DESIGN AND ACCESS STATEMENT

Vehicle service building (Use Class B2), office building and use of site for maintenance of airside support vehicles

at

Former Sipson Garden Centre

Sipson Road

Sipson

UB7 0HP

Ref: 10760

December 2023

Revision - A

Contents

1.0 Introduction

1.1 This statement has been prepared to accompany a formal planning application for The development of a Centre of Excellence for Airside Support Vehicles, consisting of a service building with 7no. service bays and 1no. storage bay, a two storey office building, with associated hardstanding, parking, a wash bay, plant, solar PV's, landscaping and drainage at the former Sipson Garden Centre, Sipson Road, Sipson.

1.2 This statement covers the detail of the design for the proposed scheme along with addressing points raised during the pre-app discussions regarding the scheme.

2.0 Site and Surroundings

2.1 The site is located on the northern side of Sipson village between the northern edge of the village and the southern side of the former Holiday Inn Hotel as shown on figure 1 below

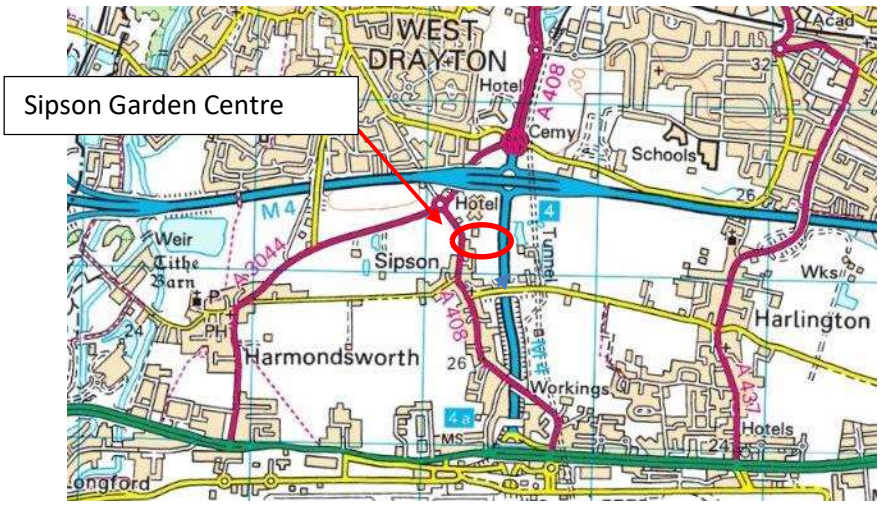

Figure 1:- Map showing location of site

2.2 The site is accessed from Sipson Road on the western side via an existing formal access, as figure2 below.

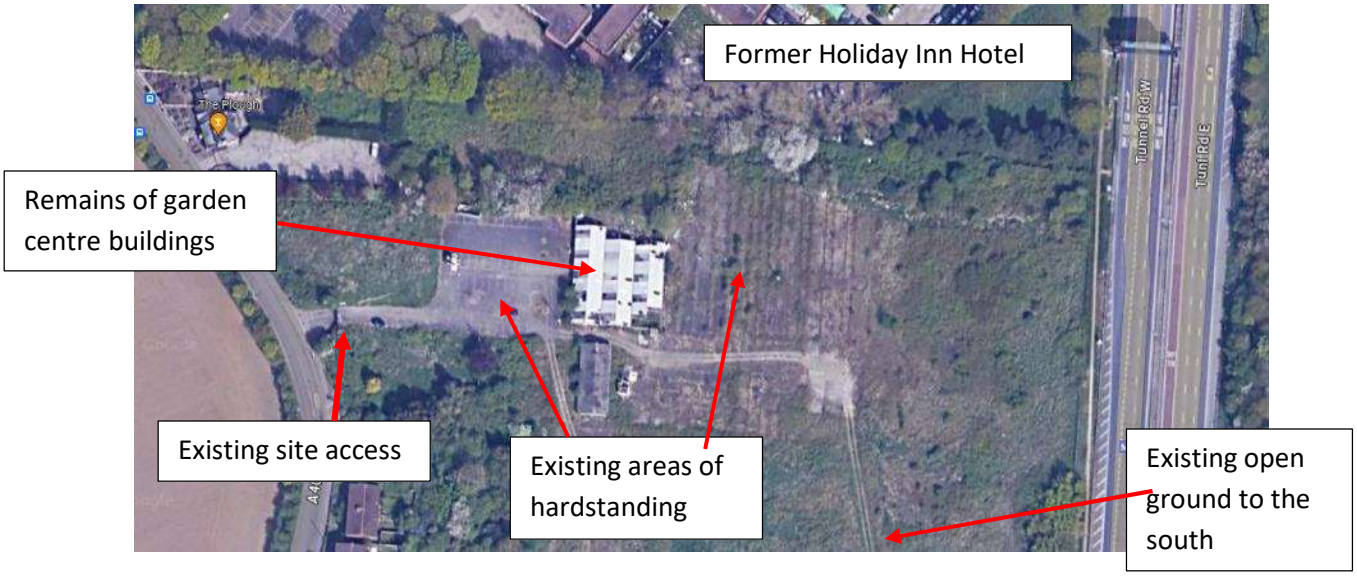

Figure 2:- Aerial view of site and surroundings

2.3 The site runs from west to east between Sipson Road to the west and the M4 link to Heathrow airport to east, with the existing remaining garden centre buildings and large areas of hardstanding located in the centre.

2.4 To the north is the Holiday Inn Hotel complex, with various mature tree planting forming the boundary between. To the south is open ground and the rear of the properties running south along Sipson Road.

3.0 Outline of the Proposal

3.1 The proposed scheme re-use the existing derelict garden centre site, to provide a vehicle servicing centre for airside support vehicles to the nearby Heathrow Airport. With the drive for reducing carbon omissions the vehicles servicing the airside are being moved over to electric and the proposed facility is intended to serve this new requirements.

3.2 The scheme therefore needs to provide the following facilities to achieve the above

- Servicing and maintenance for the airside vehicles (located internally)
- Office space for the running of the facility and wider business
- Training facilities for training on the change over from combustion power to electric and its on-going development.
- Support and welfare facilities for the staff working on the site
- Staff and vehicle parking
- Suitable hardstanding space for access and manoeuvring vehicles
- Electric charging facilities for vehicles

4.0 Consultations

4.1 As part of the preparation of the application a pre-app application has been submitted, to assess the views and policy requirements relating to the site and its intended use.

4.2 This pre-app response covered a number of policy requirements, which have been addressed in elsewhere in the supporting documentation for this application, while this Design and Access statements just considered the points relating to the design of the scheme.

4.3 Outlined below are the points raised by the pre-app regarding design and which this statements demonstrates how these have been addressed.

- Ensure storage of larger vehicles is located at the rear of the site.
- Scheme to be adjusted to include a green roof
- Details of materials to be provided and need ensure they will not weather poorly.
- Concern raised regarding use of concrete blockwork at low level and a masonry treatment would be more appropriate
- Areas of hardstanding to be kept to a minimum required for use by the scheme.
- Would like to see the design adjusted to reduce the potential impact from the scheme to the existing residential properties to the south west.

5.0 Planning Policy

5.1 The proposal covered by this application has been assessed in relation to national and local planning policy, which has been covered in a separate planning policy statement.

5.2 The assessment of planning policy along with all the various other issues, have informed the development of the proposal to ensure compliance with both national and local planning policies.

6.0 Design Principles

Constraints and Opportunities

6.1. As part of developing the proposed scheme the constraints and opportunities of the site have been considered as outlined below and on figure 2:-

- Mature tree planting along the northern boundary of the site
- Existing residential properties to the south west.
- Open nature of the site to the east and south
- Proximity of site to Heathrow Airport
- Good road links to Heathrow Airport
- Present of existing buildings and hardstanding in the middle of the site
- Existing good access arrangements from the highway

Objectives of the Proposal

6.2. The detail of the scheme has been set out below and is shown on the various application drawings.

- Reuse of existing access
- Removal of existing garden centre buildings.
- Formation of new office building and service building
- Adjustment of existing hardstanding areas to form new staff/visitor car parking on western side and new service hardstanding to eastern side.
- Removal / reduction of existing hardstanding to the south and returning the area to a natural surface
- Addition of suitable landscape improvements and integrated drainage arrangements (ie SUDs basins)

6.3 With the above constraints and opportunities, along with the comments from the pre-app the proposed scheme has been developed to accommodate the following and ensure the queries raised by the pre-app have been met.

- Building design changed to enable a green roof including solar panels to be use, which aid the green credentials of the building and provide additional / alternative energy generation for the EV vehicles using the site.
- Proposed replacement buildings moved further to east, moving them away from the residential properties at the south west of the site.
- The above enables a greater landscape buffer to be formed at the front (west) side of the site onto the highway.
- Re-orientation of the service building to face to the east onto the M4 link road, moving any potential noise, dust and other impacts away from the residential properties, with its external spaces facing away from the dwellings,

- Due to the above and to ensure the area of hardstanding is kept to the minimum, the hardstanding has been relocated to the eastern side of the service building
- The above re-arrangement has allowed for the proposed open wash bay to be relocated to the far north eastern corner of the proposed hardstand area.
- The service building will then provide screening to the external activities undertaken in the hardstanding area (ie moving of vehicles etc)..
- The number of car parking spaces has been reduced, which enables the parking to be moved away from the residential properties

6.4 The above adjustments have ensured the requirements of the pre-app have been addressed, any development on the site is retained in the centre, in the same location as the current development. The adjustments also benefit the surrounding area to the site, especially the residential properties to the south west. We have included below the pre-app site plan (figure 3) and the full application site plan (figure 4), which clearly shown the adjustments made to the scheme following the pre-app discussions.

Figure 3:- Pre-app site plan, (drawing 10760.01 C)

Figure 4:- Full application site plan, showing revised scheme (drawing 10760.01 M)

Location, Siting and Layout

6.5 The location and siting of the proposed scheme has used the current arrangement of existing buildings and hardstanding areas as the basis for the new scheme with the new buildings located on the site of the existing buildings, and the new hardstanding formed in the same location as the existing hardstanding.

6.6 As part of the pre-app discussions the layout has been adjusted to move the proposed buildings and hardstanding away from the front (western) side of the site, as can be seen in figure 3 (pre-app site plan) and figure 4 (full app site plan). The aim is to provide a greater degree of separation from Sipson road and the dwellings further to the south on Sipson road.

6.7 The scheme has been developed to ensure the proposed buildings and hardstanding remain well related to the northern boundary of the site and the already existing development further to the north. The scheme enables the extent of the current development (to south), to be reduced (ie red outline on Figure 3 and 4)

6.8 The result of this change has turned the service building through 90 degrees, so the roller shutter doors of the building face east, away from the dwellings to the south. This re-alignment of the building, also ensures the hardstanding required for the building is located to east, rather than the south, moving it away from the dwellings with the service building providing an element of screening.

6.9 The relocation of the hardstanding has also enabled the proposed washdown bay to be moved from the south western side of the hardstanding to the north eastern corner of the site.

6.10 The revised layout continue the existing arrangement of car park at the front of the site, with buildings behind and then further hardstanding to the rear, forming the service yard area.

Scale and Size

6.11 The scale and size of the proposed scheme has been driven by the operational requirements of the vehicle support and maintenance business, which will occupy the site.

6.12 The office building provides the required office space required to run the business, along with the essential welfare facilities (ie toilets, kitchens, rest rooms etc) required by all staff on site. In addition, the building provides space for training to take place on the newly developing electric vehicles and their use for airside support vehicles.

6.13 The service building provides 8no. bays for the servicing and maintenance of vehicles, along with a spare bay for storage. Due to the side of some of these vehicles (ie medium sized lorries) the service building requires bay sizes which can accommodate this size of vehicle also with suitable working space around each vehicle.

6.14 The height of the service building is also determined by the vehicles using the buildings (ie medium sized lorries), as with all forms of servicing vehicles need to be raised to inspect and work on their undersides, resulting in the need to provide a building which can accommodate a medium sized lorry (along with its body configuration) into the air and still provide working space below.

6.15 The external spaces and hardstanding areas around the buildings have been defined by the design of the buildings and have been laid out to provide sufficient hardstanding for the various uses (ie access, vehicle and pedestrian, car and vehicle parking, working space and turning space). These areas have been designed to provide the above, but also to maximise their use to ensure these areas can be kept to a minimum.

6.16 Details of the existing and proposed building sizes, volumes and areas of hardstanding have been provided with this application, as required by policy requirements and the pre-app

response. Figure 5 below clearly shows the proposed south elevation of the buildings with the outline of the existing garden centre buildings shown (in red) along with the outline of the approved garden centre buildings shown (in blue). This is also provided on drawing 10760.11

Figure 5:- Southern elevation with outline of existing (in red) and approved (blue) garden centre buildings shown

Appearance and Design

6.17 While the appearance and design of the scheme have been driven by the practical requirements of the intended use of the buildings and site, consideration has been given to policy requirements regarding climate change and the need to provide more sustainable development.

6.18 The resulting scheme retains the areas of open hardstanding and has kept structures and development in the already used section of the site.

6.19 The use of external materials is key to ensure the proposed scheme provides a simple and low key external appearance, suitable to the semi rural location of the site. The proposed materials outlined below have been chosen to ensure this is achieved.

6.20 In addition to suitable materials, simple forms have also been used to reinforce the simple low key form of the scheme.

6.21 The service building uses a simple steel frame, with concrete infill panels at low level, which provides a suitable robust and strong wall construction suitable for the proposed (ie large vehicles entering and exiting the building). Above the concrete panels the walls are formed of simple profiled metal cladding. The overall approach is that of a simple modern farm /rural building, all as shown in figure 10.

6.22 The office building is located at the front of the side and will be more visible from the main approach to the site, therefore the finish of the external walls has been changed to a less industrial form and the use of a look-a-like timber board product, provides a higher quality finish, while retaining a simple / semi rural appearance, as shown in figure 6.

6.23 The roof form of the buildings have been developed to enable a green roof along with solar panels to be used as part of the scheme, this has resulted in the use of a single / mono pitch roof form, which then allows the use of a green roof (figure 7) while maximising the amount of roof space which can be used for solar panels (figure 7).

6.24 Details of all materials used on the proposed scheme are provided on the various drawings and outlined overleaf:

Office Building

External Walls

Insulated walling system, finished externally with Rockwool 'Rockpanel' cladding system as figure 6

Figure 6:- typical image of Rockwool 'Rockpanel' cladding system, used on office building

Roof

Single mono pitched roof, finished with a green roof, with solar panels and area for roof mounted services (ie air handling units) as figure 7

Figure 7:- typical image of green roof system, alongside solar panels

Windows/Doors/Glazed Screen

Velfac windows and doors, with timber framing / internal elements and powder coated aluminium outer casings, as figure 8

Figure 8:- detail of Velfac composite window system, used on office building

Gutters and downpipes

Extruded aluminium, in colour to be finalised, as figure 9

Figure 9:- Typical detail of extruded aluminium gutter system for both service and office building

Service Building

External Walls	Concrete panels at low level with profiled metal sheeting above, as figure 10

Figure 10:- Typical image of concrete wall panels and metal cladding above, proposed for service building

Roof	Single mono pitched roof, finished with a green roof, with solar panels and area for roof mounted services (ie air handling units) as figure 4
Doors	Steel pedestrian doors with roller shutter doors to main service bay doors, as figure 7
Gutters and downpipes	Extruded aluminium, in colour to be finalised, as figure 6

Landscaping

6.25 The scheme has been developed with consideration to the existing landscape setting of the site and its surroundings, outlined on BCM's site plan drawing (10760.01) and covered in greater detail on WH Landscape drawing (DWG-1621-01) Figure 11 below and Landscape Implementation and Management Plan are the landscape proposals for the site.

Figure 11:- WH Landscape plan (DWG-1621-01)

6.26 The proposals drainage strategy is for surface water to be positively drained to two separate SuDs basins. These SuDs basins will provide surface water attenuation, as well as amenity, biodiversity and pollution mitigation benefits. No off-site surface water discharge will be required. Further details can be found within the Flood Risk Assessment and Drainage Strategy prepared by Motion.

Highways, Access and Parking

6.27 As with landscaping the scheme has been developed with consideration to the highway and parking requirements for the proposed use, along with policy requirements, this is covered in greater detail in the highways assessment submitted with the application.

6.28 Access to the site from the highway retains and reused the existing access, figure 12 below. Within the site the current hardstanding arrangements are adjusted (figure 4) to provide the required access and parking arrangements for the site, as outlined below and shown on the site plan drawing (10760.01).

Parking requirements / allowances	
Car parking	34no. in total, including 3no. disabled 3no. drop off spaces and 7no. with electric charging points
Cycle parking	8no. set on external cycle hoops
Large vehicle / lorry parking	15no.

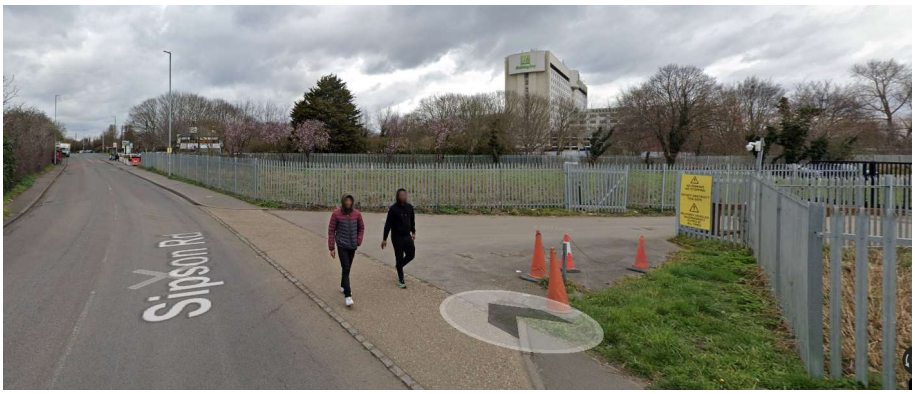

Figure 12:- View of existing access from highway to be retained as existing

7.0 Sustainability

7.1 The scheme has been developed with consideration to the sustainability of the buildings and scheme as a whole, the resulting design reflects all the sustainability policy requirements covered in the various supporting assessments, included with this application.

7.2 In this process the following have been considered:-

- Reused of existing materials on site
- Thermal performance of the building envelope
- Solar gain
- Use of natural daylight
- Provision of alternative energy generation in the form of solar panels to power the building, air source heat pumps and EV charging on site.
- Use of alternative and more sustainable building materials.

Waste disposal

7.3 The scheme has considered the waste requirements for the site and included within the scheme are 5no. 1100litre waste bins made up of 2no. for recycling, 2no. for cardboard and 1no. for landfill / general waste, in addition 1no. small green waste bin will also be provided, all to be located on the western side of the service building, located within a fenced compound, with gate access.

7.4 The location of these waste bins (figure 13 below) ensures they are near to the drive access into site, providing suitable access for refuse vehicles and access between bins and refuse vehicles.

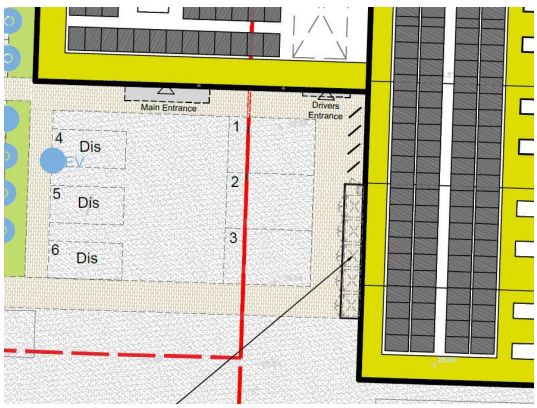

Figure 13:- Location of waste bins on site plan drawing

8.0 Conclusion

8.1 The proposed design of the scheme set out within this statement, demonstrates how the proposals for the site have been developed to take account of all the various policy requirements, while still provide a suitable scheme for the site and the intended occupier.

8.2 The requirements and result of the various technical assessments (ie landscape, drainage, sustainability etc) have all been factored into the detail and design of the scheme, producing a scheme which meets all the relevant requirements.

WINCHESTER

BCM, The Old Dairy, Winchester Hill, Sutton Scotney,
Winchester, Hampshire SO21 3NZ, UK
T 01962 763 900 **E** info@bcm.co.uk

ISLE OF WIGHT

BCM, Willow Barn, Long Lane,
Newport, Isle of Wight PO30 2NW, UK
T 01983 828 800 **E** iow@bcm.co.uk