HEATHROW NCP PROPERTY LIMITED
APRIROSE NCP FLIGHTPATH
HEATHROW
A4 BATH ROAD, WEST DRAYTON

DRAFT WORKPLACE TRAVEL PLAN

JULY 2022

the journey is the reward

APRIROSE REAL ESTATE INVESTMENT
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HEATHROW
BATH ROAD, WEST DRAYTON

DRAFT WORKPLACE TRAVEL PLAN

JULY 2022

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Heathrow NCP Property Limited
Aprirose NCP Flightpath Heathrow
A4 Bath Road, West Drayton
Draft Workplace Travel Plan

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1 Introduction

1.1 This Draft Workplace Travel Plan (TP) has been prepared by Mayer Brown Limited on behalf of Heathrow NCP Property Limited in respect of the proposed demolition of existing car park and redevelopment for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements.

1.2 The TP to encourage a reduction in the number of single occupancy car journeys made by future users of the units at the site. This TP covers the 4 industrial units proposed at the site.

1.3 This TP has been developed as a long-term strategy with the aim of promoting and facilitating trips to/from the site using the most sustainable modes of travel available and potentially reducing single occupancy private car travel.

1.4 The primary objective of the TP is to reduce unnecessary vehicular trips undertaken by staff and visitors to the site through the promotion and facilitation of suitable alternative modes of travel when accessing the site.

1.5 This TP has been written with reference to the TfL 'What a Travel Plan Should Contain' guidance and the BREEAM UK New Construction 2018 Manual.

1.6 The transport category of the BREEAM manual encourages provision of and improved access to local amenities and to sustainable means of transport. The aim is to reward locations and solutions that support reductions in car journeys and, therefore, congestion and Carbon Dioxide emissions over the life of the building(s).

BREEAM Compliance

1.7 The Transport Category of the BREEAM UK New Construction 2018 manual awards credits under the following categories:

- Tra01 – Transport Assessment and Travel Plan – Recognising developments in proximity to good public transport networks, thereby helping to reduce transport-related pollution and congestion.
- Tra02 Sustainable Transport Measures - Recognising developments in close proximity of, and accessible to, local amenities which are likely to be frequently required and used by building occupants.

1.8 The assessment criteria for each category will be referenced throughout this TP.

1.9 This TP accompanies the Transport Assessment for the proposed redevelopment which will be submitted as part of the planning application and will demonstrate the commitment of Heathrow NCP Property Limited to the implementation and promotion of sustainable travel to and from the site.

1.10 This TP comprises the following:

- Details of how the TP will be managed;
- Details of the approved development;
- The existing accessibility of the site; including details of local services;
- The existing travel patterns of the site;
- The objectives of the TP;
- An overview of the targets of the TP;
- The likely measures of the TP;
- A monitoring and review methodology; and
- An action plan for the TP.

2 Management

2.1 This TP covers the four units that form the proposed redevelopment. Prior to occupation of the development, a Travel Plan Coordinator (TPC) will be appointed to manage the TP.

Travel Plan Coordinator

2.2 A TPC is typically a transport professional that is appointed by the developer to ensure the TP is kept up-to-date as well as coordinate and collate the travel surveys. The contact details of the appointed person are as follows:

Company: TBC
Telephone: TBC
Email address: TBC

2.3 The appointed TPC will be responsible for the administration of the Travel Plan, the implementation of the Plan measures, for ongoing monitoring of the Plan and for the continued review. The TPC will maintain an electronic filing system for all correspondence and documents relating to the Travel Plan, including the results of the travel survey.

2.4 The TPC will liaise with relevant organisations and persons as necessary, such as the Travel Plan Officer at London Borough of Hillingdon (LBH), local public transport service providers and other interested groups.

2.5 The appointed Travel Plan Coordinator (or any replacement) will be in place for the five-year period of implementation of the TP.

3 Site Details

3.1 The application site is an NCP run car park for Heathrow Airport travellers, located immediately northwest of where the M4 spur passes under the A4 Bath Road in West Drayton.

3.2 The proposed site comprises 4 units designated for industrial use classes B8, B2 and E(g)(iii). The total site GIA will be 8,362 sqm.

3.3 The site location is shown in **Figure 3.1**.

Figure 3.1: Site Location

3.4 The layout of the development is shown on the plan at **Appendix A** to this TP.

Existing Access and Adjacent Highway

3.5 The primary access to the site is via a narrow, single way working bridge over the M4 spur road. This is accessed via a road that runs adjacent to the western side of the Park Inn Radisson Hotel. Access to the Radisson Hotel is gained from the Sipson Road / A4 / Nene Road/ M4 Spur signal junction and a priority junction on the A408 Sipson Road.

3.6 The A4 Bath Road is a primary route into London and also serves as a major distributor to London's Heathrow Airport. Adjacent to the site, the A4 is a dual carriageway with a central reserve. Across the site frontage in an eastbound direction there is a combined bus, cycle and taxi lane as well as a single traffic lane. Westbound across the site frontage there are two all traffic lanes. Adjacent to the eastbound carriageway a segregated 3.5-metre-wide footway and 2.2-metre-wide cycleway is also provided

Access Arrangements

Vehicular

3.7 Access to the site will be via a left-in left-out access at the south of the site onto Bath Road. The access will have footway provision on both sides of the access.

3.8 The new junction will lead into a 7.3m wide access road to serve the industrial units. Gates within the site will be set back so that HGV's can pull up clear of the footway on Bath Road.

Pedestrian/Cyclist

3.9 The site will be accessed directly from Bath Road via footways on both sides of the new access. An existing shared footway/cycleway is provided along Bath Road, which will connect directly into the site access. Dropped kerbs and tactile paving will be provided at the site access point to facilitate pedestrian and cycle movement.

3.10 Measures to encourage active transport use to and from the site will be promoted to staff and visitors, including the provision of cycle parking as set out below.

3.11 Through feedback from staff, the TPC will consult with the local authority on the state of the local cycling network and on any potential improvements to accord with BREEAM Tra02.

Parking Provision

3.12 A total of 91 car parking spaces will be present at the site. This will include 9 disabled parking bays and 10 EV charging bays to accord with BREEAM Tra02. Each unit will have its own parking provision with a separate shared car park present off the site access.

3.13 The development will also include 5 motorcycle parking spaces in the southwest corner of the site.

3.14 As detailed later in this TP, upon occupation, the TPC will investigate the possibility of designating certain spaces as having 'priority' for car sharers.

Cycle Parking

3.15 The development proposals include a cycle parking area in the southeast corner of the site for ease of access to the existing cycle network on Bath Road.

3.16 40 long stay cycle parking spaces for staff will be provided by way of 20 Sheffield stands in a secure compound.

3.17 10 short stay cycle parking spaces for visitor will be provided in the form of 5 Sheffield stands.

3.18 BREEAM requirements suggest 1 cycle space per staff member. At the time of writing, expected staff levels are unknown, however cycle parking is provided to minimum London Plan standards.

Taxi's

3.19 It is not considered likely that many trips to the site will be undertaken by taxi, therefore a dedicated taxi drop-off area has not been provided. However, there is ample space within the site layout for a taxi to briefly stop for passengers to enter/alight without impacting the operations of the site.

Servicing

3.20 The layout of the site has been designed to accommodate a 16.5m articulated HGV, which can access each of the loading bays provided for the four units. A refuse vehicle and 7.5 tonne rigid HGV can also access each unit.

3.21 Each unit will be provided with its own refuse bin store within its footprint.

4 Accessibility

4.1 This section details the existing infrastructure, at and within the vicinity of the development.

Pedestrian Infrastructure

4.2 The site benefits from connection to the adjacent pedestrian infrastructure, on Bath Road, which features footways of good width on both sides of the carriageway and regularly spaced street lighting.

4.3 Bath Road features an uncontrolled crossing facility approximately 50m west of the site access and a controlled crossing approximately 280m east of the site access. Both benefit from dropped kerbs and tactile paving.

4.4 Pedestrian accessibility to the bus network from the site is achievable from bus stops on Bath Road.

4.5 Bath Road provides a connection to the residential areas and other local amenities as well as hotel developments to the east and west.

Cycle Infrastructure

4.6 In the vicinity of the site, there is a shared cycleway/footway on both sides of Bath Road, linking to the wider Heathrow cycle network. There is also on-carriageway provision for cyclists on the northern side of Bath Road. This can be used to connect to off-carriageway cycleways around 50m to the west and around 350m to the east of the site access

4.7 Heathrow benefits from a network of on and off-carriageway cycle routes that provides transit for cyclists to surrounding urban centres. Heathrow Airport provide a cycle map that outlines this on their website. This is shown in **Figure 4.1**.

4.8 Heathrow cycle hub is located approximately 800m east of the site along Bath Road. Membership to this is free and members benefit from free cycling advice, access to a workshop as well as discounts on cycling products.

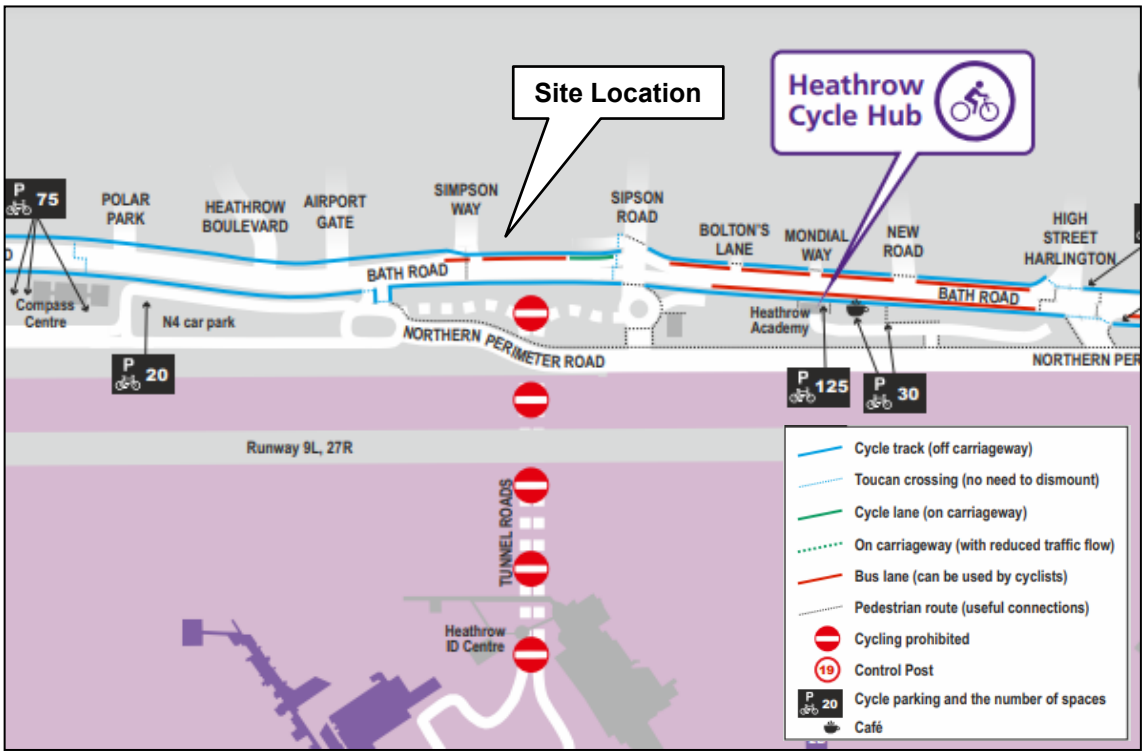

Figure 4.1: Local Cycle Routes Linking Directly to the Site

[Source: heathrow.com]

4.9 **Figure 4.2** shows the wider cycle network with both Sipson Way and Sipson Road on Local Cycleway 89, which is an on-road route that connects Bath Road with West Drayton and Uxbridge.

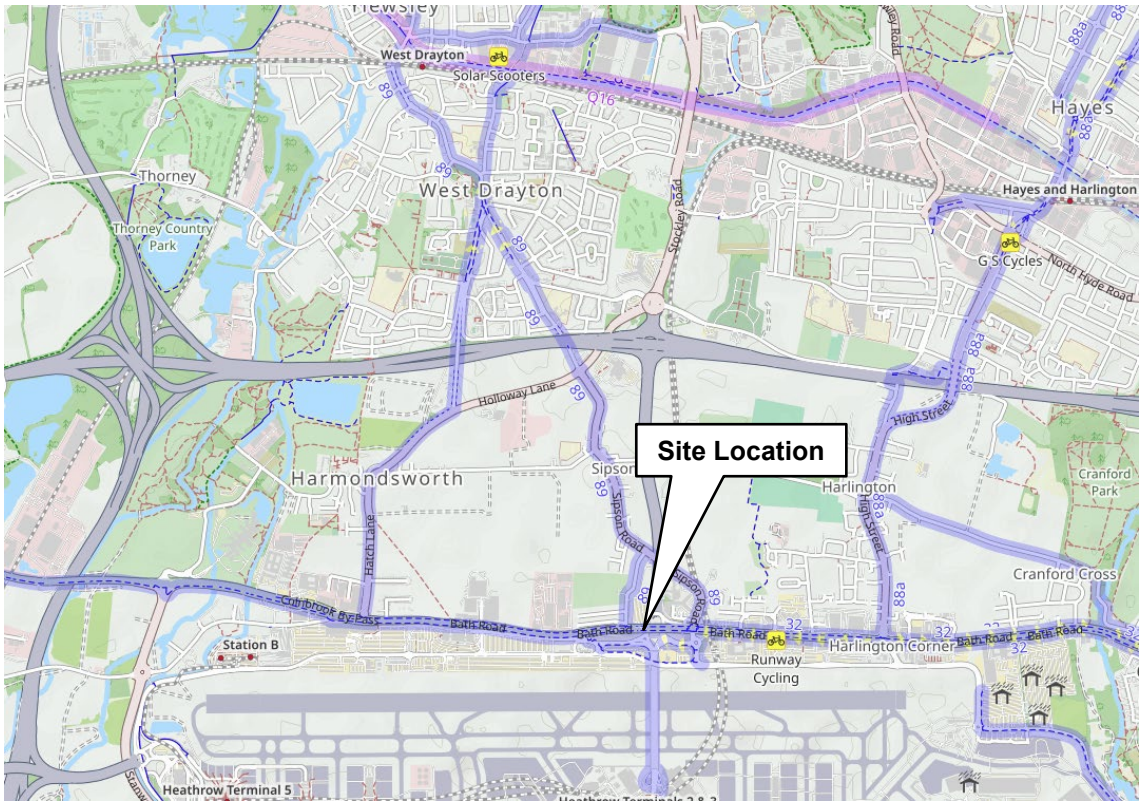

Figure 4.2: Cycle Routes

Bus Services

4.10 The nearest bus stop to the site is the 'Sipson Way Blunts Avenue' bus stop on Bath Road, providing eastbound services. The bus stop is located approximately 30m east of the site access. The bus stop benefits from seating, timetable and shelter provision and is served by TfL bus services 81, 105, 111, 278, 285, and 423.

4.11 Additional bus stops are located on along Bath Road, approximately 200m from the site. The 'Sipson Road Stop BP' bus stop provides westbound services on Bath Road. Using the pedestrian crossing facilities at the Bath Road / Sipson Road / Nene Road signal junction, this bus stop is around 400m from the site and is served by TfL bus services 81 and 423.

4.12 Both the eastbound and westbound bus stops have a bus shelter and seating.

4.13 **Table 4.1** provides a summary of the bus services available within the vicinity of the site.

Service	Route	Average Bus Frequency		
		Mon-Fri	Sat	Sun
81	Slough Bus Station – Hounslow Bus Station	Every 12 minutes	-	-
105	Heathrow Central Bus Station – Greenford Station	Every 11 minutes	Every 12 minutes	Every 12 minutes
111	Heathrow Central Bus Station – Cromwell Road Bus Station	Every 9 minutes	Every 10 minutes	Every 11 minutes
278	Heathrow Central Bus Station – Brickwall Lane	Every 13 minutes	Every 15 minutes	Every 20 minutes
285	Heathrow Central Bus Station – Cromwell Road Bus Station	Every 11 minutes	Every 11 minutes	Every 11 minutes
423	School Road – Heathrow Terminal 5	Every 20 minutes	Every 20 minutes	Every 30 minutes

Table 4.1: Bus Service Frequency

4.14 **Table 4.1** shows that the site is well located for access to convenient and frequent bus services to various London locations such as Hounslow, Greenford, Kensington, and Heathrow Airport.

4.15 To accord with BREEAM credit Tra02, the appointed TPC will monitor the modal split of staff using local bus services and consider liaising with the bus operator to increase service provision if necessary.

Rail Services

4.16 West Drayton rail station is located approximately 3.7km to the north of the site and provides services to London Paddington, Reading and Didcot Parkway. Both Great Western Rail (GWR) and The Elizabeth Line operate from West Drayton Station with GWR operating the Didcot Parkway Trains, and The Elizabeth Line serving the Reading Service. Both services operate trains to London Paddington.

4.17 A summary of the typical services from West Drayton rail station is shown in **Table 4.2**. Services operate in the opposite direction and at the same frequencies.

Route	Weekday Peak Hour Train Frequency		Weekend Peak Hour Train Frequency	
	AM	PM	Saturday	Sunday
West Drayton – London Paddington	7	7	4	2
West Drayton - Reading	7	4	4	2
West Drayton – Didcot Parkway	5	4	3	3

Table 4.2: Services from West Drayton Rail Station

4.18 West Drayton station is also accessible from the site via a 14-minute cycle journey along one of the Heathrow on-road cycleways. From here there are services available to Heathrow, London Paddington, Reading, and Didcot Parkway.

Accessibility Index

4.19 BREEAM seeks to define the development's accessibility to the public transport network for the period during which the majority of building users will travel to and from the development. The aim is to encourage development in proximity of good public transport networks, thereby helping to reduce transport-related pollution and congestion.

4.20 The Accessibility Index is determined by entering the following information in to the BREEAM Tra 01 calculator:

- The distance (m) from the main building entrance to each compliant public transport node;
- The public transport type(s) serving the compliant node e.g. bus or rail; and,
- The average number of services stopping per hour at each compliant node during the standard operating hours of the building for a typical day.

4.21 A compliant node includes any bus stop within 650m and any railway station within 1000m of the assessed building's main entrance, measured via a safe pedestrian route. The service stopping at each node must provide transport from, or onward travel to, either an urban centre, major transport node or a community focal point e.g., doctor's surgery, library, school or village centre.

4.22 Based on the above, the proposed development site can achieve an accessibility index score of 16.67. The calculations are provided at **Appendix B**.

Proximity to Amenities

4.23 The proposed store falls under the category of Building Group 1 (BG1) in relation to the BREEAM sustainable transport requirements. Three existing amenities must be present within 500m for BG1. **Figure 4.3** indicates the amenities listed under BREEAM category Tra02 within 500m of the site.

Figure 4.3: Proximity to Amenities

4.24 **Figure 4.3** indicates that within 500m of the site, multiple food outlets and convenience stores can be accessed, an ATM, community centre, outdoor space, post-box and nursery, meeting the requirement for at least three existing amenities to be present as per Tra02.

Summary

4.25 This section demonstrates that the site is very accessible by walking and cycling, with a good range of bus services within a short walk of the site to and from Central London to local destinations. West Drayton rail station is also accessible from the site, particularly by bicycle.

4.26 As a result, there is significant opportunity for staff to access the site by means other than the private car.

5 Existing Travel Patterns

5.1 It is important to establish baseline travel patterns of staff at the time of the introduction of the TP so that appropriate measures/initiatives and targets can be developed.

5.2 Given that the development is still at the planning stage, there is no existing travel data for its future staff. In the absence of baseline survey data for the development, 2011 Census data for the mid layer super output area which includes the proposed site (Hillingdon 032) is being utilised to demonstrate the existing modal split of the workplace population of the area for journeys to and from work, utilising the Method of Travel to Work for the workplace population (dataset WU03EW).

5.3 For the purposes of this TP, those people classed as working mainly at or from home have been excluded from the modal split. The resulting modal split for travel to work is detailed in **Table 5.1**.

Mode of Travel	Hillingdon 032 2011 Census Data
Car or Van Driver	61%
Car or Van Passenger	3%
Walking	5%
Cycling	1%
Bus	20%
Rail	8%
Motorcycle	1%
Other	1%

Table 5.1: Modal Split for Travel to Work (Workplace Population)

(Source: Office for National Statistics)

5.4 It is considered that **Table 5.1** provides a broad indication of the potential modal split of staff travelling to and from the site.

5.5 The modal split for the existing employment trips will be updated once the baseline travel surveys have been undertaken, thus providing a more accurate modal split as the baseline for monitoring of the TP.

5.6 The key finding of the travel survey will be the modal split of staff travel – the number and percentage of staff travelling to and from the site by each mode of travel, i.e. walking, cycling, bus, rail, car sharing, will be determined. This will define the starting point and targets of the TP. It is important to note that shift patterns for staff can determine their travel preferences, for example, if they start work in the early morning or finish work very late at night they may not be inclined to walk to and from work due to perceived safety issues. This will be assessed as part of the travel survey.

6 Objectives

6.1 Travel planning is critical for new developments to facilitate the use of sustainable modes among staff from the outset.

6.2 This TP is a long-term strategy with the aim of encouraging and implementing change in travel patterns. The TP has the following objectives:

- To encourage staff to make more sustainable travel choices when travelling to and from the site.
- To encourage a reduction in the dependence of staff on single occupancy private car travel.

6.3 It is considered that these objectives will be worked towards through a) increasing the awareness of staff of the advantages and potential for travel by more sustainable modes, and b) introducing a package of measures that will encourage and facilitate travel by modes other than single occupancy private car.

6.4 On a much wider basis it is anticipated that by working towards the objectives of the TP a number of benefits may be seen, such as improvements to staff health, a reduction in the number of vehicles on the road network surrounding the development, a subsequent reduction in energy consumption and pollution, and cost savings benefits.

7 Targets

7.1 The has the following objectives:

- To encourage staff to make more sustainable travel choices when travelling to and from the site.
- To encourage a reduction in the dependence of staff on single occupancy private car travel.

Aim Targets

7.2 In order to assess success in achieving the objectives above, targets will be set, which aim to achieve a decrease in the percentage of staff trips made by single occupancy private car and to seek an increase in the use of sustainable modes of travel. A summary of the targets, objectives and associated benefits are provided in **Table 7.1**.

Objective	Target	Benefits
Encourage staff to make more sustainable travel choices when travelling to and from the site	Increase in number of walking and cycling trips	• Health • Environmental • Financial
	Increase in number of public transport trips	• Environmental
Encourage a reduction in the dependence of staff on single occupancy private car travel	Increase in number of walking and cycling trips. Increase in number of public transport trips. Increase in number of multiple occupancy car trips	• Health • Environmental • Financial

Table 7.1: Summary of Objectives, Targets and Benefits

7.3 Specific 'SMART' (specific, measurable, attainable, realistic and timebound) targets of the TP for colleague's journeys to and from work have been set, which link to the objectives of the TP. The targets have been set based on 2011 Census travel to work data for the mid layer super output area Hillingdon 032, as set out in **Table 5.1**.

7.4 Targets have been set for a five-year time frame, with interim targets at years one and three, as shown in **Table 7.2**.

Mode	Modal Split of Staff Travel to Work					
	Anticipated Modal Split	Baseline Survey	Year 1 Target	Year 3 Target	Year 5 Target	Overall Increase/ Decrease
Car driver	61%	Not yet conducted	57%	54%	51%	-10%
Car passenger	3%		4%	5%	6%	3%
Public Transport	28%		29%	30%	31%	3%
Bicycle	1%		2%	2.5%	3%	2%
Walk	5%		6%	6.5%	7%	2%
Motorcycle	1%		1%	1%	1%	-
Other	1%		1%	1%	1%	-
Total	100%		100%	100%	100%	

Table 7.2: Travel Plan Modal Split Targets for Staff Travel

7.5 A baseline travel survey will be undertaken three months after occupation of all of the units on the site. Once undertaken, the results of the baseline survey will be used to set up-to-date modal split targets for the five-year implementation period of the Travel Plan. In the interim, the targets in **Table 7.2** have been set and are to be reassessed as follows:

- Baseline – assessed by the baseline travel survey, three months after first occupation of all of the units
- Year one target – to be assessed one year after the baseline travel survey;
- Year three target – to be assessed three years after the baseline travel survey;
- Year five target – to be assessed five years after the baseline travel survey.

Action Targets

7.6 In addition to the 'aim' targets, the Travel Plan includes an Action Plan, which is detailed in section 10 of this report.

8 Measures

8.1 This section outlines the specific physical and managerial measures that will be undertaken to work towards the objectives and targets of the TP. The implementation of these measures is the core of the TP and the measures are, as far as possible, designed to be suitable for review and monitoring.

Staff Travel Pack

8.2 All new employees will be provided with a Travel Pack upon commencing employment at the site. The Travel Pack will highlight the existence of the Travel Plan and provide information on local travel options and infrastructure, with the aim of encouraging the use of sustainable travel modes from the outset.

8.3 The Travel Pack will include:

- A summary of the TP's objectives and targets;
- Details of walking and cycling facilities and routes in the local area;
- Details of the Cycle to Work scheme on offer, for staff to purchase a bicycle and equipment tax free;
- Local public transport information, including route maps and timetable information; and
- Details of the benefits of car sharing and appropriate websites.

8.4 The information in the Travel Pack will be checked and updated annually by the TPC.

Travel Information Noticeboard

8.5 The Travel Plan and its objectives will be promoted to staff on an ongoing basis via dedicated staff travel information noticeboard. The noticeboard will be installed within the staff area of the units and will display posters relating to sustainable travel, the Travel Plan and any promotions. The information likely to be displayed on the noticeboards is:

- A map of local cycle routes;
- Details of local cycle retailers and local cycle training and bicycle maintenance events;
- Details of the Government's Cycle to Work scheme;
- Details of local bus services and ticketing offers, such as season tickets and Plus bus travelcard (BREEAM Tra02);
- Details of rail services from West Drayton rail station and ticketing offers (BREEAM Tra02);

- Contact details for local taxi operators;
- Details of national walk and cycle to work weeks and other similar promotional events;
- Details of local car sharing schemes;
- Details of useful journey planning websites.

8.6 The contact details of the TPC will also be displayed in case staff wish to discuss specific matters with the coordinator/representative directly.

Promotion of Schemes

8.7 As set out above, the Travel Packs and Noticeboards will contain information about participation in any schemes to reduce single occupancy car trips at the site. This could include a Cycle to Work scheme, which the occupier of each unit would need to opt into.

8.8 The TPC will investigate prioritising car parking spaces for car sharers across the development to accord with BREEAM Tra02.

8.9 Health / environment campaigns will be promoted on the noticeboard such a World Car Free Day, and the possibility of colleague walking challenges and incentives will be investigated.

Walking and Cycling

8.10 In addition to the information on walking and cycling in the Travel Pack and on the travel noticeboard, the following measures will be implemented in order to encourage travel to and from the site by foot and bicycle.

Cycle Parking

8.11 Sheltered cycle parking is provided at the development for use by staff. The cycle parking will be located in the southeast corner of the site and will comprise 40 long stay spaces in the formed of 20 Sheffield stands in a secure compound.

8.12 10 short stay cycle parking spaces for visitors will also be provided in the form of 5 Sheffield stands.

Liaison with Local Authority

8.13 The Travel Plan Coordinator will liaise with the local authority where appropriate to pass on any comments/concerns received from staff in relation to local walking and cycling routes.

Lighting and Landscaping

8.14 The site has been designed with appropriate lighting and landscaping to create a pleasant environment for pedestrians to utilise.

Restriction on Car Parking

8.15 The appointed TPC will monitor the usage of the car park and investigate whether any restrictions or charging is required to manage use of the car park.

Business Travel

8.16 Staff travelling for business will be encouraged to utilise other modes of travel such as public transport and car sharing to attend meetings where practical.

9 Monitoring and Review

9.1 In order to assess the effectiveness of the TP and its measures, and to determine the success in working towards the targets, monitoring will be undertaken at the development and the results will be reported accordingly.

9.2 As stated previously, this TP is a long-term strategy with the aim of encouraging and implementing change in travel patterns and this Plan has the following objectives:

- To encourage staff to make more sustainable travel choices when travelling to and from the site.
- To encourage a reduction in the dependence of staff on single occupancy private car travel.

9.3 A suitable indicator of the success of the TP is the modal split of staff travel and whether or not the targets have been met.

Travel Surveys

9.4 Once the baseline travel survey is completed, no longer than three months after full occupation of the units at the site, the results of the survey will be used to set up-to-date modal split targets for the five-year implementation period of the TP. In order to assess the success of the TP in working towards the targets, the travel survey will be issued to all staff on the following basis:

- Baseline – assessed by the baseline travel survey three months after full occupation of the units at the site
- Year one travel survey – one year after completion of the baseline travel survey;
- Year three travel survey – three years after completion of the baseline travel survey;
- Year five travel survey – five years after completion of the baseline travel survey.

9.5 The TPC will be responsible for arranging the travel surveys, with assistance from the units occupiers in distributing the surveys to all staff at the site.

9.6 The results of the travel surveys will be analysed and the results compiled into a monitoring report.

Monitoring

9.7 In addition to the travel surveys, the TPC, in conjunction with the respective unit occupiers, will undertake the following monitoring/maintenance measures:

- respond to travel related queries and concerns from staff. Any concerns raised by staff to the occupier regarding the condition of pedestrian and cycle routes within and around the site will be noted by the Travel Plan Coordinator and passed to the relevant LBH officer to encourage improvements/maintenance to the facilities;
- periodically review and update the information on the staff noticeboard to ensure that it is accurate and up to date;
- distribute Travel Packs to new members of staff;
- check the condition of staff facilities and monitor the use, as well as investigate potential to provide additional staff welfare facilities;
- ensure that internal pathways and pedestrian routes are kept clean and clear for pedestrian use;
- monitor the use of the cycle parking facilities at the site. If demand exists, the TPC will look into the possibility of increasing the number of cycle parking facilities in order to benefit staff and encourage more trips by bicycle;
- record the uptake of any Cycle to Work schemes implemented.

Cost

9.8 The cost associated with the TPC's time spent on implementation and management of the TP will be met by the developer.

Review

9.9 In years 1, 3 and 5 during the five year implementation period of the TP, a monitoring report will be compiled by the TPC which will set out results of the biennial monitoring, the success of the Plan and identify the potential for future refinement of the detail/measures of the Plan.

9.10 The TPC will issue a biennial monitoring report to LBH for approval.

10 Action Plan

10.1 An action plan setting out the timetable for implementation of the Travel Plan, including monitoring/review process, is set out in **Table 10.1**.

Year	When	Action	Responsibility
Travel Plan **year 0**	Prior to occupation	Appointment of a Travel Plan Coordinator.	Occupier
		Construction of pedestrian links into the site	Developer
		The provision of lighting throughout the development.	Developer
		The provision of cycle parking facilities for staff	Developer
		Production of information for staff noticeboard	Travel Plan Coordinator
		Production of Travel Packs	Travel Plan Coordinator
		Installation of staff noticeboard at the development.	Occupier
Travel Plan **year 0**	Following first occupation of the Units	Distribution of Travel Packs	Travel Plan Coordinator/ Occupier Representative
		All Travel Plan measures underway.	Travel Plan Coordinator
Travel Plan under-way	3 months after occupation	Baseline Travel Survey for staff	Travel Plan Coordinator
		Travel Plan Coordinator to deal with queries raised by staff regarding travel	Travel Plan Coordinator/ Occupier Representative
		Travel Plan Coordinator to liaise with outside bodies/interested parties, as required.	Travel Plan Coordinator
		Travel survey issued to all staff.	Travel Plan Coordinator/ Occupier Representative
Travel Plan **years 1 to 5**	One year after baseline travel survey; thereafter in years 3 and 5 (total of three surveys over the five year period)	Ongoing monitoring/maintenance, including liaison with staff and other parties, updates to the travel information noticeboard	Travel Plan Coordinator/ Occupier Representative
		Monitoring report produced, comprising the results of the travel survey, the success in meeting the Travel Plan targets, and a review/update of targets and measures.	Travel Plan Coordinator
		Issuing of biennial monitoring report to LBH for approval following compilation of the results of the travel survey.	Travel Plan Coordinator
Travel Plan **years 1 to 5**	Years 1, 3 and 5		

Table 10.1: Action Plan

APPENDIX A: Development Layout

1 PROPOSED SITE PLAN
1 : 250

SCHEDULE OF ACCOMMODATION GIA

		sq m	sq ft
Unit 110			
Warehouse	:	1,297	13,961
Office (Incl. GF core)	:	209	2,250
Open Mezzanine	:	266	2,863
TOTAL (GIA)	:	**1,772**	**19,074**
TOTAL (GEA)	:	**1,883**	**20,269**
Haunch Height	:	10m	
Car Parking	:	21	
Level Access	:	4	
Unit 120			
Warehouse	:	1,892	20,365
Office (Incl. GF core)	:	245	2,637
Open Mezzanine	:	119	1,281
TOTAL (GIA)	:	**2,256**	**24,284**
TOTAL (GEA)	:	**2,345**	**25,242**
Haunch Height	:	10m	
Car Parking	:	6	
Level Access	:	3	
Unit 130			
Warehouse	:	2,300	24,757
Office (Incl. GF core)	:	282	3,035
Open Mezzanine	:	143	1,539
TOTAL (GIA)	:	**2,725**	**29,331**
TOTAL (GEA)	:	**2,831**	**30,473**
Haunch Height	:	10m	
Car Parking	:	20	
Level Access	:	3	
Unit 140			
Warehouse	:	1,237	13,315
Office (Incl. GF core)	:	185	1,991
Open Mezzanine	:	187	2,013
TOTAL (GIA)	:	**1,609**	**17,319**
TOTAL (GEA)	:	**1,708**	**18,384**
Haunch Height	:	10m	
Car Parking	:	17	
Level Access	:	2	
Shared Car Parking	:	27 (incl. substation)	
Shared Cycle Space	:	50 (incl. 40 Long Stay 10 Short Stay)	
Shared Motor Cycle	:	5	
TOTAL SITE (GIA)	:	**8,362**	**90,008**
TOTAL SITE (GEA)	:	8,767	**94,367**
TOTAL CAR PARKING	:	**91**	**1:95m²GEA**
(incl. 9 Disabled Parking & 10EV)			
SITE AREA	:	1.60 Ha / 3.95 acres	
TOTAL SITE DENSITY	:	52.26% (GIA)	

NOTES:
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Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
ubject to statutory approvals and survey.
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.

THESE DRAWINGS ARE ILLUSTRATIONS ONLY TO SHOW DESIGN INTENT.
THEY WILL NEED TO BE ADAPTED TO SUIT SPECIFIC DEVELOPMENTS/ SITE CONDITIONS THE ARCHITECT REMAINS RESPONSIBLE FOR THEIR DESIGNS AND OBLIGATIONS.

THIS DRAWING SHOULD BE PRINTED AT FULL SIZE. SEE TITLE BLOCK FOR DRAWING SIZE. TEXT TO BE LEGIBLE WHEN PRINTED AT A3 FOR EASE OF REFERENCE ONLY.

0 5m 10m
1:250

Tree and Root Protection Area with 1250mm easment zone for fundation and draindage.

Application Site Boundary 1.6 Ha /3.95 Acres

Other land owned by the applicant 0.02 Ha/0.049 Acres

Notes:

The blue line boundary is based upon information taken from rescaled PDF tile plans MX222300 and as such the accuracy of the title information cannot be relied upon.

Existing Fence Line based on Interlocks Survers, DWG No. 210833

Tree lcoocation and Root Protection Area based on Tamla Trees, Tree Protection Plan, DRG no. 03528P-TPP-04 rev. B

Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

Any dimensions given are to be confirmed with site measure.

Layout to be trackes.

Rev	Revision Description	Date	Author/ Reviewer
P 5	Boundary hatch removed	24/06/22	RC/TC
P 4	Application boundary updated	24/06/22	RC/TC
P 3	Site boundary updated, 110 increased, 120 layout updated, acoustic fence removed	23/06/22	RC/TC
P 2	Car park & cycle shelter updated	21/06/22	RC/TC
P 1	First Issue	14/06/22	RC/TC

PRELIMINARY

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www.chetwoods.com

Project
Aprirose NCP Flightpath Heathrow

Client
Heathrow NCP Property Limited

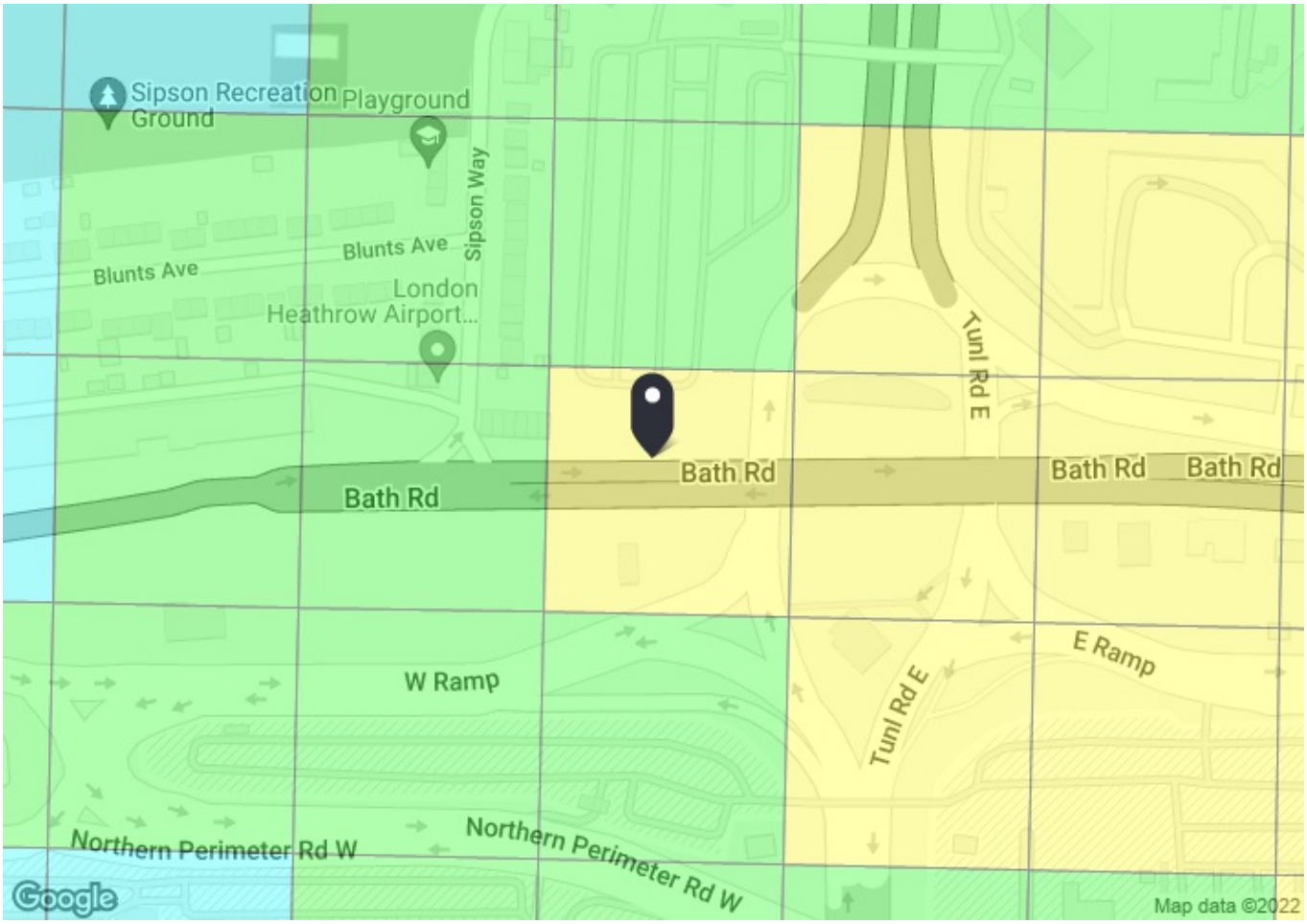
Drawing Title
PROPOSED SITE PLAN

Scale	Size	Drawn	Checked	Date
As indicated	A0	RC	TC	14/06/22

Project	Originator	Zone	Level	Type	Role	Number	Rev.
5110	CA	00	00	DR	A	00060	P 5

APPENDIX B: PTAL Output

TRANSPORT FOR LONDON



PTAL output for Base Year
4

58 Tunnel Rd W, Sipson, West Drayton UB7 0BZ, UK
Easting: 507439, Northing: 176958

Grid Cell: 62896

Report generated: 23/06/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BATH ROAD THREE MAGPIES	111	97.12	7	1.21	6.29	7.5	4	0.5	2
Bus	BATH ROAD THREE MAGPIES	81	97.12	5	1.21	8	9.21	3.26	0.5	1.63
Bus	BATH ROAD THREE MAGPIES	U3	97.12	5	1.21	8	9.21	3.26	0.5	1.63
Bus	BATH ROAD THREE MAGPIES	285	97.12	6	1.21	7	8.21	3.65	0.5	1.83
Bus	BATH ROAD THREE MAGPIES	105	97.12	6	1.21	7	8.21	3.65	0.5	1.83
Bus	BATH ROAD THREE MAGPIES	140	97.12	8.5	1.21	5.53	6.74	4.45	1	4.45
Bus	BATH ROAD THREE MAGPIES	423	97.12	3	1.21	12	13.21	2.27	0.5	1.14
Bus	BATH ROAD/SIPSON ROAD	222	310.19	7.5	3.88	6	9.88	3.04	0.5	1.52
Bus	N PERIMETER RD NENE ROAD	X26	449.27	2	5.62	17	22.62	1.33	0.5	0.66
									Total Grid Cell AI:	**16.67**