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PROLOGIS PARK, HEATHROW

Transport Statement

09/04/2013

Quality Management

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Remarks	For planning			
Date	9 April 2013			
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Signature				
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PROLOGIS PARK, HEATHROW

Transport Statement

09/04/2013

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1 Introduction

1.1.1 This Transport Statement (TS) has been prepared by WSP on behalf of Prologis (Hayes) Ltd, in support of a planning application for a third phase of Prologis Park at Stockley Road in Hayes, Greater London.

1.1.2 The Proposed Development is part of a larger commercial development at the Park, which has already been built. For the purpose of this report, and in order to distinguish the Phase 3 site from the overall site, the Phase 3 site will be referred to as the "application site" whilst the whole site will be referred to as the "Prologis Park".

1.1.3 The site location is shown in Figure 1.

1.2 Planning History

1.2.1 The Proposed Development is located on a former MOD site. The extensive planning history of the site following the MOD use is summarised in the following paragraphs.

1.2.2 In 2004 an outline planning application (18399/APP/2004/2284) was submitted to London Borough of Hillingdon (LBH) for a mixed use development comprising 57,403sqm of B1/B2/B8 and up to 101 residential units. This was approved in August 2005 to allow for a phased development.

1.2.3 Subsequently, an application to vary the conditions of the above outline permission was submitted in December 2005 (18399/APP/2005/3415) which was granted permission in January 2006. This planning consent lapsed in 2009.

1.2.4 For the purpose of this report the commercial development proposals covered by the above planning consents will be referred to as the "lapsed outline permission".

1.2.5 In accordance with the lapsed outline permission, two phases of the three phase development received full planning permission and have since been built. The total built gross floor area to date is approximately 27,930 sqm.

1.2.6 In 2010, a reserved matters application and a S73 application for the third phase were submitted and subsequently consented (18399/APP/2010/545 and 18399/APP/2010/2814), however as the outline consent had lapsed, the permissions granted were later deemed invalid. The Phase 3 development proposals comprised 15,742 sqm industrial use. For the purpose of this report, this will be referred to as the "invalid permission"

1.3 Scoping

1.3.1 The planning officer at LBH has indicated that, whilst all previous planning permissions have either lapsed or are invalid, the impact of the development proposals are to be measured against the previous consents, in this case the lapsed outline permission and the invalid permission. He further confirmed that a simple TS along with a Draft Travel Plan would be sufficient for the purpose of demonstrating the impact of the Proposed Development.

2 Existing conditions

2.1 Introduction

2.1.1 A summary of the existing conditions surrounding the site is presented below.

2.2 The Site

2.2.1 The application site is located approximately 0.5km north of Junction 4 of the M4 motorway, to the east of the A408 Stockley Road. Heathrow Airport is located approximately 2km to the south of the site. Hayes town centre lies 2km to the east and West Drayton town centre 2km to the west. The location of the site is shown in Figure 1.

2.2.2 Prologis Park is bounded to the north by the Paddington to Bristol railway line whilst the Heathrow Express rail link runs to the west. To the east it is bounded by residential development and a new access road from the A408 runs along the south of Prologis Park.

2.2.3 Prologis Park is situated in a mixed use area, with existing industrial uses to the north and north-west, whilst the areas to the east and west are predominantly residential with open Green Belt Land to the south and south-west.

2.2.4 The application site is part of the former MOD site, part of which has been re-developed in recent years. The re-development included the construction of the access road from the A408 and the construction of Phases 1 and 2 of Prologis Park. Phases 1 and 2 comprise units A, B, E and F as shown in Appendix A.

2.3 Pedestrian, Cycle and Public Transport Provision

2.3.1 The area surrounding Prologis Park enjoys good pedestrian links with an established network of footways and cycleways. Residential roads to the east all benefit from lit footways whilst low traffic volumes in the residential area ensure pleasant on-street cycle routes.

2.3.2 Hayes town centre and Hayes and Harlington railway station are located within one mile of Prologis Park which equates to approximately a 10 minute cycle ride or 20 minute walk.

2.3.3 A number of buses run along the roads surrounding Prologis Park. The nearest bus stops are located on the Prologis Park access road serving route U4 and on Stockley Road north of the junction with the site access road, serving bus route A10. Details of the bus routes and frequencies are shown in Table 2.1. Figure 2 shows the bus routes closest to Prologis Park.

Table 2.1 – Bus Frequencies in the vicinity of Prologis Park

Route	Route	Days of Operation	Peak Frequency (per/hour/ direction)	Off Peak Frequency (per/hour/ direction)
U4	Prologis Park – Uxbridge Station	Monday-Saturday	6-8	6-8
A10	Uxbridge-Harlington Road-Stockley Park	Monday-Sunday	4	4

Source: www.tfl.gov.uk (March 2013)

2.3.4 Table 2.1 shows that Prologis Park is well served by buses. In addition to the routes shown in Table 2.1, a number of bus routes run along roads to the north and east of the site.

2.3.5 The nearest railway station is Hayes and Harlington. The railway station provides frequent access from London Paddington and Reading as well as other locations. Details of rail services are shown in Table 2.2.

Table 2.2. Rail frequencies at Hayes and Harlington railway station

Destination	Frequency		Duration (approximate)
	AM Peak (per/h)	PM Peak (per/h)	
London Paddington	6	6	20 Minutes
Reading	4	4	45 Minutes

Source: www.nationalrail.co.uk (March 2013)

2.3.6 Table 2.2 shows that the Hayes and Harlington rail station is well served by train, while interchanges at both Reading and Paddington provide connections to all regional and national locations.

2.4 Highway Network

2.4.1 Vehicular access to Prologis Park is currently taken from the new access road via a three arm signalised gyratory junction. Whilst the access road connects to Nine Acres Close to the east, access to Nine Acres Close is restricted to bus movements only.

2.4.2 The A408 Stockley Road runs to the west of Prologis Park, in a north - south direction. To the south, the A408 provides access to London's Heathrow Airport, whilst to the north, it connects to Uxbridge.

2.4.3 The roads to the east of Prologis Park are generally residential in nature with relatively low levels of traffic flows.

3 Development Proposals

3.1.1 The development proposals which are supported by this TS comprise 14,383 sqm of B8 and ancillary offices. Associated car parking in accordance with the relevant LBH parking standards and an internal access road will also be provided. The proposals comprise three industrial units (Units C, D and G) as shown on drawing 30587-PL101, included in Appendix A.

3.1.2 The gross external area (GEA) for each unit along with parking spaces provided is shown in Table 3.1

Table 3.1 Development Proposals

	GEA (sqm)	Car parking	Disabled parking
Unit C	4,372	38	5
Unit D	5,933	52	5
Unit G	4,078	36	3

3.1.3 Whilst the future occupiers are not known at this stage, it is likely that the application site will provide space for many of the uses which are associated with the area and most notably Heathrow Airport. These uses can include industrial processes linked to the airline industry, freight handling, onward distribution and flight catering. They are also likely to include 24 hour operations.

3.1.4 The Proposed Development will be accessed via the access road constructed as part of Phases 1 and 2 of Prologis Park, which can also be seen in Appendix A. The internal access road will benefit from footways to ensure pedestrian accessibility for all units.

4 Trip Generation and Development Impact

4.1 Trip generation

4.1.1 An extensive trip generation exercise, making use of survey data from developments in similar locations to that of the application site, was undertaken as part of the outline application submitted in 2004.

4.1.2 Whilst it is acknowledged that those surveys were a few years ago, it is considered that the location specific travel patterns of the application site are best represented using this survey data. In order to validate the vehicular trip rates, the TRICS and TRAVL databases have been consulted. However, the TRAVL database does not contain any suitable sites, and so the validation has been carried out using a selection of warehousing sites from the TRICS database. The vehicular trip rates obtained from the TRICS database compared to the previously used vehicular trip rates are shown in Table 4.1.

Table 4.1 Vehicular two-way trip rates (vehicle trips/100sqm)

	AM Peak (0800 – 0900)	PM Peak (1700 – 1800)
2004 TA	0.359	0.373
TRICS	0.310	0.316

4.1.3 As Table 4.1 shows the previously used and consented vehicular trip rates are higher than the more up to date TRICS rates. Hence it is therefore considered acceptable to determine the trip generation of the proposed development based on the trips rates used in the 2004 TA as this represents a robust case.

4.2 Development Impact

4.2.1 Based on the above trips rates, Table 4.2 shows the number of vehicle trips generated by the Proposed Development, as well as the number of vehicle trips generated by the development proposals of the lapsed outline permission and the invalid permission.

Table 4.2 – Number of vehicle trips generated

	GEA (sqm)	AM Peak	PM Peak
Lapsed outline permission	29,473[1)]	106	110
Invalid permission	15,742	57	59
Proposed Development	14,383	52	54

Note 1) This is the difference between the consented outline permission (57,403sqm) and the now operational phases (27,930sqm)

4.2.2 As Table 4.2 shows, the Proposed Development will generate a significantly lower number of vehicle trips than the development proposals of the lapsed outline permission and a lower number of trips than the development proposals of the invalid permission.

4.2.3 On this basis it is concluded that the impact of the Proposed Development is no worse than that of the previously consented developments and no further assessments are required.

5 Framework Travel Plan

5.1 Introduction

5.1.1 The outline application included a Framework Travel Plan and subsequently, an obligation to develop and implement a Travel Plan based on the Framework document was placed upon each occupier of Prologis Park. It is anticipated that this methodology will be followed for the Phase 3 development. The Travel Plan Framework set out for the 2004 TA is therefore replicated and updated where necessary on the following pages.

5.2 Objectives

5.2.1 The objectives of a Travel Plan for the Application Site would be to:

- Influence and shape movement patterns and transport choice in favour of more sustainable modes;
- Ensure the maximum potential of the development proposals is realised; and
- Form the function of an operational management tool to facilitate the delivery of sustainable transport objectives.

5.3 Benefits of a Travel Plan

5.3.1 In developing and implementing a travel plan there would be benefits for both new users of the development and the existing communities in the surrounding area. These benefits would include:

- Reducing intrusion on the local community both in terms of on-street parking and congestion;
- Realising new opportunities to utilise land for other purposes;
- Enhancing the image of the development as an accessible and sustainable location;
- Improving the quality of the environment in the local area; and
- Improving the health of employees through reduced stress and an improved quality of life.

5.3.2 Clearly fulfilling the aims of the Travel Plan would need to be undertaken through positive action by occupiers of the application site working in partnership with local authorities and local transport providers as well as other interested organisations.

5.4 Delivery of a Travel Plan

5.4.1 There are a number of key steps involved in delivering a successful Travel Plan and these would underpin the development of a Travel Plan for the Application Site. These steps comprise:

- **Consultation & Planning** - the most effective travel plans are produced through discussion with all parties involved in order to identify schemes which represent best value with respect to meeting the overarching objectives of the Travel Plan;
- **Communication** - opportunities for improvement and the concerns of those affected are most readily obtained through communication and discussion. In the context of a Travel Plan for the Application Site, communication would not be considered as a one-off action at the development stage but would be maintained on a regular basis;

- **Implementation** – improvements to facilities and procedures combined with continued liaison with local authorities and other service providers to implement schemes identified through the consultation and planning process;
- **Co-ordination** - it is vital that any travel plan can react to changes, respond to requests and present an organised front. Similarly, as visitor and employee requirements change, and as government policy evolves, there may be a need to change elements of the travel plan; and
- **Targeting and Monitoring** - monitoring against predetermined targets allows the success of the travel plan to be evaluated and identify ways in which further improvements could be made.

5.4.2 At the initial stages, a member of staff would be appointed to act as the Travel Plan Co-ordinator. The role of the Travel Plan Co-ordinator would be to:

- administer the Travel Plan;
- co-ordinate activities;
- facilitate the development of new ideas; and
- to act as a single point of contact for the dissemination of information.

5.4.3 In addition, the Travel Plan Co-ordinator would be responsible for obtaining data on existing travel patterns in order to:

- provide a baseline against which travel monitoring can be undertaken;
- enable the Travel Plan Co-ordinator to effectively forecast the likely future transport and travel requirements of the development;
- enable the Travel Plan Co-ordinator to ensure that there is adequate physical provision; and
- provide travel activity information to the relevant authorities such as bus operators and the local authorities.

5.4.4 The Travel Plan would essentially seek to balance a range of incentives to encourage travel by non-car modes with disincentives to car use.

5.5 Modal Split Targets

5.5.1 At this stage, the precise nature of measures and targets for incentives can not be determined as these would need to be informed by the results of the initial travel survey. This would be necessary to ensure that resources are focussed on those elements which provide the best Return on Investment within the overarching aim of meeting the sustainable objectives of the Travel Plan.

5.5.2 However, it is recommended that the peak period modal split targets for car and non-car travel (excluding HGV's), as established in Section 5 of the 2004 TA, should form the basis for determining the Travel Plan modal split targets.

5.5.3 It should be noted that travel behaviour is likely to change over time as the Application Site becomes fully occupied and bespoke Travel Plan measures are identified and implemented. It is therefore proposed that two sets of Travel Plan targets be established to reflect realistic short / medium term and long term development scenarios. These modal split targets are presented in Tables 5.1 and 5.2 for the short and long term scenarios respectively.

Table 5.1: Short Term Peak Period Modal Split Targets

Time Period	Mode Share					
	Ped / PT	Cycle	Car	Pass	HGV	Total
All Day Mode Share (07:00 – 19:00)	11%	1%	62%	12%	14%	**100%**
All Day Mode Share (excluding HGVs)	12%	1%	73%	14%	-	**100%**
2hr AM Peak Mode Share (07:30 – 09:30) (excluding HGVs)	18%	2%	62%	18%	-	**100%**
2hr PM Peak Mode Share (16:30 – 18:30) (excluding HGVs)	18%	2%	62%	18%	-	**100%**

Source: Stockley Road, Hayes, Transport Assessment Report, WSP Development Ltd. April 2004

Table 5.2: Long Term Peak Period Modal Split Targets

Time Period	Inbound			Outbound			Two-way		
	Car	Non-car	Total	Car	Non-car	Total	Car	Non-car	Total
Morning Peak Period (07:30 – 09:30)	51%	49%	100%	64%	36%	100%	54%	46%	100%
Evening Peak Period (16:30 – 18:30)	58%	42%	100%	53%	47%	100%	54%	46%	100%
Morning Peak Hour (08:00 – 09:00)	49%	51%	100%	67%	33%	100%	52%	48%	100%
Evening Peak Hour (17:00 – 18:00)	47%	53%	100%	57%	43%	100%	55%	45%	100%

Source: Stockley Road, Hayes, Transport Assessment Report, WSP Development Ltd. April 2004

5.6 Travel Plan Measures

5.6.1 Notwithstanding the need to undertake an initial employee travel survey to identify the most suitable approach to meeting the travel demands and requirements of users of the Application Site, the Design Team have identified a number of measures at this stage which would be considered and these could serve to meet the modal split targets set out in Table 5.2.

Staff Focused Initiatives

5.6.2 The provision of public transport, walking and cycling information could form an element of the induction process for employees at the application site.

5.6.3 Similarly, the provision of information relating to local facilities, which could possibly include a facilities map sponsored by local organisations or enterprises, could be produced with the objective of raising the awareness of local business. This could reduce the need to travel to remote service providers and increase the travel choices available to complete the journey.

5.6.4 The development of flexible working practices could serve to ease the problems of access to the application site and the impact on the wider Hayes area during the peak travel periods.

Public Transport Initiatives

5.6.5 The proposed development is likely to generate sufficient demand for public transport travel to justify arranging subsidised travel for its users. This could, for example, take the form of reduced cost travel cards / season tickets for staff and could relate to defined routes or zones or be valid for defined time periods. Clearly travel incentives would require the support of both the local authority and the local transport operators and would need careful examination and development in particularly with respect to the cost implications for the developer and fiscal implications for the recipient.

5.6.6 Building upon the concept of subsidised travel, low interest loans for the purchase of rail/bus season tickets and travel cards could be considered.

Walking and Cycling Initiatives

5.6.7 The provision of facilities, such as showers, changing facilities and lockers could encourage staff to use these modes of travel. These facilities could also be made available to motorcyclists.

5.6.8 As part of a possible employee travel guide for the development, routes for the safe movement of pedestrians and cyclists in the local area could be identified. The guide would indicate preferred routes to the local facilities, amenities, residential areas and public transport interchanges surrounding the application site. The maps provided within this guide would also be made available to visitors to the application site as a means of promoting sustainable travel. In addition, the travel guide could also contain information on the positive health benefits associated with walking and cycling.

5.6.9 The initial costs associated with starting cycling can act as a deterrent. In this context, assistance towards the purchase of cycling equipment could be considered or alternatively a discount with a local cycling retailer may be negotiable.

5.6.10 Other financial incentives for sustainable travel patterns could be investigated and could include:

- Payments for ‘cycle mileage’ on work related travel; and
- Payment for walking on work related travel.

Car Share Development and Operation

5.6.11 Subject to the results of staff surveys, a car sharing database could be set up at an early stage of the implementation of the travel plan to manage a car share scheme. Such schemes are an effective means of reducing the number of car trips to a site.

5.6.12 The car share database would comprise a central control system to which potential users log-in, provide details of their needs, and are given potential ‘matches’ who may be willing to car share on a regular basis.

5.6.13 In the longer term, the car share database could be included in other Travel Plans, such as Stockley Park, to provide a much broader base of participants to the benefit of both users of the application site and the existing business community.

5.6.14 It would also be important to retain some human input to such a system, however, in order to cater for all needs, such as school runs, mobility/vision impaired, for example, and also to provide a guaranteed ride home service in case of emergencies.

Intelligent Transport Systems

5.6.15 A number of the initiatives already outlined include elements which make use of intelligent transport systems. These systems are based on automated supply of data about the transport network and services, a control centre, which interprets that data, and an output feed to a whole range of end user products. For example links could be provided to the public transport Countdown information system operated by TfL should this be implemented on local bus routes.

5.7 Parking Management Strategy

5.7.1 A key element in the success of the application site Travel Plan will be the management of the internal car parks as the availability of parking during peak periods can have a major influence on mode choice especially when combined with incentives to use more sustainable means of travel identified through the Travel Plan process.

5.7.2 To this end, a parking management strategy (PMS) would be developed for the Application Site as part of the Travel Plan process in order to underpin the incentives to non-car travel.

5.7.3 For the PMS to be successful careful controls on access to on-site car parks would need to be implemented in order to ensure:

- automated compliance with parking restrictions;
- spaces are available for essential car users;
- spaces are available for car-shares; and
- spaces are available for the mobility impaired.

5.7.4 The detail of how the PMS would be implemented on site will be subject to negotiation between the developer and the relevant highway and planning authorities. However at this stage, a number of initiatives could be considered including:

- Car park zoning – where the car park is split into cells with access restrictions to certain zones imposed during certain times of the day and / or to specific users;
- CCTV monitors to ensure smooth operation and improve security;
- Pre-booking of spaces and Smart Card entry control;
- Reservation of a number of spaces closer to entry doors for car sharers, essential car users and the mobility impaired;
- Restrictions on parking on internal roads within the Application Site; and
- Payment for ‘giving up a right to parking space.

5.7.5 Effective enforcement would be critical in order to ensure compliance with the PMS and to fully realise the associated benefits in terms of sustainable travel patterns.

5.7.6 In addition to daily enforcement, it is envisaged that an annual monitoring exercise, would be undertaken. The purpose of the monitoring exercise would be both to quantify any non-compliance with the parking strategy and to determine the contribution of the parking control measures towards delivering on the core objectives of the Travel Plan.

5.7.7 Whilst the exact detail of the monitoring exercise would be a matter for agreement between the developer and the relevant authorities, the objectives of the monitoring would be to identify:

- the number of employment related vehicles entering the application site;
- the number of vehicles entering the controlled parking areas within the application site;
- the number of employment related vehicles parking in the neighbouring Bourne Avenue; and
- the number of employment related vehicles parking in the residential elements of the development.

5.7.8 It is envisaged that the parking monitoring exercise would form an element of the wider Travel Plan monitoring programme.

5.7.9 The preparation of a Travel Plan could either be a Planning Condition or part of a Section 106 agreement.

6 Summary and Conclusions

6.1.1 This TS has been prepared by WSP in support of a planning application for Phase 3 of the Prologis development in Hayes.

6.1.2 The application site has been subject to several planning applications and consents before. Particular reference is made to an outline permission, which lapsed in 2009 and a full consent granted in 2011, which was later deemed invalid.

6.1.3 Whilst there are no current planning permissions relating to the application site, LBH have indicated, that the impact of the proposed development should be measured against the previously consented development proposals, .i.e. the lapsed outline permission and the invalid permission.

6.1.4 The current development proposals are for a third Phase of Prologis Park at Stockley Road and include a GFA of 14,383sqm of B8 warehouse use with ancillary offices, as well as associated car parking and an internal access road.

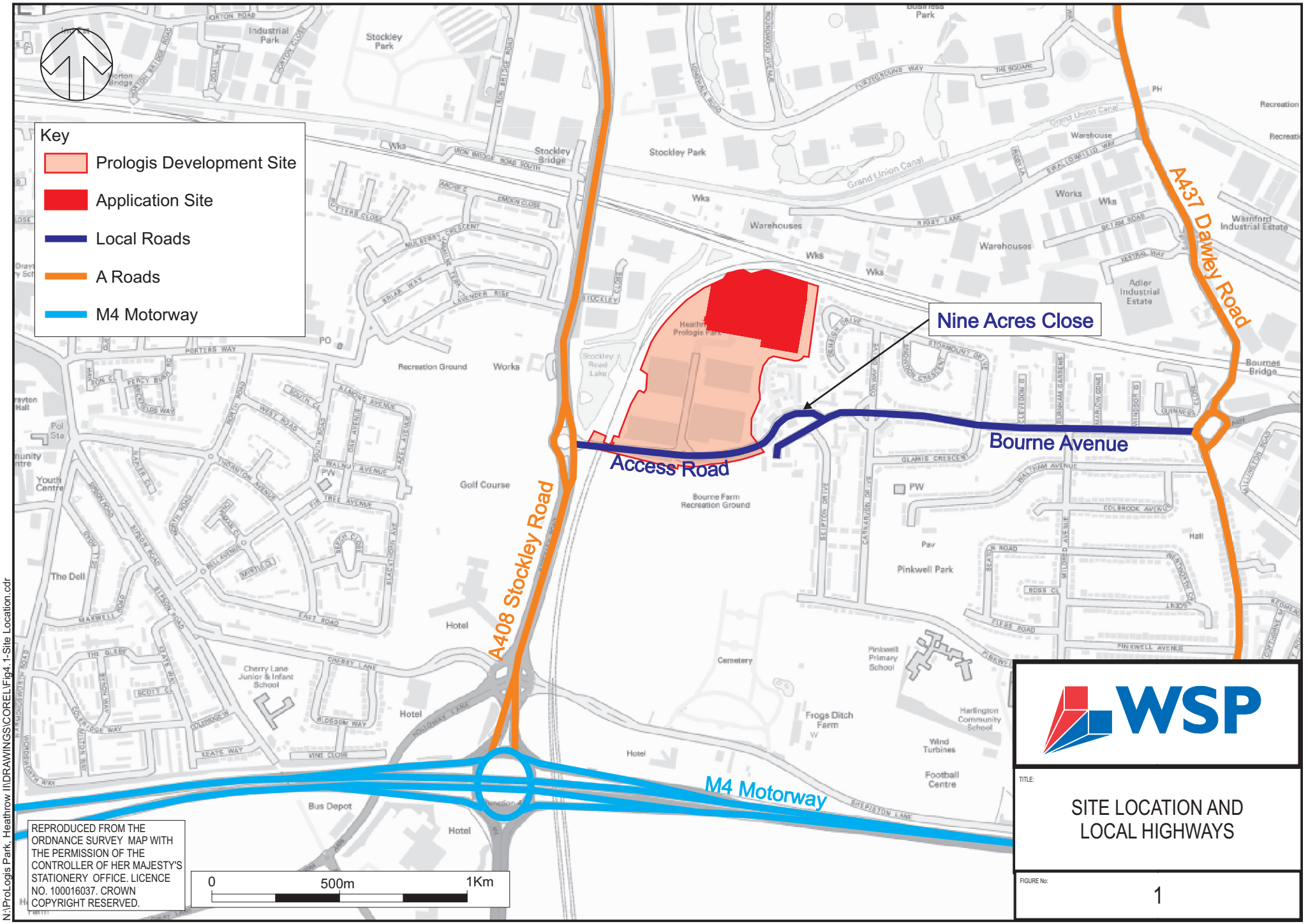
6.1.5 The existing conditions in the vicinity of the application site have been set out, showing that the application site is located in an area which is highly accessible by public transport and by other non-vehicular modes.

6.1.6 A comparison of the number of trips which could potentially be generated by the remaining development quantum of the lapsed outline permission and the application site showed that the application site will generate significantly fewer vehicle trips than the lapsed outline permission.

6.1.7 A comparison of the number of trips generated by the invalid permission and the application site also showed that the impact of the Proposed Development would be lower than that of the invalid permission.

6.1.8 It was concluded that the impact resulting from the application site would be no worse than that from the lapsed outline permission or the invalid permission and so no further assessment was required.

Figures



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WSP

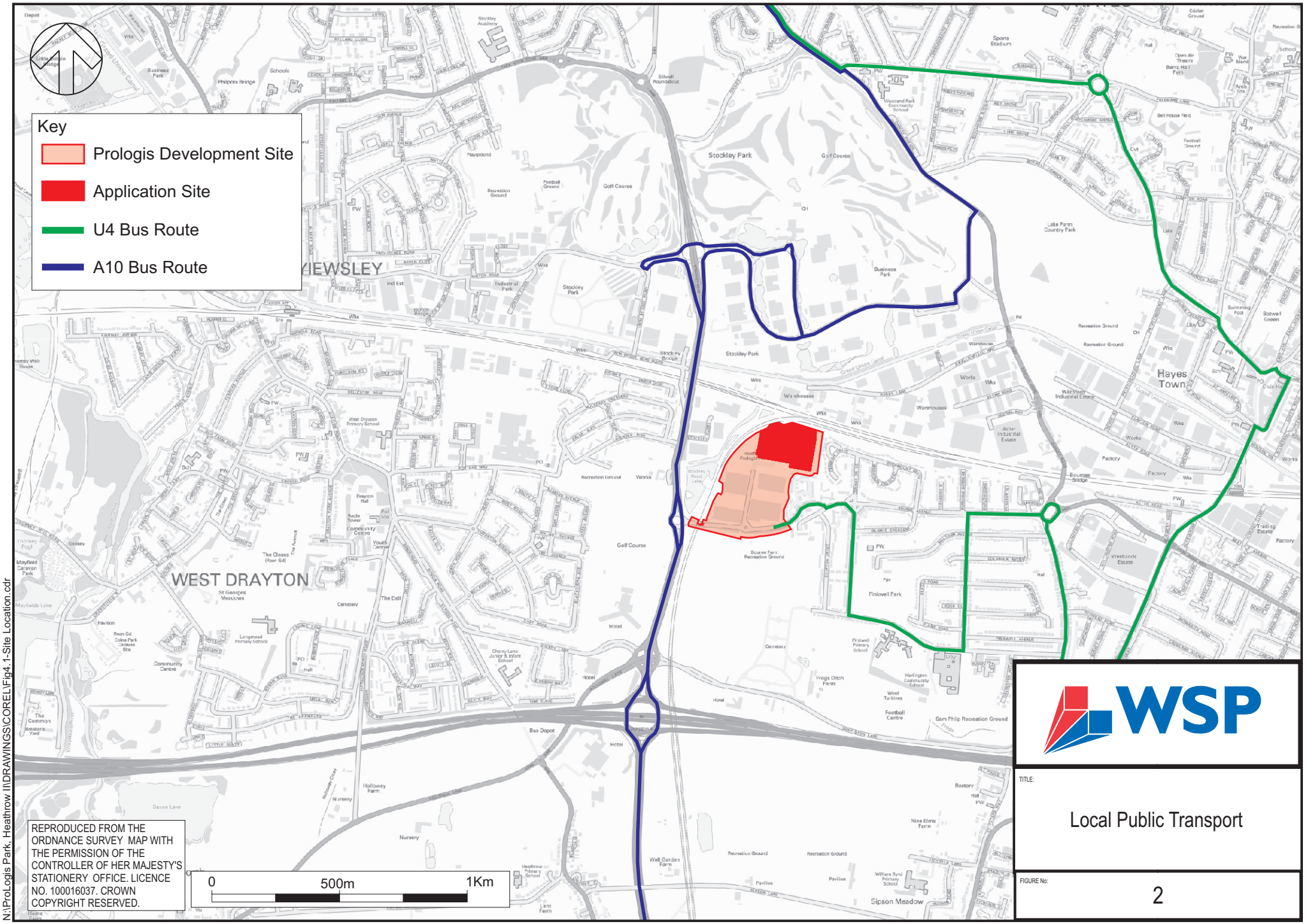
TITLE:

SITE LOCATION AND LOCAL HIGHWAYS

FIGURE No:

1

N:\ProLogis Park, Heathrow II\DRAWINGS\CORELFig4.1-Site Location.cdr



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TITLE:

Local Public Transport

FIGURE No:

2

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Appendices

Appendix A – Site Layout Plan

NOTES:

SUBJECT TO STATUTORY CONSENTS

BASED ON GREENHATCH SURVEY NO. 7159ENT_1

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PROLOGIS

TITLE
PROLOGIS PARK, HEATHROW

DRAWING
SITE LAYOUT PLAN

CLIENT
PROLOGIS UK LTD.

DATE	SCALE	DRAWN
NOVEMBER 2012	1:1000 @ A1	PW
	STATUS	CHECKED
	FOR PLANNING	PW

DRAWING NUMBER
30587-PL101

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