

Our Ref: 1-474-TN-005  
12 February 2026



## AIRPETS VEHICLE ENTRANCE, HEATHROW AIRPORT, LONDON (TW19 6BW) RESPONSE TO HILLINGDON COUNCIL HIGHWAY COMMENTS

### Introduction

This Note has been prepared in response to Highway Comments received from Hillingdon Council on 04-02-26 and 05-02-26 from Wai Hing Tse.

The “*comments*” and our **responses** to each are provided below

*“Information explaining the operational need for the revised geometry and why a perpendicular access cannot be achieved, e.g. possibility of relocating the access away from the existing building?”*

*“A supporting statement explaining the purpose and operational need for the revised access alignment”.*

- A perpendicular access is not possible due to the existing building positions. Proposed vehicle tracking demonstrates that whilst the access is not perpendicular, it satisfactorily accommodates the required vehicle movements and visibility requirements.
- Airlock functionality is required to prevent animals escaping. Airpets is an Animal and Plant Health licensed quarantine premises under Article 9 of Rabies (Importation of Dogs, Cats and other Mammals) Order 1974. Section 7 of that order states “*The perimeter fence or wall must be designed and constructed to prevent animal escape: a) the escape of animals in quarantine. b) the entry of non-quarantine animals into the premises. c) the unauthorised entry of persons.*”
- There is an animal pen area to the east of the existing access. This area must meet a minimum size, and it is therefore not possible to compromise this area further by moving the junction further east than currently shown. Furthermore, moving the junction further east would be undesirable due to increasing the proximity to the Spout Lane North / A3044 junction. There is also an underground drainage tank within the paddocks area which would become compromised if the access was moved further east.
- The existing access is small and has poor vehicle tracking characteristics (as demonstrated within our initial technical note), the proposed junction fully overcomes these issues increasing safety, and efficiency overall.

*“Information demonstrating that large drawbar vehicles can exit the site safely in forward gear when the gates are closed”*

- There would be no instances when a draw-bar trailer would arrive at the site and the gates being closed as the gates are supposed to be manned 24 hours a day. Furthermore, all vehicle arriving at the site would be known in advance.



+44 (0)1223 343 277 | [enquiries@civilistix.com](mailto:enquiries@civilistix.com) | [www.civilistix.com](http://www.civilistix.com)  
Registration No. 11883036 | VAT No. 318936670

**Specialists in Highway, Drainage & Utility Infrastructure**

*“Consideration of pedestrian safety implications of the wider access, including any mitigation measures”*

- “Pedestrian Crossing Ahead” warning signage has now been added to the approach to the junction to warn HGV drivers of the possibility of pedestrians crossing.
- Vehicles egressing Airpets would clearly be able to see pedestrians approaching the junction and could give-way accordingly whilst they navigate the junction
- Tactile paving and dropped kerbing are now proposed to the bell-mouth of the junction
- Spout Lane North, currently provides a weak pedestrian desire line with minimal pedestrian facilities / amenities within walking distance along Stanwell Moor Road

*“Scaled drawings showing the existing and proposed access geometry, levels, widths, visibility splays and gate positions.”*

- See Appendix A (please note this information was already fully shown within Civilistix technical note TN2/1-474 dated 09 October 2025)

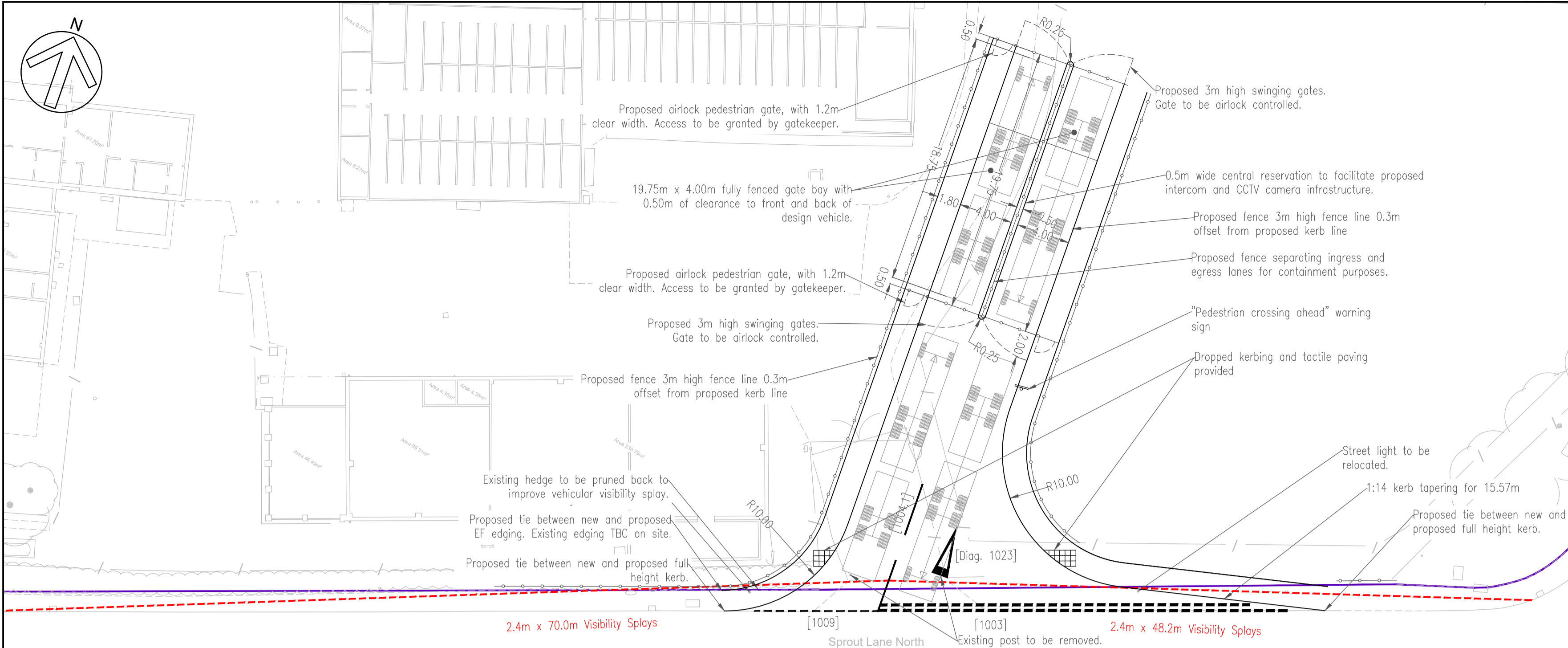
*“Justification for any access arrangement that is not perpendicular to the highway, together with evidence demonstrating that the proposal meets relevant safety standards”.*

- A perpendicular access is not possible due to the existing building positions. Proposed vehicle tracking demonstrates that whilst the access is not perpendicular, it satisfactorily accommodates the required vehicle movements and visibility requirements.

*“The plans also show visibility splays; however, no detailed information has been provided regarding the extent, length, or justification of these splays, nor any demonstration that they comply with the relevant guidance (MfS/DMRB). For commercial/HGV-serving accesses, visibility splays are normally assessed from an X-distance of 4.5 m, in accordance with established standards for commercial and HGV-serving accesses and further information is required to confirm whether the proposed arrangement provides adequate intervisibility”.*

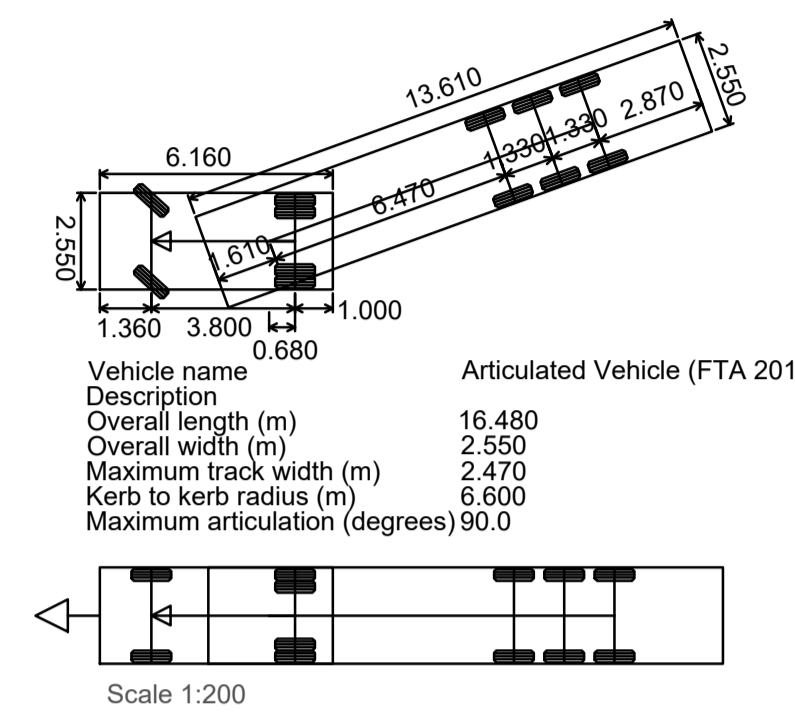
- We do not believe DMRB is the most appropriate design guide to design visibility to given the road is 30mph design speed (and therefore fully in the realm of MfS design guidance) and given the cab arrangement of HGV tractor units brings drivers closer to the give-way line than other vehicle types.
- The visibility splays shown are fully in line with MfS guidance.
- The proposed junction improves visibility from the existing scenario as demonstrated within Civilistix technical note TN2/1-474 dated 09 October 2025

## Appendix A – Updated Engineering Layout Plan

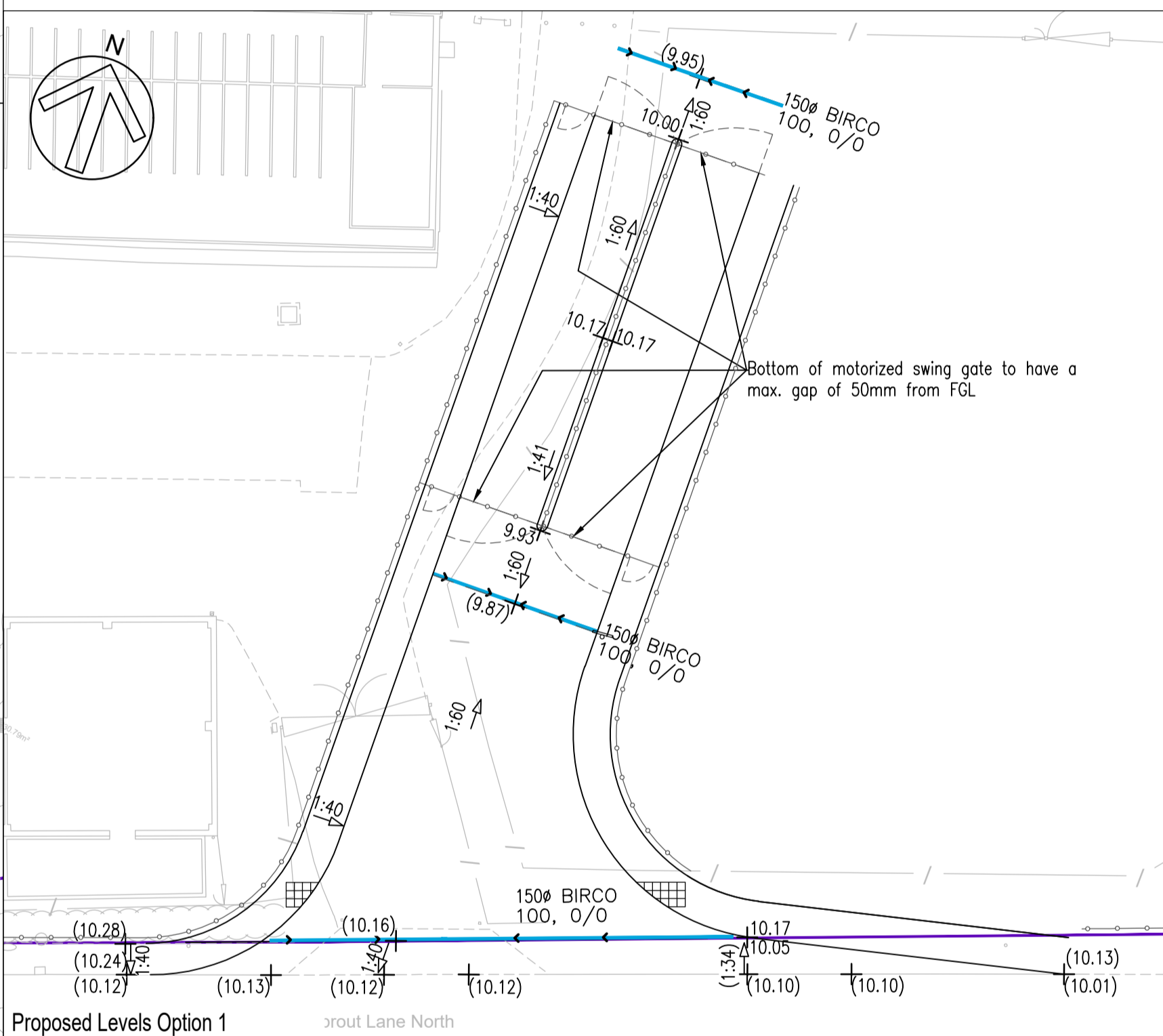
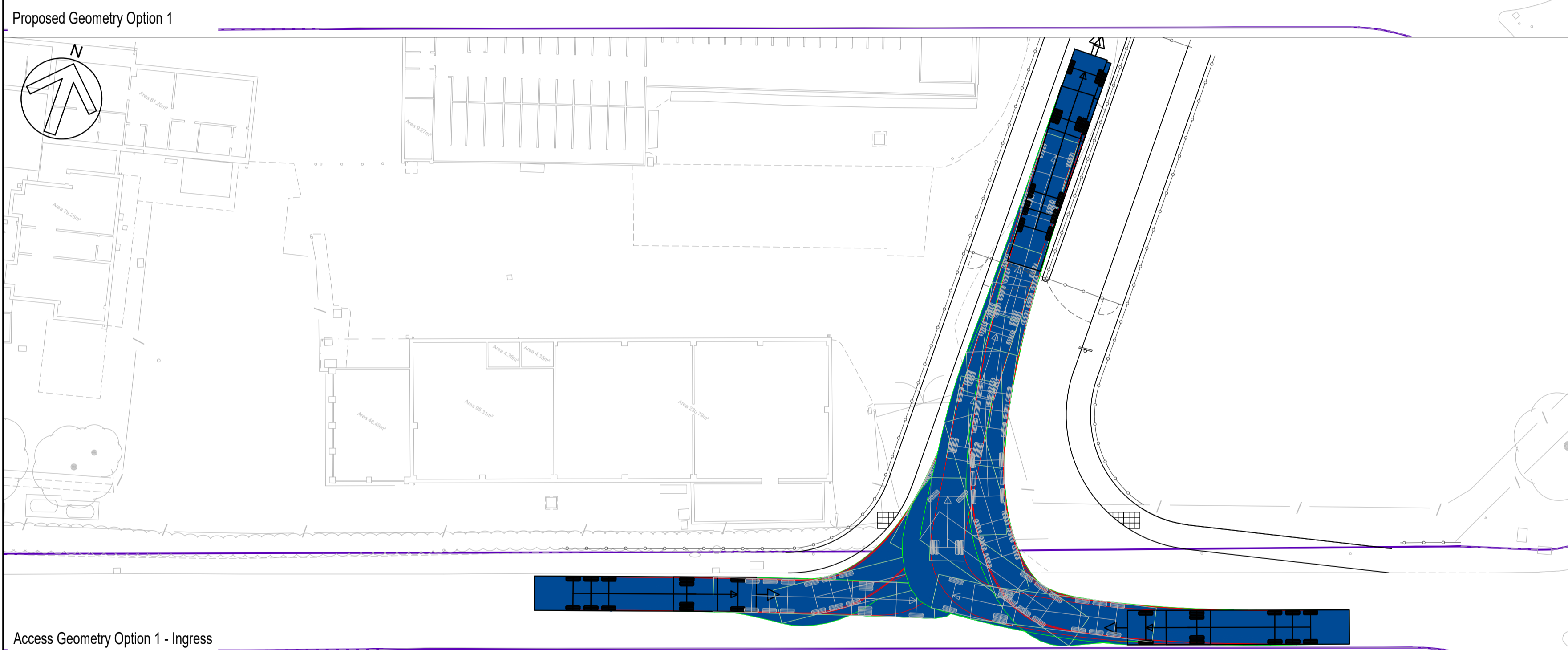


ROAD MARKING SCHEDULE							
DIAGRAM No.	LEGEND	DIAGRAM NAME	MARK (mm)	GAP (mm)	WIDTH (mm)	COLOUR	REFLECTORISED
1003	---	GIVE WAY LINE	600	300	200	WHITE	NO
1004.1	---	WARNING LINE	4000	2000	100	WHITE	NO
1009	---	EDGE LINE	600	300	100	WHITE	NO
Diagram 1004.1	▼	Yield Marking	3750	N/A	150/600	WHITE	NO

- DO NOT SCALE
- NOTES:
- GENERAL
- The contractor shall comply with the health and safety requirements as set out in the CDM Regulations
  - All works are to be undertaken in accordance with the Building Regulations and latest relevant British Standards.
  - Conflicting information between this drawing and information given by others must be referred to the engineer before the works commence.
  - The contractor shall, before commencing the works, verify all existing outfall invert levels and site and setting out dimensions. The contractor shall be responsible for the true and proper setting out of the works and for the correctness of the position, levels, dimensions, and alignment of all parts of the works. Any discrepancies are to be reported to the Engineer
  - All products used are to be CE marked in accordance with the Construction Products Directive CPD/89/106/EEC.
  - The contractor shall be responsible for locating all existing utilities prior to commencing construction and protecting all existing services affected by the works.
  - Any unidentified hazards discovered during the progress of works are to be reported immediately to the engineer.



- S278 HIGHWAY LEGEND**
- Assumed Highway Boundary (to be confirmed via highway records)
- GEOMETRY LEGEND**
- 2.4m x 70.0m Visibility Splays



- S278 FINISHED SPOT LEVELS LEGEND**
- 20.43 Proposed Finished Ground Level
  - (20.43) Proposed Finished Ground Level to match existing level
  - 1:95 Proposed Finished Surface Gradient
  - Proposed Finished Surface Gradient
  - BIRCO 100, 0/0 150ø Proposed Marshall Birco 100, 0/0 base unit (D400 cast iron slotted cover) laid @ 1:100 invert (direction of fall as indicated) with Birco system junction unit (150ø outfall).

- GENERAL LEGEND**
- Vehicle track envelope (Forward Movement)
  - Vehicle body envelope
  - Vehicle wheel envelope

REV	DATE	BY	SUMMARY OF CHANGE	CHK	APD
P8	12-02-26	DM	Ped crossing & footway added	DM	DM
P7	09-10-25	KH	Junction width increased.	DM	DM
P6	03-10-25	KH	Base layout updated and proposals amended to suit.	DM	DM
P5	29-08-25	KH	Proposals amended to suit base layout.	DM	DM
P4	12-05-23	KH	Annotations to visibility splays added.	DM	DM



DRAWING STATUS: **PLANNING**

**CIVILISTIX**

Nine Hills Road, Cambridge CB2 1GE  
Tel: +44 (0)1223 668 574 E: enquiries@civilistix.com  
www.civilistix.com

CLIENT: **Airpels Ltd**

ARCHITECT: **CARDO LTD**

PROJECT: **Airpels Ltd, Spout Lane North, Heathrow Airport (TW19 6BW)**

DRAWING TITLE: **Proposed Access Engineering Layout Option 1**

SCALE @ A1: 1:250	CHECKED / APPROVED BY: DM	DATE: 27 06 2022
PROJECT No: 1-474	DRAWING No: C-001	REV: P8