STOCKLEY ROAD, HAYES

Transport Statement

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Gleave GS

paulbasham associates

Transport Planning | Travel Planning | Civil & Structural Engineering

INDUSTRIAL USE
STOCKLEY ROAD
HAYES

TRANSPORT STATEMENT

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Prepared by:	Laura Jones	January 2026
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Gleave QS
Gridiron Building
1 Pancras Square
London
N1C 1AG

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

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TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates to support a planning application comprising site alterations to an existing warehousing/distribution centre at Stockley Road, Hayes. The site is located within Prologis Park in Hayes Industrial Area with the site location demonstrated within **Figure 1**.

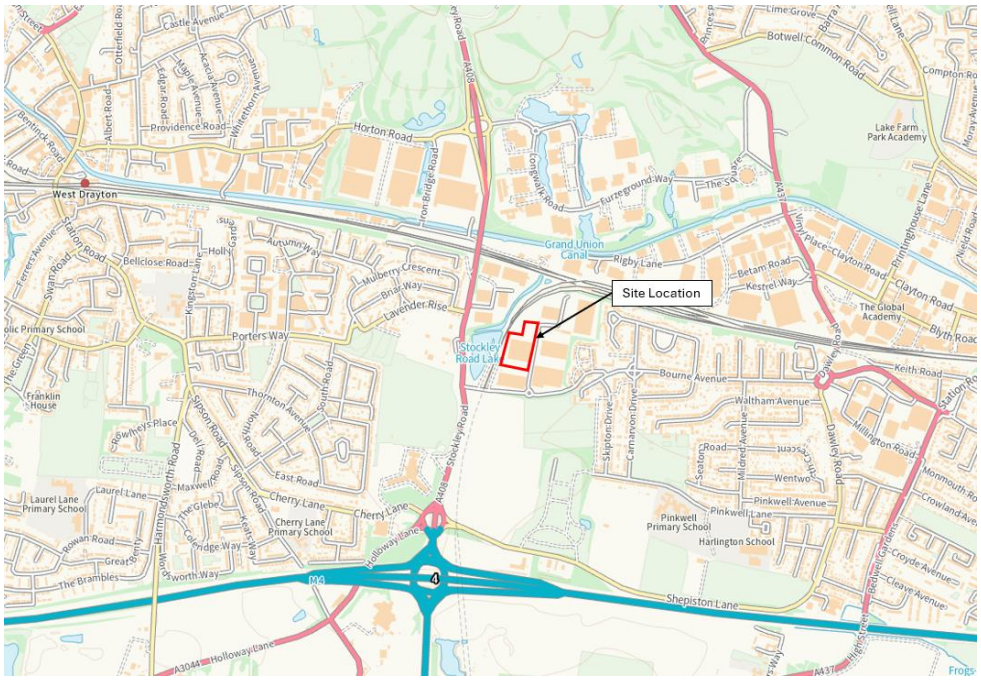

Figure 1: Indicative site location

Planning History

1.2 The existing use was originally granted consent under application 18399/APP/2004/2284 as part of a wider mixed use scheme, followed by reserved matters consent for the specific unit under application 18399/APP/2009/423.

Report Scope

1.3 This TS will consider the transport aspects of the proposed development including existing site conditions, confirmation of proposals, access arrangements, internal layout and confirmation the proposals will not impact the existing operation of the public highway network.

2. SITE CONTEXT

Planning Policy

2.1 The London Plan (2021) is the strategic planning framework guiding development in Greater London, setting policies for housing, transport, economy, environment and sustainability.

2.2 The site falls within a Strategic Industrial Location (Hayes Industrial Area) and is therefore subject to Policy E5. Part C states that development proposals in these areas should be supported where the uses fall within industrial type activities, which includes storage and logistics/distribution. Part D states that development proposals with SILS should not compromise the integrity or effectiveness of the location in accommodating industrial type activities and their ability to operate on a 24 hour basis.

2.3 The purpose of the present application is to improve operation efficiency of the site operation, aligned with the aims of the above policy.

Existing Site Conditions

2.4 The application site lies within Prologis Park in Hayes Industrial Area. The site is bound to the north and south by industrial uses, to the east by a private road serving the logistics park and to the west by a railway.

2.5 The logistics park is accessed from Stockley Road, and the site itself is currently served by two access points on the eastern boundary. The northern access is provided in the form of a bellmouth measuring 13.5m wide and accommodates delivery and servicing vehicles. The southern access is also provided in the form of a bellmouth measuring 6m wide but provides access to a staff parking area.

Local Road Network

2.6 The site is accessed via a 3-arm roundabout connecting Stockley Road (A408) with the internal road network of Prologis Park. Stockley Road is a dual carriageway connecting to the M4.

2.7 The eastern arm of the roundabout forms the internal access road to Prologis Park. Prologis Park is subject to a 20mph speed limit throughout, with security barriers located 80m east of the roundabout, prohibiting access for unauthorised users. Double yellow lines are in operation throughout the internal road network within Prologis Park.

2.8 Approximately 230m east of the Stockley Road roundabout, the internal road meets a 3-arm roundabout, with the northern arm providing access to the application site. The internal road extending from the northern arm of the roundabout measures approximately 6.5m wide.

Pedestrian and Cycle Network

2.9 There is excellent pedestrian and cycle infrastructure surrounding the site with a 3m footway/cycleway flanking the northern side of the internal road of Prologis Park and linking with the internal pedestrian network. There is a 2m footway adjacent the eastern site boundary. Dropped kerb crossings with tactile paving are located across the existing access points.

2.10 The footway/cycleway on the northern side of the internal road also links to the footway/cycleway leading north on the western side of Stockley Road via a signalised pedestrian crossing. A dropped kerb crossing with tactile paving is provided on the eastern arm of the Stockley Road roundabout to facilitate pedestrian movements to the south.

Public Transport

2.11 The site has a Public Transport Accessibility Level (PTAL) of 1b on a scale of 0-6 with 6 considered an excellent level of connectivity. Whilst the PTAL suggests a low score for public transport connectivity, the nearest local bus stops (known as 'Stockley Road') are a 400m (6-minute) and 500m (7-minute) walk west of the site for the southbound and northbound directions respectively. Both bus stops benefit from a dedicated layby with road demarcations, a sheltered seating area and printed timetable. The A10, 725 and 102 Flightline routes are accessible from both stops, whilst the U5 route is accessible from the northbound stop. A summary of the services is provided within Table 1.

Service	Bus Operator	Bus Route	Frequency		
			Mon-Fri	Sat	Sun
A10	Transport for London	Uxbridge Station to Heathrow Central Bus Station	Every 20 mins	Every 20 mins	Every 30 mins
725	Intalink	Stevenage to Heathrow Airport	Hourly	Hourly	Every 2 hours
102 Flightline	Carousel	High Wycombe to Uxbridge & Heathrow Airport	Every 30 mins	Every 30 mins	Every 30 mins
U5	Transport for London	Hayes & Harlington Station	Every 10-15 mins	Every 10-15 mins	Every 20 mins

Table 1: Summary of Local Bus Services

2.12 West Drayton is the closest railway station to the site, 3.3km to the west and is accessible via a 12-minute cycle or 19-minute bus journey using the U5 service. The station operates GWR and London Underground services on the Elizabeth line, providing a direct and regular connection between Reading to the west and Central as well as east London to the east.

3. PROPOSED DEVELOPMENT

3.1 The proposed application comprises site alterations to an existing warehousing/distribution centre at Stockley Road, Hayes. The proposals are intended to improve the operation of the yard and site, with no changes to the use or GFA proposed. The proposals will not therefore result in increased impact on the local highway network over and above that which has lawful consent.

Access

3.2 The existing access arrangements as set out in paragraph 2.6 will be retained. The existing northern access will be fitted with gates to control access, and given the distance from the public highway this will no have impact on the operation of the public network.

3.3 A new 4m wide access is proposed at the northern end of the site, to facilitate ingress of delivery vans. This is intended to allow for improved circulation of delivery vans when navigating around the site.

3.4 Given no alternations are proposed to the site egress, in addition to the absence of accidents within the immediate frontage of the site, and no intensification of vehicle movements generated by the proposals, it is concluded that the access arrangements will remain safe and suitable to support the modest proposals.

Internal Layout

3.5 The existing layout does not meet the occupier's operational requirements and therefore amendments are proposed. The proposed development predominantly relates to changes to improve the operation of the site including surface treatment to assist with more efficient circulation internally, which will not result in an intensification in the existing operation of the local road network. As set out above, the GFA of the building with remain as existing.

Swept Path Analysis

3.6 On the basis that the internal arrangement has altered, and that a new ingress is proposed swept path analysis has been undertaken to confirm that articulated lorries remain capable of entering turning and exiting the site appropriately and that a delivery van can enter through the proposed northern access and exiting via the existing egress. Standard cars will continue to be capable of entering and exiting the staff parking area appropriately given no alterations are proposed to this access arrangement.

Summary

3.7 The proposed development will therefore have no material impact on the operation or safety of the existing public highway or local road network.

4. SUMMARY AND CONCLUSION

4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates to support a planning application comprising site alterations to an existing warehousing/distribution centre at Stockley Road, Hayes. The proposals are intended to improve the operation of the yard and site, with no changes to the use or GFA proposed.

4.2 The existing access arrangements will be retained although a new bellmouth access measuring 4m wide will be provided to the northern extent of the site and this will be limited to the ingress of delivery vans only. This is intended to allow for improved circulation of delivery vans when navigating around the site. Access for articulated lorries with remain through the existing northern access, whilst the staff access will remain through the existing southern access. Pedestrians and cyclists can continue to access the site via the existing entrances to the eastern and northern extents of the building.

4.3 The proposed development will include amendments to the external internal layout with demarcated road markings and a reconfigured layout to improve circulation and site efficiency. Swept path analysis has been undertaken to ensure vehicles can safely manoeuvre the amended layout.

4.4 The proposed alternations will not result in an intensification in the existing operation of the local road network, neither impact the public highway. We would therefore encourage the local highway and planning authority to view the proposals favourably from a highway perspective.