plant, site operations and vehicle movements. The works will include typical demolition, site preparation and building activities. However, the noise environment is already influenced by existing traffic on Stockley Road (A408) and Bennetsfield Road, which bound the Site to the west and north respectively.

Given the limited number of existing sensitive receptors in the vicinity and the dominance of road traffic noise, the potential for significant noise effects during construction is low with usual control measures adopted.

With respect to vibration, there is potential for temporary levels associated with demolition and any potential piling activities. The vibration impact is expected to be negligible due to the large distances between the works and the nearest noise sensitive receptors (210m away from Receptor A; 350m away from Receptor B). Notwithstanding this, appropriate construction techniques and sequencing will be adopted to minimise vibration generation.

In addition to noise from on-site activities, construction traffic associated with the Proposed Development will contribute to vehicle movements on the surrounding road network. The potential increase in traffic flows on Bennetsfield Road, Longwalk Road and Stockley Road will be small (less than 20% increase, so less than 1dB

increase in noise) relative to existing volumes. Given that current traffic flows are already high, any change in road traffic noise is expected to be imperceptible. A Construction Traffic Management Plan (CTMP) will be implemented to manage construction logistics, routing and scheduling of deliveries, thereby further reducing potential impacts.

A CEMP will be prepared for the Proposed Development, setting out working methods, plant selection, hours of work and communication procedures. In addition, Best Practicable Means (BPM) will be implemented to control and reduce noise and vibration levels in accordance with the Control of Pollution Act 1974.

Completed Development

No new noise-sensitive receptors, i.e., residential use, are being introduced as part of the Proposed Development. Therefore, no evaluation on the suitability of the site will be required.

Similar to the construction traffic, operational traffic on the highways associated with the Proposed Development will not increase the flows by 20% or more, i.e. less than 1dB increase in road traffic. Noise associated with increases in road traffic on the highway will not result in new significant effects and a more detailed evaluation will not be necessary.

Once operational, the Proposed Development will operate within an environment already characterised by industrial and commercial uses. Operational noise sources are expected to comprise building services plant and on-site vehicle movements i.e. HGVs manoeuvring on the site.

A Noise Impact Assessment will be prepared to support the planning application that evaluates the operational noise emissions from the Proposed Development. The Noise Impact Assessment will include appropriate plant noise emission limits, based on Local Authority guidance and an evaluation of on-site vehicle movements (HGVs) with reference to BS 4142:2014 +A1:2019 'Methods for rating and assessing industrial and commercial sound'.

Nevertheless, the nearest existing receptor (Travelodge London Stockley Park Hayes is located over 200m to the north-east, beyond Bennetsfield Road). Given this distance, the prevailing road traffic noise and the commercial character of the surrounding area, operational noise from the Proposed Development is not expected to give rise to any new significant effects.

Specific mitigation will be developed during detailed design as required, likely to include:

- Application of Best Practicable Means (BPM) in accordance with BS 5228-1:2019 and BS 5228-2:2019 to control noise and vibration during construction;
- Preparation and implementation of a site-specific CEMP; and
- Specification of appropriate plant noise emission limits and equipment orientation to ensure compliance with the typical requirements of the Local Authority.

In addition to the above, should any significant effects be identified, mitigation measures will be advised/outlined within the Noise Impact Assessment report to reduce impacts from the on-site vehicle movements to a non-significant level.

It is considered that there is limited potential for temporary adverse noise effects during the construction phase; however, these effects will be short-term and effectively managed through the CEMP and standard good practice measures. Once operational, the Proposed Development will not generate significant noise or vibration impacts, and the overall effect on the surrounding noise environment is unlikely to be significant.

Water Resources, Flood Risk and Drainage

The consideration of potential effects on water resources, flood risk and drainage has been undertaken by Howard Ward Associates (HWA).

According to the Environment Agency (EA) Flood Map for Planning^[1], the site is situated within Flood Zone 1 meaning that the site has low probability of flooding from rivers and sea ('*Flood Zone 1 land assessed as having a less than 1 in 1,000 of annual probability of river flooding (<0.1%)*').

Additionally, the EA's Long Term Flood Mapping^[2] shows the majority of the site has a Very Low risk (less than 0.1% chance each year) of surface water flooding. Localised areas of medium risk surface water flooding (between 1% and 3.3% chance each year) have been identified surrounding the southern building on the existing site and to the east and west of the northern building. The majority of the site is currently covered by impermeable surfaces.

According to the EA's Groundwater Source Protection Zones Map^[3], the site is not located within a Groundwater Source Protection Zone.

The local drainage infrastructure serving the site is private and is assumed to be managed by the Park's Estate with a final connection discharging into wider public infrastructure surrounding Stockley Park.

Surface water drainage for the site currently discharges locally, unrestricted, through the on-site drainage system into balancing ponds within the wider Stockley Park which then discharge into either an adopted sewer or the Grand Union Canal to the south of the site.

Foul drainage for the site drains into the site infrastructure contained within the circulation roads discharging into a pumping station located off Longwalk Road to the south of the site prior to discharging into a sewer to the northeast of the site on Dawley Road.

Thames Water will also be consulted on the need for any other measures (confirmed prior to planning submission or to be secured through a condition) to ensure no significant effects to water quality or capacity are anticipated.

The scale of the demolition/construction works are not likely to generate significant adverse effects on flood risk, water quality or capacity. Standard mitigation measures relating to surface water management, drainage and waste, contamination prevention, and water usage, will be included in a CEMP, secured through a planning condition.

The completed Proposed Development is also expected to incorporate a number of Sustainable Urban Drainage System (SuDS) design measures to improve run-off rates and reduce the risk of surface water flooding to the site and surrounding areas. Thames Water will also be consulted in relation to foul and surface water drainage capacity.

A Flood Risk Assessment (FRA) and Drainage Strategy (including an assessment of both surface water and foul water) will be undertaken and submitted to accompany the planning application. Given the above information, it is assumed there will be no significant effects as a result of the Proposed Development in relation to water resources and flood risk.

Ecology and Biodiversity

The consideration of potential effects on ecology and biodiversity has been undertaken by Trium Environmental Consulting LLP.

A Preliminary Ecological Appraisal (PEA) has been prepared to inform the baseline in relation to Ecology and Biodiversity. The PEA has been appended to this EIA Screening Report as **Appendix 5**.

The site at 1 and 2 Longwalk Road, Uxbridge is not subject to statutory or non-statutory nature conservation designation. One internationally designated site, the South West London Waterbodies Special Protection Area (SPA) and Ramsar, is located approximately 6.6km to the southwest of the site. The Proposed Development site lies within the zone of influence for the South West London Waterbodies SPA and Ramsar, though impacts are not considered likely across this distance and will not influence recreational activities on the site. A review of the Natural England Site of Special Scientific Interest (SSSI) Impact Risk Zone confirms the Proposed Development is not of a type that has potential for adverse effects on a terrestrial SSSI.

A number of non-statutory Sites of Importance for Nature Conservation (SINCs) are present in the area surrounding the site. The closest SINC to the site is the Stockley Business Park Lakes & Meadows Borough SINC located approximately 100m to the east of the site and comprises managed habitats and waterbodies. Impacts upon this habitat type are not considered likely to be significant and can be managed through standard mitigation. Beyond this, the remaining SINCs lack ecological connectivity and as such impacts would not be expected.

The site does not support any areas of priority habitat, with the closest being an area of deciduous woodland habitat located approximately 250m to the south of the site. Whilst linked through a linear woodland strip alongside the western boundary of the site, impacts are not considered likely over this distance and can be managed through standard mitigation. The site is also noted to fall within the Thames Basin Heath and Woodland Important Invertebrate Area, however the site does not include any qualifying habitats and the adjacent woodland will be retained. Adverse effects can be mitigated through standard measures and thus unlikely to be significant.

The site is dominated by artificial urban habitats, comprising the existing buildings and hardstanding providing car parking and access roads. Managed landscaping is present, principally comprising ornamental non-native hedgerow along the western boundary and introduced shrub, small parcels of closely mown modified grassland and scattered and linear trees along the eastern boundary. These habitats are common within the urban environment, and thus loss of these habitats will not be significant and will be addressed through the delivery of biodiversity net gain obligations.

As a result of the limited extent and highly managed nature of habitats on the site, species potentially present are likely to be restricted to those typically found in urban environments and common in nature. Nesting birds may be present associated with the hedgerow, scattered trees and building habitat, the species present are likely to be common and impacts can be managed through the implementation of standard mitigation. The site is of low value to foraging/commuting bats, and a targeted emergency survey concluded a likely absence of roosting bats and very low activity by a single common bat species. As a result, impacts upon bats can be managed through standard mitigation measures and impacts are unlikely to be significant.

Therefore, given the nature and scale of the Proposed Development, the limited extent of habitats of ecological value, the absence of identified impact pathways to designated sites and the limited suitability for protected species, impacts upon ecology and biodiversity are not likely to be significant.

Daylight, Sunlight and Overshadowing, Light Pollution and Solar Glare

The consideration of potential effects on daylight, sunlight, overshadowing, light pollution and solar glare has been undertaken by Trium Environmental Consulting LLP.

The existing site consists of two buildings which are 2-storeys in height, as well as areas of landscaping and hard standing. Land directly to the east, west and south of the site comprises of low-lying commercial and industrial buildings. To the north of the site is Stockley Park Golf Club.

BRE Guidelines¹² suggest that only neighbouring residential buildings, or other sensitive uses, require consideration in terms of daylight and sunlight. As a result, a review of sensitive neighbouring buildings in the surrounding context has been undertaken which have the potential to be affected in terms of daylight and sunlight. BRE Guidelines also notes that outdoor amenity spaces are sensitive to changes in overshadowing, which are therefore also considered. Commercial spaces such as offices and retail areas are not considered sensitive receptors and are therefore not assessed. Viewpoints along surrounding road junctions also require assessment for potential instances of solar glare.

There are no residential properties with windows that directly overlook the site and therefore no residential receptors will be impacted by the Proposed Development. There are some neighbouring commercial and light industrial buildings surrounding the Proposed Development, but these are not considered to have any real expectation of daylight and sunlight provision, so are not considered as receptors for the purpose of a daylight and sunlight assessment. Given the proposed maximum heights of the Proposed Development (up to 18.5m AOD), and that there are no residential receptors in close proximity of the Proposed Development, it is considered that the Proposed Development is unlikely to give rise to significant residual effects with respect to daylight and sunlight during demolition and construction activities, as well as once operational.

In terms of overshadowing, it is not considered that there will be any significant overshadowing effects as a result of the implementation of the Proposed Development, as the Proposed Development will be of a similar scale and massing of the existing buildings on site.

When considering the proposed uses and façade design (which will not comprise large areas of highly glazed material), the Proposed Development is not considered likely to give rise to instances of solar glare.

¹² BRE, 2022. *Site Layout and Planning for Daylight and Sunlight 2022: A Guide to Good Practice. Third Edition.*

It is acknowledged that some of the proposed land uses will require artificial lighting to be installed and in operation during hours of darkness. However, given the existing industrial / commercial nature of the site, and the use of artificial lighting (e.g. exterior roof lights and security lighting), the Proposed Development does not present a change to the existing baseline conditions. Therefore, significant effects in relation to light pollution are considered unlikely.

Townscape, Visual and Built Heritage

The consideration of potential effects on townscape, visual and built heritage has been undertaken by Montagu Evans.

The site comprises two commercial office buildings with associated landscaping and carparking. 1 Longwalk Road is a vacant office building on the corner of Bennetsfield Road and Longwalk Road, at the principal entrance of the business park. 2 Longwalk Road is located to the south.

Heritage

The site is located in Stockley Park, a Grade II Registered Park and Garden (RPG). Phases I and II of the business park, the country park and golf course were registered in August 2020 (NHLE 1466074).

The site does not contain, nor is it in the setting of, any other designated heritage assets including listed buildings. There are six locally listed buildings within the RPG: 1, 3, 5 and 7 Roundwood Avenue, 5 Longwalk Road and the Arena. The Heritage Asset Plan at **Appendix 6** shows the boundary of the RPG and the location of the locally listed within the RPG. The relevant heritage receptors to this assessment are therefore the RPG, and the locally listed buildings therein.

From April 1984, Arup Associates led a multidisciplinary team to design Stockley Park on behalf of Stockley PLC. The multidisciplinary team included engineers Ove Arup & Partners, landscape architects Ede Griffiths Partnership, landscape consultants Charles Funke, reclamation consultants Grontmij and golf course architect Robert Trent-Jones.

The outline planning application for the masterplan was approved in November 1984. The first buildings to be completed by Arup were opened by Prince Charles in June 1986 with the first tenants in occupation by December of that year. Phase I of the scheme was largely completed in 1989-90. Phase II was completed by 1993.

Historic England state the reasons for the registration of the RPG at Grade II as being heritage interest, design interest and survival.

The heritage interest of the RPG is twofold. Firstly, it is a pioneering design for a business park, dating from an early phase of business park development in England from the 1980s. The business park was the first in England to take inspiration from the American model, with clustered out of town offices and shared amenities. Secondly, Stockley Park is an example of a skilled reuse of highly contaminated land.

The RPG is the product of a collaborative design process involving a number of prominent developers, designers, architects, engineers and landscape architects of the late 20th century. This included Stuart Lipton, Bernard Ede, Charles Funke, Michael Lowe and Philip Dowson amongst others. The result of this collaboration was a fully integrated and high-quality award-winning design which attracted large international companies as tenants.

Significance is identified in the '*carefully established and consistent design parameters*' which have created '*a unified and consistent landscape*'. The original character has been preserved in the 21st century, despite the alteration and redevelopment of some buildings and changes to their immediate landscape context.

The established design parameters set out by designers in the 1980s is clearly identifiable in the landscape character of Stockley Park. There is a clear distinction between the business park and the and the golf course. The golf course incorporates hills, swales and informal planting with alders, poplar, willow, oak and ash, and a network of footpaths and bridleways. The business park was inspired by French classical landscapes and comprises a hierarchy of materials and formal planting, which define a series of cellular building plots.

The office and retail buildings within Stockley Park are not protected by the RPG designation, though make an important contribution to the overall character and appearance of the park. The buildings are typically rectilinear

and modular office buildings of two to three storeys. The earlier phase of office buildings within Phase I were designed by Arup and follow a high-tech style. These meetings were constructed on steel frames and utilised prefabricated cladding. 1, 3, 5 and 7 Roundwood Avenue are good examples of this early phase by Arup and are locally listed. Later offices were designed by other prominent architects following the characteristics set out Arup. 5 Longwalk Road was designed by Foster Associates and incorporates an external Y-frame structure (5 Longwalk Road is locally listed).

As the planting and landscaping has matured, the office buildings have become increasingly obscured and screened from the principal avenues in the park. The simplistic forms and neutral materiality of the buildings were designed to be contrasting but secondary to the landscape.

Stockley Park was designed to be inward facing, with thick tree boundaries surrounding the business park and golf course. There are, therefore, very limited views into or out of the RPG.

The site contributes to the significance of the RPG in being part of the earlier phase of the project and in displaying the typical characteristics of the landscape and business park. 1 and 2 Longwalk Road are likely to have been designed by Arup and follow the original building typology with rectilinear forms, a symmetrical plan form and central atria. The buildings within the site are not themselves of high architectural quality and make a limited contribution to the RPG. The buildings are not locally listed.

The site incorporates landscaping which is characteristic of and contributes to the special interest of the RPG. The area of landscaping in the north-east corner of the site incorporates silver birch trees, cotoneaster and juniper shrubs, a water feature and sculpture to create an amenity space for office workers. The position and set back of the building on this corner provide relief from built form as one enters Stockley Park on Bennetsfield Road and allows for views across the site towards the first lake.

Townscape and Visual

Due to the enclosed nature of the site within Stockley Park, the potential impact on townscape and visual receptors is limited to the business park and landscape itself, including the golf course to the north.

There are no designated local views to consider in relation to the site. A number of viewpoints within the RPG have been identified to represent the potential impact on heritage, townscape and visual receptors. The location of the viewpoints has been informed by a Zone of Theoretical Visibility, produced using VuCity software, an appraisal of the existing site and surroundings, and with consideration to designated and non-designated heritage assets. These viewpoints will be tested throughout the pre-application and design process using VuCity software. The viewpoint locations have been issued to LBH and will be agreed as part of the pre-application process.

The viewpoints are representative of the experience of visual receptors. Visual receptors are likely to be commuters travelling to and within Stockley Park as their place of work, or pedestrians engaged in leisure activities such as walking in the landscaped grounds or the golf course. The assessment will be supported by Accurate Visual Representations (AVRs) that will be produced according to industry standards.

The townscape character of Stockley Park is defined by the landscape and urban character of the RPG. The boundaries of the business park are defined by a dense tree line, with Stockley Road to the west and the Grand Union Canal to the south. These transport routes and landscape features form a townscape barrier which encloses the Site.

Demolition and Construction

During the demolition and construction phase, new environmental conditions associated with a construction site would be introduced to the area. During demolition and construction, the site would be enclosed with hoarding, which would provide a screen at ground level to the immediate environment. There would be an increase in the movement of construction vehicles such as lorries and taller machinery such as cranes, which may be visible within the local area and from a greater distance.

This phase of the project would involve the demolition of all buildings and structures within the site. The demolition of the existing buildings and construction of the replacement warehouse would cause increased visual

and noise disruption, which may result in adverse effects to heritage, townscape and visual receptors within Stockley Park. The effects would be temporary and not significant.

Completed Development

In the operational phase, the Proposed Development proposes to replace the two existing commercial office buildings with two warehouses of up to 13,000m² of floorspace and up to 18.5m height. The emerging proposals seek to retain the north-east corner of landscaping, which contributes to the landscape character of the wider park. There would be a loss of trees on the avenue to the south of 2 Longwalk and between 1 and 2 Longwalk.

There are areas of the site which make a neutral contribution to the special interest of the RPG, such as the rear carparks to Nos. 1 and 2, which have lost planting and comprise large areas of featureless hardstanding. There would be some harm arising from the loss of trees within the RPG; however, this would be mitigated through the supplementation and enhancement of other areas of the landscaping, including the introduction of sculpture.

Subject to detailed design, the Proposed Development would be in keeping with the general characteristics of the site and business park, with two separate buildings of rectilinear form. The height of the buildings is considered acceptable in the context of the landscape, which has been designed to incorporate modern commercial structures. The construction and materials used for this building type, incorporating an aluminium frame, prefabricated cladding and glazing, are in keeping with the character of the commercial office buildings within Stockley Park.

The site represents only a small part of the much larger RPG, which is a landscape designed for commercial uses, functional buildings and cars. Subject to the final design, it is considered that the Proposed Development will align with the original function and design intentions of the RPG. Based on the emerging proposals, significant effects to heritage, townscape or visual receptors are not considered likely.

The planning application will be supported by a Heritage, Townscape and Visual Impact Assessment, incorporating verified views.

Climate Change and Greenhouse Gases

The consideration of potential effects on climate change and greenhouse gases has been undertaken by Trium Environmental Consulting LLP.

Based on the scale of the Proposed Development and the uses proposed, in the context of relevant greenhouse gas (GHG) emission benchmarks and budgets and the fact that the Proposed Development will incorporate carbon mitigation measures (committed to within the Energy Statement, which will be submitted to accompany the planning application), it is considered unlikely that the contribution of GHG emissions associated with the Proposed Development (including embodied carbon within materials and operational carbon emissions) would lead to material changes in climate conditions over the life of the Proposed Development.

In terms of the impact of climate change on the Proposed Development itself, the Proposed Development will incorporate into the design climate change resilience measures, particularly regarding the energy strategy and flood risk. Therefore, it is considered unlikely that potential impacts from changes in climate conditions would result in significant effects on the Proposed Development.

Project Vulnerability (Major Accidents and Disasters)

The consideration of potential effects on project vulnerability has been undertaken by Trium Environmental Consulting LLP.

The only major accidents or disasters that could potentially be considered 'likely' and which are relevant to the Proposed Development are flood risk (which has been considered above and a Flood Risk Assessment and Drainage Strategy will be prepared to accompany the planning application) and fire risk (which will be managed through building design in accordance with relevant British Standards) and are therefore not considered to be significant effects.

Wind Microclimate

The consideration of potential effects on wind microclimate has been undertaken by Trium Environmental Consulting LLP.

The Proposed Development comprises two buildings up to 18.5m above ground level in height, compared to the existing building whose roof level currently stands at 12m above ground level (with a skylight and plant roofs located up to approximately 2m above this) and are therefore considered to be similar in height. The Proposed Development will therefore not comprise high rise development.

In London, prevailing winds come from the south to west quadrant, with the maximum winds from the south-west. Windy conditions can be expected in areas densely populated by tall buildings. Wind assessments are necessary for buildings that extrude above their surroundings by a significant amount.

The potential for likely significant effects in relation to wind microclimate is typically assessed in respect of the Lawson Comfort Criteria to determine the differing level of impact on assessed locations. The generation of significant wind microclimate effects is typically associated with taller developments in urbanised environments.

Throughout the demolition and construction phase of the Proposed Development, the use of construction equipment and the erection of new structures may affect the local wind microclimate. However, given the scale of the Proposed Development, and in turn the scale of the equipment used, these effects are unlikely to generate any pedestrian comfort or safety exceedances due to wind microclimate conditions on-site.

Any effects resulting from demolition and construction activity will be temporary in nature and are transitory. In addition, wind conditions for pedestrian amenity use are not expected or required on a construction site, where the public will not be allowed access. It is therefore considered unlikely that significant effects relating to wind microclimate during demolition and construction would occur.

Given the surroundings of the site and the low-rise nature of the Proposed Development, it is anticipated that the Proposed Development will not significantly affect wind conditions along thoroughfares, at building entrances, and within public amenity spaces, including accessible terraces. For this reason, significant on-site and off-site wind microclimate effects are considered unlikely, once the Proposed Development is complete and operational.

Waste and Materials

In accordance with best practice measures, a CEMP will be prepared, which will include details of the types of waste streams that will likely be generated on-site throughout the construction works, along with the relevant recycling / disposal route. Waste minimisation strategies incorporated in the design and procurement strategy, and information on how waste will be managed during the construction works (e.g. the employment of the waste hierarchy strategy, to minimise the volume of waste produced and to divert waste from landfill as far as possible) will also be outlined within the CEMP.

The planning application will provide detail on the proposed management of operational waste, including detail of the waste storage and waste collection / management system to be incorporated into the Proposed Development, to manage any impacts related to waste such that effects are not significant.

It is considered that the scale of the construction works, and Proposed Development (once operational) will not generate substantial amounts of construction or operational waste. Therefore, it is anticipated that significant waste effects are not likely to arise as a result of the Proposed Development.

Cumulative Development

Cumulative effects arising from the Proposed Development in combination with other surrounding development schemes or 'cumulative schemes' during the construction works and once the Proposed Development is complete have been considered. The EIA Regulations require the consideration of potentially significant cumulative effects of the Proposed Development along with other developments. There are no legislative or policy requirements which set out how a cumulative impact assessment should be undertaken.

The criteria listed below have been set to allow all the schemes coming forward within LBH to be subject to an initial screening exercise to determine the schemes that, based on the scale of development (amount and mix of uses), could potentially have a cumulative effect with the Proposed Development and should be considered further. These criteria are as follows:

- Development located within 1km of the site which is subject to a planning application (has full planning consent or resolution to grant), comprising either:
 - An uplift of more than 10,000 square meters Gross External Area (GEA) of mixed-use floorspace or, provide over 150 residential units; or
 - Office to residential conversions (granted under the General Permitted Development Order) giving rise to over 150 residential units; or
 - Any development / change of use adjacent to the site.

Following a review of the local authority's planning register, no cumulative schemes which fit the criteria set out above have been identified, and therefore no significant cumulative effects are considered likely.