



12th February 2025

8393 / HP / HC-P1:12.02.25

Hillingdon Council
Civic Centre, High Street
Uxbridge
UB8 1UW
Your Ref: 957/APP/2024/2765

To whom it may concern,

Island Site, Eskdale Road, Hillingdon, UB8 2RT

We are writing in response to the Planning Application Review Form completed by Hillingdon Council dated 23rd December 2024, reference 957/APP/2024/2765. We have reviewed the comments and respond as below.

Implementation of Green SuDS Infrastructure / Rainwater Harvesting

The inclusion of site wide green SuDS infrastructure was not considered viable due to the limited space where they could be accommodated. The proposed site is constrained by the fact that most of the external area is required for HGV loading, unloading, and manoeuvring and staff parking.

However, soft landscaping has been proposed to the northern region of the site, which totals an area of 292m², an increase of 120m² compared to the existing site. The rainwater strategy design has been split into two siphonic systems; the southern elevation rainwater pipes comprise the primary system and will accommodate the first 120mm of rainfall, and the rainwater pipes proposed on the northern elevation have been designed as the secondary system and will take the rest. The secondary rainwater pipes will discharge on to this soft landscaped area. Although it has not been detailed yet, it is envisaged that perforated pipes will convey water along the base of the soft landscaping and then connect into the new below ground drainage system via an orifice flow control catchpit chamber. This design detail will be decided during a later stage of the project in coordination with the Landscape Architect.

Rainwater harvesting was not progressed as a viable option due to the nature of the development. As the site is industrial, there are only twelve toilets (including four accessible toilets), and four showers (provisional at this stage) being proposed. The extent of new infrastructure required to re-use rainwater inside the buildings is considered impracticable for this type of development, considering the likely infrequent use and non-working weekends. Additionally, the carbon impact of installing two separate water systems is substantial, and hence, would be considered detrimental to the total carbon impact of the project. For the reasons above, the use of a rainwater harvesting tank has been discounted for this site.



Use of Pumped Discharge

The proposed drainage strategy proposes the use of a pump due to the shallow levels of the existing drainage network. The design is also constrained by the need to ensure a minimum cover to the proposed attenuation tank under the HGV loading area. The pump will be used as the flow restriction chamber, hence, negating the use of an actual Hydro-brake system. This detail will be updated on the drainage strategy drawing during detailed design.

Drainage Calculations

We have included the relevant drainage software calculations in Appendix A.

Exceedance Flow Route Plan

We have included the exceedance flow routes plan in Appendix B.

We hope the above response is adequate for this stage of the project.

Yours sincerely,
For Furness Partnership

A handwritten signature in blue ink, appearing to read 'Heeta Patel'.

Heeta Patel
Attachments
Appendix A InfoDrainage Model Calculations Summary
Appendix B Exceedance Flow Routes Plan



APPENDIX A – InfoDrainage Model Calculations Summary



Appendix B – Exceedance Flow Routes Plan