

**Design and Access Statement  
Heathrow Flight Path Car Park - EV Transition Facility and Fleet Hub**

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## Revision

<b>Project title</b>	Heathrow Flight Path Car Park - EV Transition Facility and Fleet Hub
<b>Project number</b>	7935_00
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P01	First Draft	12/06/2025	JC	CV
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P03	Fourth Draft	08/08/2025	TT	CV
P04	Fifth Draft	11/08/2025	AH	CV
P05	Planning Issue	08/09/2025	JC	CV

## Abbreviations

AC = Accessible
ANPR = Automatic Number Plate Recognition
BESS = Battery Energy Storage System
DNO = Distribution Network Operator
EV = Electric Vehicle
F&B = Food & Beverage
HGV = Heavy Goods Vehicle
PV = Photovoltaic

## Contents

<b>1.0 Development Introduction</b>	<b>4</b>
<b>2.0 Existing Site Information</b>	<b>5</b>
<b>3.0 Planning History &amp; Relevant Planning Policies</b>	<b>8</b>
<b>4.0 Proposed Design Principles</b>	<b>9</b>
<b>5.0 Movement &amp; Access</b>	<b>19</b>
<b>6.0 Sustainability Measures / Benefits</b>	<b>21</b>
<b>7.0 Transport Impacts</b>	<b>22</b>
<b>8.0 CGIs</b>	<b>23</b>
<b>9.0 Conclusion</b>	<b>28</b>

## Introduction Statement

This design and access statement has been prepared by SMR Architects with contributions from members of the professional team in support of a planning application for the development of the land at Heathrow Flight Path, A4 Bath Road, West Drayton UB7 0DU.

It sets out the design and development aspirations for the site, putting forward a development framework and design principles to illustrate how this has guided the development.

The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution. The statement explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the eventual design solution.

## 1.0 Development Introduction

### 1.1 Introduction to Lysara

Lysara is a pan-european platform at the forefront of building and operating energy transition infrastructure in key logistics & urban markets.

Their Vision:

- To build green transport infrastructure today to leave future generations with a cleaner and healthier planet.
- To give access to the competitive advantages of clean transport by removing the complexity of fleet electrification.
- To empower customers to lead the next generation of commercial transport through creating affordable energy solutions.

Lysara buys land in strategic locations and develops lasting energy transition infrastructure across UK & Europe. They provide secure car parking and rapid charging facilities in high-demand areas, offering efficient and affordable charging for personal and commercial vehicles. A dedicated team with power expertise helps to secure access to grid capacity and to design energy systems of the highest quality.

With 17,500 parking spaces in place at 43 assets and 40 MVA of power secured, Lysara is a GreenPoint Partners portfolio company that exists to build energy transition infrastructure to lead the next generation of transport.



**LYSARA**

## 2.0 Existing Site Information

### 2.1 Site Introduction

The site is located in Heathrow within the administrative area of Hillingdon London Borough Council. It is centred on National Grid Reference TQ 073447 77074. It comprises of an existing car park located to the north-west of the intersection of the M4 and Bath Road. To the south of the site is Heathrow airport. The site is located within the emerging 'Heathrow Opportunity Area' as designated by the London Plan.

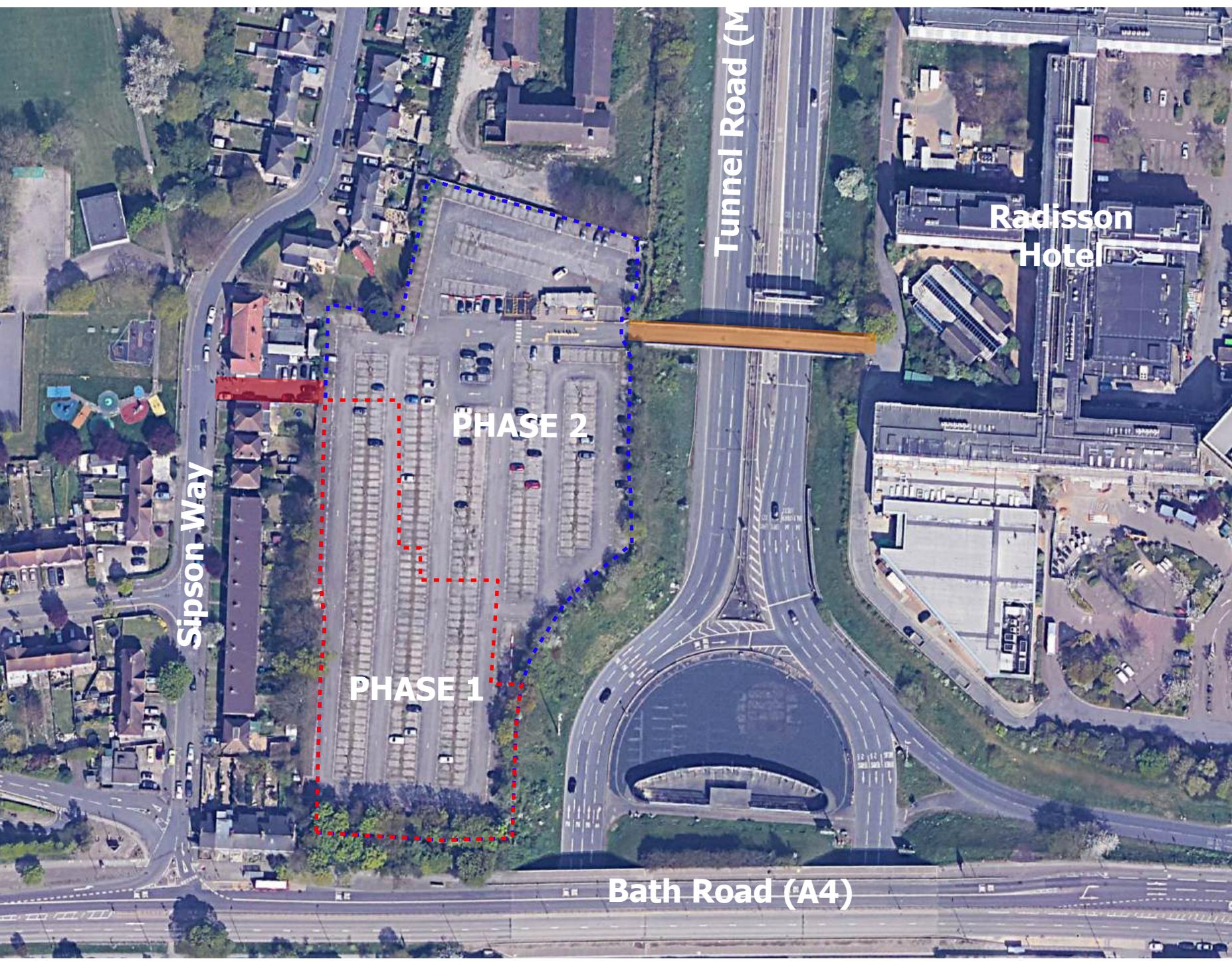
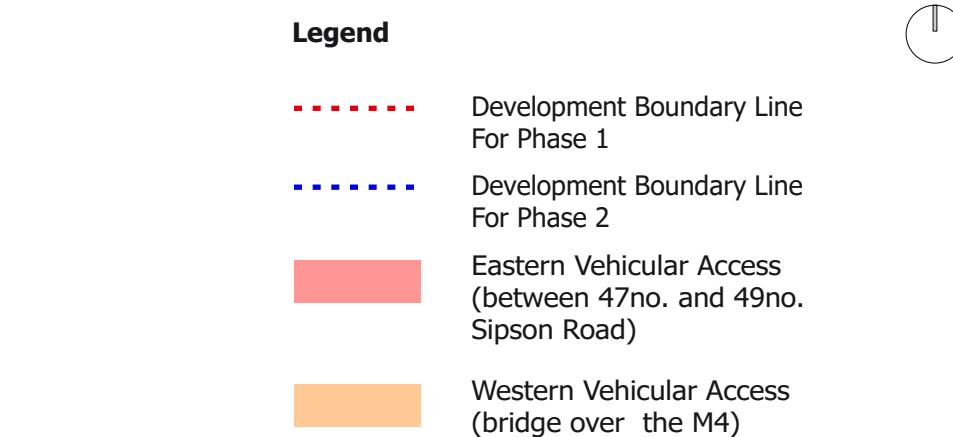
### 2.2 Current Use

The site is the Heathrow Flightpath car park, currently comprising of 630 parking spaces across four acres.

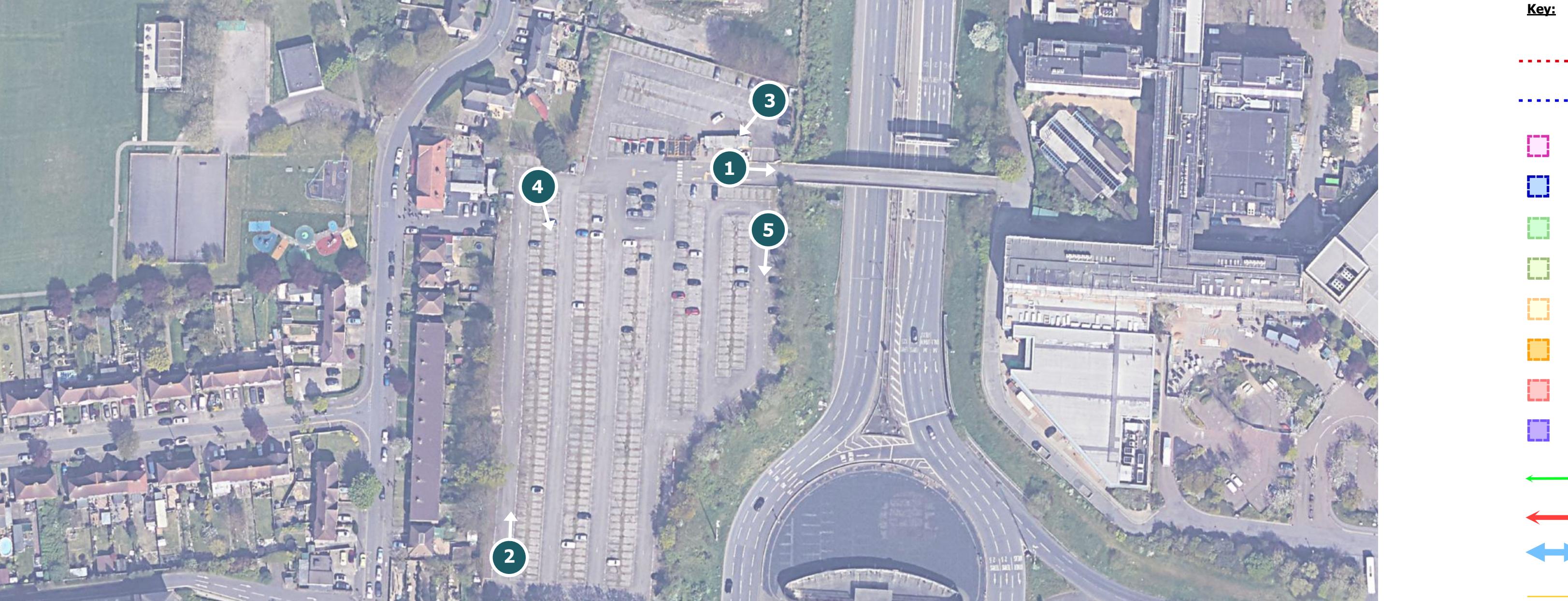
The hard landscaping of the car park has resulted in a relatively flat topography across the site. Along the eastern edge, the land slopes downward away from the site, where trees are positioned on embankments.

Trees are located around the boundary of the car park, both within the site's ownership extents and extending into the neighbouring land.

There are currently two vehicular access points into the site - one is to the west between Nos. 47 and 49 Sipson Way. The other is to the east via a single track bridge over the M4 from the Park Inn (Radisson) Hotel and Conference Centre service road. In June 2021, permission was granted for new vehicular access to the existing car park via the southern Bath Road (A4). This will act as the primary ingress and egress for the proposed development.



### 2.3 Existing Site Photos



Existing site aerial image



No.1 - Access bridge to the Radisson Hotel



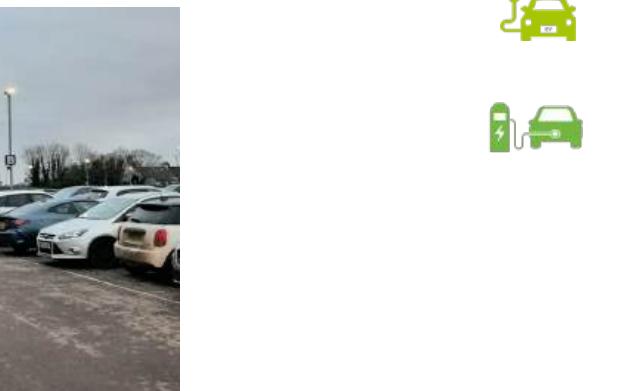
No.2 - Tree & fence line to the West of the site



No.3 - Existing welfare facilities on site to be demolished



No.4 - Condition of existing car parking

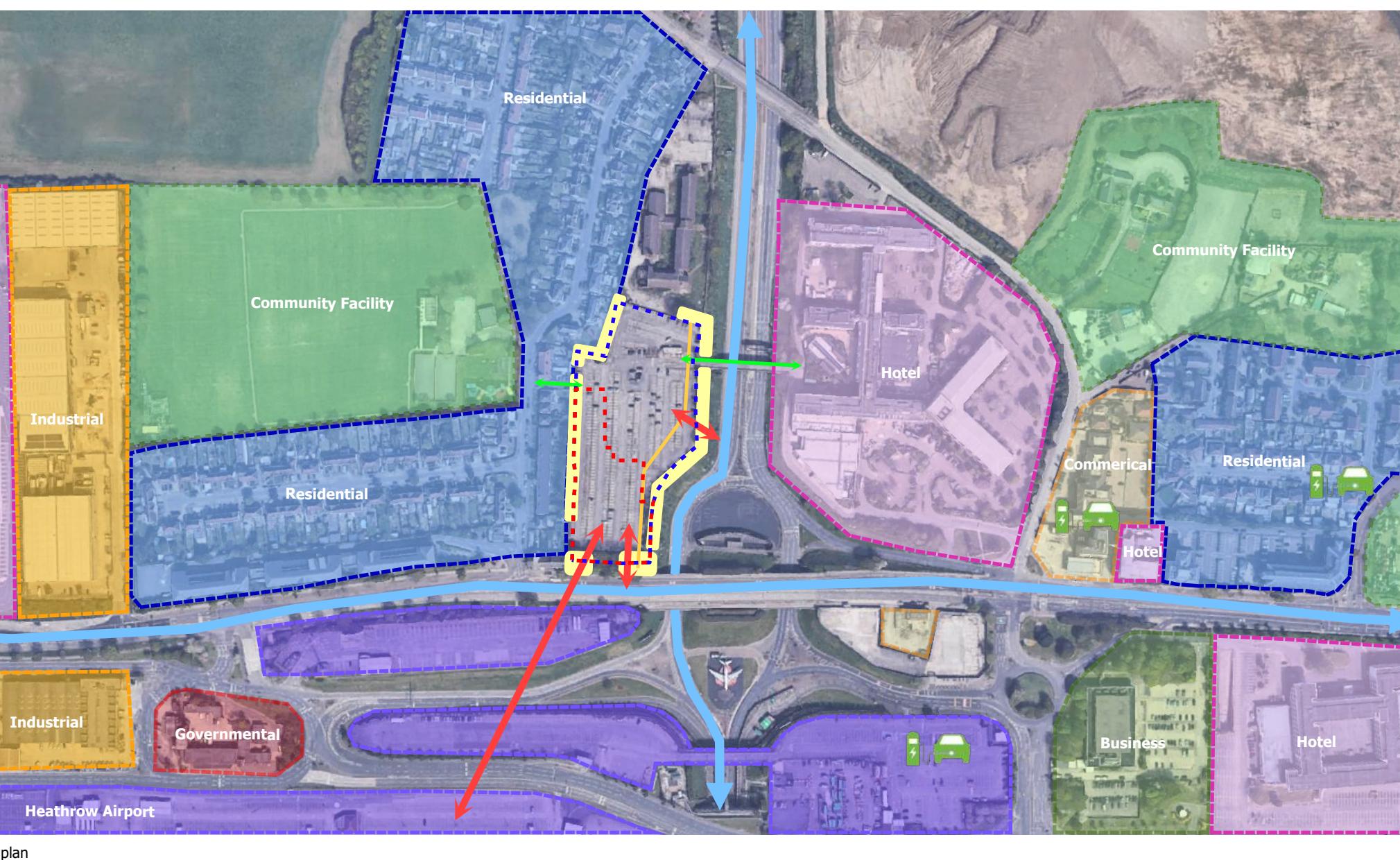


No.5 - Condition of existing car parking

### 2.4 Surrounding Area and Context

#### Key:

- Development Boundary Line For Phase 1
- Development Boundary Line For Phase 2
- Hotel
- Residential estates
- Community
- Business
- Commercial/ Retail
- Industrial
- Government
- Heathrow Airport
- Existing entrance for car park
- Acoustic proximity to traffic
- Nearby high traffic roads
- Thames Water Open Sewer wayleave
- Existing trees with Root Protection Areas
- Vehicle-rental services that offer EV vehicles.
- Existing EV charging stations.



Surrounding context location plan

#### Opportunities

- There is a demand for EV charging in the area based on the number of existing nearby vehicle-rental services that offer EV vehicles and the number of EV Charging Stations.
- The site is in close proximity to the Radisson Hotel and residential areas.
- The site is close to Heathrow Airport - a centre for employment. It is located conveniently for vehicle charging during airport pick up/drop off.
- The site already exists as a car park. As there are high levels of noise from Heathrow Airport nearby, a car park is a suitable use for the site and there is opportunity to improve and future-proof this provision.

#### Constraints

- The Thames Water Open Sewer runs north to south across the site, requiring a wayleave.
- Site current access points are through a residential area and the hotel, i.e. Radisson Hotel to the east.
- There are a number of mature trees on the site with Tree Root Protection Areas, however, there are no records of TPOs, conservation areas, ancient woodlands, or individual ancient and veteran trees within the area (please refer to the Arboricultural Impact Assessment by WSP for further information).

## 3.0 Planning History & Relevant Planning Policies

### 3.1 Planning History

An application for a flexible industrial unit was submitted in July 2022, however this was withdrawn in November 2023 following a change in ownership at the site.

An application for the provision of a new vehicular access (ref: 41632/APP/2021/1301) was approved in June 2021; this has now been implemented, confirmed by a Lawful Development Certificate (ref: 41632/APP/2024/847) issued May 2024.

Application ref: 41632/APP/2025/717 for a substation and feeder pillar (approved in April 2025) in conjunction with application ref: 41632/APP/2025/1320 for an electric unit BESS (pending determination) together have been submitted ahead of this hybrid application and are necessary to bring forward the required infrastructure to allow power to be generated at the Site by October 2025 to meet the Applicant's contractual obligations.

### 3.2 Relevant Planning Policies

According to the LBH Local Plan Policies Map, the Site is unallocated and undesignated (a.k.a. white) land. The Site has a low risk of surface water flooding according to the Environment Agency's flood risk map. There are no known Tree Preservation Orders ('TPO') or listed buildings on site and the site does not fall within a Conservation Area.

#### NPPF (2024):

- Paragraph 86(c)** – policies should "pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics."
- Paragraph 116** – "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- Paragraph 125(c)** – gives "substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused."
- Paragraph 161** – supports the transition to net zero by 2050 and ensures the planning system takes full account of all climate impacts.

#### London Plan (2021):

- Policy E4 (Land for industry, logistics and services to support London's economic function)** – states that a sufficient supply of land and premises in different parts of London should be provided and maintained to meet current and future demands for industrial and related functions, including emerging industrial-related sectors. It also

states that the enhancement and provision of additional industrial capacity should be prioritised in locations that are accessible to the strategic road network and provide capacity for logistics and emerging industrial sectors that support London's economy and population.

#### Local Plan Part 1 (2012):

- Policy E1 (Managing the supply of employment land)** – states that the Council will accommodate growth by protecting existing designated industrial land and designate 13.63ha of new employment land.
- Policy T4 (Heathrow Airport)** – recognises the importance of Heathrow Airport to the Borough and supports the sustainable operation of Heathrow within both its present boundaries and the growth in the Heathrow Opportunity Area, focusing on the provision of transport infrastructure to accommodate economic growth.

#### Local Plan Part 2 (2020):

- Policy DMT2 (Highways Impacts)** – states that development proposals must ensure that there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads. Safe and efficient vehicular access must be provided to the highway network and impacts on local amenity and congestion must be minimised by routing through traffic directly to the strategic road network.

**The principle of the development of the Site for employment use is broadly supported at national, regional and local levels of policy. Whilst there are no specific policies on EV charging infrastructure, the updated NPPF places significant emphasis on the need for meeting a modern economy and promoting economic growth, as well as affording substantial weight to the use of brownfield sites to deliver this vision. There is also significant emphasis on meeting net zero targets by 2050. The Proposed Development will deliver a highly sustainable parking solution adjacent to Heathrow Airport and the Radisson Hotel, which will provide the necessary infrastructure for EV users of the airport and surrounding area with direct access to the strategic road network. The Proposed Development will also deliver a retail element at the south of the entrance area, which is supported by LBH's policies which support economic growth.**

## 4.0 Proposed Design Principles

### 4.1 Proposal Introduction

The proposal redesigns the existing at grade car park to introduce EV-ready parking bays for Lysara. This will provide EV charging capacity for private vehicles.

The proposal also introduces:

- 1no. new Food and Beverage Unit (F&B) with associated waste facilities to serve the EV-ready car park and the surrounding area.
- 1no. ancillary welfare buildings for customers of the parking area.
- 1no. ancillary accommodation block for on-site staff.
- Designated area for services, substations and battery containment.
- Cycle and smoking facilities.

### 4.2 Design Approach

A number of constraints and factors have been considered to achieve the proposed layout. These are summarised below:

- All ancillary buildings are outside of the existing open sewer way leave, which runs from north to south across the site.
- Ancillary buildings are proposed outside of root protection areas of the existing trees on the perimeter of the site. The only area where tree lopping is proposed is where the F&B unit is located.
- The F&B unit is positioned close to Bath Road for visibility. However, its access point is set further north into the site with a feeder lane to mitigate impact to traffic from the A4.
- The battery storage area is located centrally to minimise the length of cabling to all EV bays.

The proposal is to be carried out in two phases. The ongoing S278 works for the access junction of Bath Road will provide access to the site.

During Phase 1 work the intent is for the current occupiers of the site to continue to use the area designated for Phase 2 whilst Phase 1 is under construction. This includes the existing site access.

### 4.3 Hybrid Application

Given the phased approach to the development, it is proposed to submit a hybrid planning application to secure planning permission, comprising full planning permission for Phase 1 and outline permission for Phase 2. This will allow the full delivery of Phase 1 whilst establishing the principles of Phase 2 for future delivery.

### 4.4 Accommodation Phase 1

The first phase introduces:

- The F&B unit with an associated waste storage area, 8no. standardised vehicle parking spaces and 2no. Accessible parking spaces.
- 1 no. cycle shelter, 5no. sheffield stands and an e-bike battery storage facility for 2no. bikes.
- 2 no. DNO sub stations with 2no. maintenance bays.
- Electric unit area with BESS containers to store electricity on site.
- 38no. contracted EV-ready bays separated by a height restrictor and ANPR operated vehicle barriers.
- 16no. public EV parking spaces and 2no. Accessible public EV parking spaces.
- 1no. accommodation unit for operating staff with kitchenette and WC provision.
- 1no. smoking shelter

### 4.5 Indicative Accommodation Phase 2

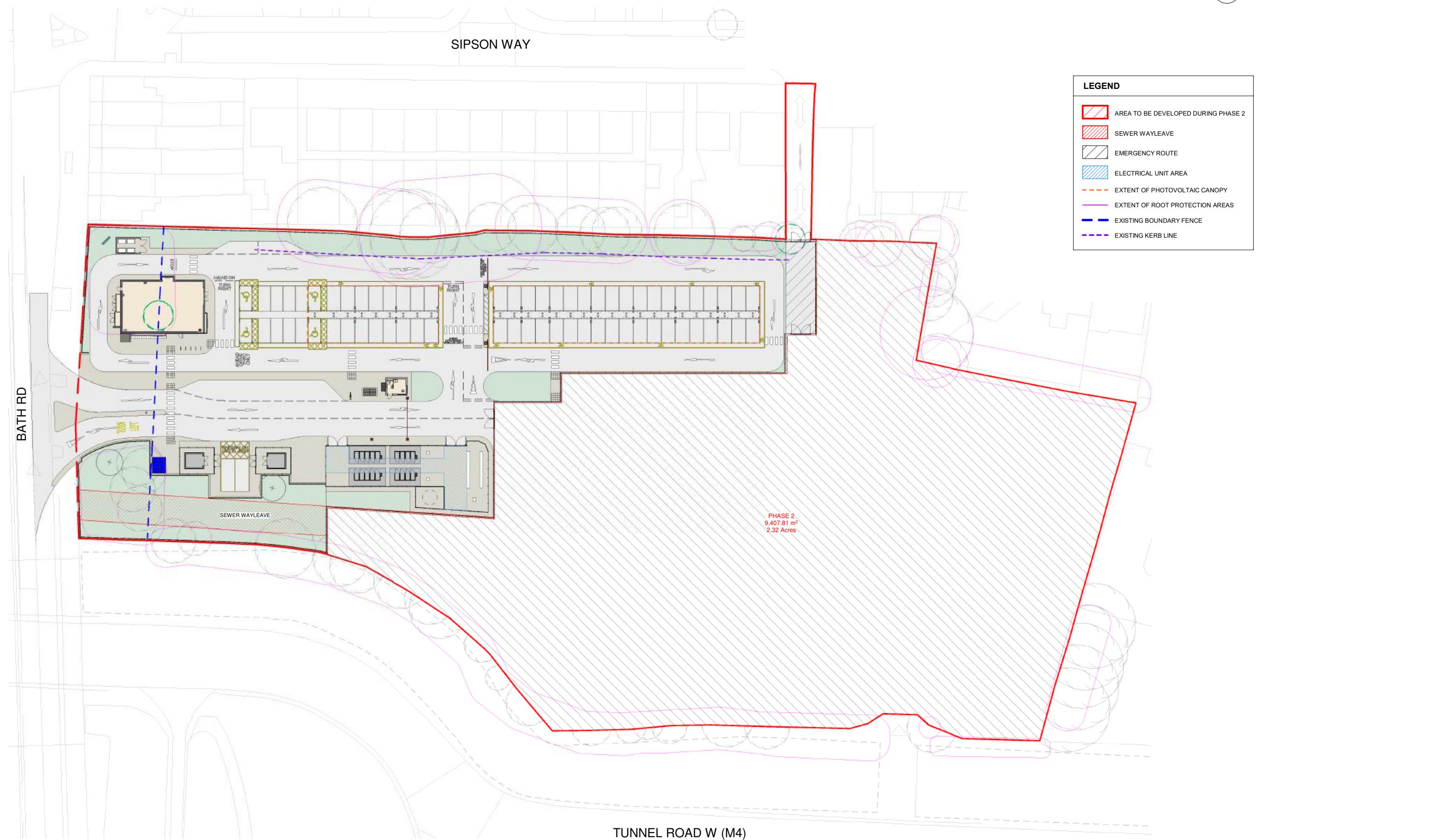
The second phase would introduce:

- 123no. additional EV-ready bays with the EV parking area of the site separated by a height restrictor and ANPR and 6no. additional AC EV-Ready bays.
- 1no. welfare unit including male, female and accessible WC provision.
- Emergency access to the existing site entrance to the west via Simpson Way.
- 1no. smoking shelter

Total site accommodation of Phase 1 and Phase 2 is summarised below:

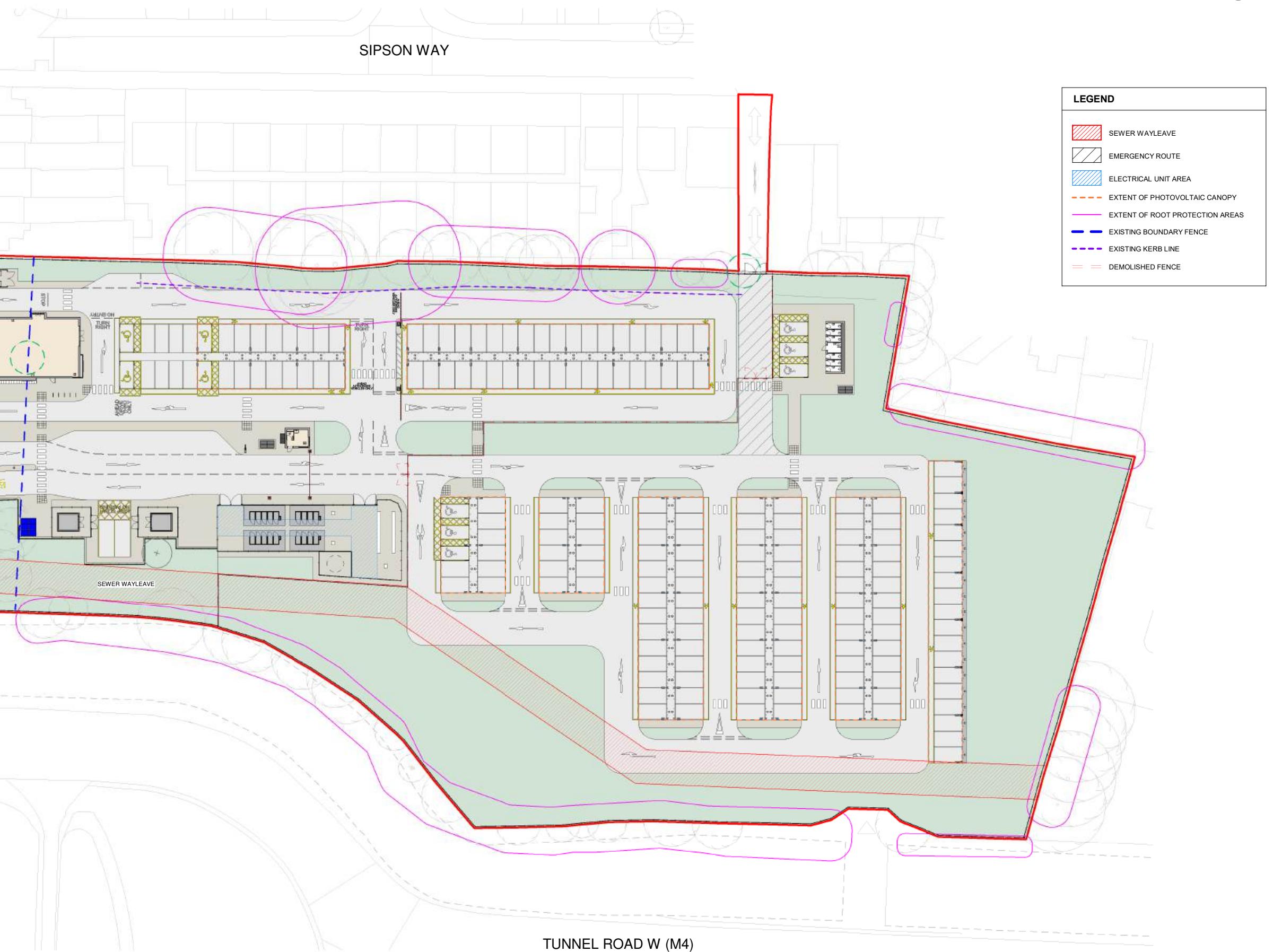
Flexi commercial EV standard bays	177no.
Accessible EV parking bays	8no.
F&B parking standard parking	8no.
F&B accessible parking	2no.
F&B waiting spaces	2no.
Total public parking bays on site	195no.
HGV waste / delivery bay	1no.
DNO Maintenance Bays	2no.
F&B Unit GEA with service area	195m <sup>2</sup>
Welfare Building GEA	30.5m <sup>2</sup>
Staff Unit GEA	16m <sup>2</sup>
Electric Unit Area	323m <sup>2</sup>

#### 4.4 Site Proposal Phase 1



Phase 1 SMR Site Plan

#### 4.5 Indicative Site Proposal Phase 2



Phase 2 SMR Site Plan

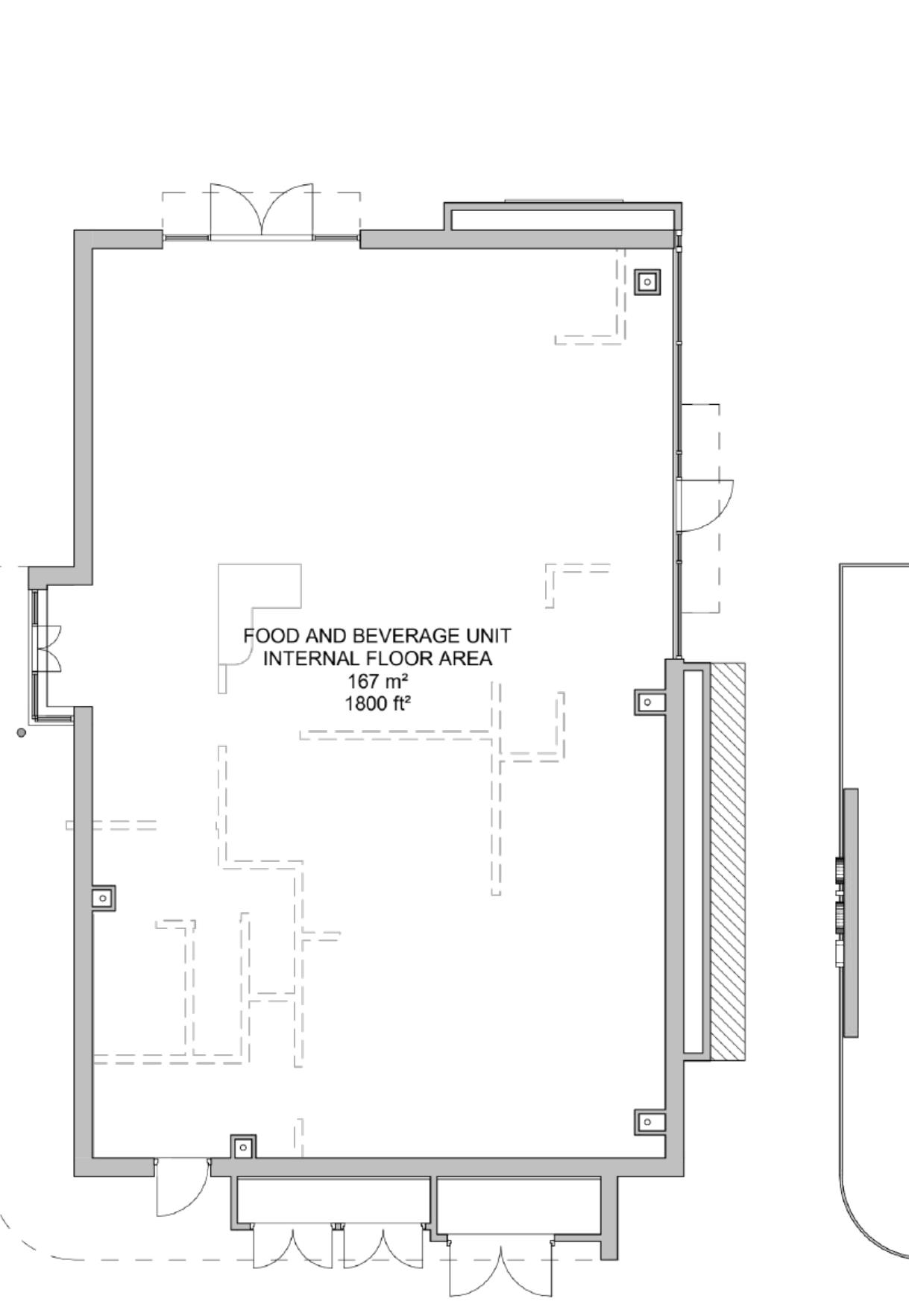
#### 4.6 F&B Unit - Scale, Form and Layout

Throughout the design process of the proposed development, several factors have been carefully considered, such as the surrounding property characteristics, site limitations and constraints, and efficient movement of both vehicles and pedestrians within the sites layout.

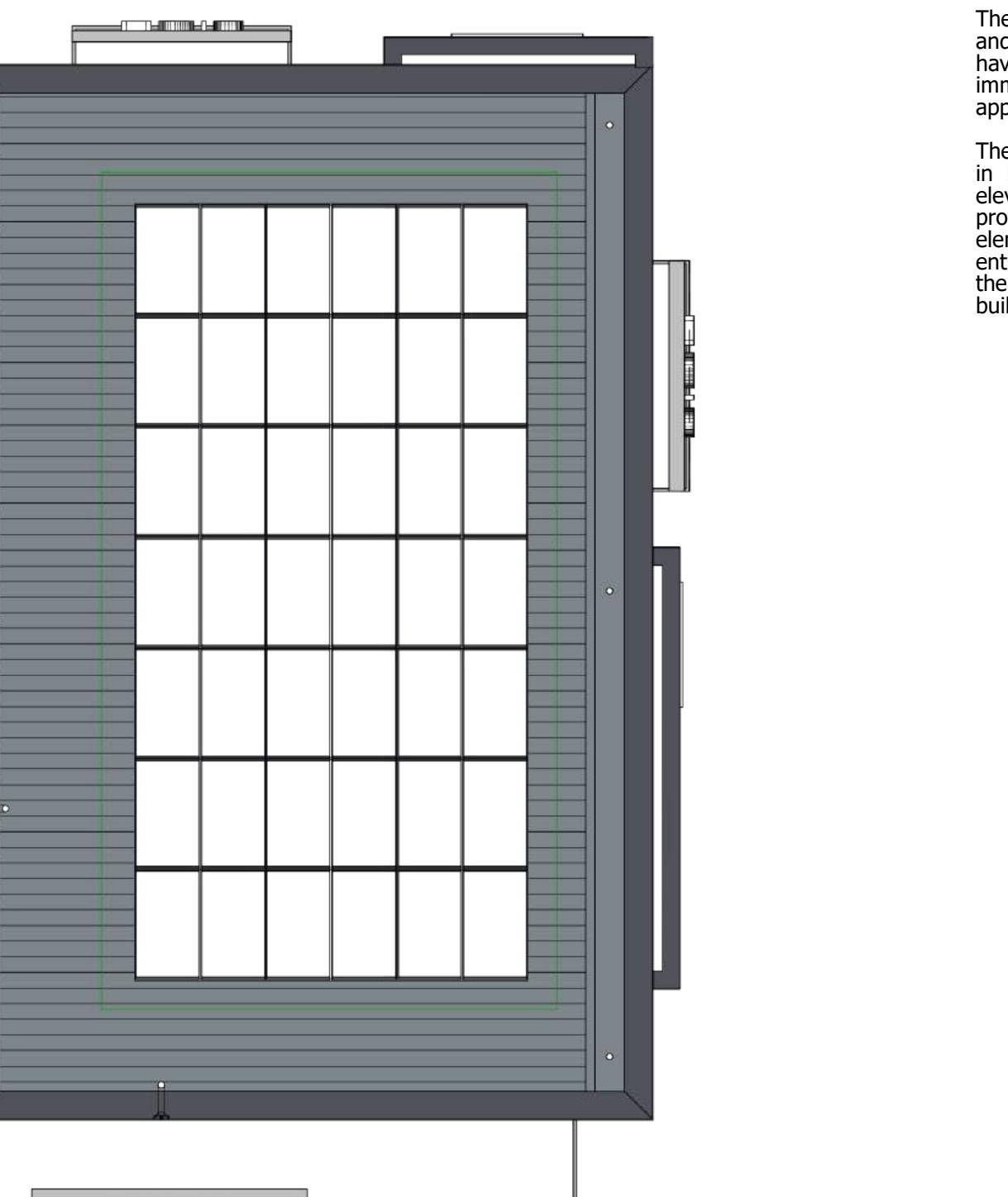
The building is situated to the southwest of the site, along Bath Road (A4), for visibility to its potential customers. The main glazed entrance to the building is positioned to the northeastern corner to engage with persons arriving by foot and car from its adjacent car park. The large areas of glazing enhance the overall contemporary feel of the development and provide a light, open environment for customers, which is conducive to the overall experience. The back of house and refuse area are located to the southwest and are obscured from view within timber enclosures. This is to be updated in line with the design.

The proposed building height is approximately 5.3 metres. The scale of the building mirrors that of existing buildings within the surrounding context. At a GIA of 167 m<sup>2</sup>, it is appropriate for its function and in reasonable proportion to the size of the site. The rectangular building form is driven by the anticipated requirements of the end-user, i.e. the selling of food and beverages, and dining.

The roof is designed as a low mono-pitched roof behind a parapet wall and creates safe access to roof level for general maintenance.



F&B Unit Ground Floor Plan



F&B Unit Roof Plan

#### 4.7 F&B Unit - E elevational Treatment

The proposal provides a building to complement existing and foreseeable uses and the aesthetic of the area. The visual appearance and choice of materials have been carefully considered for the scheme to be sympathetic to its immediate context and surrounding areas, whilst also adopting a contemporary approach to design and detailing.

The proposal explores a micro-ribbed cladding treatment laid horizontally in RAL 7016. The palette of materials and cladding arrangements of the elevations help to unify the structure, whilst glazing arrangements and extruded profiles in RAL 7035 help in breaking up the appearance of the mass. Glazed elements and a canopy with appropriately placed signage around the main entrance help identify the important access point to the building and contrast the grey clad walls. Doors are coloured RAL 7016 to match the cladding of the building.

PROPOSED MATERIALS SCHEDULE	
A	HORIZONTALLY LAID MIRCORIB PROFILED COMPOSITE CLADDING PANELS. COLOUR: ANTHRACITE GREY. RAL 7016
B	HORIZONTALLY LAID MIRCORIB PROFILED COMPOSITE CLADDING PANELS. COLOUR: LIGHT GREY, RAL 7035
C	SFS WALL COLOUR: LIGHT GREY, RAL 7035
D	TIMBER WALL ANTHRACITE GREY, RAL 7016
E	CURTAIN WALLING SYSTEM - SOLAR REFLECTIVE WITH INTERNALLY BEADED ANTI-BANDIT GLAZING. ALUMINIUM FRAMING COLOUR: ANTHRACITE GREY, RAL 7016
F	GLAZING - SOLAR REFLECTIVE WITH INTERNALLY BEADED ANTI-BANDIT GLAZING AND Drip FLASHING SURROUNDS. ALUMINIUM FRAMING COLOUR: ANTHRACITE GREY, RAL 7016
G	ALUMINUM PARAPET. COLOUR: SLATE GREY, RAL 7015
H	STEEL FLASHINGS & FASCIA. RAL 7035 TO MATCH LIGHT GREY CLADDING
J	BRICK PLINTH. ALL BRICK LAID STRETCHER BOND. COLOUR: SLATE GREY, RAL 7015
K	LOUVERED DOOR ANTHRACITE GREY, RAL 7016
L	STEEL MOE DOOR ANTHRACITE GREY, RAL 7016
M	SIGNAGE ZONE SUBJECT TO SEPARATE APPLICATION.
N	LOGO SUBJECT TO SEPARATE APPLICATION.

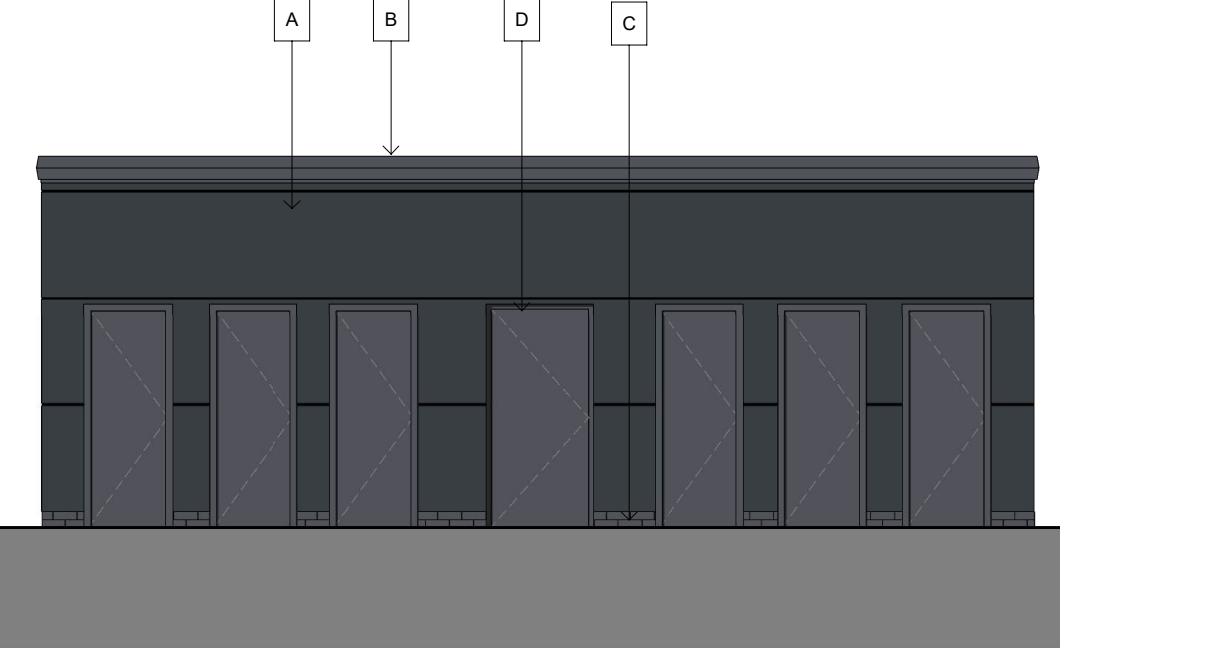


#### 4.8 Welfare Unit

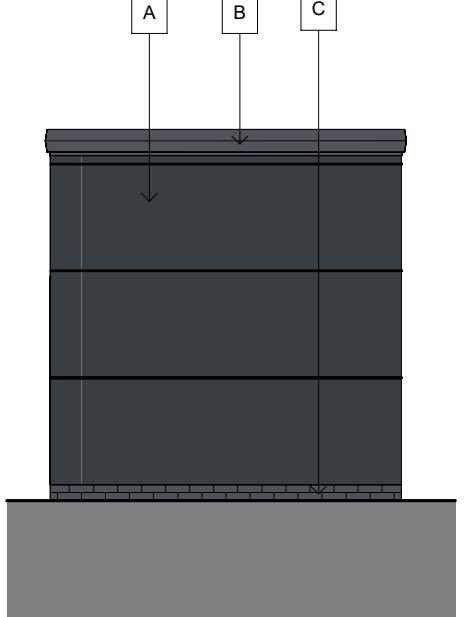
##### 4.8.1 Welfare Unit Layout

Welfare unit introduces:

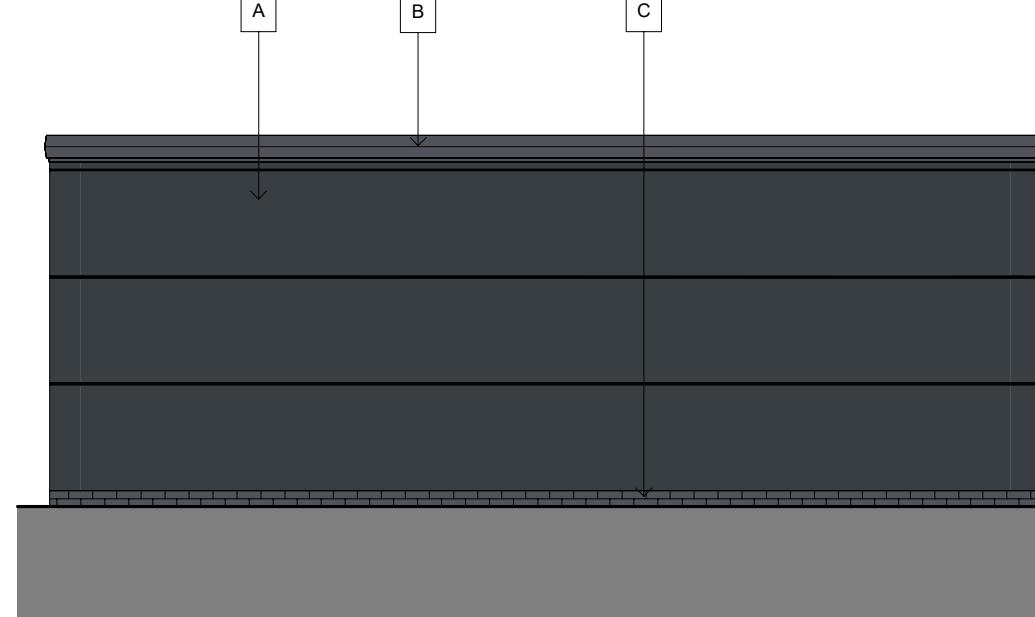
- 7no. WC (3no. male, 3no. female and 1no. accessible).
- Male WC consist of 3no. self contained units.
- Female WC consist of 3no. self contained units.
- Accessible WC consist of 1no. unit.



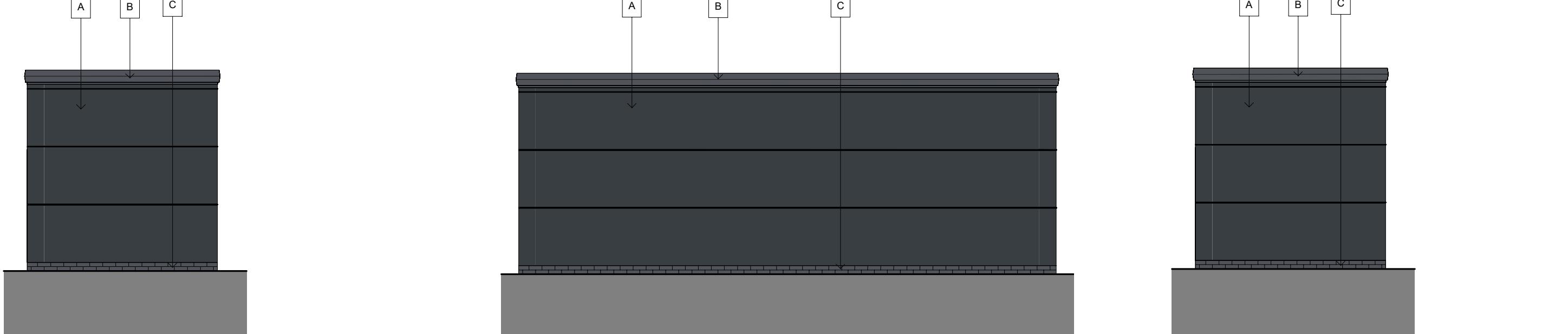
E01 - Front Elevation



E02- Side Elevation No. 2



E03- Side Elevation No. 3



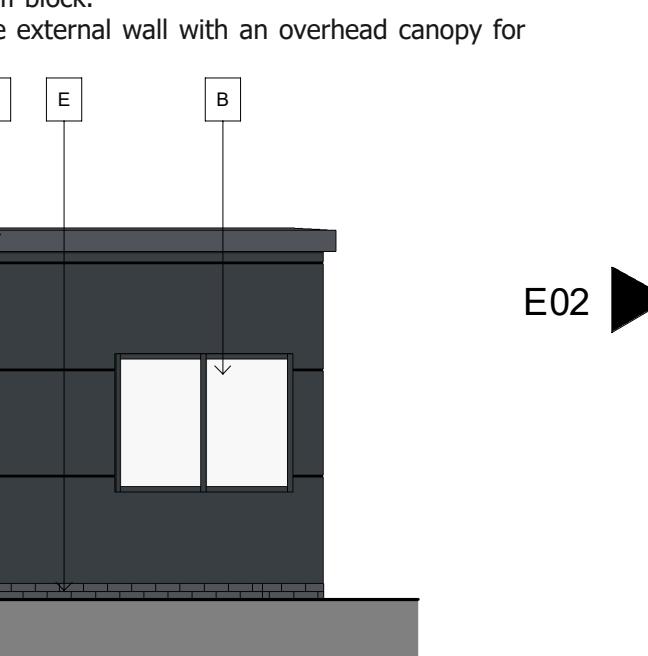
E04- Side Elevation No. 4

#### 4.9 Staff Block

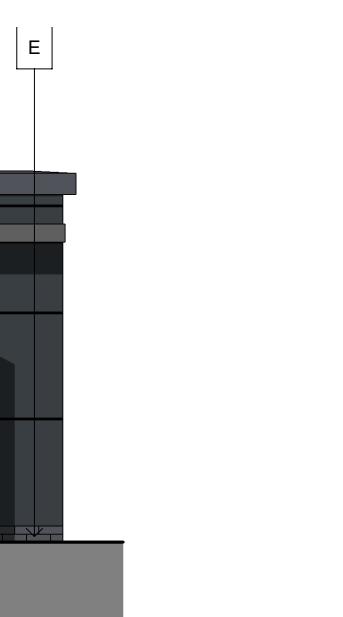
##### 4.9.1 Staff Block Layout

Staff block introduces:

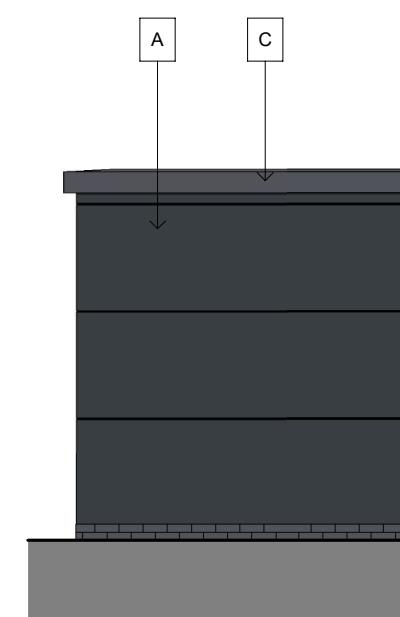
- Internal lobby and resting area with direct access to the car park via a single door opening.
- Natural lighting provided via windows.
- A single WC unit inside the staff block.
- 2no. vending machines on the external wall with an overhead canopy for cover.



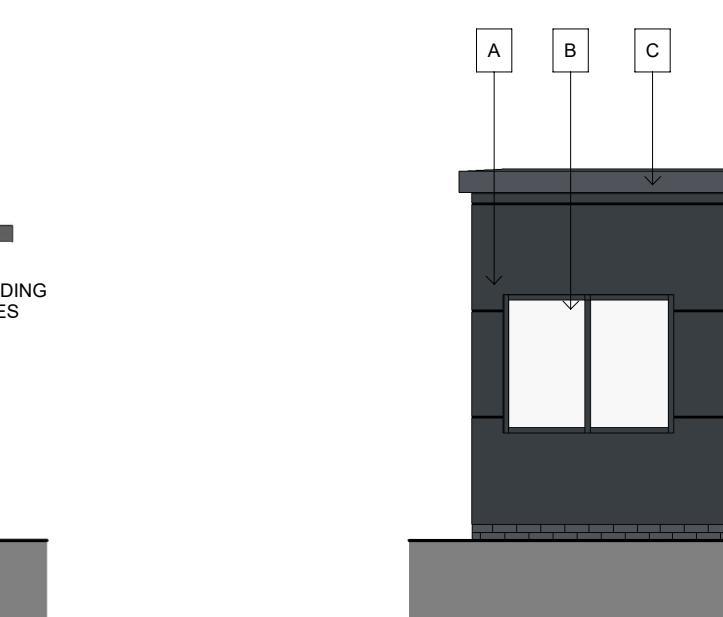
E01 - Front Elevation



E02- Side Elevation No. 2



E03- Side Elevation No. 3



E04- Side Elevation No. 4

#### 4.10 Material Palette

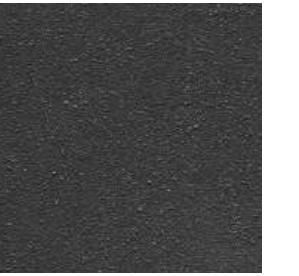
##### WALLS



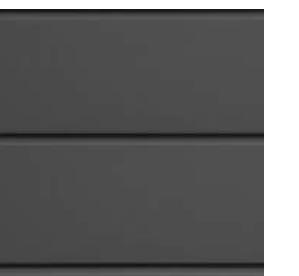
**TIMBER WALL**  
Colour: Anthracite Grey, RAL 7016



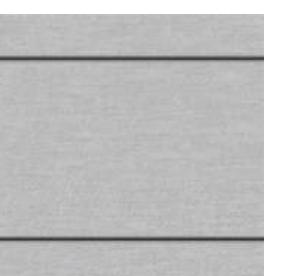
**BRICK PLINTH, STRETCHER BOND**  
Colour: Anthracite Grey, RAL 7016



**RENDERED CONCRETE BLOCK WALL**  
Colour: Anthracite Grey, RAL 7016



**CLADDING**  
Horizontally laid microrib profiled composite cladding panels  
Colour: Anthracite Grey, RAL 7016



**CLADDING**  
Horizontally laid microrib profiled composite cladding panels  
Colour: Light Grey, RAL 7035

##### DOORS & WINDOWS



**LOUVERED DOOR**  
Colour: Anthracite Grey, RAL 7016



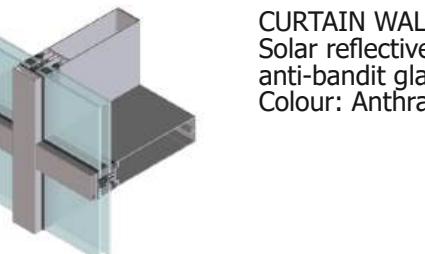
**STEEL MOE DOOR**  
Colour: Anthracite Grey, RAL 7016



**STEEL MOE DOOR**  
Colour: Slate Grey, RAL 7015



**GLAZING**  
Solar reflective with internally beaded anti-bandit glazing  
Colour: Anthracite Grey, RAL 7016



**CURTAIN WALLING SYSTEM**  
Solar reflective with internally beaded anti-bandit glazing  
Colour: Anthracite Grey, RAL 7016

##### ROOFS



**ALUMINIUM PARAPET**  
Colour: Slate Grey, RAL 7015

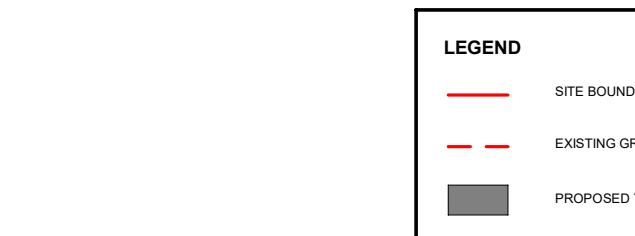
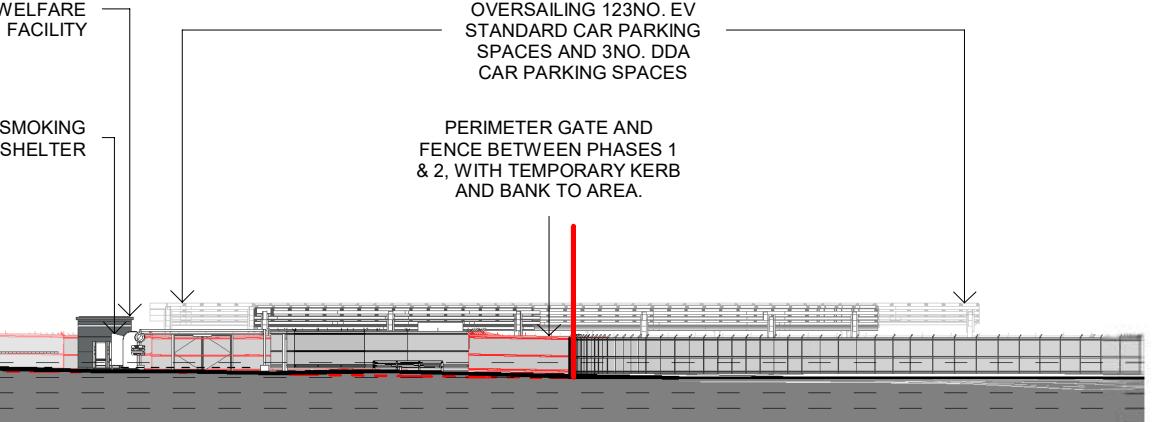
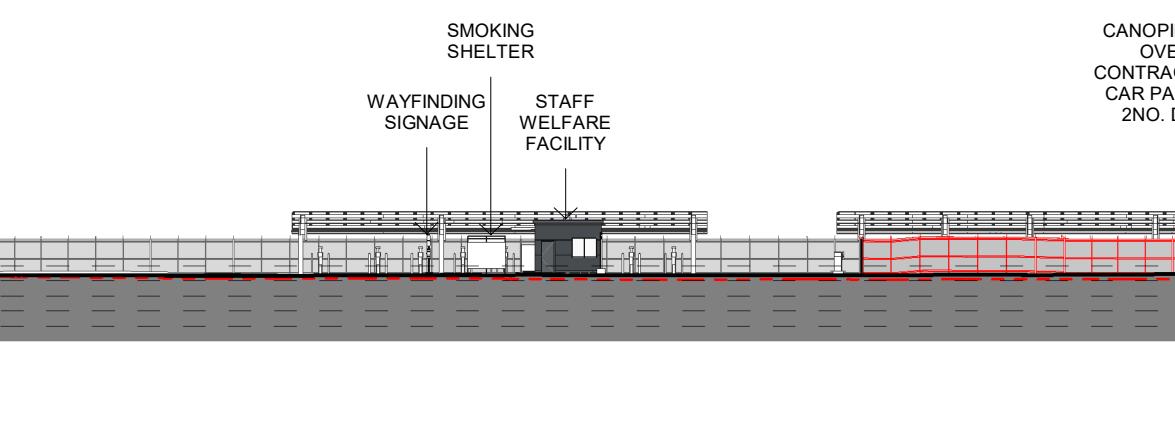
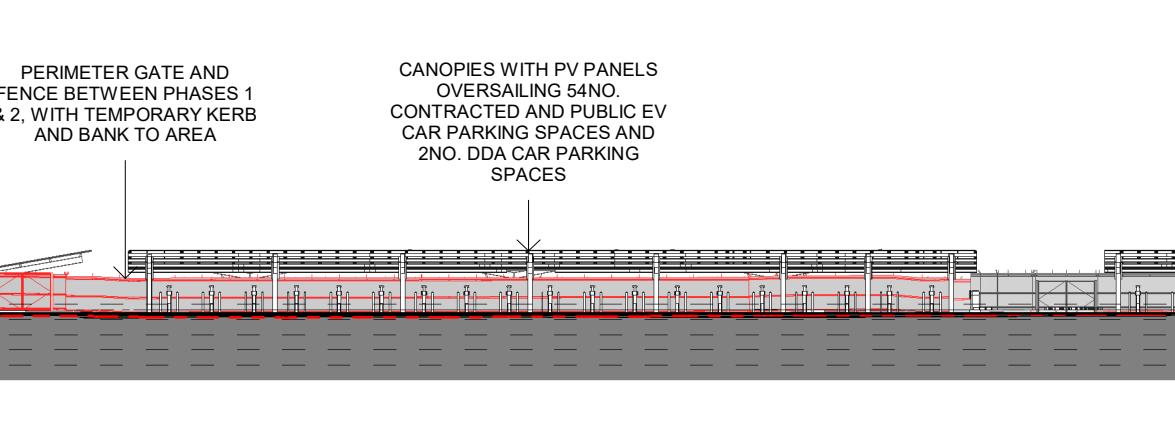
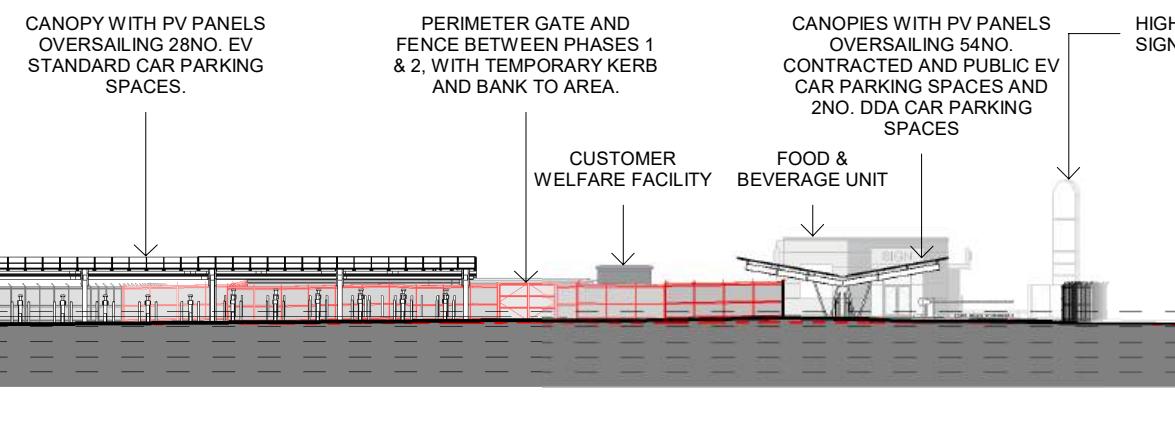


**METAL ROOF CLADDING**  
Colour: RAL 746



**STEEL FLASHINGS AND FASCIA**  
Colour: Slate Grey, RAL 7015

#### 4.11 Site Sections



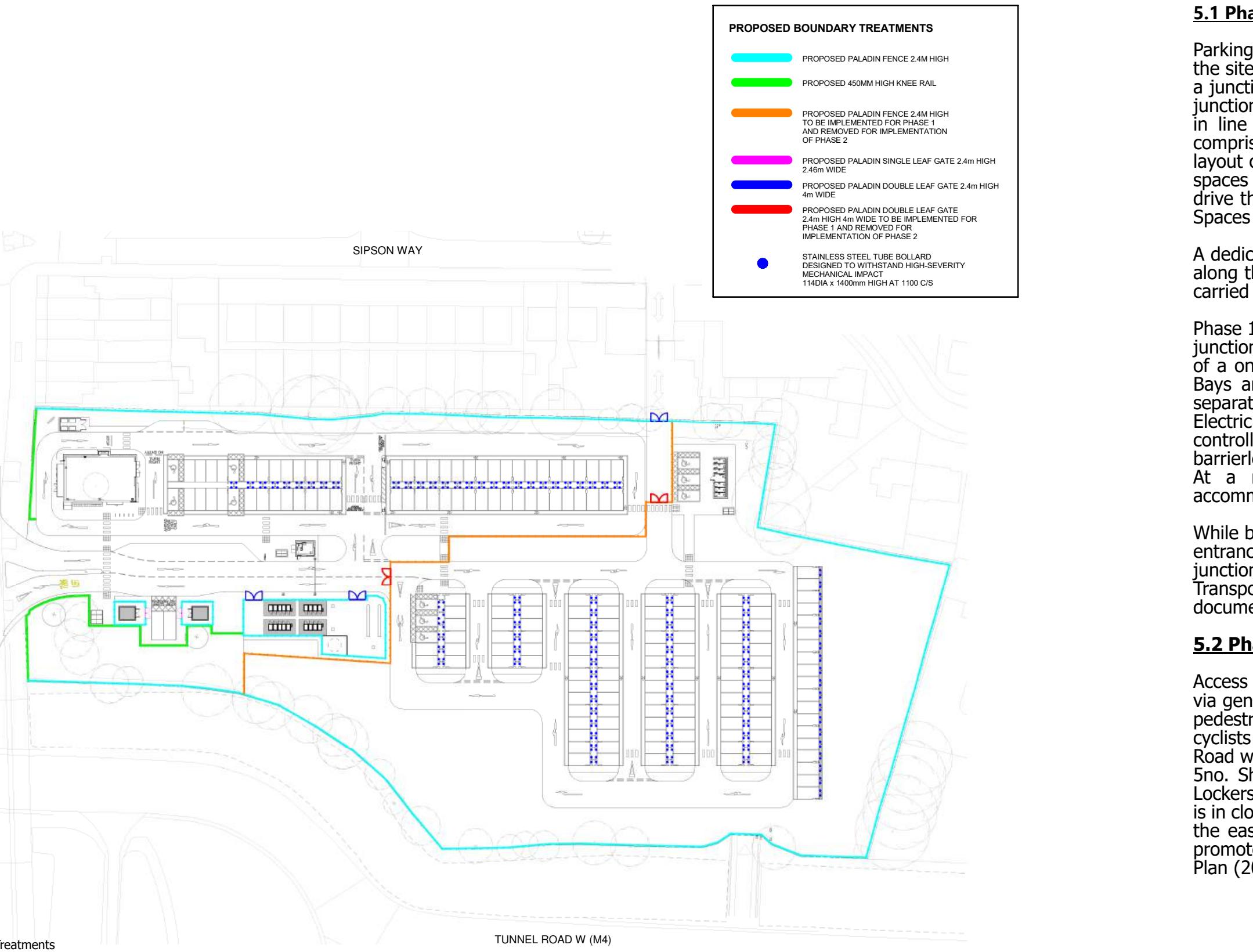
#### 4.12 Boundary Treatments and Security

The development is open to the public and accessible at all times, therefore the proposed boundary treatments to Bath Road are open and permeable to provide an inviting entrance. This is achieved through the use of knee high rail fencing. The remainder of the site will be surrounded by a paladin fence.

The proposed treatments to the electrical unit areas and DNOs will be secure and inaccessible to the public through the use of a paladin fence with barbed wire to the top and lockable gates. The addition of a manned security guard facility provides a 24-hour site presence and service. For further details of the proposed boundary treatments, please refer to drawing 7935-SMR-00-ZZ-DR-A-2006.

Full lighting to the site will enable safe transit and manoeuvring for vehicles and eliminate blind spots. Consistent lighting will aid the use of existing and proposed infrastructure in and around the site, providing safe access for pedestrians, cyclists and all site operations throughout the hours of darkness.

The lighting scheme is being designed to provide a safe environment and, together with relevant signage across the site, will promote safe transit across the development.



#### 5.0 Movement and Access

##### 5.1 Phase 1 Vehicular Access and Movement

Parking for customers of the F&B unit sits nearest the entrance of the site, to the north of the unit. The parking area is accessed via a junction to the west of the site's main road; the distance of the junction from Bath Road, will help to mitigate any highway impacts in line with the Local Plan Policy (2012) DTM2. The car park comprises 8no. Standard Bays, 2no. Accessible Vehicle Bays. The layout of the parking area conveniently locates accessible parking spaces nearest the F&B unit. The layout facilitates a dedicated drive through route around the F&B Unit where the 2no. Waiting Spaces are situated along the western boundary.

A dedicated delivery bay for HGVs and Refuse Vehicles is situated along the main entrance. Waste and the delivery of goods will be carried from the F&B unit to this point during off-peak times.

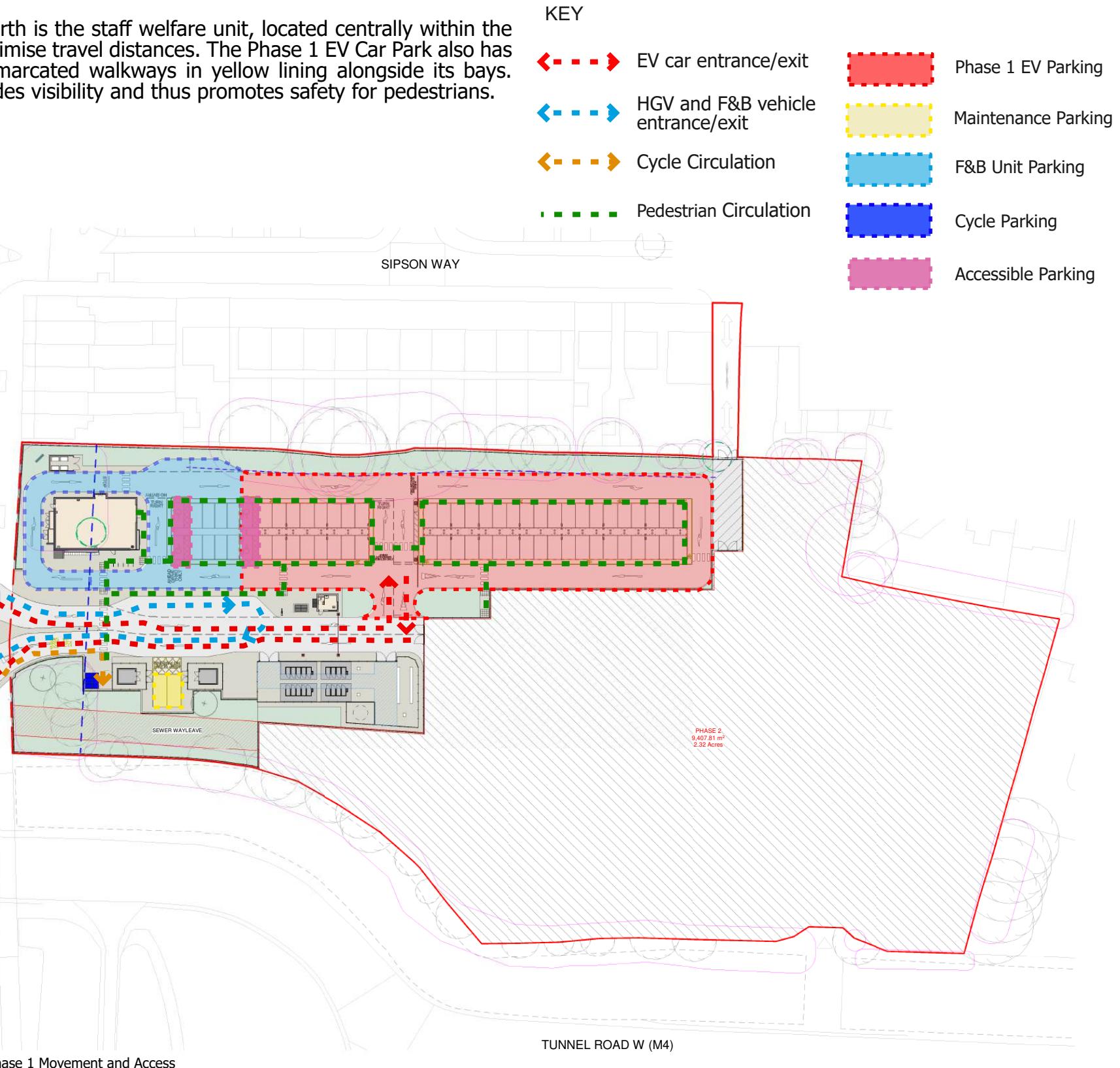
Phase 1 Electric Vehicle Parking will also be accessed via the same junction as the parking for the F&B unit. The car park makes use of a one-way system around the 54no. Electric Vehicle Standard Bays and 2no. Accessible Electric Vehicle Bays. The parking is separated into 16no. Electric Vehicle Public Parking Bays and 38no. Electric Vehicle Contracted Parking Bays, which are monitored and controlled by arm barriers and an ANPR system. An additional barrierless ANPR system is positioned to the entrance of the site. At a minimum of 4m, the road widths are adequate to accommodate fire tender access.

While both the EV and F&B car parks are accessed from the same entrance point, traffic flow is managed via the use of strategic junction placement and lane divisions. Please refer to the Transport Statement accompanying the planning submission documents for more information.

##### 5.2 Phase 1 Pedestrian and Cycle Access and Movement

Access and movement is facilitated throughout Phase 1 of the site via generous dedicated footpaths, walkways, appropriately placed pedestrian crossings and ample cycle storage. Pedestrians and cyclists will enter the scheme via the main access point off Bath Road where they will make their way to the F&B unit which boasts 5no. Sheffield Stands and 2no. Long Stay Cycle Parking Secure Lockers for staff. Additional cycle storage for both visitors and staff is in close proximity to the F&B Unit, located across the junction to the east of the site. The provision of the cycle storage facilities promotes a sustainable method of transport in line with the Local Plan (2012) Policy T4.

Further north is the staff welfare unit, located centrally within the site to minimise travel distances. The Phase 1 EV Car Park also has clearly demarcated walkways in yellow lining alongside its bays. This provides visibility and thus promotes safety for pedestrians.



## 6.0 Sustainability Measures / Benefits

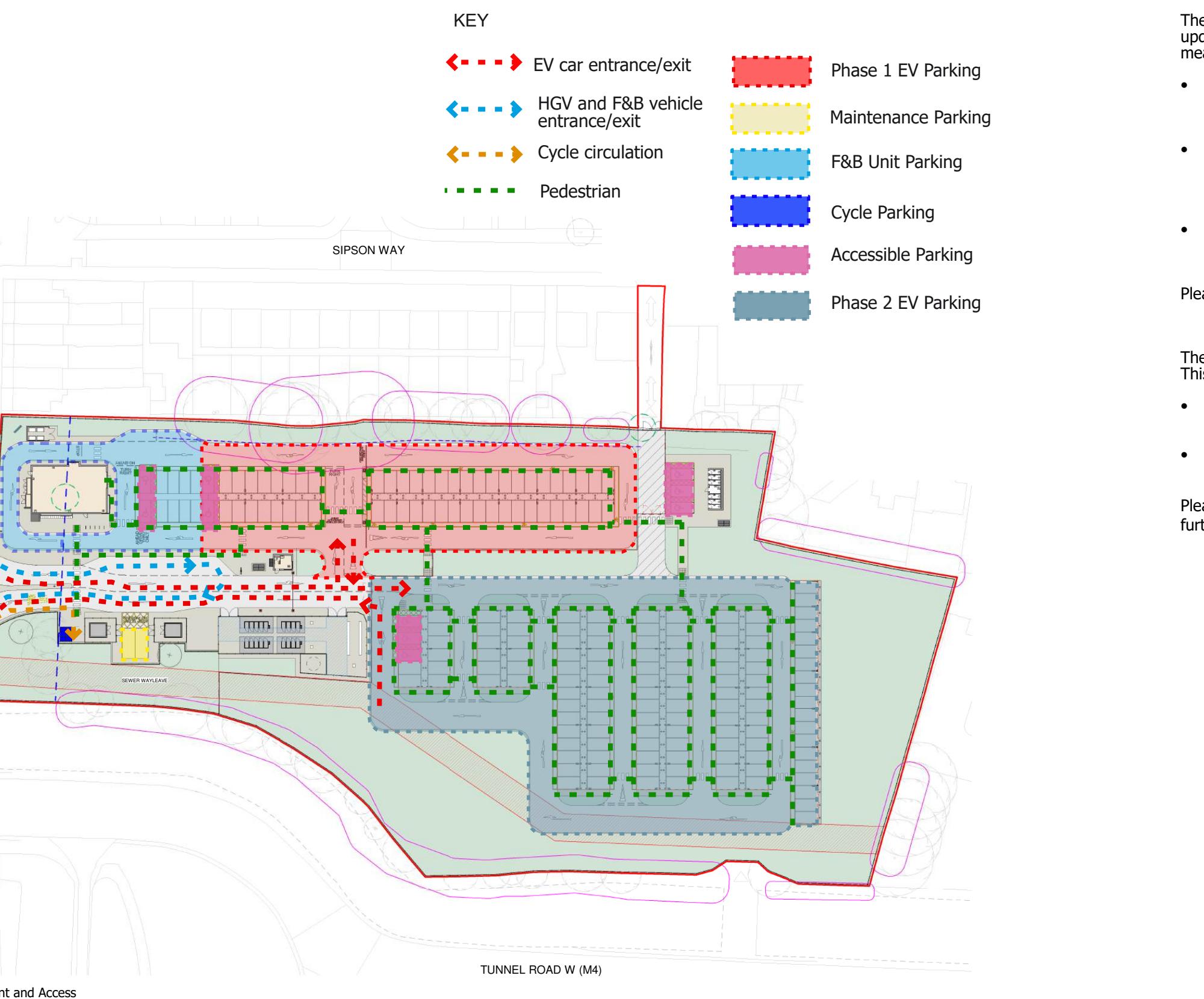
### 5.3 Phase 2 Indicative Vehicular Access and Movement

Phase 2 would introduce an additional EV Car Park with a secondary access point for emergency vehicles from Sipson Way.

The Phase 2 car park would be accessed via the main entrance to the site via the ANPR barrierless system and also would make use of one-way flows around each parking run of the car park comprising 123no. Electric Vehicle Standard Bays and 3no. Accessible Electric Vehicle Bays. At a minimum of 4m, the road widths would be adequate to accommodate fire tender access.

### 5.4 Phase 2 Indicative Pedestrian and Cycle Access and Movement

Similarly to Phase 1, access and movement would be facilitated via the use of dedicated footpaths, walkways and appropriately placed pedestrian crossings. The Phase 2 car park would be connected to Phase 1 via the centrally placed pathway and pedestrian crossings. A customer welfare unit would also be accessed via the provided footpaths.



The project's design will adhere to the latest Governmental guidelines and the updated Part L Building Regulations. Additionally, a range of sustainable measures will be introduced, including but not limited to:

- The EV-ready back-to-back spaces are designed to facilitate the future construction of solar canopy structures over the bays, pending a separate planning application.
- PV Panels will be affixed to the Food and Beverage Unit as well as to the canopies over the EV Parking Bays. This will generate energy that can be utilised and stored on-site. This energy has the potential to be redirected into EV chargers for the vehicles and the electrical grid network.
- The provision of EV parking spaces will help to improve air quality by supporting car parking for low emission vehicles and increasing provision for vehicles with cleaner transport fuels.

Please refer to the submitted energy statement for further details.

The design proposal aims to enhance biodiversity on site. This is to be achieved through:

- The provision of green spaces within the scheme will increase biodiversity requirements in the area.
- The planting of ornamental trees will add aesthetic value, provide a habitat for wildlife, provide screening from neighbouring land and shade to the plot.

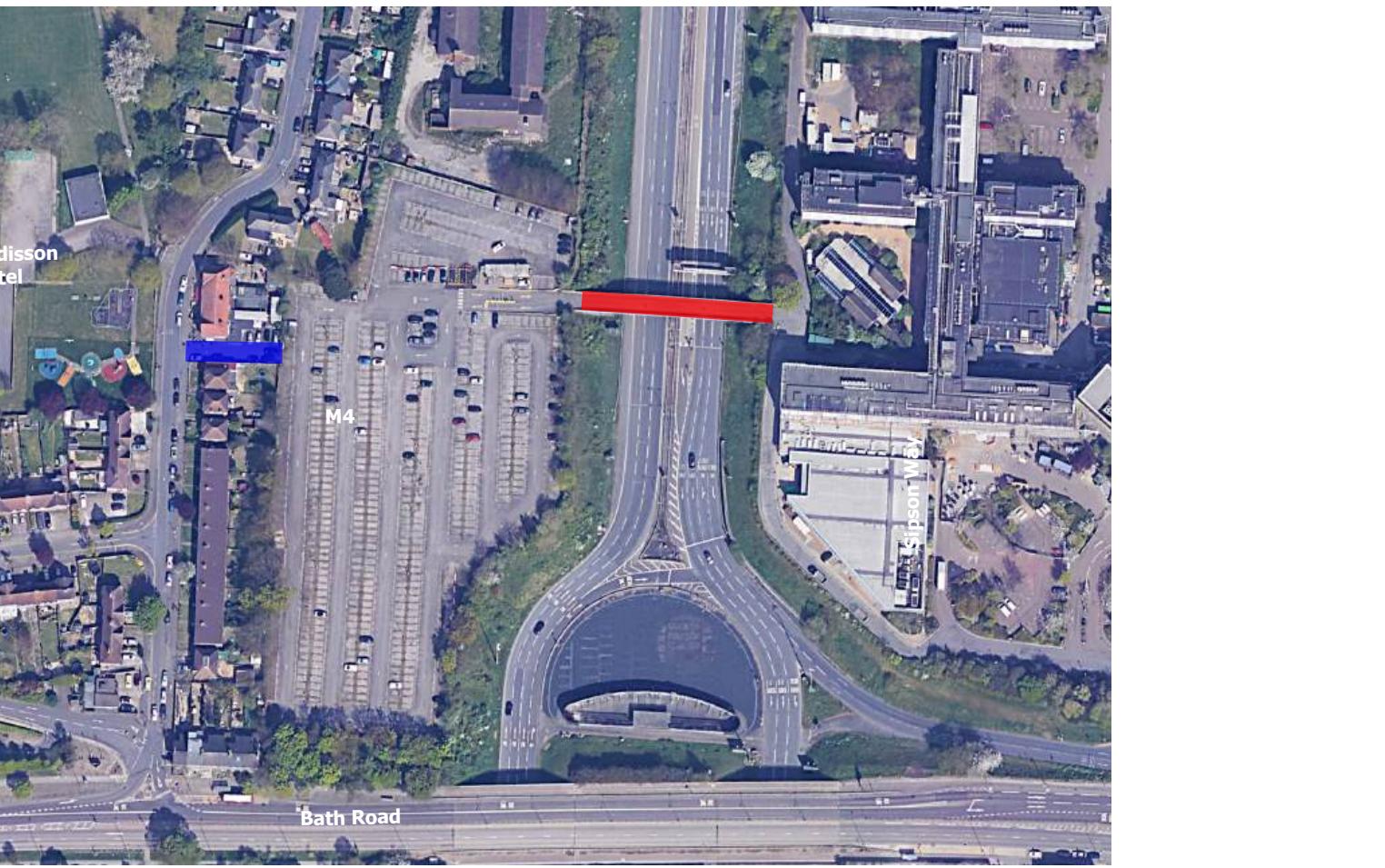
Please refer to the submitted BNG statement and landscape masterplan for further details.

## 7.0 Transport Impacts

N

At completion of Phase 2 the, bridge access to the east of the site will be decommissioned. This will mean entry and exit to the site will only be via the access off Bath Road to the south. This is with the exception of emergency vehicles who will be able to enter from Sipson Way.

This will reduce the traffic along Sipson Road and Sipson Way with vehicles no longer using these routes to access the site at the end of Phase 2.



- Decommissioned bridge
- Emergency vehicles access to site

## 8.0 CGIs

### 8.1 View From Site Entrance



8.2 View Towards F&B Unit



8.3 View Towards Phase 1 EV Parking



**8.4 View Towards Phase 2 EV Parking**



**8.5 Aerial View of Proposal**



## 9.0 Conclusion

In conclusion, this design proposal provides an excellent opportunity for Lysara to contribute to the requirements of the London Plan and Hillingdon Local Plan. The local and national planning policies are considered to be supportive of the principles of a sustainable EV charging facility and supporting retail use in a mixed use area adjacent to Heathrow Airport.

The car park is a safe and secure premise which will offer sufficient and reasonable provision of EV charging to the area in a sustainable way, through the use of PV canopies. This will encourage and support the use of lower emission vehicles, as well as provide relief for existing and growing demand in the area for sustainable travel infrastructure. The scale and layout is appropriate to the local context.

The F&B unit and welfare blocks will ensure adequate amenities to all users, and the design of the facilities are appropriate for their use and in keeping with the area.

The layout of the car park establishes efficient vehicle circulation with clearly defined routes, ensuring traffic flow is not disrupted for its users or the local area. The car park is also accessible by foot or bicycle, with cycle parking provided near the F&B unit.

We respectfully request that the planning authority supports this application.

