



FORMER GARDEN CENTRE, SIPSON, SIPSON ROAD

OPERATIONAL MANAGEMENT PLAN

December 2023

Bidwells

B2 USE
FORMER GARDEN CENTRE
SIPSON, SIPSON ROAD

OPERATIONAL MANAGEMENT PLAN

CONTROLLED DOCUMENT

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Prepared by:	Izzie Diment	December 2023
Checked by:	James Rand	December 2023
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2	December 2023	LOM	Updated Site Plan	JNR
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Bidwells
25 Old Burlington Street
London
W1S 3AN



Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
OX14 1UJ

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1. INTRODUCTION

- 1.1 This Operational Management Plan (OMP) has been prepared by Paul Basham Associates on behalf of Bidwells to support a planning application for a B2 use class development comprising a specialist vehicle servicing site totalling 1,450sqm at the Former Garden Centre, Sipson Road, Sipson.
- 1.2 Paul Basham Associates have prepared a Transport Assessment (TA), Travel Plan (TP) and Delivery and Servicing Plan (DSP) as part of the application.
- 1.3 This OMP has been prepared following pre-app discussions with London Borough of Hillingdon. The purpose of the report is to demonstrate how the vehicles being serviced will manoeuvre and be stored on the site. To that end, the report sets out the journey of a typical vehicle from its arrival, servicing, storage and return to active use.

Site Context

- 1.4 The site is located off Sipson Road, approximately 300m south of Junction 4 of the M4 and is bound by residential properties to the south, The Plough public house to the north, the M4 to the east and Sipson Road to the west.

Development Proposals

- 1.5 The proposed development consists of 1,450sqm of B2 land use for a specialist vehicle servicing centre with associated car parking, HGV parking and cycle parking. The 1,450sqm of B2 land use will be split into 1,003sqm of workshop space and 447sqm of office space. The specialist vehicles to be serviced at the site are electric and associated with the operation of the nearby Heathrow airport.
- 1.6 Access would continue to be taken from Sipson Road as existing. Suitable visibility is achievable as demonstrated in the TA. A bellmouth would lead into the proposed development, with gates set back sufficiently from Sipson Road to allow vehicles to wait clear of the public highway. The gates are designed to open inwards.
- 1.7 Within the site, staff and visitor parking is provided on the left, with a clear route through to the rear for vehicles to be serviced. There is a tarmac operational area to the rear that provides space for vehicles to be serviced.

2. LOCAL ROAD NETWORK

2.1 The proposed development would be accessed via the existing arrangement off Sipson Road, that will remain unchanged as part of the proposed scheme. The proposed access will take the form of a bellmouth arrangement and will measure approximately 6.5m wide. The core days the facility will be in operation are Monday-Friday, 0800-1800. Airside vehicle recovery can be required 24/7 and so occasional use outside of these hours will occasionally be required.

Local Highway Network

2.2 Sipson Road is a single carriageway road that measures approximately 7m in width and is subject to a 30mph speed limit within the vicinity of the site. Approximately 15m south of the site access the speed limit reduces to 20mph upon entry to Sipson village. Approximately 200m to the north, Sipson Road meets a four arm roundabout with Holloway Lane and an access to employment space.

2.3 All roads surrounding the site are located within TfL's Ultra Low Emission Zone (ULEZ), which operates 24 hours a day, every day of the year.

2.4 There are some height/weight restrictions on the local road network surrounding the site, including a low bridge upon entry to Heathrow and a 6t limit in Harlington as shown in **Figure 1**.

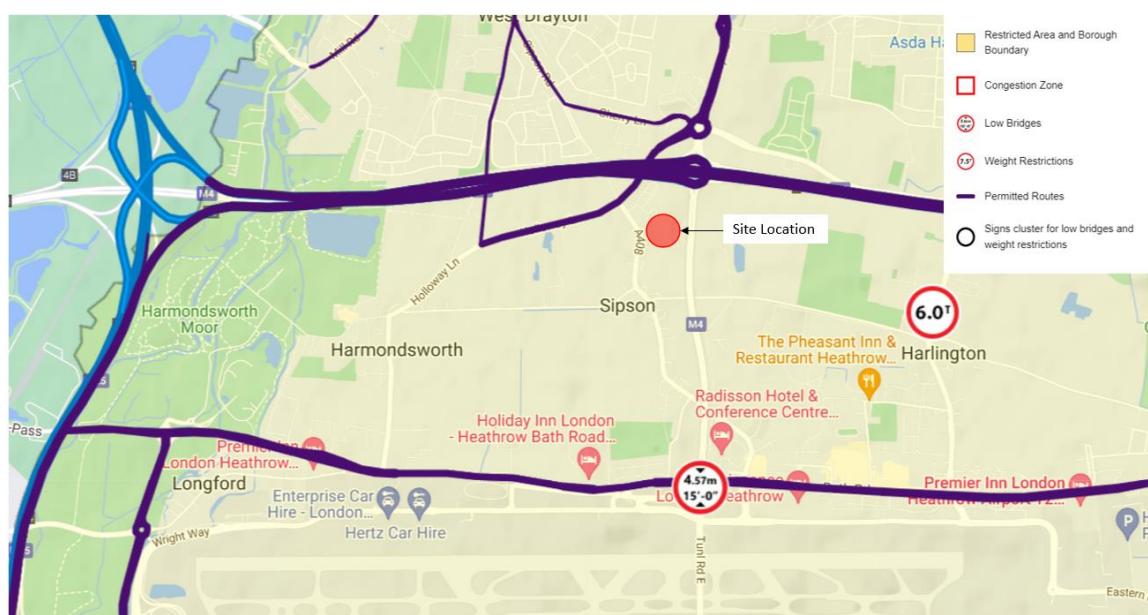


Figure 1: Local Weight and Height Restrictions

Strategic Highway Network

2.5 The Transport for London Road Network (TLRN) is made up of London's 'red routes' which are the capital's main routes. TfL encourage all construction and HGV traffic to utilise the TLRN and avoid local level roads where possible to reduce impact on the highway network. **Figure 2** illustrates the TLRN in the vicinity of the site. The east-west M4 and spur to Heathrow also form part of the strategic highway network.

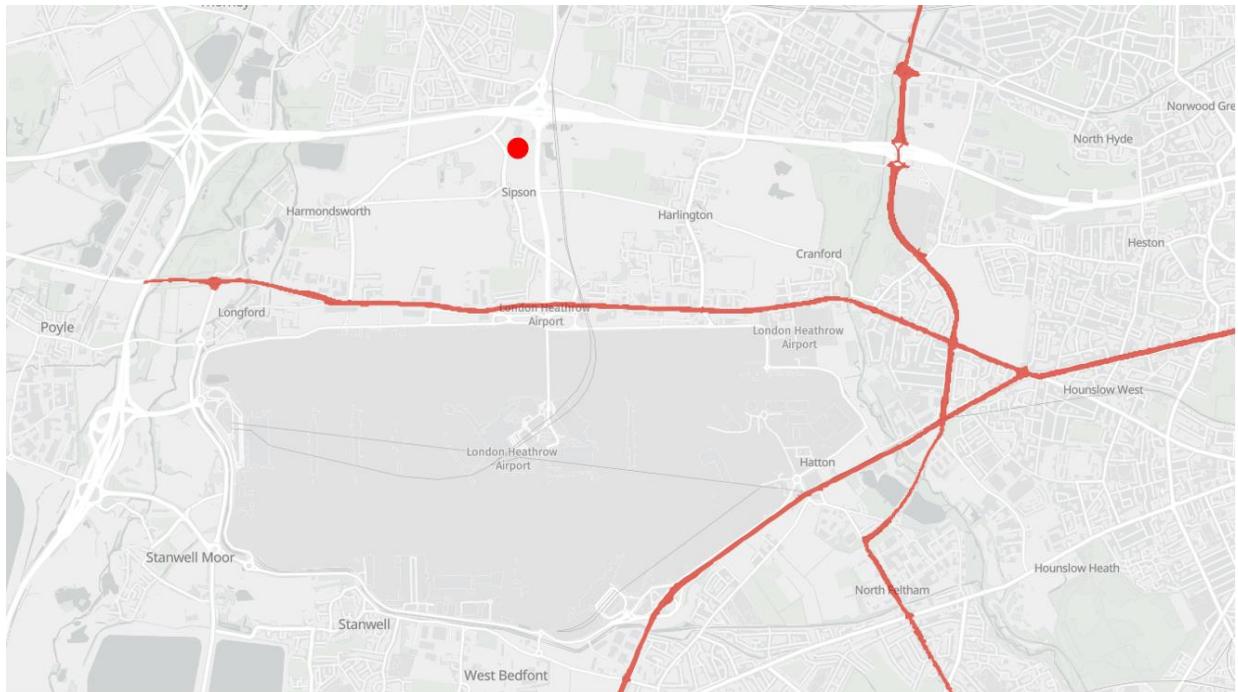


Figure 2: Strategic Highway Network (TLRN)

3. OPERATIONAL ARRANGEMENTS

3.1 Given the purpose of the development is to service vehicles operating at Heathrow, a typical vehicle being serviced at the site would originate at the airport. The vehicle would be driven to the proposed development site avoiding routing through Sipson Village. The precise route will depend on the origin point within the airport. This will be made clear to staff picking up vehicles and any customers who may drop off vehicles at the point of booking.

3.2 The vehicle will be taken into the operational hardstanding area if a larger vehicle, or the drop off bay to the front if smaller. If arriving at the scheduled service time and a servicing bay is free, it will be taken straight into the servicing bay. If the vehicle is early or the bays are full, it will be stored within the operational hardstanding area. Fifteen spaces for vehicles of various sizes are marked on the site plan shown in **Appendix A**.

3.3 Depending on the nature of the service or work required, vehicles will be on site for varying amounts of time. This is unlikely to be less than half a day, and is understood to likely be longer given the specialist nature of the vehicles being serviced.

3.4 Once the service is complete, the vehicle will be driven out of the servicing bay and washed if required. If the customer requires use of the vehicle immediately, it will be taken back to the airport. Alternatively, the vehicle will be parked within the operational hardstanding area. In the unlikely event that a vehicle is arriving at the same time as a departure, priority will be given to the arriving vehicle to avoid impacting the highway network. There is sufficient space for two HGVs to pass within the site. Again, the journey back to the airport would avoid Sipson village, with the specific route depending on the final destination within the airport.

Trip Generation

3.5 The number of movements associated with the servicing of vehicles is set out in the TA, and is based on information from the operator's existing nearby site on Bath Road. This shows that each servicing bay generates 2.55 vehicle movements per day. On the basis that one of the eight proposed bays is used for storage, this suggests there will be 18 movements per day associated with vehicle servicing. Staff commute and other movements are detailed in the TA.

Parking / Storage

3.6 Based on the operator's experience at other sites and the details of the contract, the fifteen spaces shown on the proposed site layout are anticipated to be sufficient to accommodate any temporary on-site storage of vehicles whilst they are waiting to be serviced / pick up.

- 3.7 This includes six bays for the largest vehicle types and nine for slightly shorter vehicles. However, the space has been designed so that the smaller bays can accommodate the larger vehicles, if necessary, without impacting upon the operational hardstanding area.
- 3.8 Electric Vehicle charging ports will be provided at various points around the site. This includes x4 in the workshop (22kw), x7 in the operational vehicle parking area (22kw) and x7 in the general car park (7kw).
- 3.9 Swept path analysis has been undertaken for the maximum legal length vehicle (16.5m articulated) to demonstrate the suitability of the internal site layout. This is attached in **Appendix B** and shows that two such vehicles can pass to the side of the proposed building. Given the nature of the use, vehicle movements can be scheduled in advance and this provides a level of control and certainty on vehicle movement timing windows.
- 3.10 The proposed scheme provides three oversize bays for small delivery vehicles to utilise and drop off materials. This is shown in **Appendix A**. Larger delivery vehicles can utilise the operational hardstanding area to turn if necessary. Tracking for each of these is shown in **Appendix B**.

4. MONITORING AND MANAGEMENT

- 4.1 As part of the Travel Plan and Delivery and Servicing Plan, a survey will be undertaken within 6 months of the building opening to establish actual operating patterns. The Travel Plan will be reviewed on an annual basis, and this provides a convenient trigger point to review the contents of this Operational Management Plan to ensure that the site is operating effectively and efficiently.

Securing the OMP

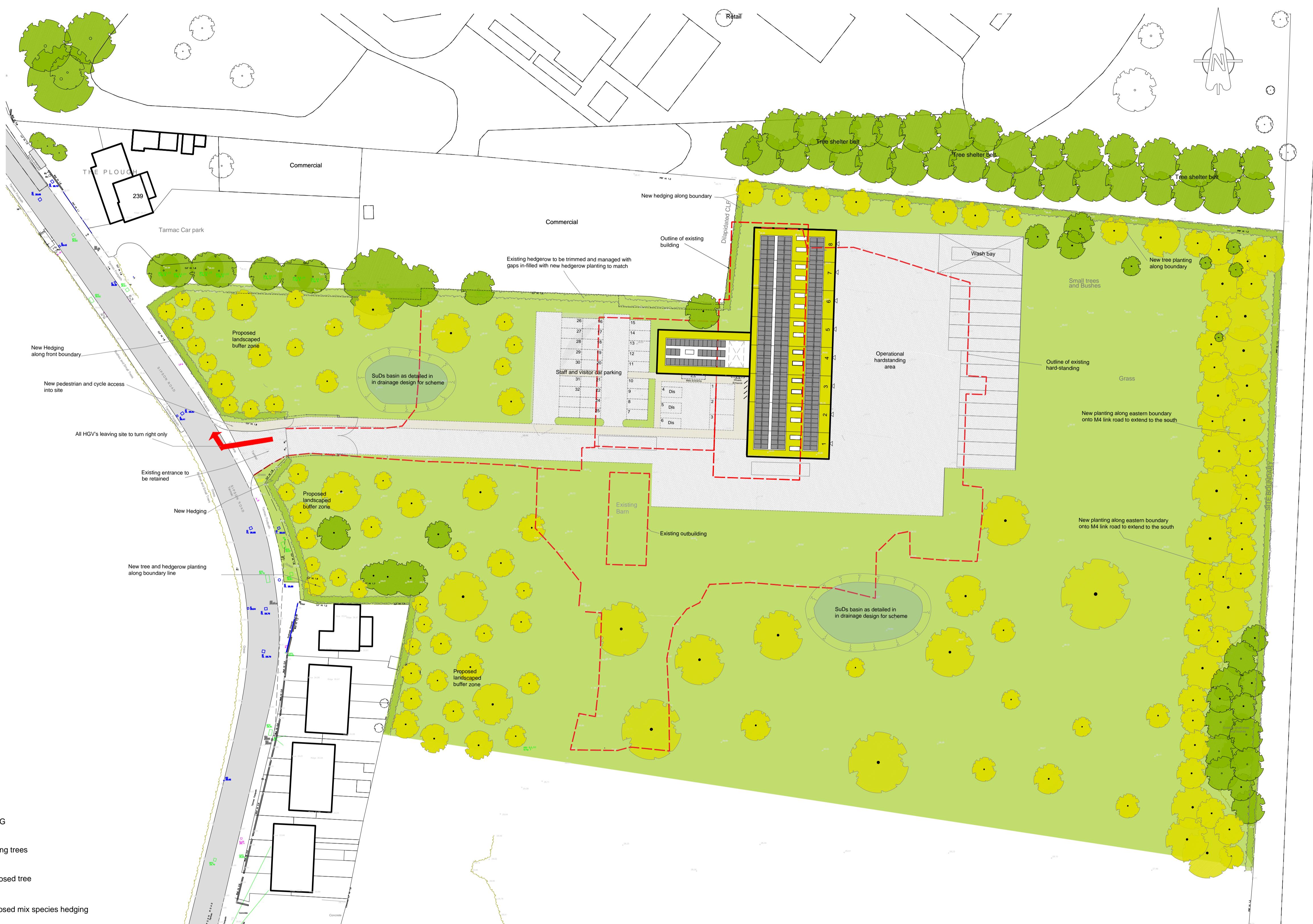
- 4.2 It is anticipated that this document will be secured as a condition of a future planning permission and/or through the Section 106 agreement.

Appendix A

Land at the Former Sipson Garden Centre, Sipson Road
Operational Management Plan

Paul Basham Associates Ltd
Report No. 507.0010/OMP/3





Note:- For details of landscape provision
see WH Landscape, Landscape Mitigation
Strategy submitted with application

Proposed Plan
Scale 1:200

Revisions		
Rev	Date	Description
I	13.11.23	Various changes
J	13.11.23	Various adjustments
K	08.12.23	Various adjustments
L	15.12.23	Various adjustments
G	16.10.23	Changes for full application
H	31.10.23	Realignement of buildings

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PLANNING

Client	Lewdown Holdings Ltd	
Project Name	Heathrow Garden Centre Sipson Road	
Drawing Title	Sketch Site Plan	
Drawn By	JF	
Scale	1:200	Sheet Size A1
Drawing No.	10760 .01	Revision L

BCM
The Old Dairy
Winchester Hill
Sutton Scotney
Near Winchester
Hampshire
SO21 3NZ
t 01962 763 900
www.bcm.co.uk

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Appendix B

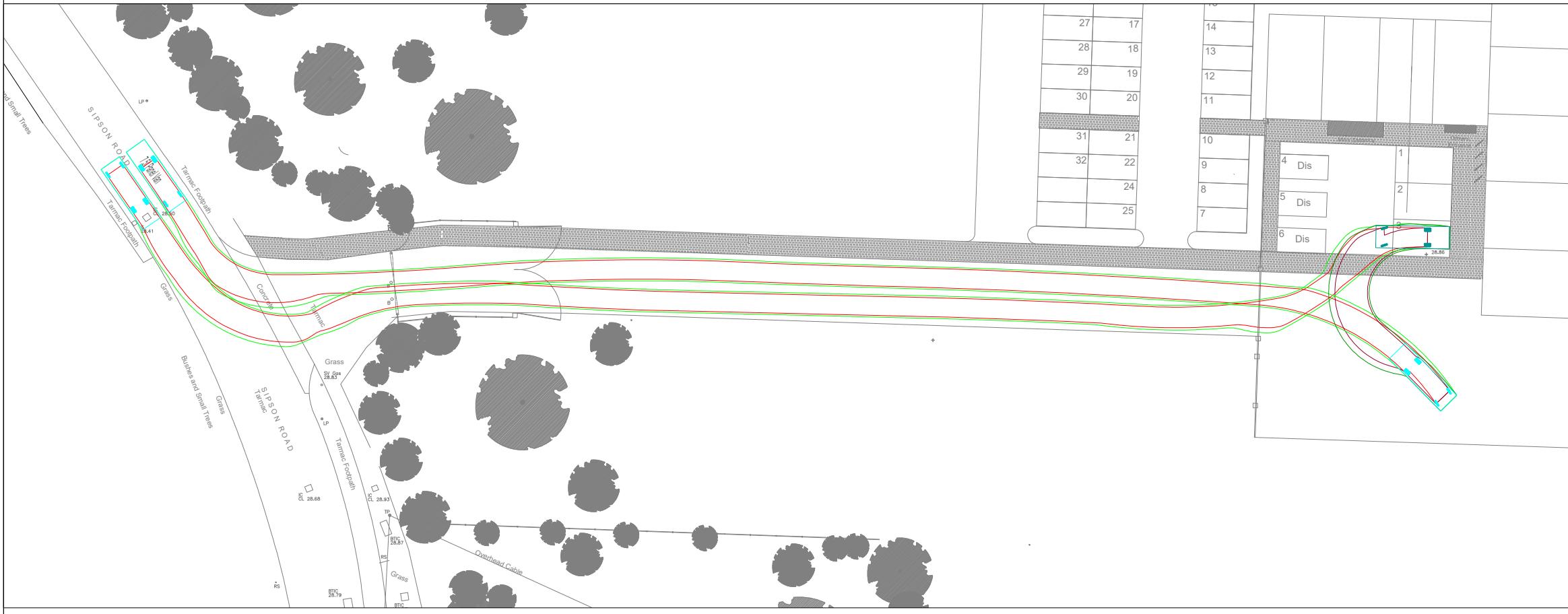
Land at the Former Sipson Garden Centre, Sipson Road
Operational Management Plan

Paul Basham Associates Ltd
Report No. 507.0010/OMP/3





OVERALL SITE LAYOUT 16.5M ARTICULATED VEHICLE TRACKING (1:1000)



Project Name
LAND AT THE FORMER GARDEN
CENTRE, SIPSON ROAD, SIPSON

Project Phase
PRELIMINARY

Title
16.5M ARTICULATED VEHICLE
AND 7.5t PANEL VAN
TRACKING ASSESSMENTS

 paulbasham
associates
Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

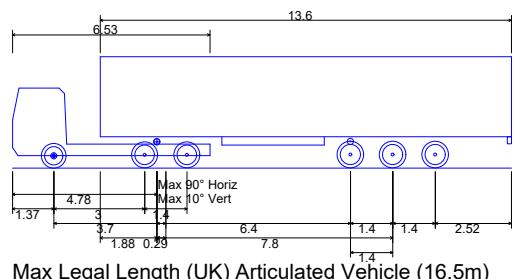
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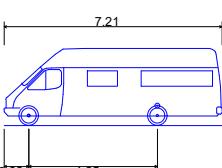
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VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



P05 UPDATED SITE PLAN 22.12.23 LM JR

P04 UPDATED SITE PLAN 21.12.23 LM JR

P03 UPDATED SITE PLAN 21.12.23 LM JR

P02 SECOND ISSUE 05.04.23 ID JR

P01 FIRST ISSUE 24.03.23 ID TP

Rev Description Date By App'd

Date Created Drawn By Approved By Suitability Code

24.03.23 ID TP -

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