

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



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1.0 Introduction

- 1.1 This statement has been prepared to accompany a formal planning application for the proposed vehicle service building (use class B2), office building and use of site for maintenance of airside support vehicles 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

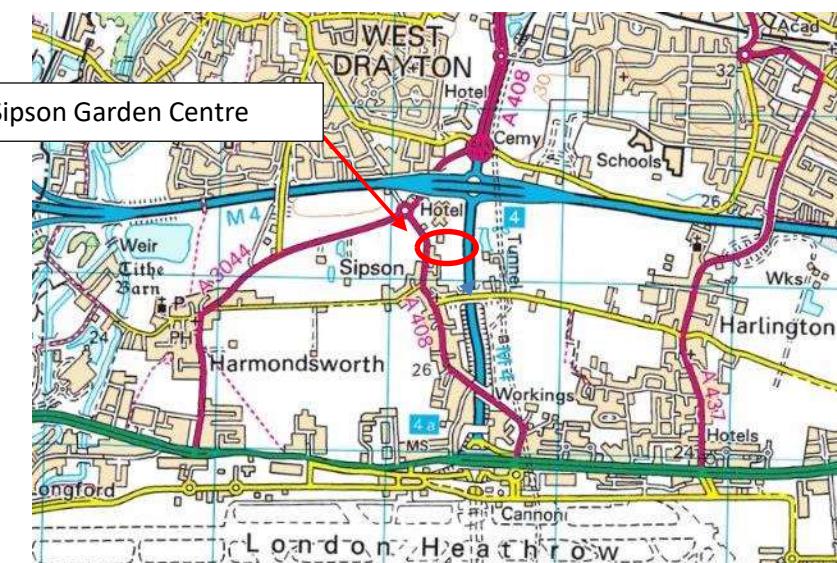


Figure 1:- Map showing location of site

- 2.2 The site is accessed from Sipson Road on the western side via an existing formal access, as figure 2 below.

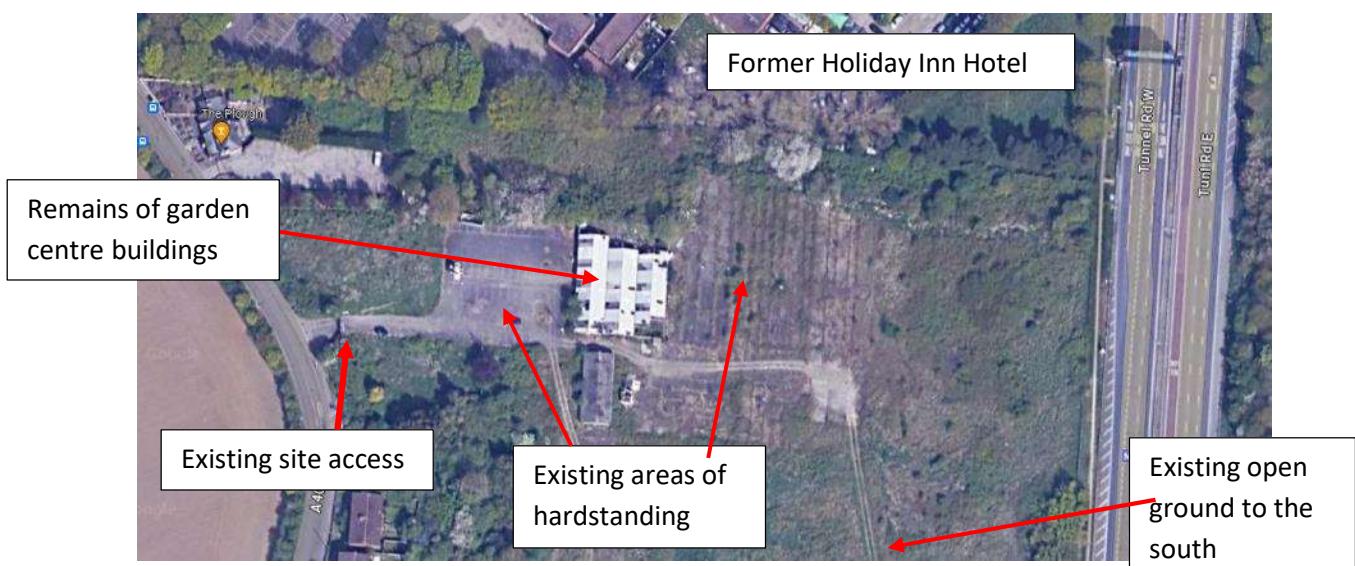


Figure 2:- Aerial view of site and surroundings

- 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 former 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 emissions 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 building and replacement with the new buildings
- New office building configuration and extension of existing car parking area on the western side of the site
- Replacement of existing main garden centre buildings and police kennels with new garden centre buildings
- Replacement and adoption of existing outbuilding on the southern side of the site to provide a new community building on the western side of the site next to the main access
- Removal of existing hardstanding to the south of the main area and returning the area to a natural surface
- Addition of suitable landscape improvements

- 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 quires raised by the pre-app have been met.

- Building design changed to enable a green roof to be use, the change has also enabled solar panels to be included, which aid the green credentials of the building and the buildings intended use for electric vehicles.
- 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

6.3 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.

Location, Siting and Layout

4.4 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, and the new hardstanding using the area of the existing hardstanding.

4.5 The layout of the site has continued 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.

4.6 As already outlined the layout of building and hardstanding has been adjusted to take account of the site's surroundings, which still ensuring the scheme remains in the already developed centre section of the site.

Scale and Size

4.7 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.

4.8 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.

4.9 The service building provides 8no. bays for the servicing and maintenance of vehicles, along with a spare bay for storage. Due to the size 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.

4.10 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.

4.11 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.

4.12 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

Appearance and Design

4.13 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.

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

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

Office Building

External Walls	Insulated walling system, finished externally with Rockwool 'Rockpanel' cladding system as figure 3
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
Windows/Doors/Glazed Screen	Velfac windows and doors, with timber framing / internal elements and powder coated aluminium outer casings, as figure 5
Gutters and downpipes	Extruded aluminium, in colour to be finalised, as figure 6

Service Building

External Walls	Concrete panels at low level with profiled metal sheeting above, as figure 7
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

4.16 Typical images of the above external materials below:-



Figure 3:- typical image of Rockwool 'Rockpanel' cladding system



Figure 4:- typical image of green roof system, alongside solar panels



Figure 5:- detail of Velfac composite window system



Figure 6:- Typical detail of extruded aluminium gutter system



Figure 7:- Typical image of concrete wall panels with metal cladding above

Landscaping

4.6.1 The scheme has been developed with consideration to the existing landscape setting of the site and its surroundings, outlined on the site plan drawing (10760.01) are the landscape proposals for the site, which are then set out in greater detail and justification in the landscape assessment submitted with the application.

Highways, Access and Parking

5.1 As with landscaping the scheme has been developed with consideration to the highway and parking requirements for the proposed use, along with policy requirements. The general access and parking arrangements are outlined on the site plan drawing (10760.01) and are covered in greater detail and justification in the highways assessment submitted with the application.

6.0 Sustainability

6.1 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.

6.2 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
- Use of alternative and more sustainable building materials.

Waste disposal

6.3 The scheme has considered the waste requirements for the site and included within the scheme are 5no. 1100litre waste bins and 1no. small green waste bin, all to be located on the western side of the service building, located within a fenced compound, with gate access.

6.4 The location of these waste bins ensures they are near to the drive access into site, providing suitable access for refuse vehicles and access between bins and refuse vehicles.

7.0 Conclusion

7.1 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.

7.2 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.

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