



SIPSON ROAD, SIPSON

TRANSPORT STATEMENT

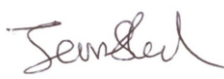
December 2018

BCM Architects

REDEVELOPMENT OF GARDEN CENTRE
SIPSON ROAD
SIPSON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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REDEVELOPMENT OF GARDEN CENTRE
SIPSON ROAD
SIPSON

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of BCM Architects to support a planning application to redevelop the existing garden centre on Sipson Road (A408), Sipson. The proposals are to construct a new complex comprising a modern garden centre, café, farm shop and gift centre. The approximate site location is demonstrated in **Figure 1**.

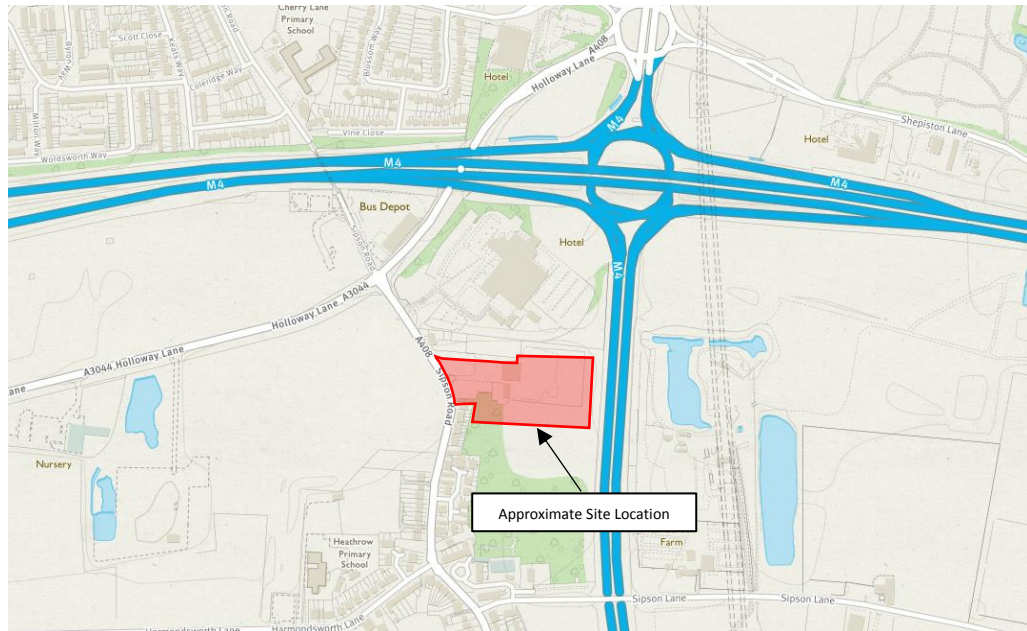


Figure 1: Approximate Site Location

- 1.2 A planning application (Ref: 67666/APP/2013/1579) was submitted for a mixed use development comprising 53 residential units, 3 light industrial commercial units, a neighbourhood community centre, and 2 retail units on the same site. The application was submitted and refused in 2013, partly due to a failure to demonstrate sufficient turning facilities on site.
- 1.3 In 2015, a similar application (Ref: 67666/APP/2015/2413) for a mixed use development comprising up to 53 residential units (Use Class C3/C2) and associated private and public open space was also refused, but not on highways.
- 1.4 This TS will discuss existing conditions, site accessibility, development proposals, access arrangements, parking provision, servicing arrangements, trip generation and highway impact before drawing conclusions from this assessment.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The site is currently occupied by a derelict garden centre, with a GFA of approximately 2175sqm. The site is accessed via a bellmouth junction on Sipson Road (A408) and falls within a 30mph zone. The existing access arrangements are demonstrated in **Photographs 1 and 2**.



Photograph 1: Bellmouth Junction on Sipson Road



Photograph 2: Existing Access Arrangements

- 2.2 The site is located on the northern border of Sipson Village, approximately 1.5km north of Heathrow Airport. The site falls within the London Borough of Hillingdon and is easily accessed via the M4 which runs parallel to the eastern site border, approximately 150m from the site. To the north, the site is bordered by a 'Holiday Inn' hotel complex, and to the south, residential dwellings. To the west the site is bordered by agricultural land and the A408.

Local Road Network

- 2.3 Sipson Road (A408) is a single carriageway road and measures approximately 7m in width. Within the vicinity of the site the road is subject to a 30mph speed limit, however, approximately 15m south of the site access the speed limit reduces to 20mph as the road enters Sipson Village.
- 2.4 Sipson Road provides access to key transport routes including the M4 to the north, and the A4 (Bath Road) to the south, both of which form part of the strategic road network. As such, the site's convenient location and proximity to key transport routes will help to minimise the traffic impact of the development on the local road network.

2.5 The road conditions on Sipson Road are demonstrated in Photographs 3 and 4.



Photograph 3: Sipson Road (facing north)



Photograph 4: Sipson Road (facing south)

Pedestrian Infrastructure

2.6 To the south of the site, footways measuring approximately 1.8m in width flank the eastern side of the carriageway providing a direct route into Sipson Village. To the north of the site, pedestrian footways flank either side of the carriageway, and regular street lighting within the vicinity of the site ensures that the footways are well-lit. The pedestrian infrastructure within the vicinity of the site is demonstrated in Photographs 5 and 6.



Photograph 5: Pedestrian footways
north of the site access.



Photograph 6: Pedestrian footways
south of the site access.

Public Transport

- 2.7 The nearest bus stops to the site are The Plough bus stops, located approximately 80m to the north of the site (a one-minute walking distance). Both stops comprise a bus shelter with seating and printed timetables, as shown in **Photographs 7** and **8**. The stops are served by the 222 bus service which is operated by Metrolink Travel and runs between Hounslow and Uxbridge. The service departs from the bus stops every 10 minutes during the week (Monday-Saturday), and every 12 minutes on a Sunday.
- 2.8 Given the nature of the site and the items that customers tend to buy from garden centres (i.e. bulky goods), customers are unlikely to travel to and from the site by rail, bus or cycle. In the unlikely event that customers or staff were to travel by rail, the nearest station is the West Drayton Station, accessible via a 29 minute (approx.) walk. The site is identified as having a Public Transport Accessibility Level (PTAL) of 1b.



Photograph 7: The Plough Bus Stops – north of the site.



Photograph 8: The Plough Bus Stops – north of the site.

PIA Data

- 2.9 Personal Injury Accident (PIA) data has been assessed to consider the existing safety situation on the local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in depth consideration. The PIA data has been obtained for a period of 5 years from 2013-2017 and is summarised in **Figure 2**.



Figure 2: PIA Data (2013-2017)

2.10 The PIA indicates that between 2013 and 2017 there have been 8 accidents within the vicinity of the site, three at the Holloway Lane/A408 roundabout, and five along Sipson Road. Over a five year period this equates to less than two accidents per year and all of the accidents were 'slight' in terms of their incident severity. The PIA data does not therefore indicate any specific highways concern that would worsen as a result of the development or pose a highways safety concern for future site users.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development involves the demolition of the existing garden centre and the construction of a replacement garden centre complex comprising a café, farm shop, and gift centre. The new garden centre complex will have a Gross Internal Area (GIA) of 2366sqm, and the proposed site layout is attached as **Appendix A**.

Access Arrangements

- 3.2 The site will continue to be accessed via the existing bellmouth junction on Sipson Road. Given that the proposed development is only expected to result in a very minimal increase in terms of trips generated from the site, compared to the its former use, the existing access arrangements are considered to be acceptable. The existing achievable visibility will remain unaltered, and the access can accommodate large delivery vehicles (see **Appendix C**).

Parking Provision

- 3.3 In accordance with the current London Plan (adopted 2016), a maximum of 1 space per 25m² of gross floorspace (GIA) should be provided for garden centres with a Public Transport Accessibility Level (PTAL) of 1. The proposed site has a GIA of 2366sqm and 95 spaces are proposed for the site, complying with the standard. The provision is therefore anticipated to be sufficient to meet demand and in line with local standards.
- 3.4 In accordance with guidance contained within the current London Plan, 6% of the total visitor parking spaces are designated disabled bays, and 3% of the spaces are enlarged parking bays with the potential to be converted into disabled spaces in the future, should be there demand for them. 2 disabled spaces have also been provided for disabled members of staff if required.
- 3.5 Disabled parking spaces measure 2.4m wide x 4.8m long with a 1.2m width provided between designated spaces and at the rear to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely. The enlarged standard spaces measure 3.6m wide by 6m long.
- 3.6 London Plan guidance also states that 10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future. In line with local standards, 10 spaces are designated as electric car parking spaces, and 10 identified as future electric car parking spaces.

Cycle Parking

- 3.7 The London Plan (adopted 2016) also outlines minimum cycle parking standards, with the most relevant guidance outlined in **Table 1**.

Use Class: A1 Non-Food Retail (2366sqm)	Standard	No. of Spaces Required
Long Stay (Staff Use)	First 1000sqm: 1 space per 250sqm	4
	Thereafter: 1 space per 1000sqm	2
Short Stay (Customer Use)	First 1000sqm: 1 space per 125sqm	8
	Thereafter: 1 space per 1000sqm	2
Total No. of Spaces Required		= 16 spaces

Table 1: Cycle Parking Standards

- 3.8 In line with the London Plan, 10 x short stay cycle spaces and 6 x long stay cycle spaces have been provided within the parking forecourt.

Existing Trip Generation

- 3.9 As has previously been mentioned, the proposed site is currently occupied by a derelict garden centre, and although this has been out of operation for several years, it would have generated a significant number of trips in the past.
- 3.10 In order to allow for comparison, the TRICS database has been interrogated to provide an estimate of the number of trips that would have been generated at this site when the garage was in operation. In order to do so, the TRICS (v.7.5.1) database has been interrogated as follows:
- Under land-use class 'retail and sub category 'garden centre';
 - Sites in England and Wales (Excluding Scotland and Ireland);
 - Weekdays only;
 - Sites in Suburban Areas; and
 - Parameter of 1000 to 4000sqm (Gross Floor Area).

- 3.11 The results of this TRICS assessment are found in **Table 2**, with full outputs contained within **Appendix B**.

TRICS (v.7.5.1)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 100sqm	0.270	0.270	0.540	0.351	0.649	1	14.946
Trip Generation (2175sqm)	6	6	12	8	14	22	325

Table 2: Former Garden Centre Trip Generation

3.12 According to the TRICS assessment, the former garden centre would have generated in the order of 325 daily vehicle trips, with 12 two way trips in the AM peak, 22 in the PM peak, and an average of 27 trips per hour across the day.

Proposed Trip Generation

3.13 In order to allow for comparison, the TRICS database has been interrogated to provide an estimate of the number of trips likely to result from the development proposals. The TRICS (V.7.5.3) database has been interrogated as follows:

- Under land-use class 'retail and sub category 'garden centre';
- Sites in England and Wales (Excluding Scotland and Ireland);
- Weekdays only;
- Sites in Suburban Areas; and
- Parameter of 1000 to 4000sqm (Gross Floor Area).

3.14 The results of this TRICS assessment are found in **Table 2**, with full outputs contained within **Appendix B**.

TRICS (v.7.5.1)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 100sqm	0.270	0.270	0.540	0.351	0.649	1	14.946
Trip Generation (2366sqm)	6	6	12	8	15	23	354

Table 3: Proposed Development Trip Generation

3.15 According to the TRICS assessment, the proposed development will generate in the order of 354 daily vehicle trips, with 12 two way trips in the AM peak, 23 in the PM peak, and an average of 30 trips per hour across the day.

Net Impact

- 3.16 The net change in vehicular trips has been calculated using the outputs shown in **Table 2** and **3**. The purpose of calculating the net change in vehicular trips is to give an indication as the impact that the development will have on the highway network. The net change in vehicular trips is summarised below in **Table 4**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			12 hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Former Garden Centre (2175sqm)	6	6	12	8	14	22	325
Proposed Garden Centre (2366sqm)	6	6	12	8	15	23	354
Net Impact	+/- 0	+/- 0	+/- 0	+/- 0	+1	+1	+29

Table 4: Net Change in Vehicular Trips

- 3.17 The TRICS assessment indicates that the former garden centre would have generated in the order of 325 trips per day (12 hours), whilst the proposed garden centre complex is estimated to generate in the order of 354 trips per day. This equates to a net increase of 29 trips per day or 2.5 trips per hour, and the impact on the local road network will therefore be negligible.

Servicing Arrangements

- 3.18 A refuse vehicle tracking exercise has been undertaken illustrating the servicing of the garden centre and is attached as **Appendix B**. This demonstrates that there is sufficient space within the layout to allow the vehicle to enter the site, turn and leave in forward gear.
- 3.19 Delivery vehicle tracking has also been undertaken (**Appendix B**) and similarly to the above there is sufficient space within the layout for the vehicle to enter, turn, and leave in forward gear. Furthermore, sufficient space is provided within the layout to ensure emergency vehicles are able to get within 45m of the garden centre.

4. SUMMARY

- 4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of BCM Architects to support a planning application for the redevelopment of a derelict garden centre to provide a modern garden centre complex. The site is located on Sispon Road, Sipson.
- 4.2 A PIA data assessment does not indicate any relevant highways safety concern that would worsen as a result of the proposed development or pose a highways safety concern for future site users. The site will continue to be accessed from Sispon Road via a bellmouth junction.
- 4.3 In accordance with the current London Plan (adopted 2016), 95 car parking spaces will be provided alongside 16 cycle parking spaces. Of the 95 spaces 6% are designated visitor disabled bays, and 3% are enlarged bays with the potential to become disabled spaces in the future. 2 disabled staff spaces have also been provided.
- 4.4 In line with local standards, 10 spaces are designated as electric car parking spaces, and 10 identified as future electric car parking spaces.
- 4.5 Vehicular trip rates for the proposed development have been calculated using the TRICS database. The development is anticipated to generate 354 trips per day, a negligible increase from its previous use as a garden centre.
- 4.6 Sufficient space is provided to enable all deliveries and servicing to take place on site. Vehicle tracking exercises have been conducted, demonstrating that both a refuse vehicle and max length articulated vehicle are able to turn on site.
- 4.7 This TS has demonstrated that the proposed development would have a negligible impact upon the operation of the local road network and we would therefore encourage the local planning and highway authorities to look favourably upon this application with regards to highways.

Appendix A



- KEY TO DRAWING
- Existing trees
 - Proposed tree
 - Removed Trees
 - Proposed mix species hedging
 - Existing hedgerow
 - Removed existing hedging
 - E Electric car parking
 - FE Future Electric car parking

Proposed Plan
Scale 1:200

Creation Date		Sept 2018	
Revisions			
Rev	Date	Description	By
-	25.10.2018	Sketch issue	JA
NOTES:			
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10 20
1:200 Meters

PLANNING			
Client	Lewdown Holdings LTD.		
Project Name	Heathrow Garden Centre Sipson Road		
Drawing Title	Proposed Site Plan		
Drawn By	JA		
Scale	1:200	Sheet Size	A1
Drawing No.	7290.004	Revision	-

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Appendix B

Calculation Reference: AUDIT-247601-181212-1254

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : H - GARDEN CENTRE
 VEHICLES

Selected regions and areas:

02 SOUTH EAST
 HC HAMPSHIRE 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3700 to 3700 (units: sqm)
 Range Selected by User: 1000 to 4000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 08/06/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

15,001 to 20,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count

0 days

Excluded from count or no filling station

1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No

1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.351	1	3700	0.054	1	3700	0.405
09:00 - 10:00	1	3700	0.270	1	3700	0.270	1	3700	0.540
10:00 - 11:00	1	3700	0.757	1	3700	0.757	1	3700	1.514
11:00 - 12:00	1	3700	1.514	1	3700	1.595	1	3700	3.109
12:00 - 13:00	1	3700	0.838	1	3700	0.838	1	3700	1.676
13:00 - 14:00	1	3700	1.000	1	3700	0.865	1	3700	1.865
14:00 - 15:00	1	3700	1.405	1	3700	0.946	1	3700	2.351
15:00 - 16:00	1	3700	0.865	1	3700	1.243	1	3700	2.108
16:00 - 17:00	1	3700	0.351	1	3700	0.649	1	3700	1.000
17:00 - 18:00	1	3700	0.108	1	3700	0.270	1	3700	0.378
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.459			7.487			14.946

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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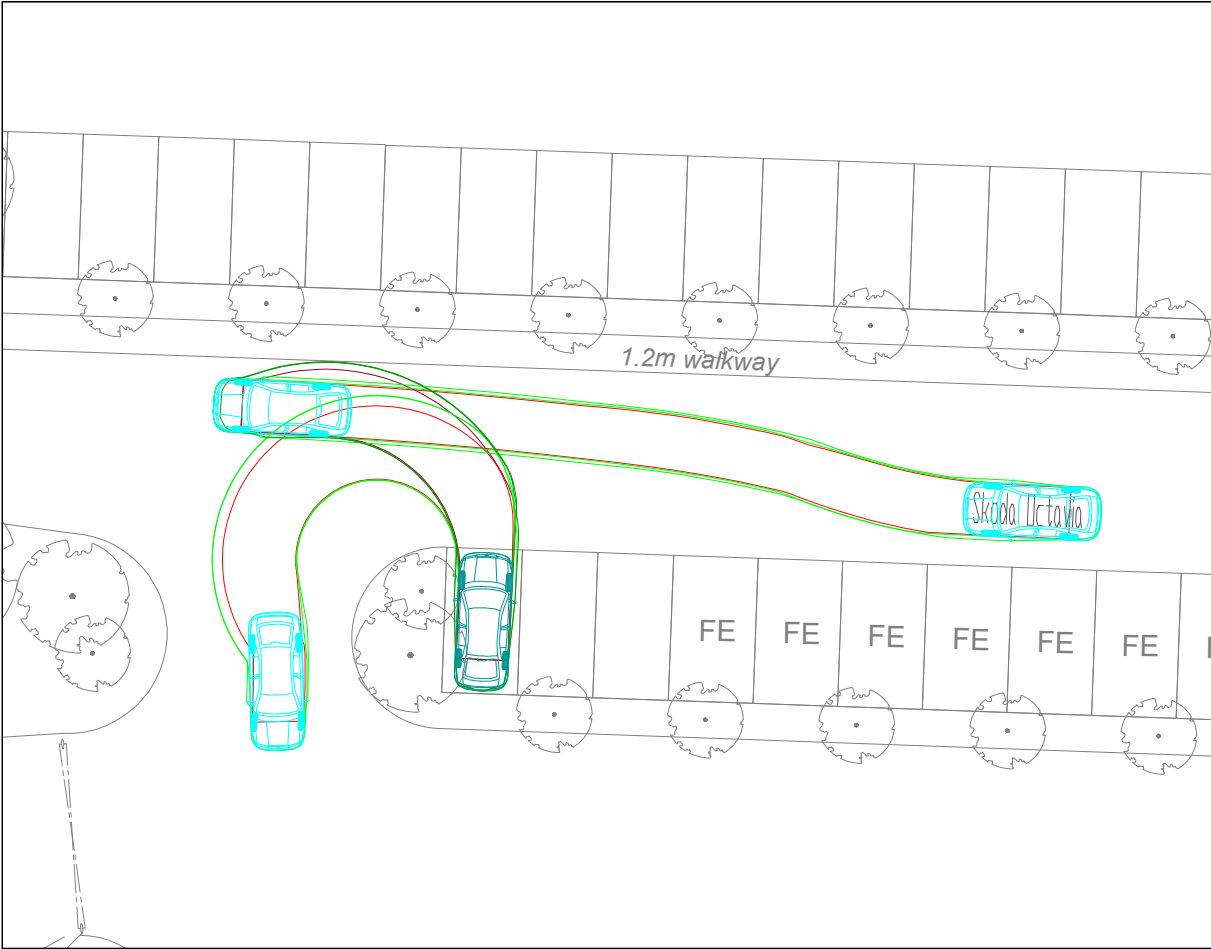
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Parameter summary

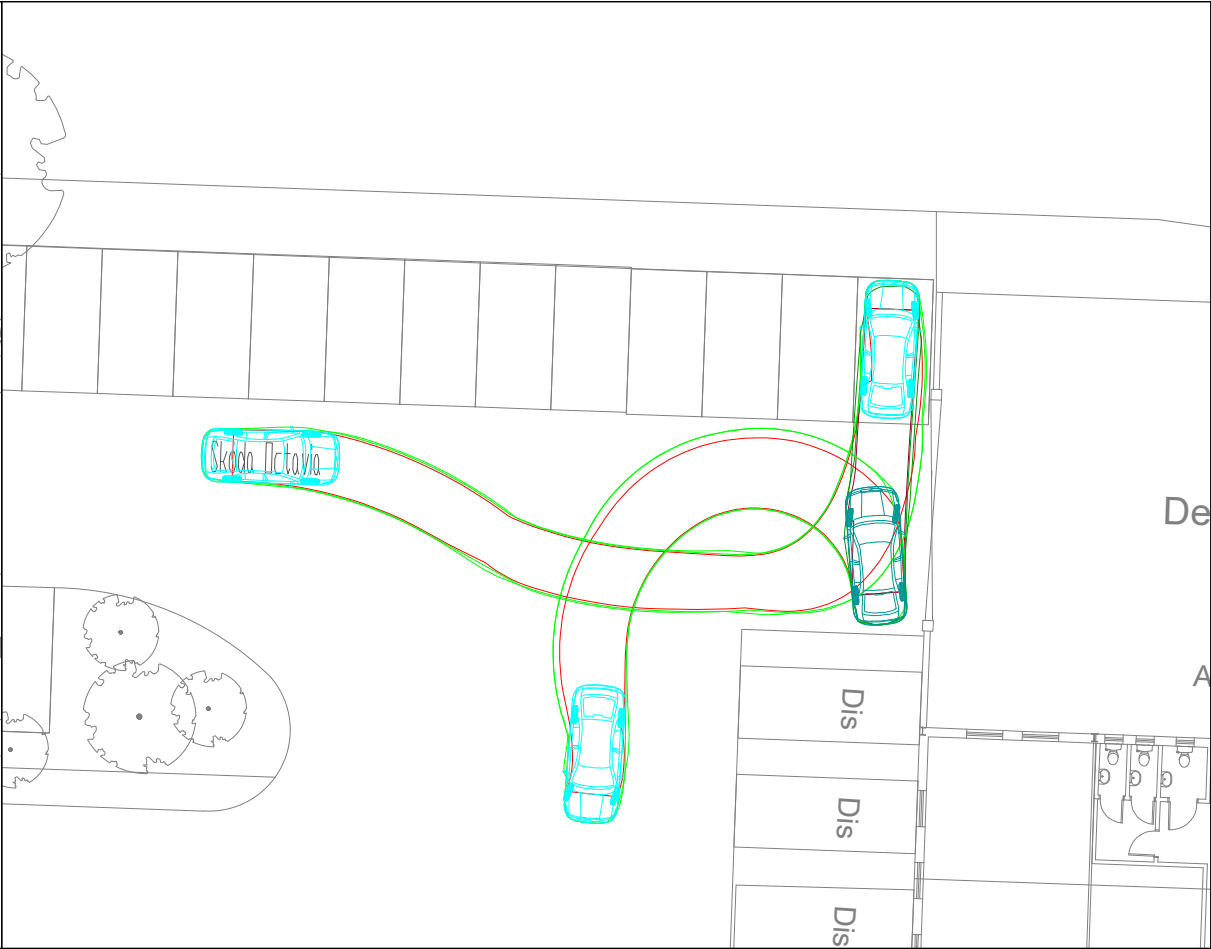
Trip rate parameter range selected:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/00 - 08/06/13
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

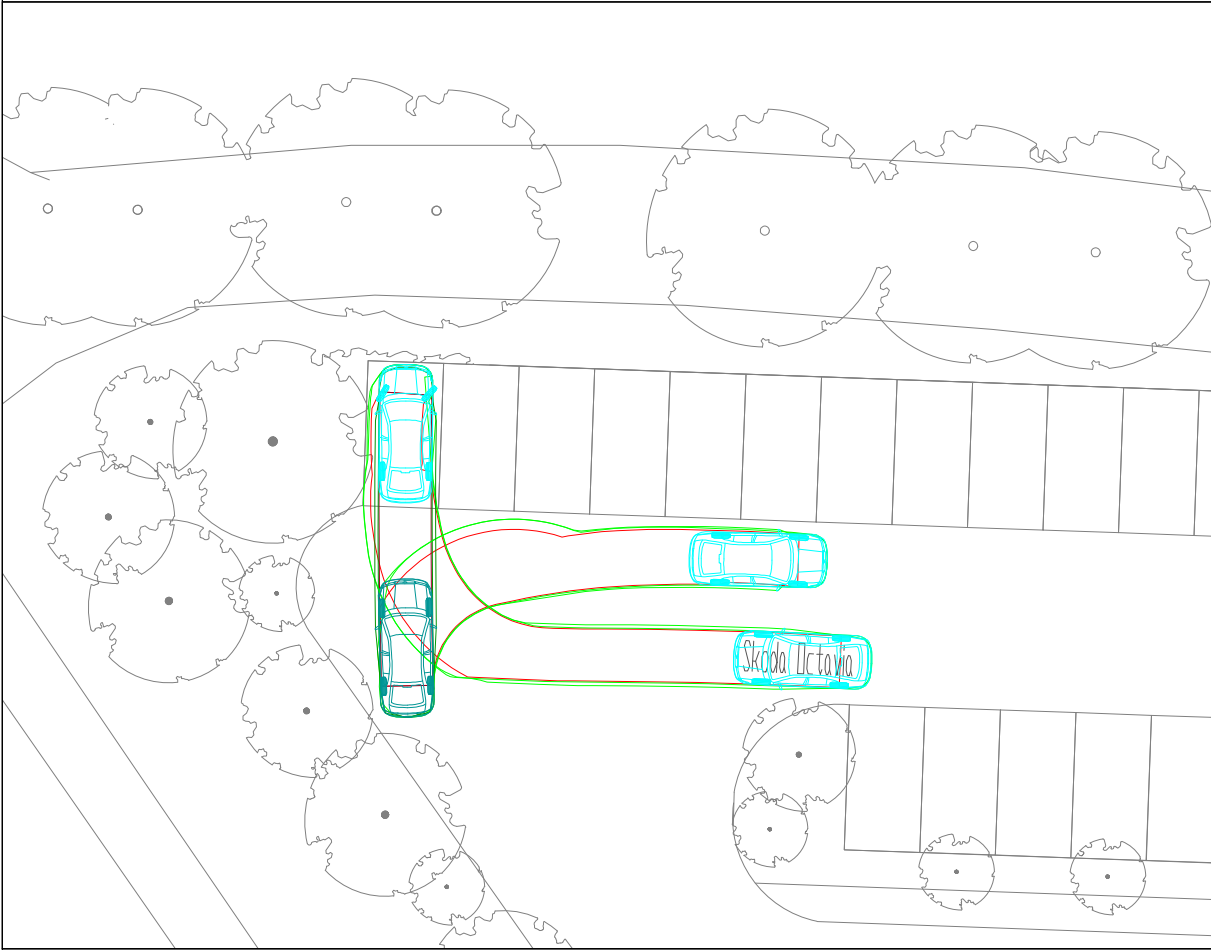
Appendix C



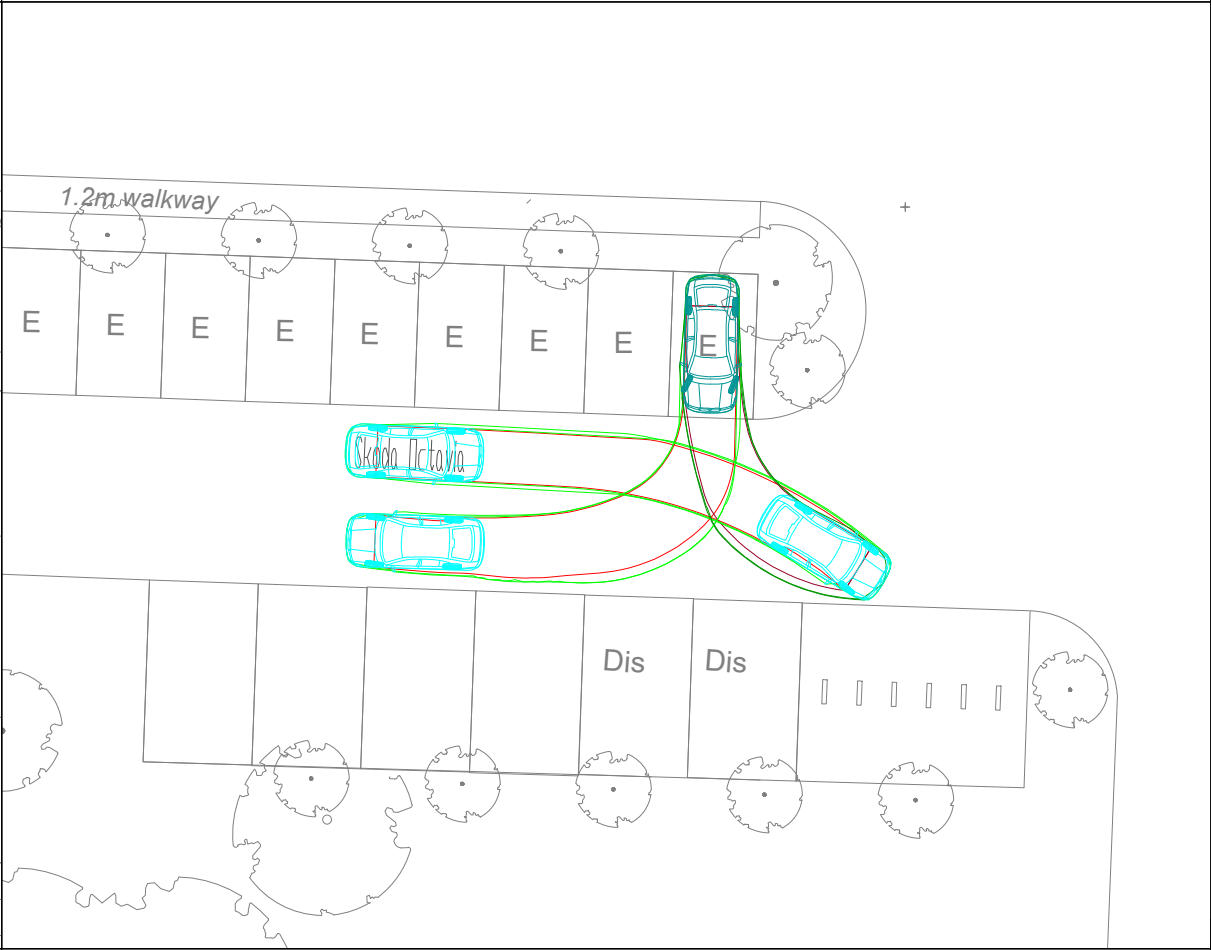
CAR PARK TRACKING 1



CAR PARK TRACKING 2



CAR PARK TRACKING 3



CAR PARK TRACKING 4

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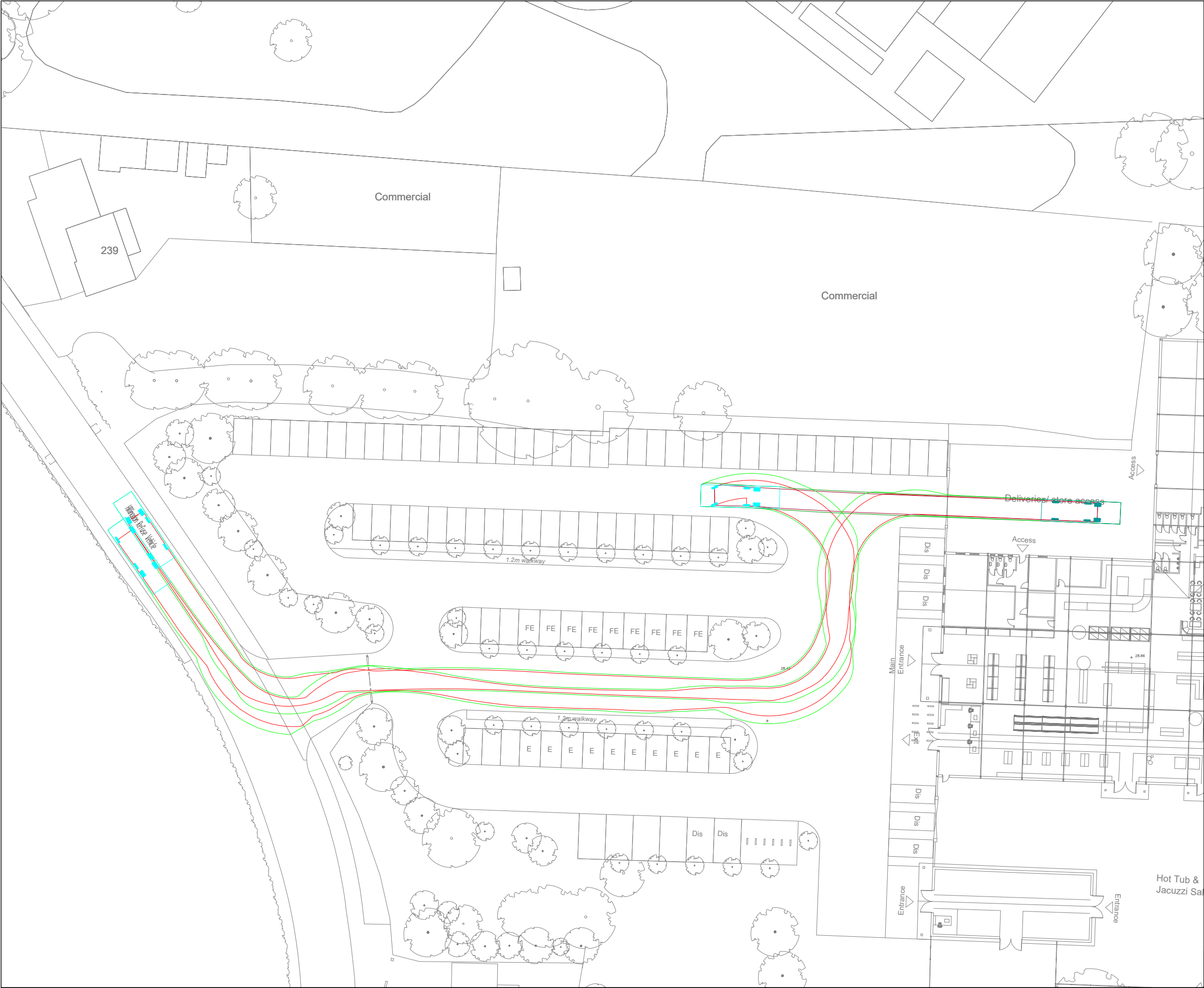
VEHICLE PROFILE

Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

NORTH

Rev	Description	Date	By	Chkd
-	-	--/--	--	--

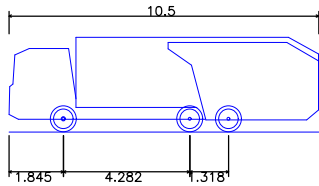
Project Name	SIPSON ROAD, SIPSON		Title	CAR PARK TRACKING	Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	BCM rural property specialists	Checked By	Checked Date	Scale	(AT A3 SIZE)
Project Phase	PRELIMINARY						JR	21.12.18	1:250	
			Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision			
			MW	21.12.18	-	502.0045.001	-			



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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



Hillingdon Refuse Vehicle	
Overall Length	10.500m
Overall Width (incl. wing mirrors)	3.500m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.000m



Rev	Description	Date	By	Chkd
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Project Name SIPSON ROAD, SIPSON	Title REFUSE VEHICLE TRACKING	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client  rural property specialists	Checked By JR	Checked Date 21.12.18	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By MW	Drawn Date 21.12.18	Client Drawing No. -	PBA Drawing No. 502.0045.003	Revision -