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1. INTRODUCTION

- 1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of Bidwells to address highways comments received by both London Borough of Hillingdon (LBH) and the Greater London Authority (GLA) in relation to a planning application submitted (under planning ref: 67666/APP/2023/3721) for a B2 use class development comprising a specialist vehicle servicing site totalling 1,450sqm at the Former Garden Centre, Sipson Road, Sipson. The site location is shown below in **Figure 1**.



Figure 1: Site Location

- 1.2 Comments from both LBH and the GLA were received in February 2024. LBH requested:
- the proposed vehicle routing for the vehicles,
 - the proposed tracking and the amended access; and
 - amended cycle parking drawings
 - Construction Logistics Plan
- 1.3 The GLA requested the following:
- Confirmation of the details of pedestrian and cycle access arrangements;
 - Night Time Active Travel Zone Assessment (ATZ);
 - Confirmation that shower facilities will be provided;
 - Justification as to why the number of car parking spaces have been provided, as well the operational and visitor parking spaces to be supported by the completion of a Parking Design and Management Plan;
 - Finalised Travel Plan secured via legal agreement; and
 - Framework Construction Logistics Plan (which has been prepared as a separate document).
- 1.4 The Highways comments from both consultees are attached as **Appendix A**.
- 1.5 This HRN has therefore been put together in order to address these comments, with each comment set out and addressed below.

2. VEHICLE ROUTING

- 2.1 HBC stated in their response that *“further details on the types of airside support vehicles that would be serviced at the application site would be required along with swept path analysis for these vehicles which as Heathrow is a large airport, should show all airside gates and routes that would be used to access the application site”*.
- 2.2 Information has been provided from the operator outlining the type of vehicles that will be recovered and transported to the site and is outlined within **Table 1**. The operator has stated that all vehicles outlined in **Table 1** will be transported on the low loader, with the exception of the Catering Vehicle (“Mallaghan”), which would be transported via the Tow Truck.

Type of Vehicle	Maximum Dimension (Length, Width & Height)
Recovery vehicles	
<u>Tow Truck</u>	Circa 9.50m L x 2.55m W x 3.95m H
<u>Low-loader combined with a truck</u>	Circa 15.5m total length for e.g. Kässbohrer low loader (including truck cabin)
Vehicles for recovery	
<u>Electric Trucks (Arctic)</u> e.g. Volvo FL Electric Mercedes eActros	e.g. Mercedes-Benz eActros circa. 6.87m L x 2.50m W x 3.95m H
<u>Catering (EV) Trucks</u> e.g. “Mallaghan” catering/food trucks to service planes – rigid	Circa 10.5m L x, 2.55m W x 4.8m H
<u>Electric Vans</u>	Various vans e.g. Ford E-Transit (assumption of the largest version – L4H3) 6.70m L x 2.47m W x 2.89m H e.g Nissan e-NV200 4.56m L x 1.76m W x 1.86m H
<u>Cars (e.g. safety and ‘follow me vehicles’)</u>	Various Models e.g. Nissan Leaf 4.50m L x 1.7m W x 1.55m H
<u>Electric Buses</u> e.g. Mercedes Benz e-citaro Scania electric buses Volvo electric buses	e.g. Mercedes-Benz e-citaro Length circa 12.0m L x 2.55m W x 3.40m

Table 1: Proposed Vehicle Schedule for the site

- 2.3 Therefore, a swept path analysis drawing showing the proposed routing of the vehicles, including a 16.5m articulated vehicle and the catering truck/tow truck has been completed, and is attached as **Appendix B**. It is worth noting that as the catering truck would be repaired upon leaving the site, only the route from Heathrow has been shown as the tow truck would not be required for the return journey.

3. ACCESS

- 3.1 LBH requested that “*The amended access should be shown on the revised drawing*” whilst the GLA requested that “*The applicant is requested to provide specific details regarding the pedestrian and cycle access arrangements, including safety information*”.
- 3.2 As demonstrated within the site layout (attached as **Appendix C**), the site will provide a segregated footway/cycleway on the northern side of the access road.

4. WALKING, CYCLING AND NIGHT TIME ACTIVE TRAVEL ZONE ASSESSMENT

- 4.1 The GLA requested that “*cycle parking should be secured, covered and be designed in line with the London Cycle Design Standards (LCDS). Shower and changing facilities for staff should be also be provided for employees to comply with London Plan Policy T5*” whilst LBH advised that revised drawings (related to cycle parking) should be submitted for approval.
- 4.2 Therefore, in order to address this, the proposed cycle store will be secured and covered. Furthermore, one female and one male shower will be provided within the changing facilities within the employee building and is marked on the site layout, attached within **Appendix D**.
- 4.3 The GLA stated “*that no ATZ assessment has been submitted to support this planning application*”.
- 4.4 However, an ATZ was undertaken as part of the Healthy Streets TA and is demonstrated within pages 19 – 24 within that document.
- 4.5 The GLA requested that a “*night-time ATZ be undertaken to ensure that facilities are lit and safe for future employees to the site*”. Therefore, a night-time ATZ was undertaken on the 3rd April 2024 at approximately 8:30pm in accordance with Transport for London (TfL) guidance, following the same format included within the previously submitted Healthy Streets Transport Assessment.

Active Travel Zones Neighbourhood Photography

- 4.6 A summary of the routes accompanied by photographs relating to the 4 key destinations identified in the Healthy Streets TA is provided within the following paragraphs. Two routes have been assessed, which are as follows:

- Development site to The Plough (Key Destination 1)/The Plough bus stops (Key Destination 2).
- Development site to Harmondsworth Road Bus Stops (Key Destination 3)/King William IV Public House (Key Destination 4).

Route 1 - Development site to The Plough (Key Destination 1)/The Plough bus stops (Key Destination 2)

- 4.7 This route links the site and The Plough public house and nearby bus stops as outlined within the submitted TA.

4.8 The route was found to be safe and convenient and is equipped with 1.5m – 2m wide continuous footways along both sides of Sipson Road as well as streetlights present on both sides of the carriageway. Additionally, the southbound bus stop is equipped with a lit shelter at the stop which increases pedestrian safety. Pedestrians are also visible from the roadside and access to facilities is not required via poorly lit alleyways or parks where employees may feel more vulnerable or unsafe. There is an uncontrolled crossing point located approximately 45m north of the site access (shown in **Photograph 4**), equipped with tactile paving and dropped kerbs to allow pedestrians to cross the road to access each stop.

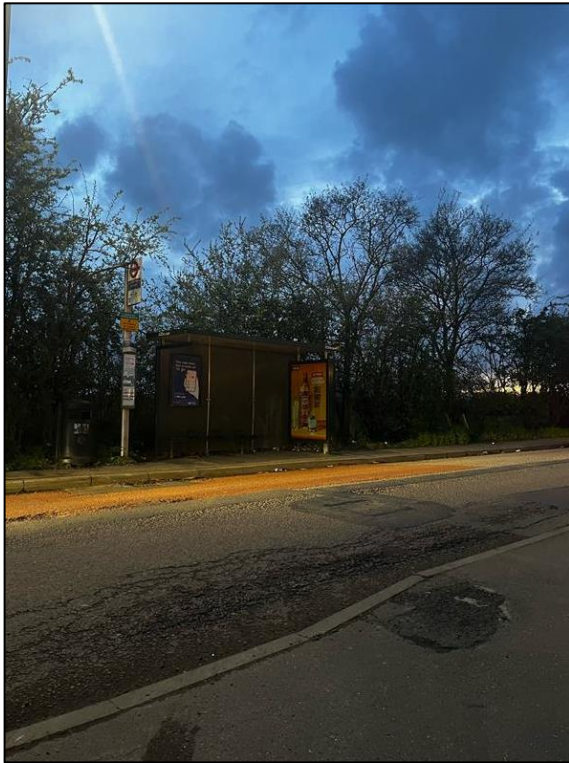
4.9 **Photographs 1 – 6** illustrate the existing conditions along the route. This is further discussed in **Table 2**.



Photograph 1: Northbound view – Sipson Road



Photograph 2: Southbound view – Sipson Road



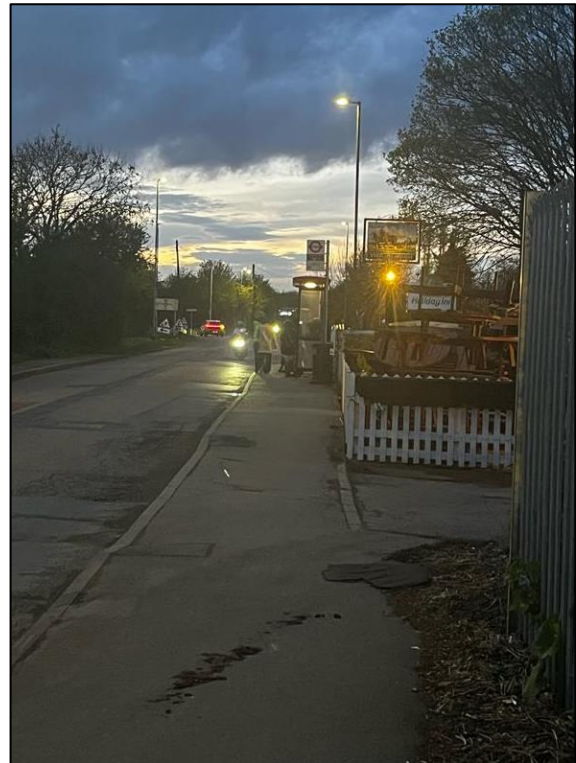
Photograph 3: Northbound Bus Stop



Photograph 4: View of streetlights looking north and visibility of objects



Photograph 5: Presence of streetlights along Sipson Road - Northbound



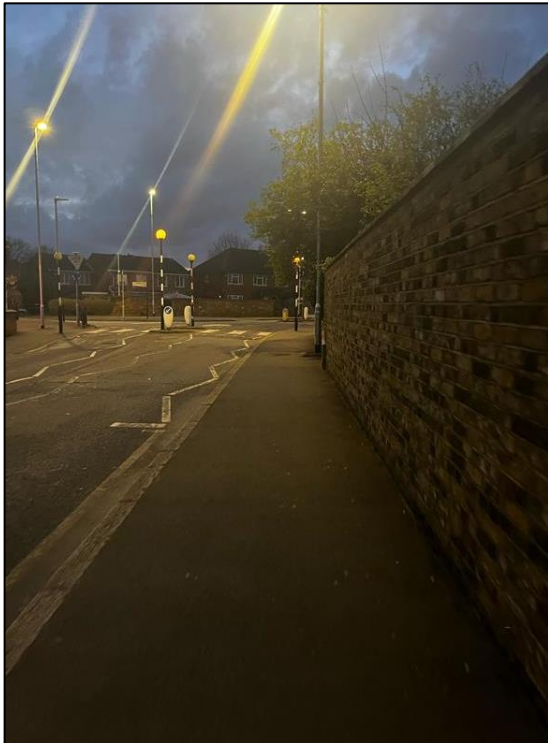
Photograph 6: Presence of light in southbound bus stop – Sipson Road

Route 1 – Development Site to The Plough/The Plough Bus Stops		
Worst Section of the Route		
Healthy Streets Indicators	Observed Patterns/Issues	Improvements
Easy to cross	Dropped kerbs and tactile paving are present across Sipson Road, but not the site access	Provide tactile paving over site access
People feel safe	There is a crossing point present with tactile paving, where streetlights are present.	Maintenance of footpath as well as streetlights (to be delivered by the highway authority).
Things to see and do	There are limited things to see and do at this point	None suggested
Places to stop and rest	The type of street here is functional and cars are dominant in the scene due to the proximity of roundabout and M4.	None suggested
People feel relaxed	The primary function is movement and not relaxing.	None suggested
Not too noisy	The route is next to Heathrow airport and the route is therefore quite noisy.	None suggested
Clean air	Moderate	None suggested
Shade and shelter	The bus stops provide shelter with seating and the southbound bus stop is also equipped with a light within the shelter.	None suggested

Table 2: Route to The Plough/The Plough Bus Stops Healthy Streets Assessment

Route 2 - Development site to Harmondsworth Road Bus Stops (Key Destination 3)/King William IV Public House (Key Destination 4)

- 4.10 This route links the site and the Harmondsworth Road bus stops as well as the King William IV public house.
- 4.11 This route was also found to be safe and convenient, with the route benefitting from a 2m wide continuous footway along the eastern side of Sipson Road, with a footway of similar width provided approximately 20m south of the site access on the western side. Additionally, there are streetlights present in order to increase pedestrian safety once it is dark as well as pedestrians being visible from the roadside to oncoming vehicles. Finally there is no requirement for pedestrians to walk through unlit alleyways or parks in order to reach the aforementioned facilities.
- 4.12 **Photographs 7 – 10** illustrate the existing conditions along the route. This is further discussed in **Table 3**.



Photograph 7: Northbound view – Sipson Road



Photograph 8: Southbound view – Sipson Road



Photograph 9: Uncontrolled pedestrian point adjacent to public house



Photograph 10: View of southbound bus stop from the roadside

Route 2 – Development site to Harmondsworth Road and King William IV Public House		
Worst Section of the Route: near Location C		
Healthy Streets Indicators	Observed Patterns/Issues	Improvements
Easy to cross	Zebra crossings with tactile paving and dropped kerbs make crossing convenient.	None suggested
People feel safe	The route is overlooked by residences and therefore there is a level of natural surveillance. However during the site visit, the streetlight was not working at the zebra crossing, but presence of belisha beacons and other streetlights provide adequate light.	None suggested
Things to see and do	The road is predominantly residential and there are limited things to see and do.	None suggested
Places to stop and rest	The type of street here is functional.	None suggested
People feel relaxed	The wide footways and presence of streetlights provide an opportunity for pedestrians to feel more relaxed.	None suggested
Not too noisy	The nature of the road is not too noisy.	None suggested
Clean air	Moderate	None suggested
Shade and shelter	No shelter is provided.	None suggested

Table 3: Route to Harmondsworth Road Bus Stops and King William IV Public House Healthy Streets Assessment

- 4.13 In summary, the routes identified above are both safe and convenient supported by well-maintained streetlights and footways, as well as being overlooked by residents and oncoming vehicles. There are a few minor improvements suggested that will support the safe movement of pedestrians to and from the site and the maintenance of streetlights and footpaths will fall to the highway authority under their maintenance obligations and the provision of dropped kerbs will form part of the client's access design.

5. CAR PARKING

- 5.1 Within their response, the GLA stated that '*the proposed total of general parking exceeds the ratio allowed under the Heathrow Opportunity Area standard as set out by London Plan Policy T6. In addition, the 34 spaces exceed the 32 staff to be present on site. The ratio is excessive and should be revised in accordance with London Plan policy T1 to support strategic mode shift*'.
- 5.2 While the proposed level of parking is higher than the stated standards, 34 car parking spaces have been provided in order to ensure that there is no overspill parking occurring on the local highway network, which could lead to a potential highway safety issue around the proposed site access and Sipson Road. Based on 2011 Census Data '*Method used to Travel to Work by Occupation*', c. 60% of staff are expected to drive, equating to 20 vehicles and as

outlined within the TA, the site will also be host to ad-hoc training sessions. Therefore, the increased parking provision is to negate the need for visitors and staff to park on street on in the adjacent pub car park.

- 5.3 Furthermore, it is also worth highlighting that LBH accepted the proposed car parking provision and therefore, the proposed vehicle parking provision should be considered acceptable.
- 5.4 The GLA also requested that, *“all operational parking should be robustly justified and have active electric vehicle charging provision”*.
- 5.5 The proposed provision of 15 operational bays has been informed by the operator’s existing Bath Road site, therefore considering that the existing site operates without issue, and this will be sufficient provision for tow trucks and low loaders at the site, this level of provision should be considered acceptable.
- 5.6 Additionally, while 7 operational bays will be equipped with EV charging infrastructure, all other operational bays will be equipped with passive infrastructure to futureproof all spaces.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of Bidwells to address highways comments received by both the London Borough of Hillingdon (LBH) and the Greater London Authority (GLA) in relation to a planning application submitted (under planning ref: 67666/APP/2023/3721) for a B2 use class development comprising a specialist vehicle servicing site totalling 1,450sqm at the Former Garden Centre, Sipson Road, Sipson.
- 6.2 It is considered that the highways comments have been appropriately addressed within this Response Note which has include details of the vehicle routing and swept path analysis as well as the justification for the level of parking on the site.
- 6.3 The requested Construction Logistics Plan provided as a separate document and the draft Travel Plan that was submitted would be secured via legal agreement.
- 6.4 The applicant and Paul Basham Associates would therefore ask the highway authority to look upon this application favourably in relation to highways.

Appendix A

Former Sipson Garden Centre, Sipson Road close this gap

Local Planning Authority: Hillingdon

Local Planning Authority reference: 67666/APP/2023/3721

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

The development of a vehicle service building (Use Class B2), with 8 vehicle bays and an ancillary two-storey office building.

The applicant

The applicant is **Lewdown Holdings Ltd** and **Automania Garage Services (AGS)** and the architect is **BCM**.

Strategic issues summary

Land use principles: The proposals are inappropriate development in the Green Belt and by definition harmful to it. However, very special circumstances relating to the improvements to Green Belt, ecology and biodiversity, employment and economic benefits and the lack of an alternative site exist so as to justify the proposed development. On balance, the harm proposed to Green Belt with respect to a loss of openness is suitably off-set by the benefits arising from the scheme (subject to these being appropriately secured).

Urban design: Given the location and use of the site, the design of the proposed development is generally supported subject to a very special circumstances case.

Transport: Car parking should be reduced in line with the London Plan standards for the Heathrow Opportunity Area. The applicant must also clarify and provide safe access for pedestrians and cyclists, provide secure cycle storage, as well as providing a Travel Plan, DSP and CLP.

Other issues regarding **sustainable development** and **environmental issues** also require resolution prior to the Mayor's decision making stage.

Recommendation

That Hillingdon Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 76. Possible remedies set out in this report could address these deficiencies.

Context

1. On 19 January 2024 the Mayor of London received documents from Hillingdon Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.
2. The application is referable under the following Category/categories of the Schedule to the Order 2008:
 - 3D Development-
 - (a) On land allocated as Green Belt or Metropolitan Open Land in the development plan, in proposals for such a plan, or in proposals for the alteration or replacement of such a plan; and
 - (b) Which would involve the construction of a building with a floorspace of more than 1,000 sqm or a material change in the use of such a building.
3. Hillingdon Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; or, allow the Council to determine it itself. In this case, the Council need not refer the application back to the Mayor if it resolves to refuse permission.
4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planning.london.gov.uk/pr/s/>

Site description

5. The 7 hectare site is located within the Heathrow Opportunity Area, approximately 1 kilometre north of Heathrow Airport. The site is designated as Green Belt and includes areas of previously developed land (approximately 1 hectare) having been previously occupied by a garden centre. The previously developed land consists of areas of hardstanding and several structures associated with the previous use. The wider site is covered in grass and scrubland. The site is bounded by the existing Holiday Inn site to the north and the M4 to the east. To the west and south of the site is residential.
6. The nearest section of the TLRN is Bath Road (A4), located approximately 1.5 kilometres south of the site. The site is served by 8 buses per hour in each direction from bus stops approximately 280 metres north of the site. The site therefore has a Public Transport Access Level (PTAL) of 1b, on a scale of 0-6b where 6b is the highest.

Details of this proposal

7. The proposals are for the redevelopment of the site to provide a vehicle servicing building alongside 7 service bays and a storage bay. An ancillary two-storey office building is also proposed, alongside associated hardstanding, parking, a wash bay, plant, solar PVs, landscaping and drainage.

Case history

8. In June 2020, planning permission was granted (LPA ref:APP/2019/1245 and GLA ref: 2020/3221b/S2) for the redevelopment of the site to replace the existing garden centre with a new garden centre building. The Mayor allowed the Council to approve this application.

Strategic planning issues and relevant policies and guidance

9. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Hillingdon Local Plan Part 1 (2012); Hillingdon Local Plan Part 2; and, the London Plan 2021.
10. The following are also relevant material considerations:
 - The National Planning Policy Framework and National Planning Practice Guidance;
11. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:
 - Green Belt – London Plan;
 - Opportunity Area – London Plan;
 - Economic development – London Plan; the Mayor's Economic Development Strategy; Employment Action Plan;
 - Industrial land – London Plan;
 - Urban design – London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy LPG; Optimising Site Capacity: A Design-Led Approach LPG;
 - Fire Safety – London Plan; Fire Safety draft LPG;
 - Heritage – London Plan;
 - Inclusive access – London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter LPG

- Sustainable development – London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; ‘Be Seen’ Energy Monitoring Guidance LPG; Energy Planning Guidance; Mayor’s Environment Strategy;
- Air quality – London Plan; the Mayor’s Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive LPG; Air quality neutral LPG;
- –Transport and parking – London Plan; the Mayor’s Transport Strategy;
- Green Infrastructure – London Plan; the Mayor’s Environment Strategy; Preparing Borough Tree and Woodland Strategies SPG; All London Green Grid SPG; Urban Greening Factor LPG

Land use principles

Green Belt

12. The site is within land designated as Green Belt (GB). Recognising the important role the GB plays in London’s Green Infrastructure Policy G2 aims to protect the Green Belt from inappropriate development stating that development proposals that would harm the Green Belt should be refused except where there are very special circumstances exist.
13. The NPPF sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Substantial weight must be given to any harm to the GB and very special circumstances will not exist unless the potential harm to the MOL by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
14. The construction of new buildings is inappropriate in the GB, however, paragraph 154 of the NPPF sets out a series of exceptions to this general principle. These exceptions include:
 - g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority
15. and the applicant contends that the proposed development would meet exception g) (outlined above for the avoidance of doubt). The proposal would not meet the exception as the proposals would rely on areas of land which are not currently developed (as shown in Figure 1 below). As shown in Figure 1 in

areas of the northern portion of the site, extending east the proposals rely on areas of floorspace currently undeveloped open grassland (and which would be outside the curtilage of the existing building). Notwithstanding this, the proposals would also have a greater impact on the openness (albeit marginal) when compared to the existing development on site by virtue of its increased size and so would not satisfy the second limb of exception test g). Accordingly, and the proposals should therefore be regarded as inappropriate development in the Green Belt.



Figure 1: Existing vs proposed floorspace

16. As set out above, inappropriate development is harmful, by definition, and should not be approved except in very special circumstances.
17. The applicant will need to demonstrate that very special circumstances exist, prior to the Mayor's decision-making stage.

Very special circumstances

18. The applicant has sought to demonstrate very special circumstances on a series of factors including: the existing poor condition of the site, contribution to the economy (through support to Heathrow airport), lack of alternative site, enhancements to the sites ecological value and biodiversity and employment and skills benefits to the local area. The considerations for each of these cases is outlined below.

Impact to green belt, condition and biodiversity

19. The areas of developed land at the site are acknowledged to be in poor condition with large semi-vegetated areas of hard standing covering 9132 sq.m. The proposals would remove a portion of undeveloped land from the Green Belt. The applicant must confirm the total area of undeveloped green belt to be developed under these proposals. However, through the rationalisation of development, a more efficient layout and other design improvements the proposals would result in a reduction of 2225 sq.m. (equivalent to 24%) of developed land at this Green Belt site. This represents a significant reduction of

developed land in this part of the Green Belt. The proposals would result in an increase in the height of built form at the site of 2.1 metres. Whilst this has a greater impact on the openness of the Green Belt than the existing development this is not considered significant, particularly in light of the other benefits delivered by the scheme.

20. The applicant has provided quantitative evidence that the proposed development secures a net biodiversity gain of 47.07% in habitat units and a net gain of 1387.68% in linear units. This is considered a significant benefit of the scheme and measures to deliver these uplifts must be appropriately secured.

	Developed floorspace (sq.m.)	Height (metres)
Existing	9132	4.6 M
Proposed	6907	6.70-7.50
Change	-2225	+ 2.1

Table 1: Existing and proposed developed floorspace

Employment and economy

21. The proposed development would create over 30 new jobs on a vacant site. Additionally, the Planning Statement notes an aspiration to establish a local apprenticeship scheme which would be supported. In addition to this, the applicant notes that the proposed development would help contribute to the UK's economy as it directly supports Heathrow Airport, which is the country's busiest airport.

Suitability/lack of alternative site

22. The applicant has set out the need to find a new site due to capacity constraints at their existing site. By virtue of the supporting function provided to the airport, under the terms of the Ground Operators Licence, a site must be found within 2 kilometres of the airport. Accordingly, it is accepted that a site must be in close proximity to Heathrow Airport. A search of alternative sites was undertaken within the required radius (2kilometres) of the boundary of Heathrow and within 3 kilometres of the operators other site. The Planning Statement notes that none of these were available and appropriate for the proposed uses and evidence was submitted to support this. A list of properties surveyed is included in the Planning Statement and GLA officers are content that none of those listed are suitable for the proposed development. GLA officers are satisfied that there are no alternative sites within the immediate vicinity of the plot which could accommodate the uses proposed and that of the sites included within the assessment the proposed plot is the most suitable to accommodate the proposals.

Conclusion regarding Very Special Circumstances

23. The proposals are inappropriate development in the Green Belt and by definition harmful to it. However, very special circumstances relating to the improvements to Green Belt, biodiversity, employment and economic benefits and the lack of an alternative site exist so as to justify the proposed development. On balance, the harm proposed to Green Belt with respect to a loss of openness is suitably off-set by the benefits arising from the scheme (subject to these being appropriately secured).

Industrial uses

24. The site is located within the Heathrow Opportunity Area. London Plan Policy SD1 makes provisions to ensure that Opportunity Areas fully realise their growth and generation potential. Policy SD1 also states that decisions (although through Boroughs) should support development which creates employment opportunities for Londoners and support industrial capacity.
25. The proposed development will provide 6906 sq.m of industrial floorspace. The London Plan recognises the need for industrial land and floorspace, addressing this need via Policies E5, E6 and E7. Additionally the London Plan notes that all Boroughs should seek to deliver intensified floorspace capacity in either existing and/or new appropriate locations supported by appropriate evidence. The redevelopment of this vacant site to provide new industrial floorspace which will service Heathrow Airport is therefore supported.
26. The proposed development would provide 30 new jobs and the Planning Statement notes an aspiration to establish a local apprenticeship scheme in partnership with local education institutions. Considering this, it is considered that the proposed development would help contribute to the 11,000 jobs identified within the Heathrow Opportunity Area and would accord with Policy SD1.

Urban design

Development layout

27. The layout appears logical, with structural elements largely placed on existing areas of previously developed land.
28. The replacement buildings have been positioned further east than earlier iterations of the scheme, away from the residential properties at the southwest of the site. This is supported. In addition, the service building has been re-oriented to face east onto the M4 link road which would help limit the potential impacts from noise away from the residential properties.

Scale and massing

29. The proposed office building is two storeys (6.7 metres) so will have a limited visual impact given the size of the site, although the proposals will be taller than

both the existing buildings and the consented scheme. Although this will not be disproportionately so. The maximum height at the site will increase from 4.6m to 7.5m.

Architectural quality

30. The materials used are appropriate for the scheme given its intended purpose and location.

Fire safety

31. Policy D12 of the London Plan states that major applications should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel. Further to the above, Policy D5(B5) of the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users, with fire evacuation lifts suitable to be used to evacuate people who require level access from the buildings.
32. A fire statement was provided by the applicant and is considered to meet the requirements of Policy D12 and Policy D5.

Inclusive access

33. Policy D5 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). There is little evidence that inclusive design has been considered provided (aside from parking) in the Design and Access Statement. Further information should be provided to evidence how inclusive design has been incorporated into the design of the proposed development to evidence compliance with Policy D5.

Heritage

34. The Listed Buildings Act 1990 sets out the statutory duties in respect of heritage assets. For development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses London Plan Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be.
35. There are two Grade II listed buildings nearby (Lanz Farmhouse and King William IV Public House) but, having applied the statutory duty and the policies,

the distance from site and the height of the proposed building (two storeys) are such that it considered there will be no harm to the setting of the listed buildings. As such, the proposed development confirms with London Plan Policy HC1.

Transport

Access

36. Proposed vehicular access arrangement to the site will remain as existing from Sipson Road. Security gates will be inset to ensure vehicles do not overspill onto the highway. There will be a new cycle and pedestrian access into the site. The applicant is requested to provide specific details regarding the pedestrian and cycle access arrangements, including safety information. Vehicle access should be designed to prioritise walking and cycling over that of vehicle movement in line with Healthy Streets approach.

Walking, Cycling and Active Travel Zone

37. No Active Travel Zone (ATZ) Assessment has been submitted to support this planning application. This should be undertaken in accordance with London Plan Policy T2 with improvements identified. Given the nature of the site usage, a night time ATZ should be provided. A developer contribution, or works in kind, towards delivering improvements against the Healthy Streets criteria should be secured, in line with Policy T4.
38. 8 cycle parking spaces (includes both short-stay and long-stay), which take the form of Sheffield stands, will be provided, the quantum of which meets London Plan cycle parking standards T5. Whilst TfL supports the provision of Sheffield stands, the stands should be secured, covered and be design in line with the London Cycle Design Standards (LCDS). Shower and changing facilities for staff should also be provided for employees to comply with London Plan Policy T5.

Car parking

39. A total of 34 general parking spaces is proposed. The proposed total of general parking exceeds the ratio allowed under the Heathrow Opportunity Area standard as set out by London Plan policy T6. In addition, the 34 spaces exceed the 32 staff to be present on site. This ratio is excessive and should be revised in accordance with London plan policy T1 to support strategic mode shift.
40. A total of fifteen bays are to be provided to meet operational requirements for this site. In line with the London Plan, all operational parking should be robustly justified and have active electric vehicle charging provision.
41. The proposals include 3 blue-badge parking spaces with provision for three more spaces, this meets London Plan standards. It is noted that 18 spaces are

provided to accommodate visitor training sessions and to prevent possible overspill from these events. No detail has been provided on how often these events would occur to justify 18 visitor car parking spaces. Visitor car parking numbers should be reduced.

42. 7 of the proposed parking spaces will accommodate electric vehicle charging. The applicant should commit to increasing the number of electric vehicles charging spaces over time. Detail of this should be secured in a parking design and management plan.

Trip generation & mode share

43. Based on data from the operator's existing nearby site on Bath Road, it is estimated that the proposed operation would generate 18 movements per day. Including staff commuter movements, the site would generate 19.5 two-way vehicular trips in the AM peak and 19.5 for the PM peak, which represents a decrease in 3 movements in the PM peak than the approved 2020 garden centre. The overall impact on the strategic highways network should be negligible.
44. Based on the trip generation provided, the proposed development would not result in an adverse impact on the strategic road network or public transport network. As mentioned in the Healthy Streets section above and to support facilitating a strategic modal shift at this site in line with Policy T1, contributions towards improving the active travel environment should be secured. The exact amount for this contribution should be determined by the Local Planning Authority.

Travel planning

45. The applicant has provided a draft Travel Plan which sets out how it aims to promote sustainable travel to the site, in line with London Plan policies T6 and London Plan policy T4. The applicant is required to set targets for sustainable travel by visitors and implement measures to encourage sustainable travel behaviour by employees as well as visitors. The final Travel Plan should be secured by legal agreement.

Deliveries and servicing

46. The proposed delivery and servicing arrangement will be accommodated within the site boundaries. A final Delivery and Servicing Plan should be secured by condition, in line with London Plan policy T7.

Operation

47. A draft Operational Management Plan (OMP) has been provided. Further detail should be provided on all the type of vehicles that could visit this site, how they will move in, out and within the site and the routes that they will take to access the site, to satisfy London Plan policies T3, T4 and T7. In line with the Mayor's Vision Zero approach, it should be ensured that all vehicles can enter and exit

the site in a forward gear, and appropriate management and design measures are implemented to ensure that there is no conflict between different vehicles.

Construction logistics

48. A framework Construction Logistics Plan (CLP) should be submitted, and the detailed final CLP, should be prepared in accordance with TfL guidance, and secured by condition.

Sustainable development

Energy strategy

49. The London Plan requires all major developments to meet a net-zero carbon target. Reductions in carbon emissions beyond Part L of the 2021 Building Regulations should be met on-site. Only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site a contribution to a carbon offset fund or reductions provided off site can be considered.

Energy Strategy Compliance

50. An energy statement has been submitted with the application. The energy statement complies with London Plan Policy SI4 , however, does not yet comply with London Plan policies SI2, SI3. The applicant is required to further refine the energy strategy and submit further information to fully comply with London Plan requirements. Full details have been provided to the Council and applicant in a technical memo that should be responded to in full; however outstanding policy requirements include:
- Be Lean – further clarifications on specification;
 - Managing heat risk – further details to demonstrate the cooling hierarchy has been followed;
 - Be Clean – Supporting modelling and heating demand to demonstrate the low peak demand;
 - Be Green – demonstration that renewable energy has been maximised, including details of the proposed air source heat pumps;
 - Be Seen – confirmation of compliance with this element of policy, with compliance to be secured within the S106 agreement;
 - Energy infrastructure – the future connection to the district heating network has been secured within the S106 agreement;

Carbon savings

51. The non-domestic development is estimated to achieve a 416% reduction in CO2 emissions compared to 2021 Building Regulations. The development exceeds the net zero-carbon target in Policy SI2, which is strongly supported. As such, a carbon offset payment is not required.

Whole Life-cycle Carbon

52. In accordance with London Plan Policy SI2 the applicant is required to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint.
53. The applicant has submitted a whole life-cycle carbon assessment. The WLC assessment does not yet with London Plan Policy SI2. Further information is required on estimated WLC emissions, material quantity and end of life scenarios as well as on GWO potential for all life-cycle modules. All of this information has been detailed in a technical memo which has been provided to the Council and the applicant.
54. A condition should be secured requiring the applicant to submit a post-construction assessment to report on the development's actual WLC emissions. The template and suggested condition wording are available on the GLA [website](#)¹.

Circular Economy

55. London Plan Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG.
56. The applicant has submitted a Circular Economy Statement in accordance with the GLA guidance. The Circular Economy does not yet comply with London Plan Policy SI7. Further information is required on reported metrics and operational waste management. These have been detailed in a technical memo which has been shared with the applicant and the Council.
57. A condition should be secured requiring the applicant to submit a post-construction report. The template and suggested condition wording are available on the GLA [website](#)².

Environmental issues

Urban greening

58. The applicant has calculated the Urban Greening Factor (UGF) score of the proposed development as 0.559, which exceeds the target set by Policy G5 of the London Plan.

¹ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance>

² <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance>

Open Space

59. The applicant demonstrates consideration of access to open greenspace within the site, through the provision of a parkland landscape with proposed trees. The applicant should however confirm whether the proposed development provides publicly accessible greenspace, in accordance with London Plan Policy G4. This is particularly important as the site is located in an area identified as being deficient in public open space within the London Green Infrastructure Focus Map, further information can be found here: <https://data.london.gov.uk/dataset/green-infrastructure-focus-map>

Sustainable drainage and flood risk

60. Policy SI12 of the London Plan seeks to ensure that development proposals minimise and mitigate flood risk and confirm that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.
61. A Flood Risk Assessment has been submitted which has been found to be generally compliant with the London Plan.
62. London Plan Policy SI.13 makes provisions to ensure development proposals incorporate sustainable drainage methods. The applicant submitted a drainage strategy but it was found that this is not compliant with the London Plan. The drainage strategy proposes to restrict runoff to the greenfield runoff rate of 1.01 l/s for the 100-year event plus 20% climate change. This is not supported. The drainage strategy has designed to this event based on the advice presented on the Hillingdon Borough Council's Sustainable Drainage and SuDS guidance which is out of date.
63. In addition to the above, the development should incorporate a range of SuDS and further information is also required on exceedance flood flow routes. This is detailed further in a technical memo which has been shared with the applicant and the Council.
64. In regard to Policy SI.5, which makes provisions around water efficiency, further information is required regarding leak detection, water harvesting and reuse.

Air quality

65. The London Plan makes provisions to ensure that development proposals so not lead to deterioration of air quality and all developments must be at least Air Quality Neutral. The proposed development may lead to adverse impacts on local air quality. Therefore, the development isn't considered to be compliant with London Plan Policy. Further information on mitigation and offsetting is required to determine compliance with London Plan air quality policies. This has been further detailed in a technical memo which has been shared with the Council and the applicants.

Biodiversity

66. The site is located within close proximity of the Wall Garden Farm Sand Heaps Site of Importance for Nature Conservation (SINC), identified as being of Borough Importance. In accordance with Policy G6 of the London Plan the applicant should avoid impacts to the SINC and set out in the application how they will avoid direct or indirect impacts on the SINC. If avoidance of impacts is not possible the applicant should set out how they have followed the mitigation hierarchy to minimise development impacts.
67. The applicant should provide an assessment of the potential impacts to the SINC, specifically construction impacts and indirect impacts of noise, shading and lighting (with reference to Paragraph 8.6.5 of the London Plan).
68. Further information on design opportunities regarding SINC's can be found here:
https://www.london.gov.uk/sites/default/files/urban_greening_and_bng_design_guide_march_2021.pdf
69. The applicant should prepare a Construction Environment Management Plan (CEMP) to set out how such impacts will be avoided and mitigated. The CEMP should be secured by planning condition and approved prior to construction, if the proposed development is granted planning consent.
70. London Plan Policy G6 states that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered positively. Policy G6 further states that development proposals should aim to secure net biodiversity gain. Trading rules should also be satisfied.
71. The applicant has provided quantitative evidence that the proposed development secures a net biodiversity gain of 47.07% in habitat units and a net gain of 1387.68% in linear units, in accordance with Policy G6(D). The applicant should confirm that trading rules have been satisfied.
72. Recommendations in the Preliminary Ecological Appraisal should be implemented or robust justification should be given as to why they cannot be. The applicant should prepare an Ecological Management Plan (EMP) to support long-term maintenance and habitat creation. The EMP should be secured by planning condition and approved, if the proposed development is granted planning consent.

Local planning authority's position

73. Hillingdon Council planning officers are currently assessing the application. In due course the Council will formally consider the application at a planning committee meeting.

Legal considerations

74. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local Planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or, direct the Council under Article 6 of the Order to refuse the application. In this case, the Council need not refer the application back to the Mayor if it resolves to refuse permission. There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

75. There are no financial considerations at this stage.

Conclusion

76. London Plan policies on the Green Belt and Opportunity Areas are relevant to this application. Whilst the proposal is supported in principle, the application does not currently comply with these policies, as summarised below:
- **Land Use Principles:** The proposals are inappropriate development in the Green Belt and by definition harmful to it. However, very special circumstances relating to the improvements to Green Belt, ecology and biodiversity, employment and economic benefits and the lack of an alternative site exist so as to justify the proposed development. On balance, the harm proposed to Green Belt with respect to a loss of openness is suitably off-set by the benefits arising from the scheme (subject to these being appropriately secured).
 - **Urban Design:** Given the location and use of the site, the design of the proposed development is generally supported subject to a very special circumstances case.
 - **Transport:** Car parking should be reduced in line with the London Plan standards for the Heathrow Opportunity Area. The applicant must also clarify and provide safe access for pedestrians and cyclists, provide secure cycle storage, as well as providing a Travel Plan, DSP and CLP.

Other issues **on sustainable development** and **environmental issues** also require resolution prior to the Mayor's decision making stage.

For further information, contact GLA Planning Unit (Development Management Team):

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We are committed to being anti-racist, planning for a diverse and inclusive London
and engaging all communities in shaping their city.

Reference 67666/APP/2023/3721

Location FORMER SIPSON GARDEN CENTRE SIPSON ROAD SIPSON

Proposal The development of a Centre of Excellence for servicing and repair of Airside Support Vehicles (Use Class B2), consisting of a service building with 7no. service bays and 1no. storage bay, an ancillary two-storey office building, with associated hardstanding, parking, a wash bay, plant, solar PVs, landscaping and drainage.

Highway Officer: Ana Griffiths

I refer to the above planning application ref 67666/APP/2023/3721 which was received on 10 January 2024 and previous application 67666/APP/2021/2977 which was refused.

Site Description

The application site is located on A408 Sipson Road, a classified road bounded by narrow footways, which is subject to a 30mph speed limit, although the speed limit reduces to 20mph close to the southern boundary of the application site. The application site lies to the south of the Holiday Inn complex and the junction of A408 Sipson Road with A3044 Holloway Road which leads to the M4 and the wider national highways network.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 1b indicating access to public transport is very poor compared to London as a whole suggesting that most trips to and from the application site would be made by the private motor car which fails to concur with the Mayor's Transport Strategy which aims to encourage people to walk, cycle and use public transport as an alternative and National Planning Policy Framework (NPPF) 9: Promoting Sustainable Transport.

Access

The application proposes to provide a 1450m² Centre of Excellence for servicing and repair of Airside Support Vehicles (Use Class B2). Drawing 10760.01 Rev M titled Sketch Site Plan shows an HGV vehicle workshop accommodating 8no. bays, 6no. 16.5m HGV parking bays, 9no. 13.5m HGV parking bays and a wash bay, with an ancillary office building and car parking.

Vehicular access to the application site is gained over a 6.5m wide access road from A408 Sipson Road with a 2.0m footway on its northern side providing pedestrian access. Drawing 10760.01 Rev M titled Sketch Site Plan shows the proposed site layout which would provide gates located approximately 20m back from the adopted highway which would allow a 16.5m articulated vehicle to wait off A408 Sipson Road while the gates are opened or closed preventing obstruction of the highway which would be acceptable.

The Healthy Streets Transport Assessment dated December 2023 Appendix B shows Drawing 507.0010-0002 P05 titled 16.5m Articulated Vehicle and 7.5t Panel Van Tracking Assessments shows the swept path for the vehicles entering and leaving the application site travelling northwards. Drawing 507.0010-0002 P05 titled 16.5m Articulated Vehicle and 7.5t Panel Van Tracking Assessments shows a 7.5t Panel van entering and leaving the application site which would be acceptable.

The drawing also shows the swept path analysis for a 16.5m Articulated Vehicle which would cross into the path of oncoming vehicles causing conflict and increasing the risk of collision to the detriment of highway safety, however, Drawing 507.0010-0003 P04 titled Site Access Visibility Splay Assessment shows that the application site access provides vehicular visibility splays of 2.4m x 43m in both directions which would allow HGVs exiting the application site to avoid oncoming vehicles which may be acceptable.

Concerns are raised, however, regarding the type of airside support vehicles that would be serviced at the application site and the means in which they would gain access between Heathrow and the application site, either by being driven or transported on low loaders. The Planning Statement dated December 2023 Paragraph 10.43 states '*The Transport Assessment concludes that the development will generate way fewer trips than the consented use and should therefore represent an improvement to highway safety and operation*' which is accepted in part as the site would be likely to generate less vehicle movements to and from the application site than the approved garden centre use, however, airside support vehicles can be large, rigid, wide and heavy. Further details of the types of airside service vehicles that would be serviced at the application site would be required along with swept path analysis for these vehicles which, as Heathrow is a large airport, should show all airside gates and routes that would be used to access the application site.

The Healthy Streets Transport Assessment dated December 2023 states that most vehicle movements from the application site would exit to the north to gain access to the M4 and the wider national highway network and whilst this is likely to be acceptable, amendments to the access to reduce the southern radius to the bellmouth of the junction and amendments to the entry radius of the access road to the application site with A408 Sipson Road should be provided to deter vehicles turning left into or left out of the application site which would also reduce the width of the junction increasing pedestrian safety. Revised drawings should be submitted for approval prior to commencement of works which could be conditioned. The amended access should be shown on the revised drawing which would need to be constructed under s184 Highways Act 1980 at the applicant's/developer's expense.

Car Parking

The Mayor of London adopted a new and revised London Plan in March 2021. Consequently, the car parking standards set out in the London Plan take precedence over those in the Local Development Plan. The published London Plan (2021) does not provide parking standards for B2 development and therefore parking should be provided in accordance with London Borough of Hillingdon (LBH) Local Plan Part 2: Development Management Policies Appendix C: Parking Standards which would require that 2no. car parking spaces plus 1 parking space per 50m² – 100m² which would allow the application site to provide a maximum of 16.5no. - 31no. car parking

spaces. The applicant has submitted a Healthy Streets Transport Assessment dated December 2023. Paragraph 6.28 states that 34no. car parking spaces including 3no. disabled spaces would be provided which would be acceptable.

Electric Vehicle Charging Points (EVCPs)

The application site would be required to provide 20% active 7Kw EVCPs and 80% passive EVCPs to concur with The London Plan (2021). 7no active EVCPs would be provided, the remainder should be passive 7Kw EVCPs which could be conditioned. The Healthy Streets Transport Assessment 2.14 states that 7no. HGV spaces would be provided with 22Kw EVCPs with an additional 4no. 22Kw EVCPs charging ports being provided within the workshop which would be acceptable.

Cycle Parking

The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires that B2 developments provide 1no. long stay secure and undercover cycle parking space per 500m² 1no. short stay secure cycle spaces is provided per 1000m² which would require that 2no. long stay and 2no. short stay cycle parking spaces are provided. The Healthy Streets Transport Assessment dated December 2023. Paragraph 6.28 states that 8no. external cycle parking hoops would be provided which would not be acceptable. Revised drawings should be submitted for approval which could be conditioned.

Construction Logistics Plan

The applicant has submitted an undated Outline Construction and Demolition Method Statement which provides outline information on the demolitions and construction of the proposed application site, however, a Construction Logistics Plan (CLP) would be required, that clearly demonstrates how all risks to personal safety would be managed. It should also detail how interaction between construction traffic and vehicles already on the network would be planned which should concur with Construction Logistics and Community Safety (CLOCS) Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021)

As a minimum the CLP should include but not be restricted to the following:

- Site working hours.
- Number of vehicle movements generated by the construction phase of the development and type/size of vehicles.
- Drawings and documentation showing location and quantity of contractor parking and off-street parking facilities for all vehicles linked to the site
- Drawings and documentation showing contractor compound including office, welfare facilities, materials and waste storage.
- HGV routes to and from the site
- The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. All vehicles must pass through a wheel wash facility. Details will be required
- There will be no daytime or overnight parking of lorries within the vicinity of the construction site.
- All vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered

- The CLP must ensure construction deliveries and waste removal from the application site are between the hours of 10:00 and 15:00 to avoid congestion during school drop off and collection times.
- Contact details of site person in charge when the site is open and out of hours must be provided to the Borough

Recommendation

There are highway objections and a recommendation for refusal to this proposal due to the failure to provide sufficient information to determine, however, the Highway Authority would be prepared to revise this decision subject to the applicant submitting to the Council details of the type, weight and size of the airside vehicles, swept path analysis for these vehicles and details of the routes that would be taken between varying access gates at Heathrow and the application site. Should the application be approved, the following conditions should apply:

Conditions

No works shall commence on site until details of all Airside Support Vehicles including number, type, dimensions and weight to be serviced at the proposed Centre of Excellence including swept path analysis for these vehicles, means of access and routes between airside access gates and the application site.

REASON: To be in accordance with the published London Plan 2021 Policy T4 Assessing and Mitigating Transport Impacts

No works shall commence on site until a Construction Logistics Plan to concur with Construction Logistics Planning (CLP) Guidance Version: v1.2 (April 2021) has been submitted to and approved in writing by the LPA.

REASON: To be in accordance with the published London Plan (2021) Policy T4 Assessing and Mitigating Transport Impacts

No works shall commence on site until a scheme for the amendment of the southern radius to the bellmouth and amendment to the entry radius of the access road has been submitted to and approved by the Highway Authority. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

REASON: To be in accordance with the published London Plan 2021 Policy T2 Healthy Streets and Policy T4 Assessing and Mitigating Transport Impacts

No works shall commence on site until a scheme for the provisions of 3no. long stay cycle parking spaces and 2 no. short stay parking spaces has been submitted to and approved in writing by the LPA. The scheme shall be fully implemented before the development is first occupied and thereafter retained for this purpose.

REASON: To be in accordance with the published London Plan 2021 Policy T5 Cycle Parking

Informatives

The development hereby approved includes the carrying out of alterations to the radius to the southern side of the vehicular access and kerb radius. Prior to undertaking work on the adopted highway you would require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the

highway details, and inspection of the works. Further information and an application form are available on the London Borough of Hillingdon website
<https://www.hillingdon.gov.uk/dropped-kerb-form>

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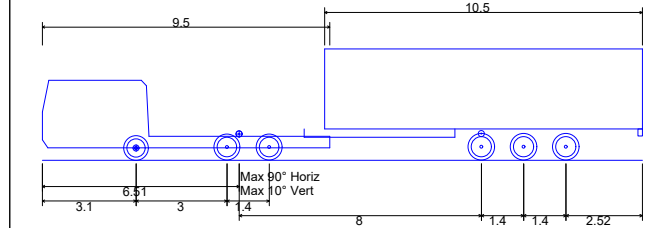
Appendix B

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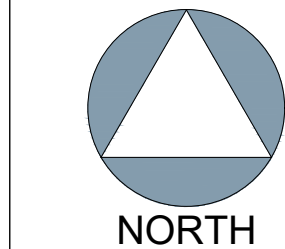
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7. THE MAIN CONTRACTOR TO PROVIDE AND FIX SUITABLE BRACING AND PROPPING FOR ALL ELEMENTS IN THE TEMPORARY CONDITION DURING CONSTRUCTION STAGE, SUCH AS TO ENSURE STRUCTURE STABILITY AT ALL TIMES.
8. THE MAIN CONTRACTOR IS TO ENSURE THE STABILITY AND STRUCTURAL INTEGRITY OF THE EXISTING PROPERTY AT ALL TIMES DURING WORKS AND IS TO BE RESPONSIBLE FOR ALL PROPPING AND SHORING AS REQUIRED.
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10. AS THE CATERING VEHICLE WOULD BE REPAIRED ON SITE IT WOULD BE ABLE TO RETURN TO HEATHROW WITHOUT THE AID OF THE TOW TRUCK. HENCE ONLY SHOWING ONE SWEEP PATH MANOEUVRE.

VEHICLE PROFILE



Tow Truck with Catering "Mallaghan" Vehicle	19.830m
Overall Length	19.830m
Overall Width	2.500m
Overall Height	2.681m
Max Truck Clearance	2.500m
Max Truck Width	2.500m
Look to foot time	6.00s
Kerb to Kerb Turning Radius	6.530m



P103 CLIENT COMMENTS	22.04.24	IDR	HLC
P102 CLIENT COMMENTS	19.04.24	IDR	HLC
P01 FIRST ISSUE	19.04.24	IDR	HLC

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LAND AT THE FORMER GARDEN CENTRE, SIPSON ROAD, SIPSON

TOW TRUCK WITH CATERING VEHICLE ROUTE TO SITE FROM M4 SPINE ROAD

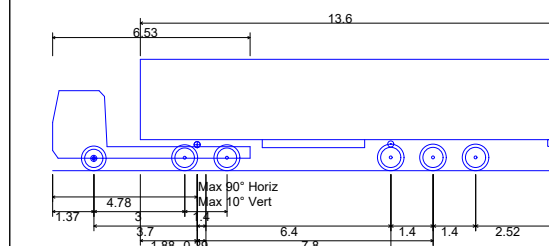
PRELIMINARY			
Date Created	Drawn By	Approved By	Subsidiary Code
19.04.24	IDR	HLC	-
Drawn By Number	Scale		
507.0010	1:1000		
Drawn By Name			Revision
507.0010-0004			P03

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VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.55m
Overall Body Height 2.68m
Min Body Ground Clearance 0.41m
Max Track Width 2.50m
Lock to lock time 1.0s
Kerb to Kerb Turning Radius 6.53m



P02 CLIENT COMMENTS	22.04.24	IDR	HLC
P01 FIRST ISSUE	19.04.24	IDR	HLC



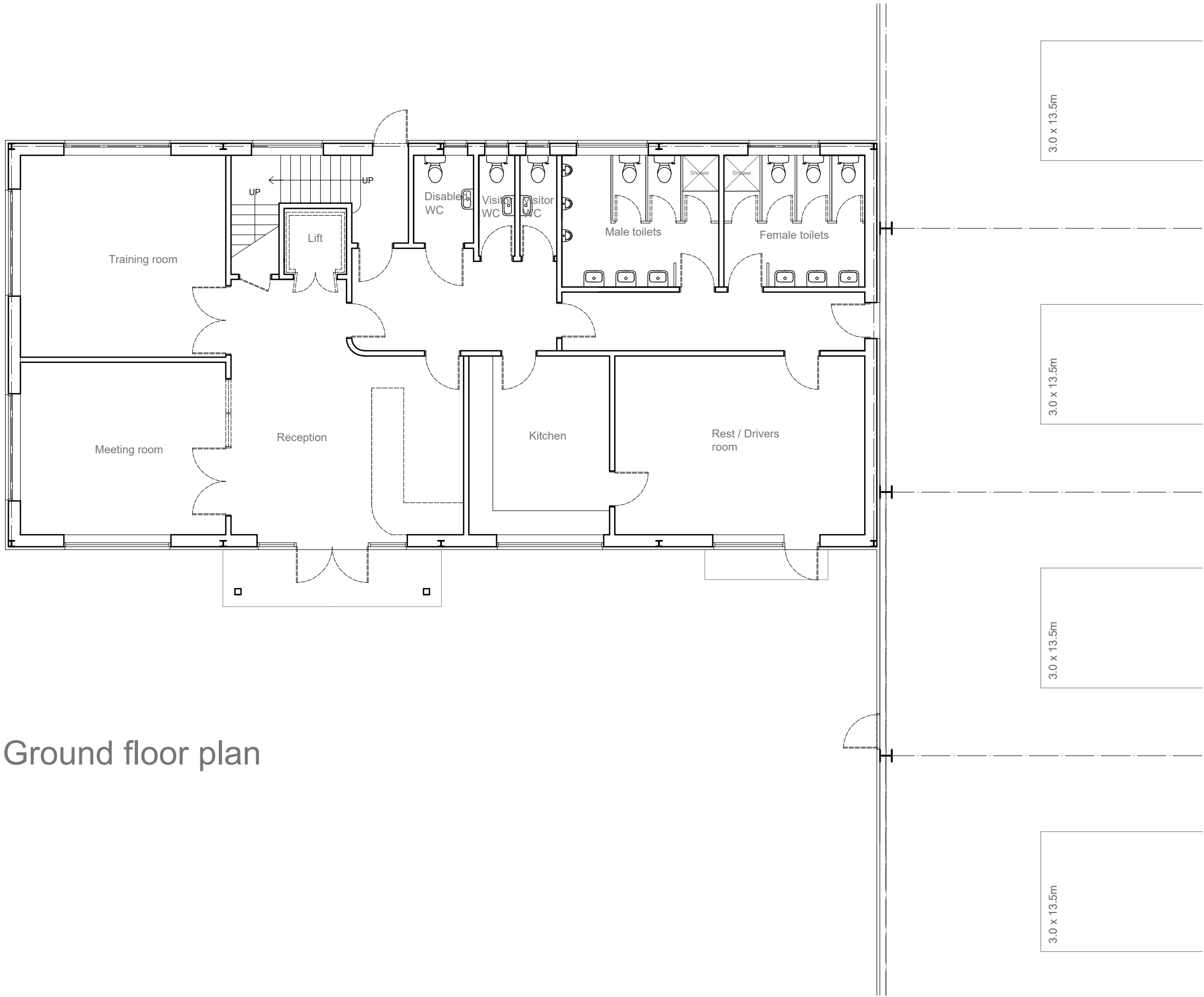
Project Name

16.5M ARTICULATED VEHICLE TRACKING ROUTE FROM SITE TO M4 SPINE ROAD

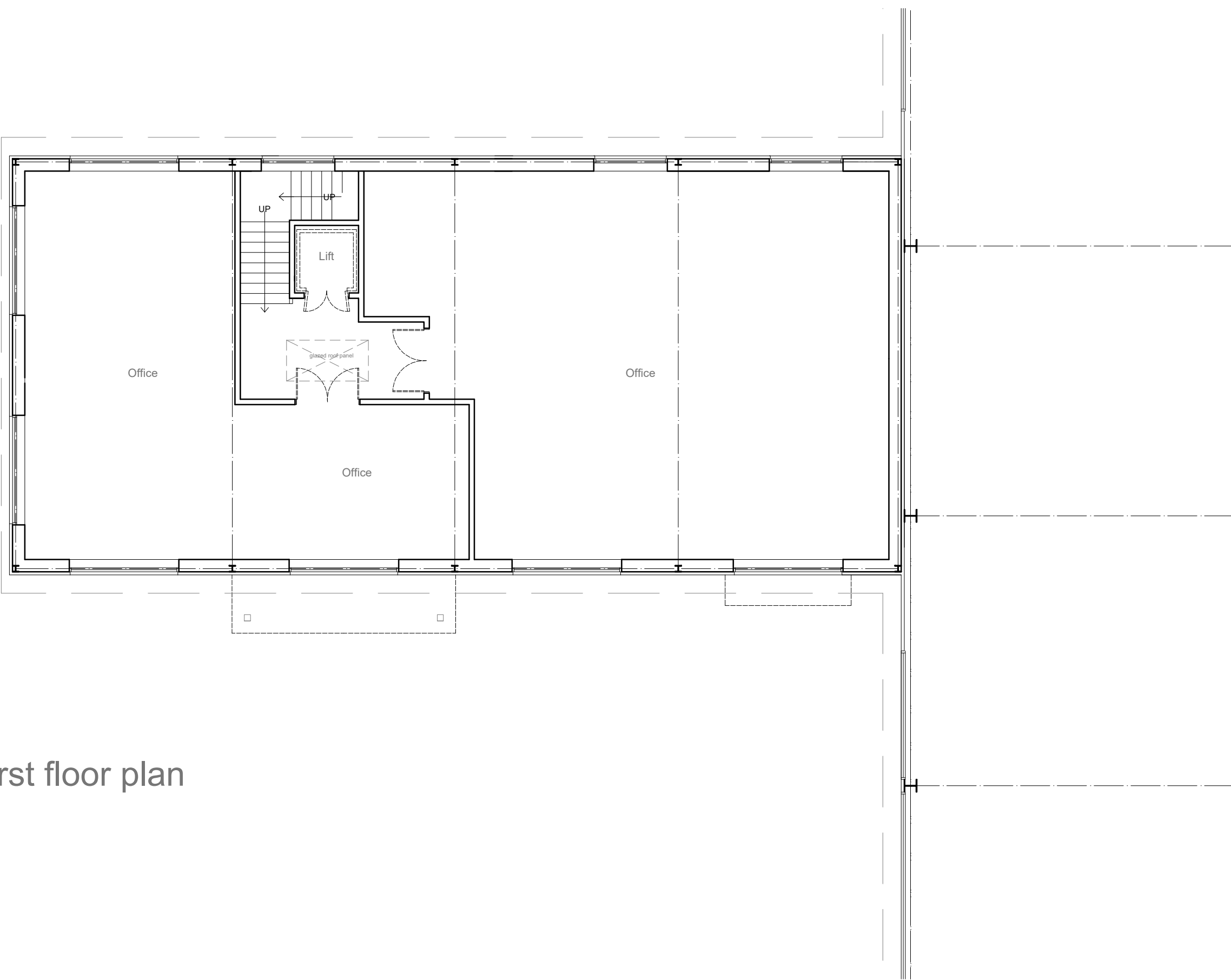
PRELIMINARY			
Date Created	Drawn By	Approved By	Suitability Code
18.04.24	IDR	HLC	-
Project Number	Scale		
507.0010	1:1000	(AT A0)	
Task Number	Revision		
507.0010-0005	P02		

Appendix C

Appendix D



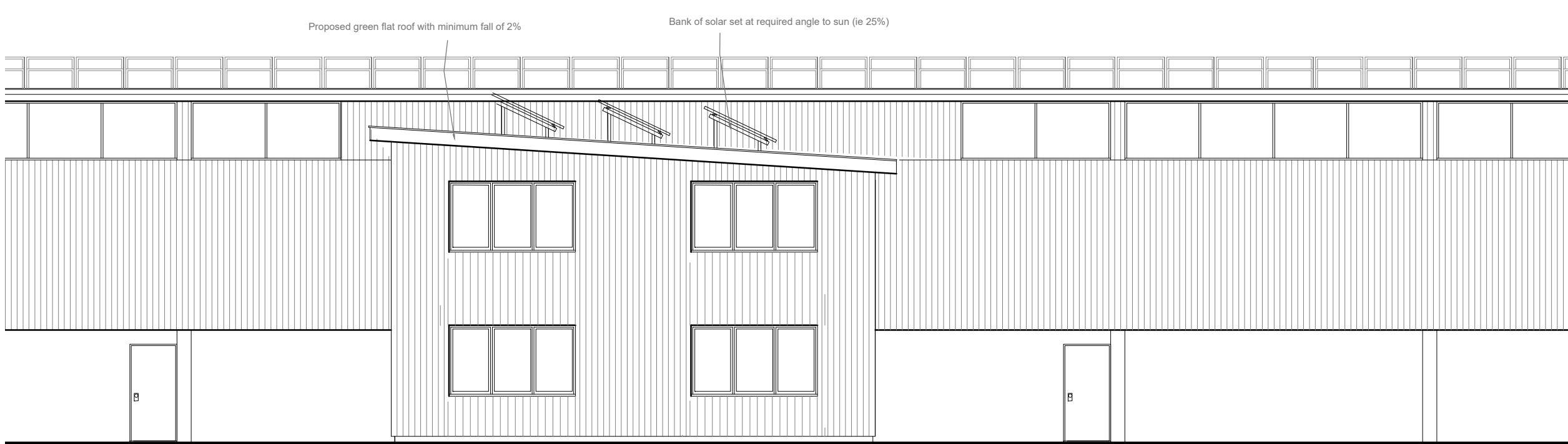
Ground floor plan



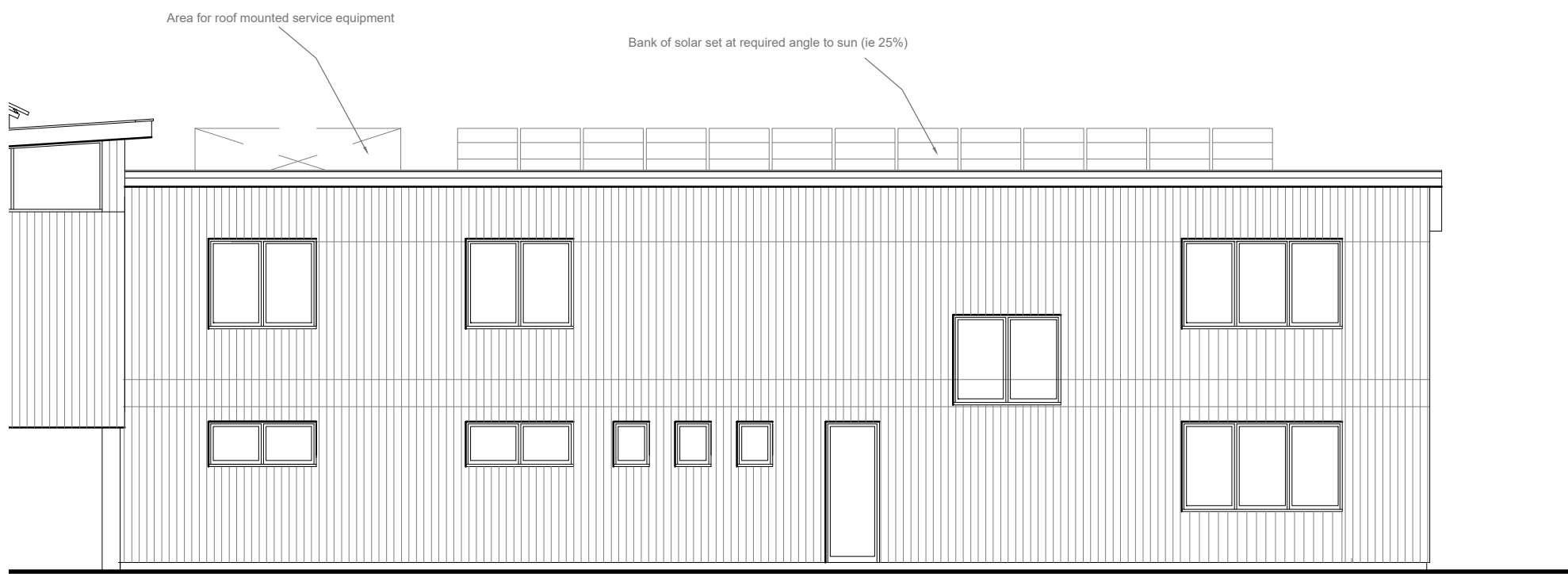
First floor plan



South elevation



West elevation



North elevation

EXTERNAL MATERIALS (office building):-

External walls:- Vertical timber boarding left natural

Roof finish:- Green (semi extensive) flat roof

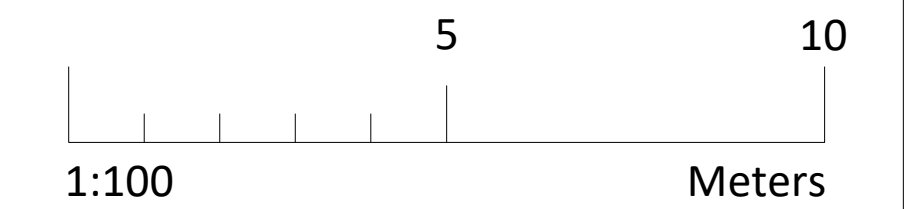
Windows and doors:- Aluminum framed windows and doors

Gutters:- Extruded aluminum in colour to be finalised.

Creation Date		March 2023	
Revisions			
Rev	Date	Description	By
F	18.04.24	Various adjustments	JF
E	20.12.23	Addition of fire door	JF

NOTES:

1. This drawing remains the copyright of BCM
2. All dimensions and levels are to be checked on site prior to works commencing.
3. Do not scale from this drawing: Use figured dimensions only.
4. Any discrepancies found are to be reported to the Project Manager immediately.
5. This drawing is to be read in conjunction with sub-consultants and specialists drawings.
6. CAD File name: EV Scheme Hlop.dwg
7. If BCM logo is not in colour this is not an original drawing



PLANNING

Client	Lewdown Holdings LTD.		
Project Name	Heathrow Garden Centre Sipson Road		
Drawing Title	Office building proposed plans and elevations		
Drawn By	JF		
Scale	1:100	Sheet Size	A1
Drawing No.	10760 .05	Revision	E

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