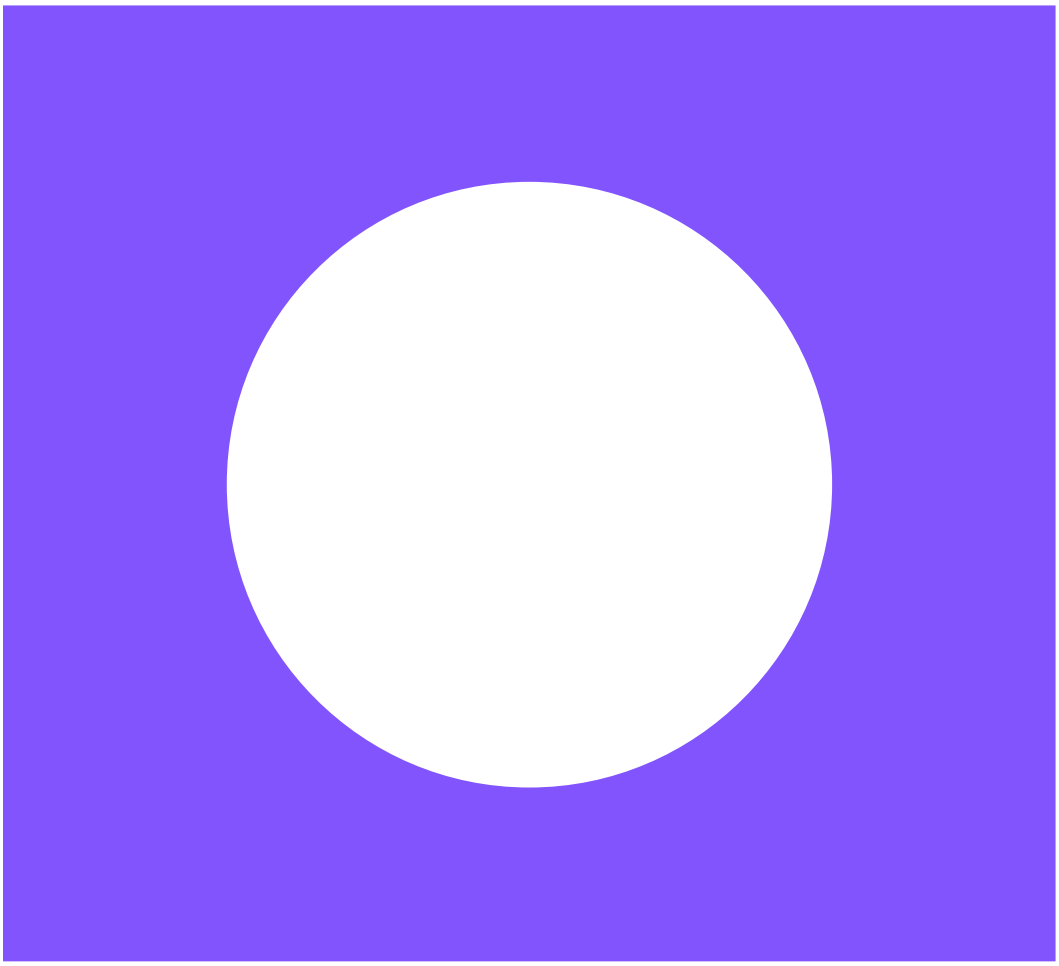
MOTT MACDONALD



Building 1071 Southampton Road East

Transport Statement

March 2026

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Tritax London Logistics Fund

Building 1071 Southampton Road East

Transport Statement

March 2026

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1 Introduction

Mott MacDonald has been appointed by Tritax London Logistics Fund to provide transport advice and support associated with the proposed redevelopment at Building 1071 Southampton Road East, located on the south side of the Heathrow Campus, within the London Borough of Hillingdon (LBH). This Transport Statement (TS) sets out the key transport related considerations of the proposed development.

1.1 Overview

The site is located within the Heathrow Cargo Area and is bounded by Southern Perimeter Road to the south, the Arora Multi-Storey Car Park (MSCP) to the east, Stanstead Road to the west and Southampton Road East to the north. The indicative site location is demonstrated on **Figure 1.1**

Figure 1.1 Site Location

Source www.openstreetmap.org with MM annotations

The site has previously been used for B2/B8 use and was most recently used by Gate Gourmet as a catering supplier to Heathrow. The proposals include development of the site for B2 and/or B8 Freight / Cargo forwarding activity associated with Heathrow, along with ancillary Class E(g) space. The core function of the site will be a cargo transit shed for the receipt, build, security screen and dispatch of air cargo, acting as the essential interface between Heathrow's aircraft and land transport on behalf of airlines and freight forwarders .

Pre-application discussions have been held with London Borough of Hillingdon (LBH) officers (as the Local Planning Authority) and representatives of Heathrow Airport Limited (HAL) who are the highway authority for the local roads in the immediate vicinity of the site, namely Southampton Road East, Sealand Road and the Southern Perimeter Road. These discussions have focused principally on the agreement of appropriate baselines for the assessing of the potential impacts of the development, the nature of access and egress arrangements to the site

and the content of transport documents to be submitted as part of the planning application. To aid these discussions, a transport scoping report was produced and issued to LBH in September 2024. Following receipt of comments, an updated pre-application pack was submitted to LBH, including a response to the technical transport points raised. In addition, a meeting was held with HAL representatives on 4 March 2026.

The proposals and transport documents produced for the planning application reflect the discussions and agreement of principles from these discussions. For reference, a copy of the pre-application scoping note and the pre-application response are provided in **Appendix A** and **B** respectively.

1.2 Proposed Development

The site has previously been occupied by Gate Gourmet (B2-B8 land use), covering around 17,706 sqm and employing around 770 staff, based on information provided in the Gate Gourmet Transport Statement (TS) for the existing consented scheme (reference 51743/APP/2012/1781).

The proposed re-development will comprise of 11,652 sqm of B2/B8 and ancillary E(g) land use. A prospective tenant for the site has been identified and subsequent details regarding forecast activity has been informed by discussions with them based on their other operations in the area.

1.3 Document Structure

Following this introduction the remainder of this TS is structured as follows:

- **Chapter 2: Policy Considerations** - This chapter outlines the National, Regional and Local policies that relate to the application site and development proposals.
- **Chapter 3: Site Accessibility & Baseline Conditions** - This chapter provides an overview of the existing situation, including the site location, a review of the local highway network and the connectivity of the site, in terms of sustainable and active travel modes. The chapter also provides a review of personal injury collision (PIC) data in the vicinity of the site.
- **Chapter 4: Development Proposals** - This chapter outlines the development proposals, including details on the car and cycle parking provision, access arrangements, pedestrian/cycle access, and the proposed servicing strategy.
- **Chapter 5: Existing and Proposed Trip Generation** - This chapter outlines the methodology of the trip generation assessment for the existing and proposed land uses and provides a net comparison, for motorised vehicles.
- **Chapter 6: Healthy Streets Assessment** - This chapter outlines the findings of the Active Travel Zone (ATZ) assessment, which includes maps, photos and commentary of each of the key identified routes from the site.
- **Chapter 7: Travel Demand Management** - This chapter identifies strategies to reduce travel demand from the development by promoting sustainable travel options and minimising car use, supporting accessibility and environmental goals. It includes a summary of the Outline Travel Plan (TP) produced for the development and information on the approach to managing construction activity, servicing and deliveries as well as parking.
- **Chapter 8: Summary and Conclusions** - This chapter provides a summary of the findings of the report and concludes the TS.

2 Policy Considerations

This chapter outlines the national, regional and local transport policy considerations relevant to the proposed development.

2.1 National Policy

2.1.1 National Planning Policy Framework (NPPF – February 2025)

In March 2012, the Department for Communities and Local Government (now the Ministry of Housing, Communities and Local Government) produced its 'National Planning Policy Framework' (NPPF), which replaced national policy for transport, as previously set out in the Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs), particularly PPG13. The NPPF was updated most recently in February 2025. A consultation has recently ended on a proposed revision to the NPPF, however this has yet to be adopted and the February 2025 NPPF remains the relevant national guidance.

Paragraph 109 states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

Paragraph 115 pertains to specific applications for development and states that "*it should be ensured that*:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

Furthermore paragraph 116 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.1.2 Planning Practice Guidance (2025)

In March 2014 the then Department for Communities and Local Government launched a website containing national planning practice guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans and Travel Plans / Transport Assessments. Elements of the guidance have been subject to subsequent updating, up to 2025.

The section on 'Travel plans, Transport Assessments and Statements in decision-taking', which has not been amended since 2014, provides advice on when Transport Assessments and Statements are required and what they should contain.

2.2 Regional Policy

2.2.1 London Plan (2021)

The London Plan is the spatial development strategy for London which includes an economic, environmental, transport and social framework for development over the next 20-25 years.

The Plan has six core 'good growth' objectives:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

The Plan has created a strategic approach to transport; designed to support the Mayor's target of 80% of all trips in London being undertaken by sustainable modes by 2041.

Policy T5 'Cycling' states that "development proposals should help to remove barriers to cycling and create a healthy environment in which people choose to cycle". This will be achieved by supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure and by securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Development should provide cycle parking in accordance with the standards (expressed as minimums) set out in Table 10.2 of the London Plan.

Policy T6 'Car parking' states that "parking should be restricted in line with levels of existing and future public transport accessibility and connectivity". Developments should be designed to provide the minimum necessary number of parking spaces and that on-street parking controls should not be a barrier to new development. When parking is provided on a new development site, there should be provision for electric vehicles or other ultra-low emission vehicles. At least

20% of spaces should have active electric charging facilities and the remaining spaces should have passive provision.

Policy T7 'Deliveries, Servicing and Construction' states "development proposals should facilitate safe, clean and efficient deliveries and servicing". Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London (TfL) guidance and in a way which reflects the scale and complexities of developments.

Within the London Plan, Paragraph 2.1.1 states how "Opportunity Area's (OA) are identified as significant locations with development capacity to accommodate new housing, commercial development and infrastructure, linked to existing or potential improvements in public transport connectivity and capacity." Heathrow is one of these OA's being identified as having an indicative capacity for 13,000 new homes and 11,000 new jobs. The Mayor of London confirms that any Heathrow expansion will be opposed unless it can be shown there are no damaging spatial or environmental implications. Once these potential implications are clearer, there will then be a further review to clarify the OA's potential contribution to growth, as explained through paragraphs 2.1.64-66 in the London Plan.

2.2.2 Mayor's Transport Strategy (2022)

The Mayor's Transport Strategy (MTS) which was updated in November 2022 is a statutory document that sets out the Mayor's transport vision for London and describes how TfL and its partners will deliver the overall vision of the London Plan.

A set of key challenges are discussed within the MTS, which include:

- Active, inclusive and safe travel;
- Improving air quality and the environment;
- Improving safety, affordability and customer service; and
- Improving public transport accessibility and inclusivity.

The main aim of this strategy is to support 80% of trips to be undertaken on foot, by cycle or using public transport by 2041.

Within the Mayor's Transport Plan, Vision Zero is discussed in relation to road danger. Vision Zero aims to eliminate all serious and fatal injuries on London's transport system by 2041.

2.3 Local Policy

2.3.1 London Borough of Hillingdon Local Plan (2020)

The LBH Local Plan is split into two parts, with Part 1, initially adopted in November 2012, identifying strategic policies, setting out the overall level and broad location of growth up to 2026. Part 2 is formed by Development Management Policies, Site Allocations and Designations and the Policies Map, adopted in January 2020, which provide more detail on the delivery of this growth.

Part 1 of the Local Plan includes a core policy focused on transport and infrastructure. This promotes the use of sustainable forms of transport, with an overall aim of reducing private car dependency. Where development is reliant on the road network, this will be located at sites with good existing road access. New developments should be located where they will have a minimal impact on the transport networks and will be expected to have good walking and cycling

provision. The Development Management Polices identified in Part 2 of the Local Plan include a section dedicated to transport and aviation.

Policy DMT1 focusses on managing transport impacts of new development, including the requirements for documents to support planning applications. Developments should maximise safe, convenient and inclusive accessibility by sustainable travel modes, provide equal access for all people, include appropriate delivery, servicing and drop-off facilities and not have a significant adverse transport (or associated noise or air quality impact) on the local and wider environment. This notes the requirement for a Travel Plan or Local Level Travel Plan to be produced for major developments.

Policy DMT 2 sets out the need to ensure safe and efficient vehicular access to the highway network, including the provision of safe, secure and convenient access for cyclists and pedestrians. Impacts should be appropriately mitigated, and developments should not contribute to a worsening of air quality, noise or local amenity or safety of road users.

Policy DMT 6 requires parking for new developments to be in line with the standards identified in Appendix C of the document. For non-office B class use (employment uses based on the land use class order superseded in 2020), car parking is to be provided to a maximum of 2 spaces plus 1 space per 50-100sqm. Of these, 10% must be suitable for blue badge holders, with a minimum of 5% of total spaces having active electric vehicle (EV) charging provision and 5% having passive provision.

Cycle parking is to be provided at a minimum rate of one space per 500sqm for B2-B8 land uses.

Policy DMT 7 (Freight) includes the requirement that development proposals generating a high number/intensity of transport and movements relating to logistics, distribution or freight must demonstrate the following: being conveniently located to allow for direct routing to the strategic road network, and that there is no detrimental impact on residential areas, local air quality levels or local amenity of the highway network. The policy also identifies the council supporting use of the Blue Ribbon Network for rail and freight transport, subject to compliance with other policies within the Local Plan.

2.3.2 Heathrow Surface Access Strategy (August 2022)

This document looks at why surface access at Heathrow is important, providing an overview of current conditions along with outlining targets set and measures developed to form the strategy. It also sets out how interventions will be delivered, monitored and progress reported. A survey from 2017 shows that 60% of Heathrow colleagues use single-occupancy private car as their main mode of commute. With regard to freight, 6% of all Heathrow-related vehicle trips were freight but they generated 36% of vehicle-related emissions.

The four targets are:

- Achieving a passenger public transport mode share of 45% by 2026
- Achieving a colleague single-occupancy car mode share of 57% by 2026
- Reducing surface access carbon emissions by 49% by 2030
- Expanding the Heathrow public transport catchment area to bring 25% more people within a 1.5-hour public transport journey time to/from the airport site, and increase the 3-hour catchment population by 12%.

Some of the measures set out to achieve the targets include:

- Sustainable Travel Zones
- Improve active travel infrastructure and service

- Mobility as a Service (MaaS) and Heathrow Travel Wallet
- Truck Call Forward Facility on the southern perimeter
- Virtual Consolidation platform to increase cargo collaboration

More longer-term schemes post-2026 include Southern Access to Heathrow, Western Rail link and an employer recognition programme.

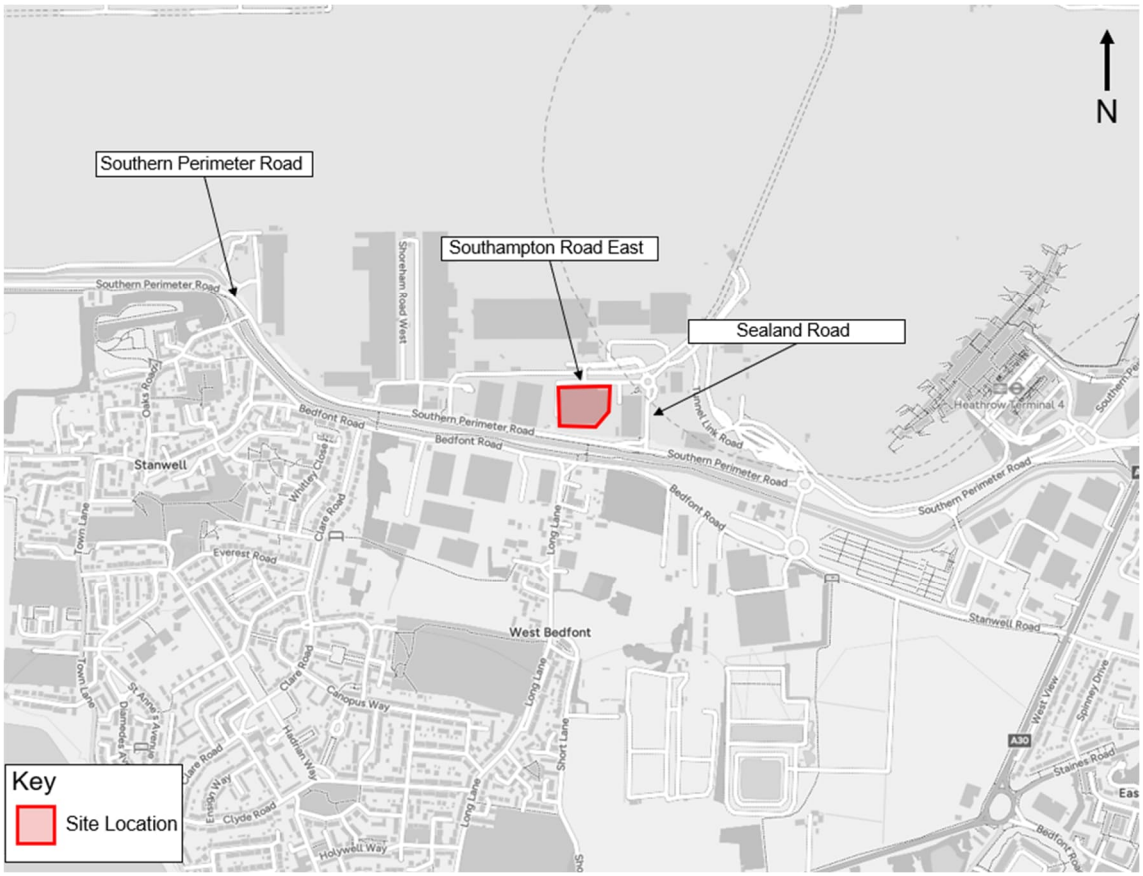
3 Site Accessibility & Baseline Conditions

This chapter outlines the accessibility of the site by all modes of transport describing the existing networks and any known proposed improvements.

3.1 Site Location

The site is located within the Heathrow Airport Cargo Area and is bounded by Southampton Road East to the north, the Arora MSCP to the east, the Southern Perimeter Road to the south and Stansted Road to the west. The site in relation to the immediate area is demonstrated in **Figure 3.1**.

Figure 3.1: Site Locality

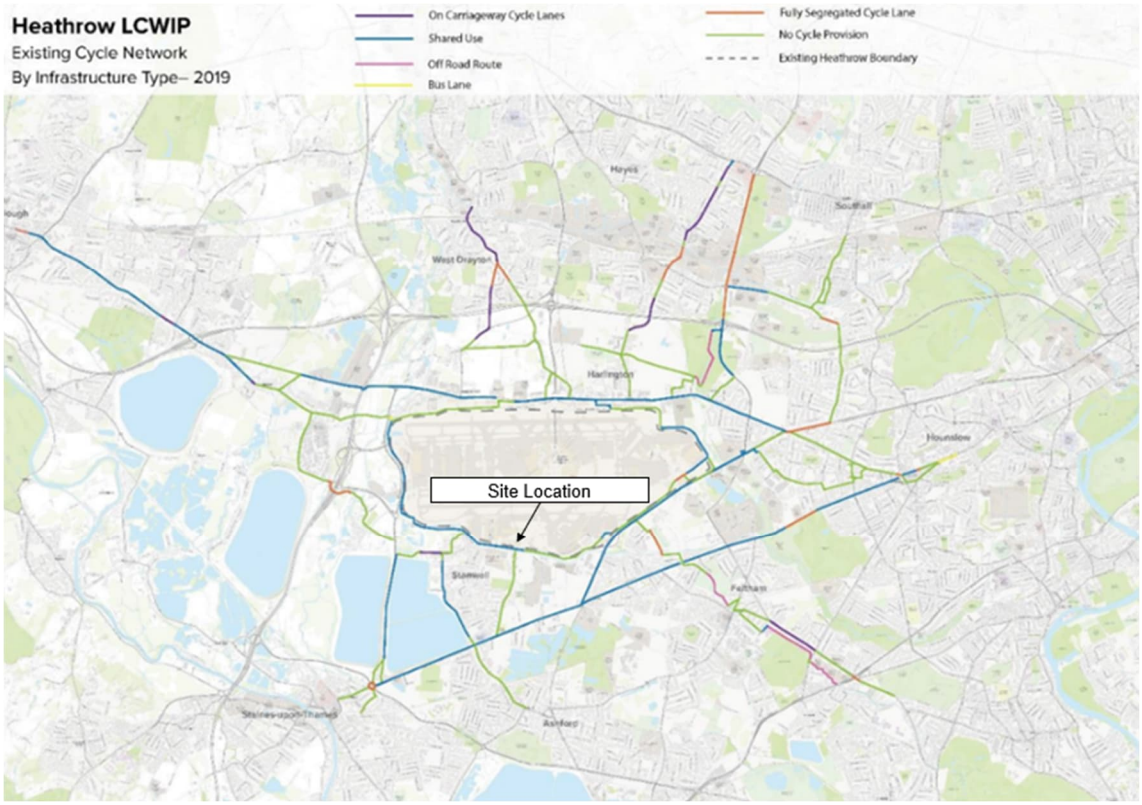


Source: www.openstreetmap.org with MM annotations

3.2 Active Travel Network

The Heathrow Local Cycling and Walking Infrastructure Plan (LCWIP) was published in April 2023 and includes details of the existing active modes infrastructure, as well as proposed improvements. **Figure 3.2** relates to the existing active travel network (2019) and is extracted from the LCWIP.

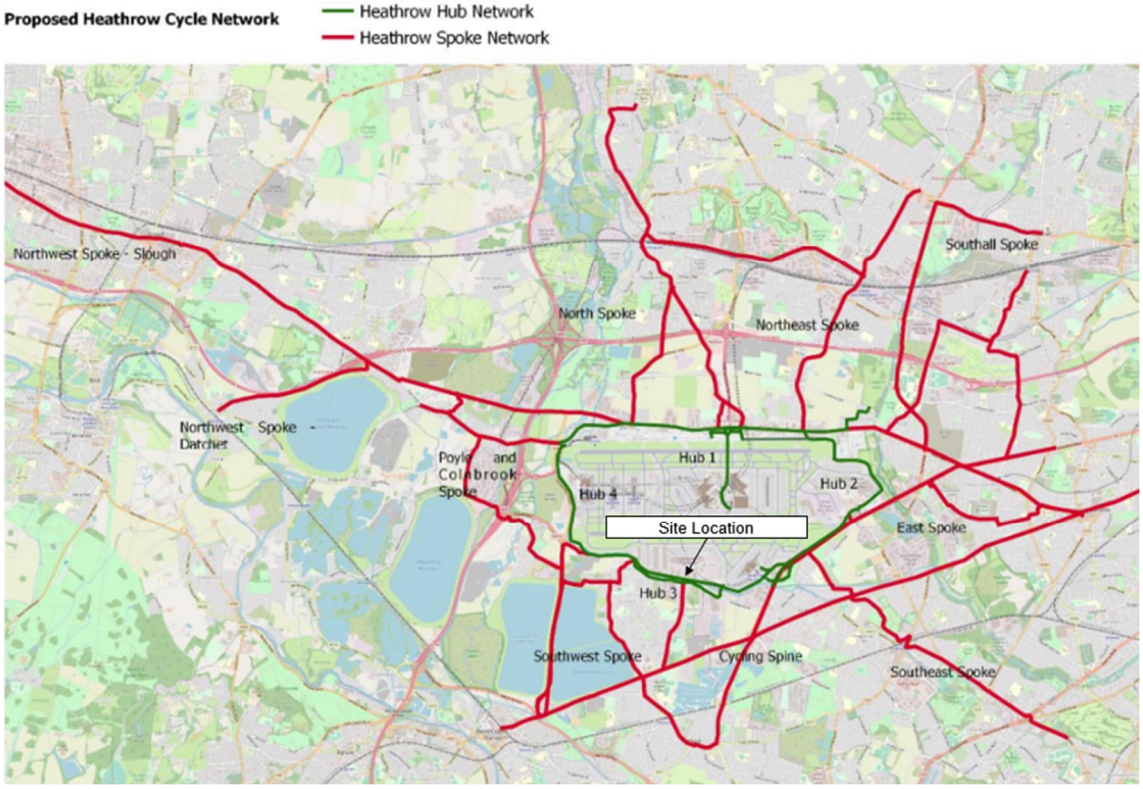
Figure 3.2: Existing Cycle Infrastructure by Infrastructure Type 2019



Source: Heathrow Local Cycling and Walking Infrastructure Plan (April 2023) with MM annotations

The LCWIP proposes a ‘Hub and Spoke’ Cycle Network as shown in the LCWIP which is extracted below in **Figure 3.3**.

Figure 3.3: Proposed 'Hub and Spoke' Cycle Network



Source: Heathrow Local Cycling and Walking Infrastructure Plan (April 2023) with MM annotations

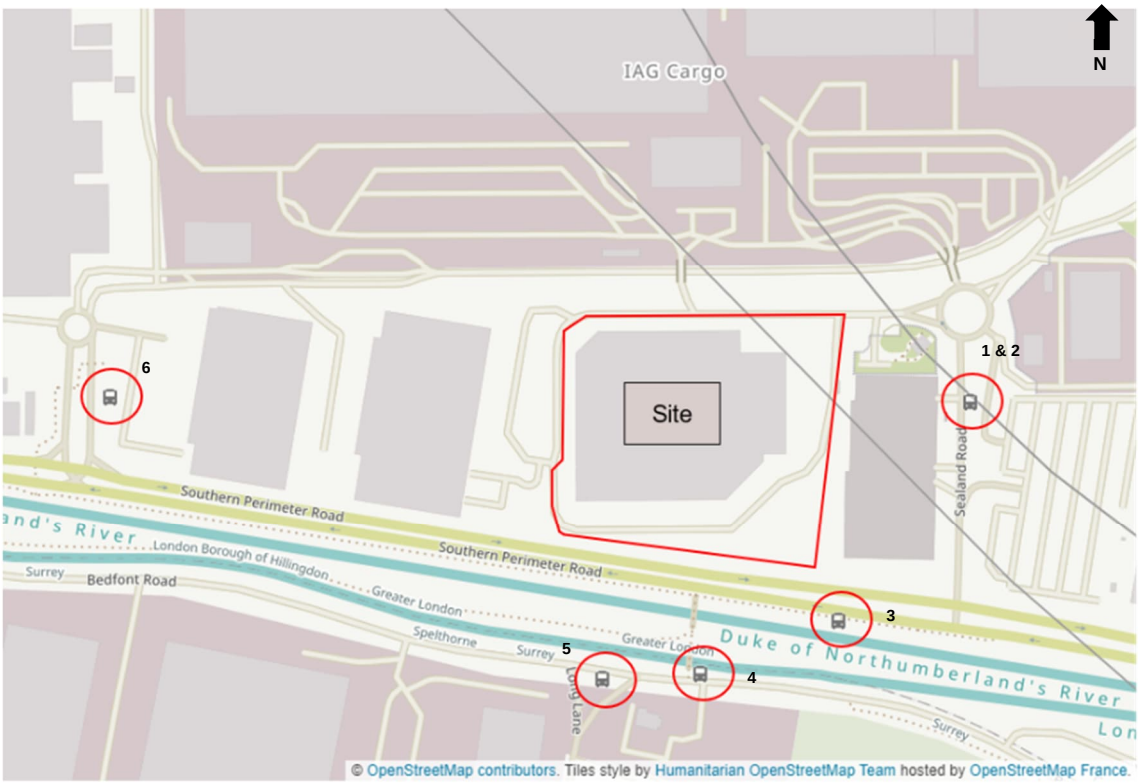
3.3 Public Transport

3.3.1 Bus Network

Bus stops within close proximity to the Gate Gourmet site are listed below and shown in Figure 3.4.

1. Cargo Centre stop on Sealand Road (northbound on Sealand Road) – Routes 482, 490, H30 & N30 (approximately 150m via Southampton Road East)
2. Cargo Centre on Sealand Road (southbound on Sealand Road) – Routes 482, 490 (approximately 150m via Southampton Road East)
3. Sealand Road stop on Southern Perimeter Road (westbound on Southern Perimeter Road) – Routes 482, 490 (approximately 250m via Southampton Road East and Sealand Road)
4. Long Lane on Bedfont Road (eastbound on Bedfont Road) – Routes 203, 555 (approximately 400m via Southampton Road East, Sealand Road and Southern Perimeter Road)
5. Long Lane on Bedfont Road (westbound on Bedfont Road) – Routes 203, 555 (approximately 450m via Southampton Road East, Sealand Road and Southern Perimeter Road)
6. Stirling Road (southbound on Stirling Road) – Routes 482, 490, H30 & N30 (approximately 750m via Southampton Road East, Sealand Road and Southern Perimeter Road)

Figure 3.4: Bus stops within close proximity of site



Source: www.openstreetmap.org with MM annotations

These bus stops are served by bus routes shown in **Table 3.1** below.

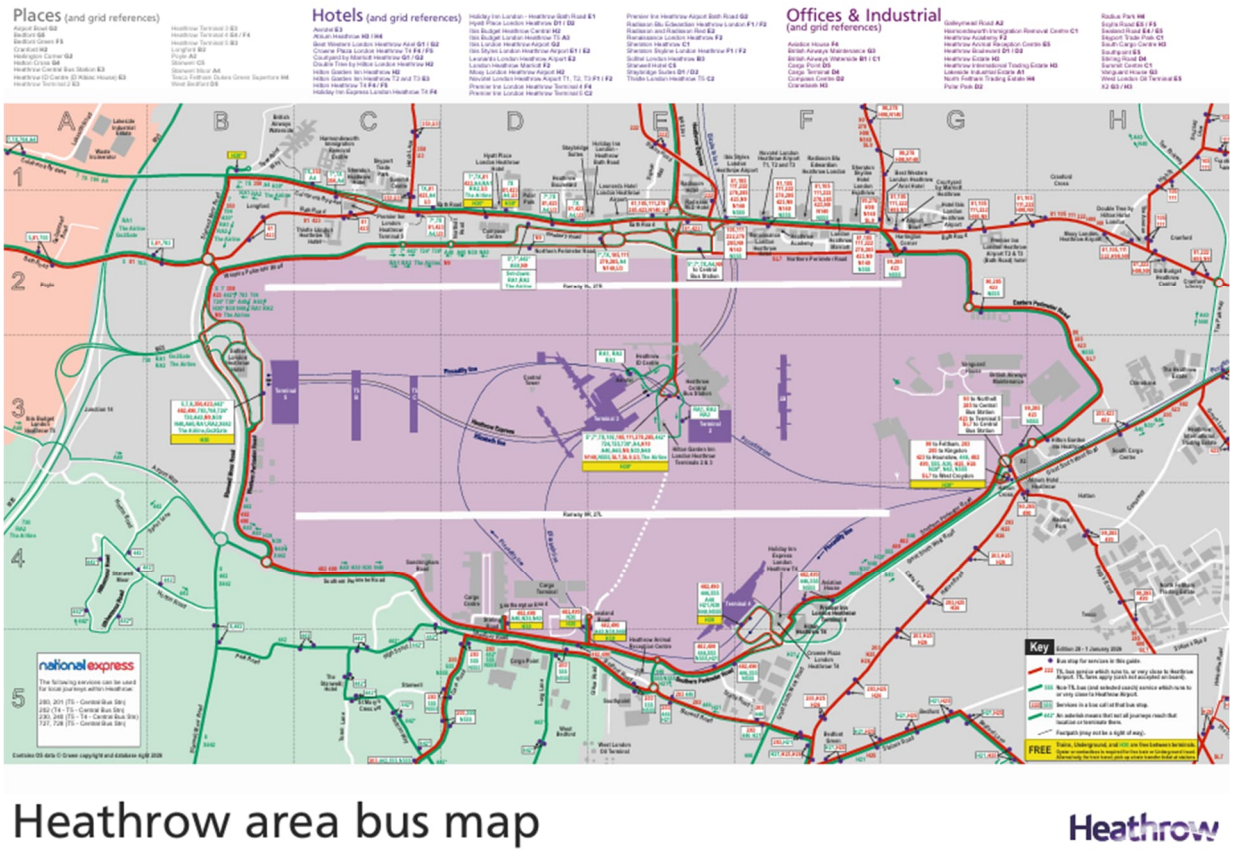
Table 3.1: Bus service destination and frequency

Service	Operator	Destination	Average Frequency (buses per hour)	
			Day	Night
482	Transport UK	Southall Town Hall – Heathrow T5	3	0
490	Transport UK	Pools on the Park – Heathrow T5	5	0
N30	Diamond Buses	Acton – Heathrow Central Bus Station	0	1
H30	Diamond Buses	Hatton Cross – Heathrow Central Bus Station	3/4	2
203	London United	Staines Bus Station – Hounslow Bus Station	3	0
555 / N555	Diamond Buses	Walton-on-Thames – Hatton Cross Station	2	1

Source https://bustimes.org/

The wider area bus map is shown in **Figure 3.5**.

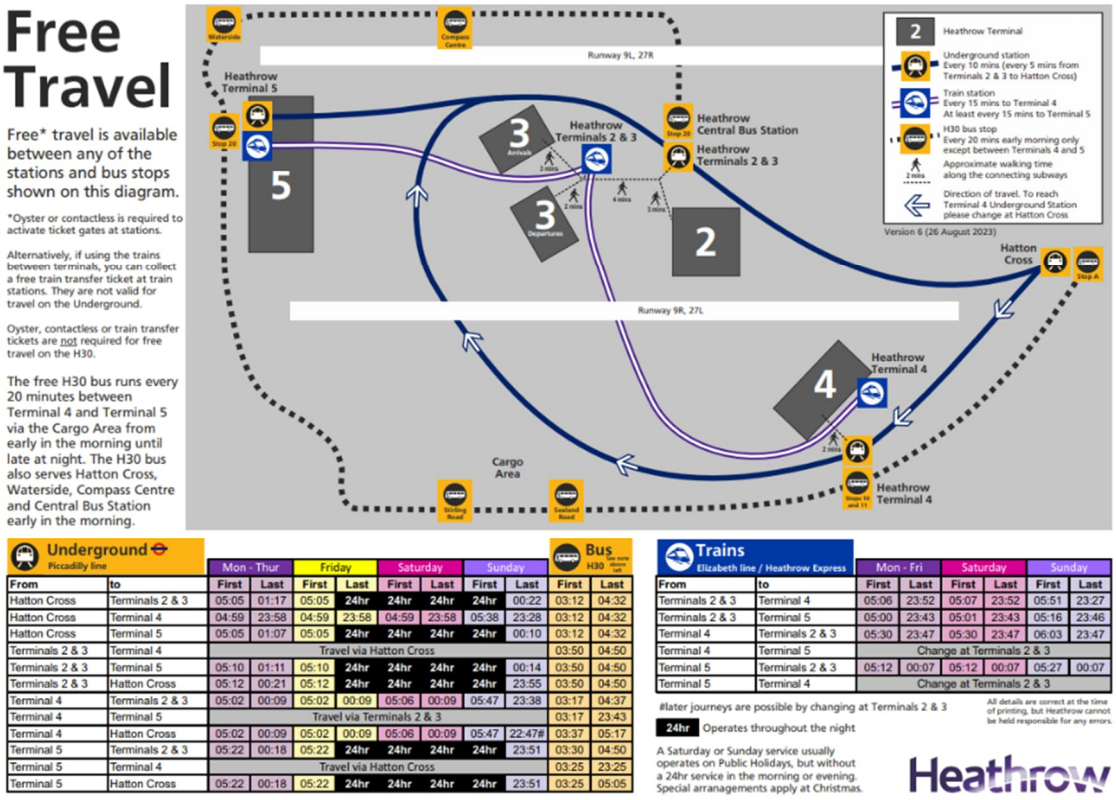
Figure 3.5: Bus Stops within wider Heathrow Area



Source: Heathrow area map - 1 January 2026.cdr

Free travel is offered between the local terminals and a bus service operates along the Southern Perimeter Road stopping at Sealand Road, which is demonstrated on **Figure 3.6**.

Figure 3.6: Free Travel Routes



Underground — Piccadilly line

From	to	Mon - Thur First	Mon - Thur Last	Friday First	Friday Last	Saturday First	Saturday Last	Sunday First	Sunday Last
Hatton Cross	Terminals 2 & 3	05:05	01:17	05:05	24hr	24hr	24hr	24hr	00:22
Hatton Cross	Terminal 4	04:59	23:58	04:59	23:58	04:59	23:58	05:38	23:28
Hatton Cross	Terminal 5	05:05	01:07	05:05	24hr	24hr	24hr	24hr	00:10
Terminals 2 & 3	Terminal 4	Travel via Hatton Cross							
Terminals 2 & 3	Terminal 5	05:10	01:11	05:10	24hr	24hr	24hr	24hr	00:14
Terminals 2 & 3	Hatton Cross	05:12	00:21	05:12	24hr	24hr	24hr	24hr	23:55
Terminal 4	Terminals 2 & 3	05:02	00:09	05:02	00:09	05:06	00:09	05:47	23:38
Terminal 4	Terminal 5	Travel via Terminals 2 & 3							
Terminal 4	Hatton Cross	05:02	00:09	05:02	00:09	05:06	00:09	05:47	22:47#
Terminal 5	Terminals 2 & 3	05:22	00:18	05:22	24hr	24hr	24hr	24hr	23:51
Terminal 5	Terminal 4	Travel via Hatton Cross							
Terminal 5	Hatton Cross	05:22	00:18	05:22	24hr	24hr	24hr	24hr	23:51

From	to	Mon - Fri First	Mon - Fri Last	Saturday First	Saturday Last	Sunday First	Sunday Last
Terminals 2 & 3	Terminal 4	05:06	23:52	05:07	23:52	05:51	23:27
Terminals 2 & 3	Terminal 5	05:00	23:43	05:01	23:43	05:16	23:46
Terminal 4	Terminals 2 & 3	05:30	23:47	05:30	23:47	06:03	23:47
Terminal 4	Terminal 5	Change at Terminals 2 & 3					
Terminal 5	Terminals 2 & 3	05:12	00:07	05:12	00:07	05:27	00:07
Terminal 5	Terminal 4	Change at Terminals 2 & 3					

Trains — Elizabeth line / Heathrow Express

#later journeys are possible by changing at Terminals 2 & 3

24hr Operates throughout the night

A Saturday or Sunday service usually operates on Public Holidays, but without a 24hr service in the morning or evening. Special arranagements apply at Christmas.

All details are correct at the time of printing, but Heathrow cannot be held responsible for any errors.

Heathrow

Source https://www.heathrow.com

3.3.2 Rail and Underground Network

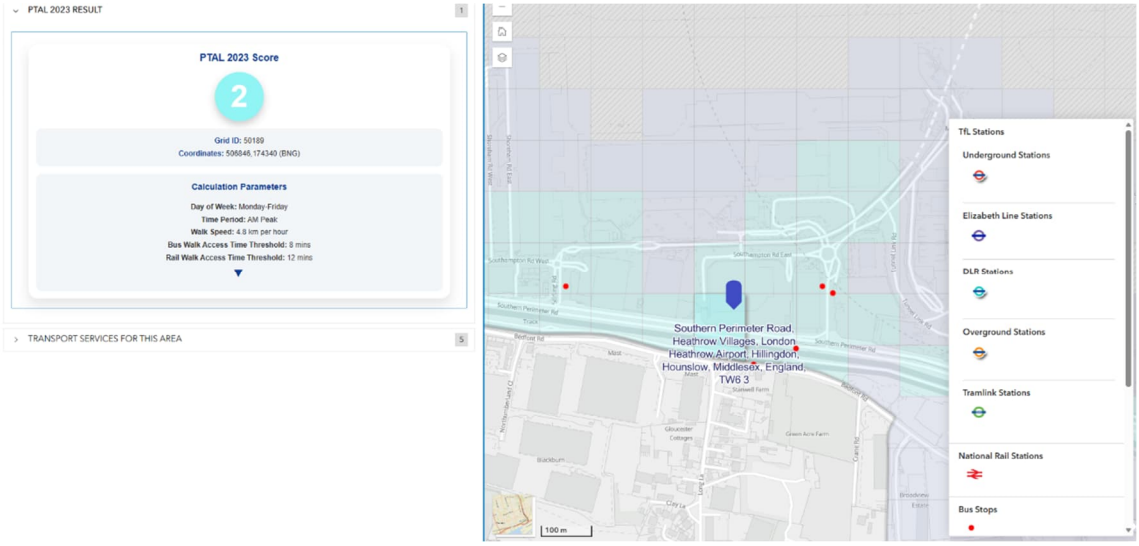
The nearest stations are at Heathrow Terminal 4 (T4) approximately 1km as the crow flies east of the site, however these are a 25 minute walk or a 10 minute cycle along the Southern Perimeter Road. Elizabeth Line and Piccadilly Line services run from the stations providing connections into Central London. The Elizabeth Line runs between Abbey Wood and Heathrow T4, and the Piccadilly Line connects Heathrow T4 and Cockfosters.

The Piccadilly Line runs from Heathrow Terminal 4 Underground Station at a frequency of six trains per hour with the first train being from 0500. The Night tube runs on this line on Friday and Saturday nights, at the same frequency of six trains per hour (every 10 minutes), from Hatton Cross Underground Station. The Elizabeth Line has four trains per hour running directly between Terminal 4 to Abbey Wood via Canary Wharf, with the first train being from 0500.

3.3.3 Public Transport Accessibility Levels (PTAL)

Access to public transport can be quantified through the use of TfL's Public Transport Accessibility Level (PTAL) tool. PTAL is a measure of the accessibility of a location to the public transport network and takes into account walk access time and service availability and frequency. The site has a PTAL score of 2, however, the PTAL value only relates to the points of contact to the public transport networks, it does not take into account the overall travel time of options available via an interchange. The Heathrow site offers excellent public transport travel options via the Central Terminal Area (bus and rail options) and Hatton Cross (underground) in particular and these are accessible via public transport via an interchange. The PTAL Output is demonstrated on **Figure 3.7**.

Figure 3.7: Site PTAL



Source: TfL WebCat Website

3.3.4 Department for Transport (DfT) Connectivity Tool

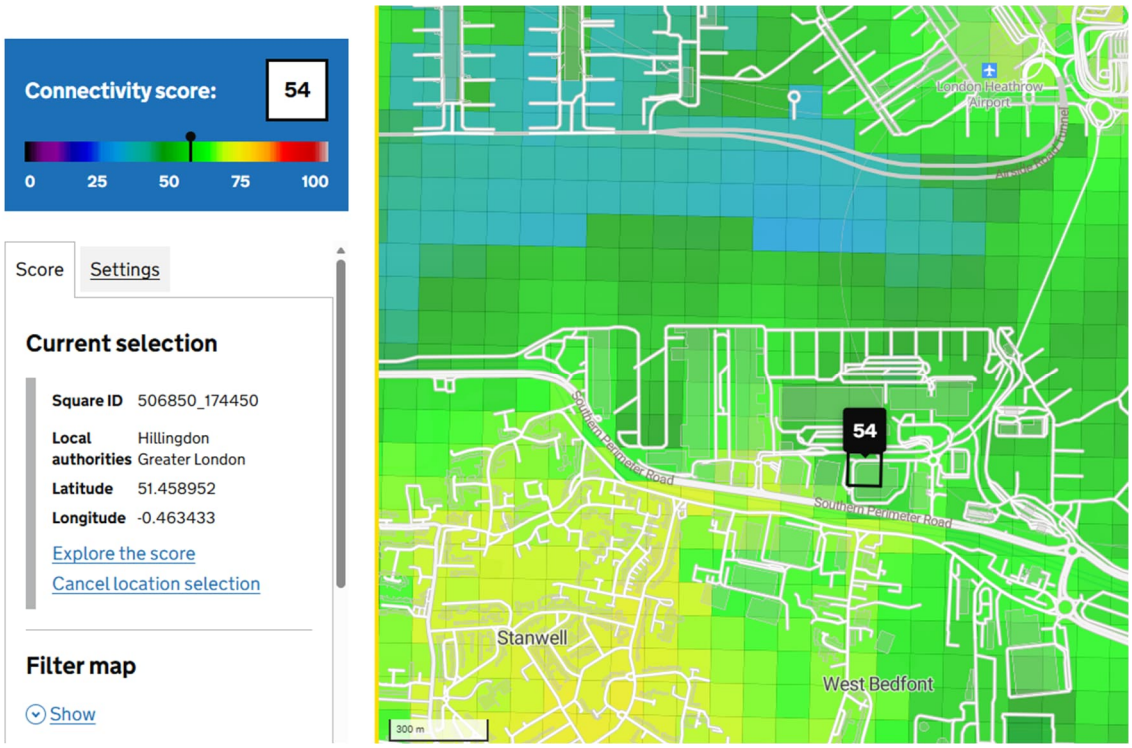
The Department for Transport (DfT) Connectivity Tool is a web-based analytical resource provided by the UK Government to assist local authorities and other stakeholders in assessing public transport connectivity across England. The tool evaluates how well different locations are connected via public transport, with particular emphasis on access to key destinations such as employment centres, education facilities, healthcare services, and retail and is given a connectivity score between 0 and 100 where 100 represents the most connected area.

The Connectivity Tool utilises journey time data, including public transport service frequencies and transfer times, to produce a robust and objective assessment of connectivity between origin and destination pairs. The platform enables users to:

- Identify areas of poor connectivity, supporting the case for transport improvements,
- Analyse the potential impacts of proposed developments or policy interventions,
- Demonstrate accessibility levels to strategic destinations for current and future scenarios.

The site has access to multiple transport routes. An output of the connectivity map is demonstrated on **Figure 3.8** which shows that the site currently has a connectivity score of 54, which reflects the low number of key amenities within the area. Despite this the site remains well connected in terms of public transport routes. Furthermore, the connections from the buses create links to key destinations within the local area which house multiple amenities such as Hounslow, Southall and Richmond.

Figure 3.8: Site Connectivity Score



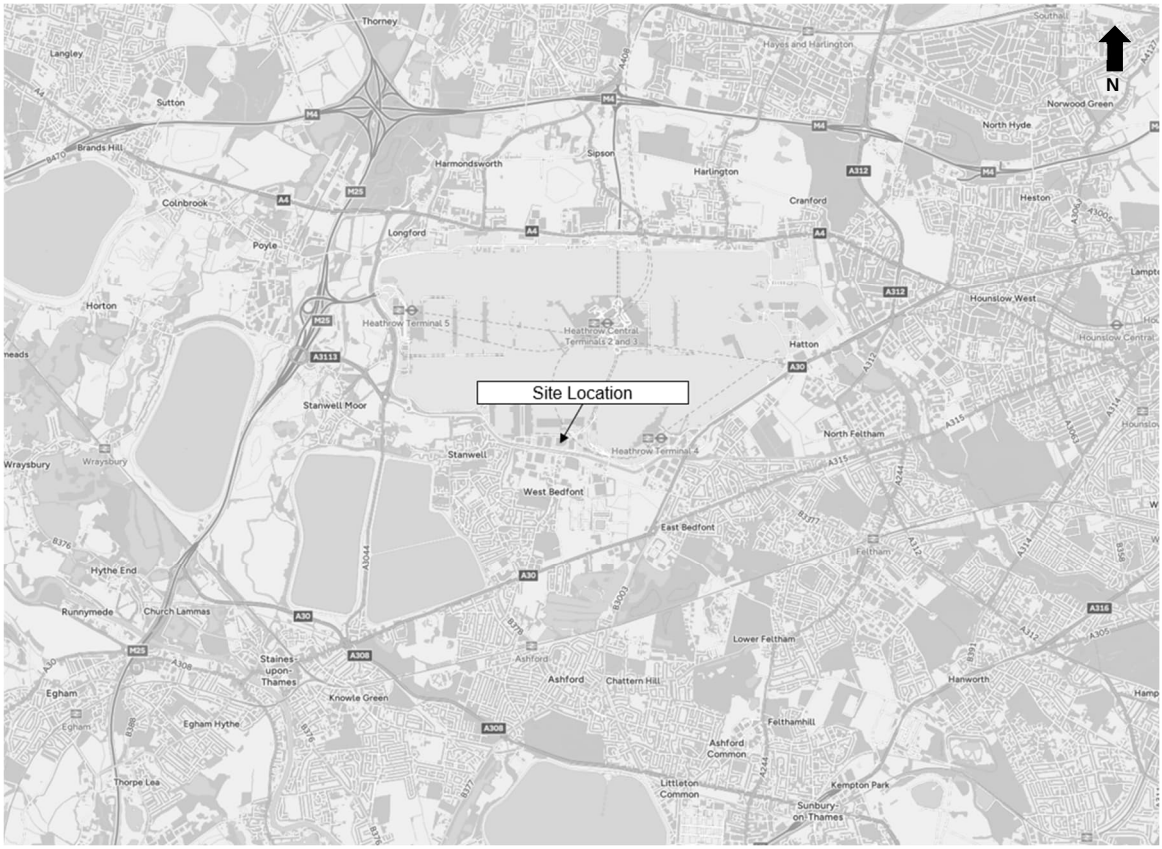
Source: DfT connectivity tool website

3.4 Local Highway Network

The strategic highway network is easily accessible from the site via the Southern Perimeter Road which leads to the M25 J14 to the west. The M25, being a major motorway encircling a majority of Greater London, connects with several other major motorways providing access to various parts of the UK.

Key connections from the M25 include the M1 at Junction 21, the M11 at Junction 27, the M23 at Junction 7 and the M3 at Junction 12. To the east of the site, the Southern Perimeter Road has a connection with the A30. The A30 is important in connecting London to the southwest. In a westbound direction, the A30 connects to the M25 providing further access to the motorway network. The site in relation to the surrounding highway network is demonstrated on **Figure 3.9**.

Figure 3.9: Highway network in vicinity of site



Source: www.openstreetmap.org with MM annotations

3.5 Local Collision Data

The latest available data for the local area from Crashmap[1] has been reviewed, covering the latest five-year period available (2020 to 2024) for the study are encompassing Southampton Road East, Sealand Road and Southern Perimeter Road between its junctions with Western Perimeter Road and Beacon Road. In total, there were 14 collisions reported.

While, typically, TfL's London Collision Map would be utilised, it did not identify any collisions for this study area and it appears that this reflects that the study area encompasses roads within HAL's authority.

Of the 14 collisions, ten were identified to be slight, four serious and none fatal. The collisions that occurred within the study area are summarised in **Table 3.2**.

[1] www.crashmap.co,uk

Table 3.2: Collision Data Summary

Location	Date	Severity	Involved / Casualties	Vulnerable User	Description
Southern Perimeter Road / Beacon Road roundabout	07/06/20	Serious	Involved: 2 Casualties: 1	Yes	Cyclist casualty from collision with car.
Southern Perimeter Road / Beacon Road roundabout	11/03/23	Slight	Involved: 2 Casualties: 2	No	Collision between a car and goods vehicle causing a casualty for both drivers.
Southern Perimeter Road / Beacon Road roundabout	11/08/23	Slight	Involved: 2 Casualties: 1	No	Collision between two cars.
Southern Perimeter Road / Beacon Road roundabout	25/04/22	Slight	Involved: 2 Casualties: 1	Yes	Motorcyclist casualty following collision between car and motorcycle
Southern Perimeter Road between Beacon Rd roundabout and Sealand Road junction	14/11/21	Slight	Involved: 2 Casualties: 1	Yes	Collision involving one car with two casualties (including a child)
Southern Perimeter Road between Beacon Rd roundabout and Sealand Road junction	07/01/22	Serious	Involved: 2 Casualties: 1	Yes	Cyclist casualty from collision with car.
Southern Perimeter Road / Sealand Road Junction	05/01/22	Slight	Involved: 2 Casualties: 1	No	Car passenger casualty following collision involving a car and a goods vehicle
Southern Perimeter Road (near Mail and Fly)	08/11/21	Serious	Involved: 1 Casualties: 1	Yes	Pedestrian casualty following incident involving goods vehicle
Southern Perimeter Road (near AY Aviation)	16/04/24	Slight	Involved: 2 Casualties: 1	No	Car passenger casualty following collision involving a car and a goods vehicle
Southern Perimeter Road (near footway	10/09/21	Slight	Involved: 1 Casualties: 1	Yes	Motorcyclist casualty (no other vehicle

Location	Date	Severity	Involved / Casualties	Vulnerable User	Description
connecting to Oaks Road)					reported to be involved)
Southern Perimeter Road (near Esso Petrol Station)	18/02/20	Slight	Involved: 2 Casualties: 1	Yes	Cyclist casualty from collision with car.
Southern Perimeter Road (near Western Perimeter Road Roundabout)	30/01/22	Slight	Involved: 1 Casualties: 1	No	Car passenger casualty (no other vehicle reported to be involved)
Western Perimeter Road Roundabout	01/12/21	Slight	Involved: 2 Casualties: 1	No	Car passenger casualty following collision involving two cars
Western Perimeter Road Roundabout	24/09/20	Serious	Involved: 2 Casualties: 1	Yes	Cyclist casualty from collision between cyclist and goods vehicle

Source www.crashmap.co.uk

Analysis of **Table 3.2** shows there have been 14 collisions overall, equating to just under three collisions per year on average. In total, there were eight collisions involving a vulnerable user casualty, including a child who was a passenger in a car. Four collisions involved cyclists, three of which were classified as serious, although these were not clustered in a particular location. The other serious collision involved a pedestrian. Five collisions involved goods vehicles and 12 involved a car.

Given the number of serious collisions involving cyclists, cyclist safety may warrant further attention. However, based on the available data, the relatively low overall frequency of collisions, along with their distribution across different sections of Southern Perimeter Road, suggests that there is no clear evidence at this stage to indicate that the existing road layout is a primary contributing factor.

4 Development Proposals

This section provides information on the current site access and the proposed development access, parking and servicing arrangements.

The indicative development area for the proposal is circa 11,652m^2 Gross External Area (GEA), with the indicative site layout provided in **Appendix C**.

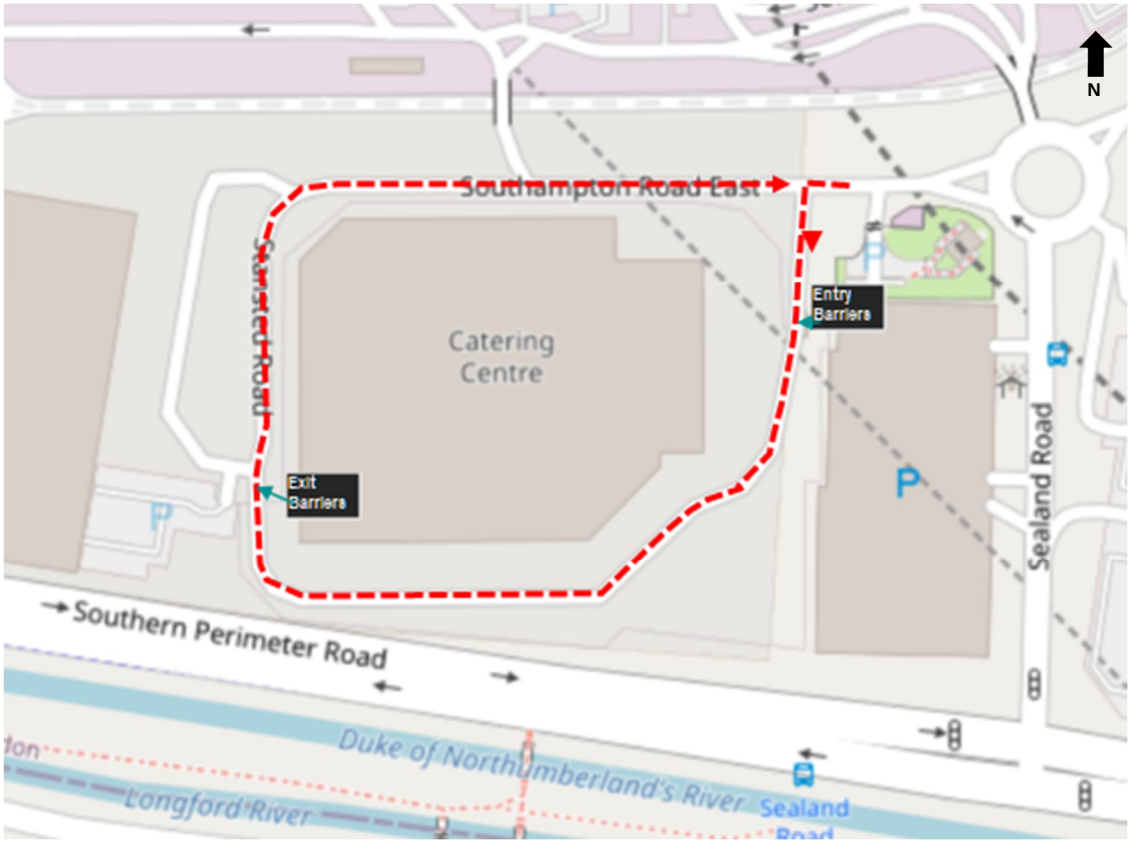
4.1 Site Access

4.1.1 Existing

The site was previously utilised by Gate Gourmet as part of their catering operation for Heathrow Airport. The site included a warehouse facility although this has since been demolished.

The access and circulation related to the site is shown in **Figure 4.1**. Entry is via the north / eastern most access point which is a priority junction with security access control set back within the site. The exit from the site is also barrier controlled and leads onto Stansted Road. This is demonstrated on **Figure 4.1**.

Figure 4.1: Existing Site - Typical Access and Circulation



www.openstreetmap.org with MM annotations

The former Gate Gourmet site historically operated on a one-way clockwise loop. Entry barriers would control access to the site and were located approximately 35m from the junction with

Southampton Road East. The arrangement allowed two maximum legal articulated vehicles to approach the barriers at one time.

4.1.2 Proposed Site Access

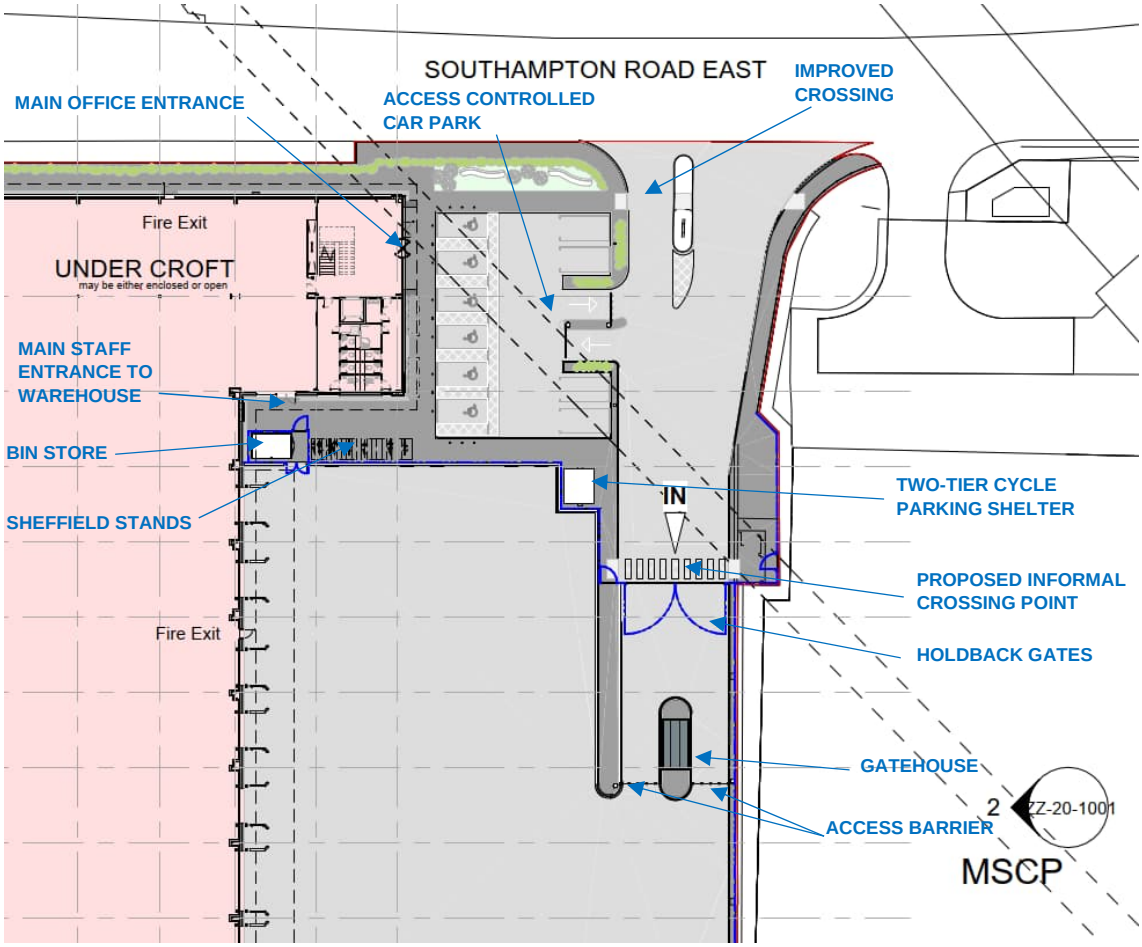
The development proposals involve the retention of the existing site access junction but with some amendments in terms of layout and internal control, as shown in **Figure 4.2** and explained below:

- A tightening of the radius on the western side of the bellmouth. This will result in a reduced crossing width for those people crossing the bellmouth, including British Airways staff using the MSCP and also site staff who are walking to site from local public transport nodes. The existing tactile paving, which is not on an alignment consistent with inclusive mobility requirements, will be amended to better direct users crossing in this area. The design will be subject to a Stage 1 Road Safety Audit.
- A small car park and a landscaped area will be provided adjacent to the proposed office element of the site. Access to and egress from the car park will be via its own barrier control with vehicles using the car park entering and exiting the site via the main site access junction.
- The two-lane approach for delivery vehicles will be maintained to entry control barriers but these barriers will be set further into the site. As shown in **Figure 4.3, t**his allows for sufficient space for up to five maximum legal articulated vehicles to queue on approach to the barriers without:
    - Blocking back onto Southampton Road East
    - Blocking the crossing at the site access bellmouth
    - Blocking the informal proposed crossing between the site and MSCP
    - Blocking the entry / exit to the small car park adjacent to the office element of the site
- A set of control gates to the north of the barriers will be provided. The intention is that these will remain open for the majority of the time but allow the site to be securely closed off if required.

The clockwise internal access circulation system will be retained with egress onto Stansted Road as demonstrated on **Figure 4.4** respectively

A larger scale plan showing the proposed site layout and relevant swept path analysis is provided in **Appendix C**.

Figure 4.2: Proposed Site Access



Source: Extract from Benoy Drawing 15192-BNY-DRW-ARC-ZZ-GFL-10-1000 (see Appendix A) with MM annotations

Figure 4.3: Stacking Capacity on Approach to Entry Control Barriers

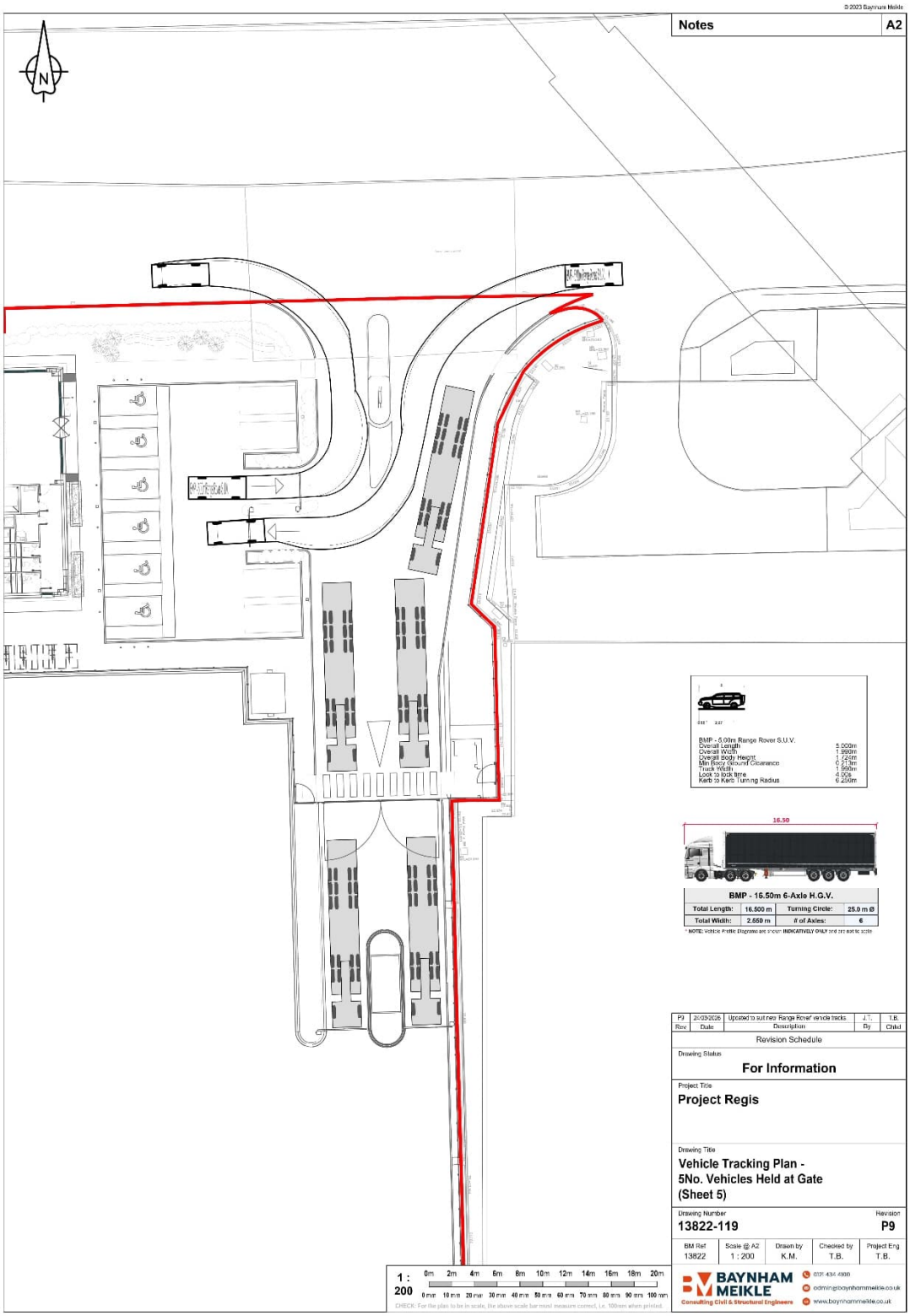
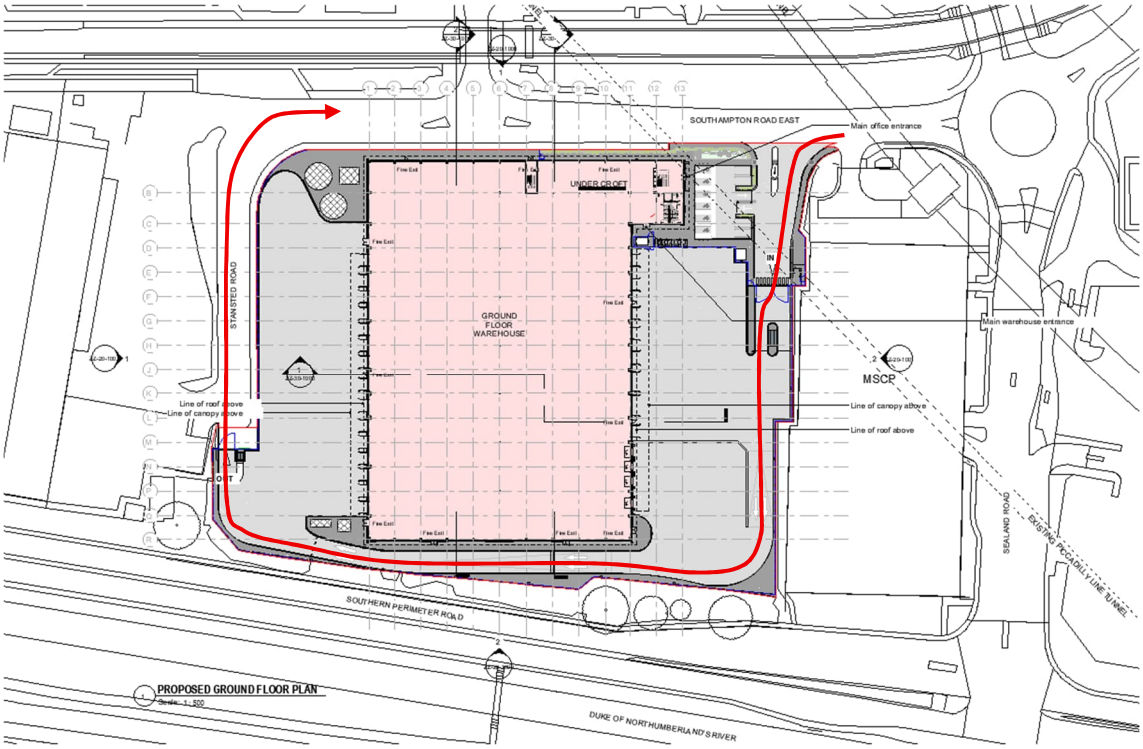


Figure 4.4: Access Circulation



Source: Extract from Benoy Drawing 15192-BNY-DRW-ARC-ZZ-GFL-10-1000 (see Appendix A) with MM annotations

4.2 Parking

4.2.1 Car Parking

Existing Parking

The former Gate Gourmet use on the site had six operational car parking spaces on the site, as well as access to 280 car parking spaces within the adjacent Arora Multi-Storey Car Park (MSCP). Operational loading bays were also provided on site for the catering function.

Proposed Parking

The future occupier of the building is permitted to continue to use the 280 spaces allocated within the MSCP. This arrangement therefore remains unchanged from the previous Gate Gourmet use.

In addition, 10 parking spaces will be provided by the main entrance to the site (as shown in **Figure 4.2**). This will include six disabled bays, located so that they reduce the walk distance to the building compared to the MSCP. The other bays are intended for operational requirements associated with the facility, e.g. border control checks and drop-offs. All spaces within this parking area will be provided with access to an EV charging point.

4.2.2 Cycle Parking

Cycle parking will be provided in line with London Plan standards with the relevant standards summarised in **Table 4.1**.

Table 4.1: London Plan Cycle Parking Standards

Use Class	Long-stay	Short-stay
B2-B8	1 space per 500 sqm (GEA)	1 space per 1000 sqm (GEA)

Based on the GEA (11,652m^2), the development will provide 24 long stay spaces and 12 short-stay spaces, totalling 36 spaces.

To provide a mix of provision, 18 of the spaces would be in the form of two-tier racks, with the remaining spaces provided using Sheffield stands which would include the ability to accommodate up to two non-standard bikes. The mix of cycle parking is in line with TfL general advice. The location of the cycle parking is shown in **Figure 4.4.**

4.3 Servicing and Deliveries

The site includes 27 proposed loading bay docks around the main cargo transit shed, allowing for the efficient transfer of goods in and then loading onto vehicles to go airside.

Other deliveries to the site, such as occasional office deliveries, will involve the relevant vehicle accessing the main site via the barrier controls before exiting in line with the cargo transit shed related movements. Refuse collection will similarly be from within the controlled area, with the bin store identified in **Figure 4.2.**

5 Existing and Proposed Trip Generation

This chapter of the note provides a consideration of the previous trip generation and parking associated with the site against that proposed as part of the scheme development.

5.1 Trip Generation

5.1.1 Permitted Trip Generation

The estimated peak hour trip generation associated with the former Gate Gourmet use of the site is shown in **Table 5.1** and **Table 5.2**. This base trip generation has been determined from previous planning application material and has been discussed with HAL and LBH representatives, the raw data outputs are in the appendix of the scoping note provided in **Appendix A**. This classifies vehicle trips by lights and heavies, which are defined as follows:

- Lights – which includes cars and LGVs
- Heavies or HGVs – which includes OGV1 and OGV2

Table 5.1: Existing Base Site Use – Gate Gourmet Vehicular Trip Generation (AM Peak 0800-0900)

	IN	OUT	TOTAL
Light Vehicles	17	0	17
Heavy Vehicles	15	15	30
Total	**32**	**15**	**47**

Table 5.2: Existing Base Site Use – Gate Gourmet Vehicular Trip Generation (PM Peak 1700-1800)

	IN	OUT	TOTAL
Light Vehicles	0	17	17
Heavy Vehicles	15	15	30
Total	**15**	**32**	**47**

5.1.2 Proposed Trip Generation

Since the submission of the Transport Scoping Report, further conversations have been held with the prospective occupiers of the redeveloped site to better understand the potential activity. From this, a potential future activity profile has been identified, taking account of the landside and airside movements (which will typically be HGV movements) from a nearby site and considering the relative scale of the development. It has also taken account of potential staff activity and while it is anticipated that the majority of staff will follow a shift pattern of either 0700-1900 or 1900-0700, an allowance has been made for some staff activity during the traditional highway peak hours.

Table 5.3 and **Table 5.4** set out the forecast levels of activity associated with the redeveloped site.

Table 5.3: Forecast Site Use – Vehicular Trip Generation (AM Peak 0800-0900)

	IN	OUT	TOTAL
Light Vehicles	6	0	6
Heavy Vehicles	17	17	34
Total	**23**	**17**	**40**

Table 5.4: Forecast Site Use – Vehicular Trip Generation (PM Peak 1700-1800)

	IN	OUT	TOTAL
Light Vehicles	0	6	6
Heavy Vehicles	18	18	36
Total	**18**	**24**	**42**

5.1.3 Net Trip Generation

Table 5.5 and **Table 5.6** show the relevant change in vehicular trip generation between the proposed development and that associated with the previous Gate Gourmet use of the site.

Table 5.5: Forecast Site Use – Vehicular Trip Generation (AM Peak 0800-0900)

	IN	OUT	TOTAL
Light Vehicles	-11	0	-11
Heavy Vehicles	2	2	4
Total	**-9**	**2**	**-7**

Table 5.6: Forecast Site Use – Vehicular Trip Generation (PM Peak 1700-1800)

	IN	OUT	TOTAL
Light Vehicles	0	-11	-11
Heavy Vehicles	3	3	6
Total	**3**	**-8**	**-5**

5.1.4 Consideration of Effects

As set out above, the forecast two-way vehicle trip generation associated with the proposed development will be lower than that associated with the previous Gate Gourmet use of the site during the peak hours. While there will be a small increase in HGV movements, this is more than offset by the reduction in LGV trips. Overall, it is not considered that the change in trips will have a material impact on the operation of the local highway networks.

In addition, as previously identified, the operation of the proposed development would not result in the stacking of delivery vehicles onto Southampton Road East given the access arrangements and the proposed parking on-site and in the adjacent MSCP would mean there would not be inappropriate off-site parking.

Further to highways considerations, it is noted that staff movements will predominately be taking place outside of the peak hours, with shifts due to start and end at 0700 and 1900. At this stage, it is anticipated that there may be approximately 100 staff at the site across a 24 hour period,

either starting or ending their shifts at these times. It would be reasonable to assume that staff on the 0700-1900 shift would arrive at the site between 0600-0700 and depart 1900-2000. For those on the 1900-0700 shift, they are more likely to travel 1800-1900 and 0700-0800.

Discussions with the prospective operator indicate that around 65% of trips to the site will be via car or motorbike, with 5% by bicycle and the remaining 30% likely to be by public transport.

On the assumption that there is a slight bias towards the 0700-1900 shift with up to 53 staff and noting the mode share information above, this indicates that there may be of the order of 16 people travelling by public transport in a single hour. Given the range of alternative bus, underground and rail services available, even allowing for a lower than peak level of service frequency, this level of demand would not be expected to have a material impact on the local public transport networks.

6 Healthy Streets Route Assessment

Following pre-application feedback from LBH, a Healthy Streets Route Assessment has been undertaken to review the quality of the key routes that staff and visitors to the site would be expected to use from local public transport nodes.

6.1 Healthy Streets for London

A Healthy Streets Active Travel Zone assessment has been undertaken to demonstrate how the development proposals contribute towards the targets in the Mayor's Transport Strategy and vision for Healthy Streets. This assessment has been undertaken in accordance with the most recent TfL guidance.

The selected routes have been assessed approximately every 150m against eight of the ten Healthy Streets Indicators (HSI), in accordance with the guidance. The full ten HSI's are illustrated in on **Figure 6.1**.

Figure 6.1: TfL's Healthy Street Indicators

Source: TfL: Guide to the Healthy Streets Indicators

The 10 Healthy Streets indicators are explored further below.

- **Pedestrians from all walks of life:** London's streets should be welcoming places to walk, spend time in and engage in community life.
- **People choose to walk, cycle and take public transport:** Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if the volume and dominance of motor traffic is reduced and the experience of being on streets is improved.
- **Easy to cross:** Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
- **Places to stop and rest:** A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on streets.
- **Clean Air:** Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
- **Shade and Shelter:** High winds, heavy rain and direct sun exposure can impact the ability for people to travel and spend time in the street and as such shade and shelter is important.
- **People feel safe:** The whole community should feel comfortable and safe on streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
- **People feel relaxed:** A wider range of people will choose to walk or cycle if streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
- **Not too noisy**: Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments, and encourage active travel and human interaction.
- **Things to see and do:** People are more likely to use streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances, so they do not need to drive to get to them.

In line with the guidance, the eight Healthy Streets indicators that have been assessed are as follows:

- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People feel safe
- Things to see and do
- People feel relaxed
- Clean air

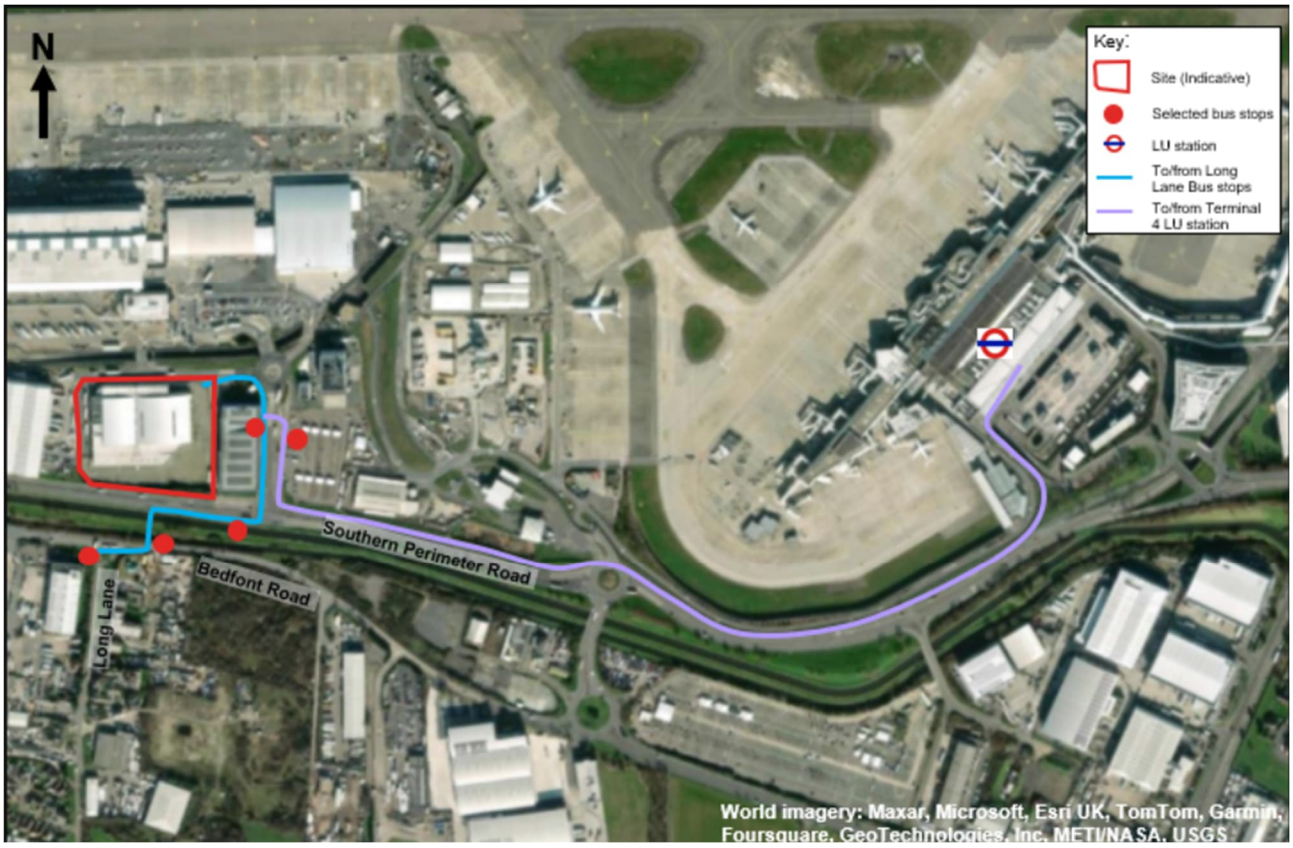
6.2 Routes to be Assessed

Noting the nature of the facility and the location at the southern side of Heathrow Airport, two routes have been assessed, focussing on routes between the site and public transport services which staff and visitors may use:

- Long Lane Bus Stop at the junction of Bedfont Road and Long Lane (which is served by bus routes 203, 555 and N555). This route will also involve going past bus stops for services 482, 490, H30 and N30.
- Heathrow Terminal 4 station (Piccadilly line and Elizabeth line services)

The key routes taken from the site to the destinations are demonstrated on **Figure 6.2**.

Figure 6.2: Assessed Routes



6.3 Route Assessment

In line with TfL guidance, daytime and nighttime assessments have been undertaken for each route. This is considered particularly relevant for this site noting the shift working patterns of staff.

A site visit was undertaken on Tuesday 10 March 2026. The daytime walkover took place between 1500 and 1630 and the nighttime walkover between 1845 and 1945. The walkover was undertaken by two members of Mott MacDonald staff, one female and one male. The results of the walkover with the relevant photographs are provided below.

6.3.1 ATZ Route 1: Daytime Survey

The route follows the eastern footway of Sealand Road, south of the Southampton Road East/Sealand Road roundabout. The Hounslow Sealand Road bus stop, comprising a shelter,

lighting and a designated waiting area, is provided at the front of the footway, away from the pedestrian desire line, ensuring the footway is unlikely to be obstructed by bus passengers. There are locations where vehicle crossovers / accesses have been retained on this route but which are not currently in use.

The route continues along the northern footway of the Southern Perimeter Road. Pedestrian activity was observed to be relatively low during the site visit. The footway was wide enough for a single pedestrian and, despite noticeable traffic noise, conversations were still audible. Overall, the footway was considered to be in good condition, with dropped kerbs and suitable gradients provided near a gated vehicle access along this section of the route.

An uncontrolled crossing with an island is located at the Spelthorne Suite access point (located at the Southern Perimeter Road / Beacon Road / Spelthorne Suite Roundabout, also known as the Beacon Road Roundabout). Dropped kerbs and tactile paving were provided on these crossings. Some vehicles were observed to exit the roundabout relatively quickly, despite the 20mph road signs, though overall vehicle speeds were considered suitable. Some users may find crossing the exit arm more difficult due to the 11-metre-wide carriageway.

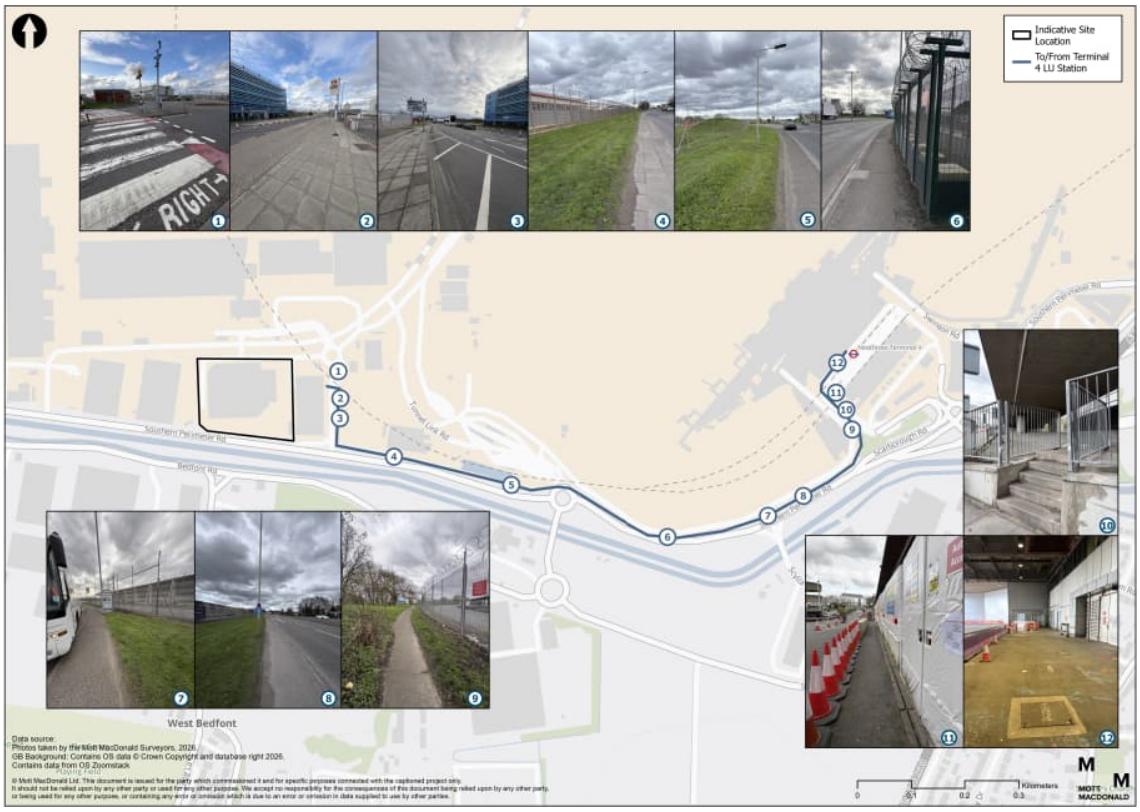
As the route continues along the Southern Perimeter Road, the footway is relatively narrow, approximately 1.5 m wide, with fencing to the north providing security for the London Heathrow Airport Site. Traffic levels remained relatively high, with vehicles estimated to be travelling at or near the 40mph speed limit.

The route continues along a footpath beside a tree-lined area, then onto another path that passes beneath Stratford Road. This section lacks surveillance and features a steep gradient and camber. Steps then lead down to a temporary, coned-off footway directing pedestrians to the Heathrow Terminal 4 entrance. This area includes a passenger drop-off zone, valet parking, and short-stay pickup facilities. CCTV covers the cordoned-off construction areas and the nearby bus stops while a staff cabin and a short-stay car park provide additional formal and informal surveillance.

The route ends at the Terminal 4 entrance, where passengers can access the London Underground station. This area was relatively busy, with numerous passengers and staff, with amenities such as cafés and toilets located within the terminal before reaching the station concourse.

The relevant photographs relating to Route 1 to Heathrow Terminal 4 station from the daytime site visit are shown in **Figure 6-3**.

Figure 6-3: Healthy Streets ATZ Assessment Route 1 Daytime Review



Photograph 10 shows the section of the journey that was determined to be least favourable, located on the footpath beneath Stratford Road. This area has minimal surveillance, a steep gradient and camber, and steps leading to a temporary coned-off footway towards the Heathrow Terminal 4 entrance. Although near to the passenger drop-off area, including a nearby staff cabin, the lines of sight are inconsistent and occasionally blocked by infrastructure columns associated with the overpass. This limits the extent of passive surveillance and results in opportunities for concealment.

The steps, steep gradient and camber also reduce accessibility, particularly for people with mobility impairments.

Table 6-1 illustrates the observations made at this location on Route 1 during the daytime survey against the relevant TfL HSI.

Table 6-1: Healthy Streets ATZ Daytime Assessment Route 1 (Photograph 10)

Healthy Streets Indicator	Observations	Areas for Improvement
Easy to cross	This location is on a footpath; therefore, pedestrian crossings are not required.	No pedestrian crossings are required at this location.
Shade and shelter	This section of the route is partly beneath Stratford Road. The underpass provides shelter and shade from the elements. This section of the route leads to the airport terminal, which is sheltered and offers ample rest areas and amenities, including cafes and toilets.	There is little area for improvement.
Places to stop and rest	While there is an absence of seating provided at this location to allow pedestrians to stop and rest, it would be undesirable to provide it due to individuals' personal	There is little area for improvement.

Healthy Streets Indicator	Observations	Areas for Improvement
	perceptions of safety, some noise from Stratford Road and the steep gradient and camber. This location is also close to the end of the route at Heathrow Terminal 4, where indoor seating and a café are available approximately 150–200 metres from this location.	
Not too noisy	Based on observations, the general activity at this location was considered to be moderate in relation to its location at the airport terminal. Whilst some traffic passed along Stratford Road above the underpass, conversations could generally be held without raising voices. Its proximity to Heathrow Terminal 4, including several bus stops and short-stay car parks, resulted in steady but moderate local traffic flows.	Improvements achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and the electrification of the bus fleet may help.
People feel safe	This area has minimal informal surveillance and no formal CCTV. Although informal surveillance is present in the passenger drop-off area, including a nearby staff cabin, line of sight is inconsistent and occasionally blocked by infrastructure columns associated with the overpass. Informal surveillance areas are also not directly adjacent to this area, and there are opportunities for concealment.	Improvements at this location could include installing formal surveillance measures to improve people's perceptions of safety.
Things to see and do	This location is within 100-150 metres of Heathrow Terminal 4, which offers indoor seating, toilets, shops, and a café. This provides suitable amenities and facilities at the end of this route. The markings on the footway to indicate a guided pedestrian route were observed to be worn, and the infrastructure also appeared dated and unwelcoming.	The markings on the footway could be refreshed. The infrastructure design could be improved to make the area appear more appealing and safer for pedestrians.
People feel relaxed	The street is well-maintained and, whilst there were no bins at this location, litter was not observed in this area. No evidence of ponding or cracked paving was observed along the footways. This part of the link was located away from the carriageway, though it is located underneath Stratford Road. The footways within the vicinity of this area were well-maintained and relatively smooth. There is a steep gradient and camber at this location, and the footpath is relatively wide. There is a lack of planters or other infrastructure to improve the environment, despite the footpath being considered wide enough.	Bins and planters, as well as other infrastructure to enhance the area's feel, could be provided at this location.
Clean air	Based on observations, the general activity at this location was considered relatively moderate and appropriate for an airport terminal. However, a high proportion of bus activity occurred at local bus stops. Although this may compromise air quality, the location is set back from the carriageway.	Improvements should be achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and electrify the bus fleet.

6.3.2 ATZ Route 1: Nighttime Survey

The ATZ Route 1 nighttime survey followed the same route as the daytime survey. Generally, the footways and footpaths along all sections of the route were well lit, including the footpath beneath Stratford Road.

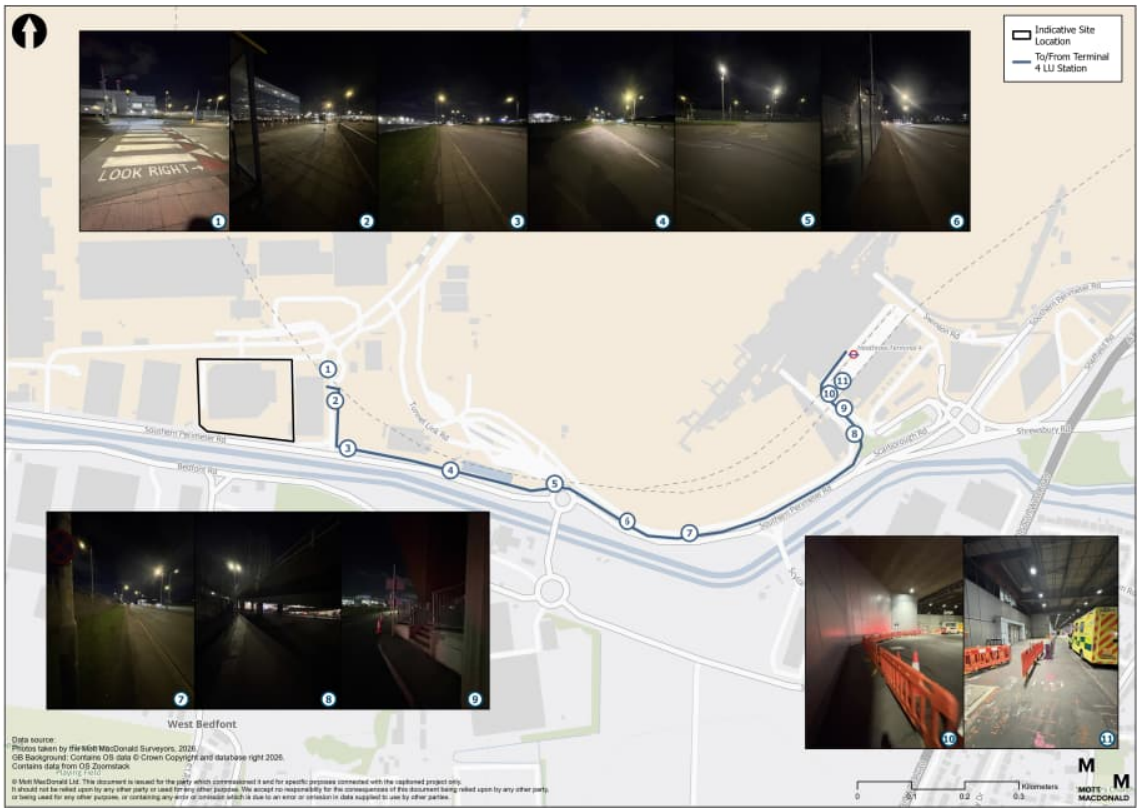
Pedestrian activity was observed to be relatively low across the route during the site visit during the nighttime survey, and vehicle speeds on the eastbound Southern Perimeter Road

carriageway appeared higher than during the daytime survey, with vehicles appearing to exceed the 40mph speed limit, potentially due to lower traffic levels. Conversations were still audible.

Vehicles were observed to exit the Beacon Road Roundabout at the Spelthorne Suite arm at similar speeds to those observed during the daytime survey. Therefore, some users may continue to find it more difficult to cross the uncontrolled crossing exit arm due to the 11-metre-wide carriageway.

The relevant photographs relating to Route 1 to Heathrow Terminal 4, London Underground Station, from the nighttime site visit are shown in **Figure 6-4**.

Figure 6-4: Healthy Streets ATZ Assessment Route 1 Nighttime Review



Photograph 6 shows the section of the journey determined to be the least favourable, located on the northern Southern Perimeter Road footway to the north of the eastbound Southern Perimeter Road dual carriageway. This is located to the east of the Beacon Road Roundabout.

Whilst the footway was smooth and well-lit, vehicle speeds appeared to be at or above the 40-mph limit, and traffic included buses and HGVs. This reduced perceptions of safety east of the uncontrolled crossing, with an island at the Spelthorne Suite access point (at the Beacon Road Roundabout), which eventually leads to the footpath beneath Stratford Road.

The footway is only approximately 1.5 m wide, with no barrier separating it from the carriageway and fencing along its northern boundary adjacent to the Heathrow Airport Site. This restricted width, combined with high vehicle speeds and large vehicles, made walking along this section feel unsafe.

Table 6-2 illustrates the observations made at this location on Route 1 during the nighttime survey against the relevant TfL HSI.

Table 6-2: Healthy Streets ATZ Nighttime Assessment Route 1 (Photograph 6)

Healthy Streets Indicator	Observations	Areas for Improvement
Easy to cross	This section of the route runs along a dual carriageway, with minimal amenities on the other side of the Southern Perimeter Road. The eastbound Scylla Road bus stop is located on the opposite side of the carriageway. Whilst crossing facilities could be beneficial for accessing this bus stop, numerous bus stops are provided at the end of this route at Heathrow Terminal 4, which could be considered a preferable location for accessing services.	Given that bus stops and services are provided at Heathrow Terminal 4, there is no requirement for pedestrian crossings at this location.
Shade and shelter	There is an absence of any shelter or shade provided along this section of the footpath. A shelter is provided at the Scylla Road eastbound bus stop at the start of this section of the route.	There is little room for improvement, as providing any shelter would obstruct potential informal surveillance and could affect an individual's perception of safety. It is impractical to provide shelter along a long stretch of a public footway.
Places to stop and rest	The bus stops, with seating and benches, provide places to stop and rest in the vicinity of this location. Heathrow Terminal 4, at the end of this route, also offers indoor seating, a café, and other amenities.	There is little area for improvement.
Not too noisy	Based on observations during the nighttime survey, traffic noise was high due to traffic speeds, volumes, and the mix of traffic (including HGVs and buses) on the eastbound Southern Perimeter Road. This made it difficult to hold conversations as vehicles passed by.	Improvements achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and to electrify the bus fleet may help.
People feel safe	This section of the route is located on the northern Southern Perimeter Road footway to the north of the eastbound Southern Perimeter Road dual carriageway. Vehicle speeds appeared to be at or above the 40-mph limit, and traffic included buses and HGVs. The footway is only approximately 1.5 m wide, with no barrier separating it from the carriageway and fencing along its northern boundary adjacent to the Heathrow Airport Site. This restricted width, combined with high vehicle speeds and large vehicles, made walking along this section feel unsafe and reduced perceptions of safety. There was no cycle parking or dedicated cycling infrastructure along the route, and the 40 mph traffic speeds are likely to deter many cyclists.	Improvements at this location could include acquiring additional land to widen the footway or redesigning the carriageway and footway alignment and layout, potentially providing dedicated infrastructure for cyclists. Installing barriers between the footway and carriageway would also help improve perceptions of safety for pedestrians.
Things to see and do	This location is within a reasonable walking distance of Heathrow Terminal 4, which offers indoor seating, toilets, shops, and a café. This provides suitable amenities and facilities at the end of this route.	There is little area for improvement.
People feel relaxed	The street is well-maintained with no litter observed in this area. There was also no evidence of ponding or cracked paving along the footway in this section of the route.	Improvements at this location, such as widening the footway or redesigning the carriageway and footway alignment and layout, could create opportunities to enable more pleasant pedestrian journeys and enhance the environment's feel.
Clean air	Based on observations, the general activity at this location was considered appropriate for a footway adjacent to a dual	Improvements achieved through approaches outlined in

Healthy Streets Indicator	Observations	Areas for Improvement
	carriageway in the vicinity of a major airport terminal. However, a high proportion of bus activity and HGVs were observed travelling on the Southern Perimeter Road during the nighttime survey. This may compromise air quality, especially given that the footway is directly adjacent to the carriageway.	the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and to electrify the bus fleet may help.

6.4 Route 2 Assessment

In line with TfL guidance, daytime and nighttime assessments have also been undertaken for Route 2.

6.4.1 ATZ Route 2: Daytime Survey

The route starts at the site access on Southampton Road East, where tactile paving and a refuge island are provided at the crossing (although the tactile paving is not correctly aligned with the crossing). The footway is suitably wide throughout, with dropped kerbs at the emergency vehicle access near the substation and north of the Arora Multi-Storey Car Park. Railings separate pedestrians from traffic as the route continues towards Sealand Road.

Tactile paving is provided along the back of the footway next to a zebra crossing across Sealand Road with Belisha beacons. The western footway on Sealand Road is approximately 1.8m wide. Uncontrolled crossings with tactile paving and dropped kerbs are located at the vehicle access and egress points serving the Arora Multi-Storey Car Park. Although these crossings are not on the pedestrian desire line, they are set back from the northbound carriageway, which is considered appropriate. A further pedestrian access is located at the northeastern corner of the car park, monitored by CCTV for security.

The Cargo Centre bus stop is located on the western footway of Sealand Road. It is positioned at the back of the footway and includes a shelter, seating, real-time information and a bus cage marked on the carriageway, although the markings are heavily worn. While the shelter and seating are positioned away from the footway, there remains some potential for conflicts of movement between pedestrians and those waiting at the bus stop.

At the Southern Perimeter Road / Sealand Road junction, the footway curves round to the northern side of Southern Perimeter Road. Railings along this bend guide pedestrians to the staggered signalised crossing and provide protection from traffic. An alternative footway also connects to a pedestrian entrance on the southwestern side of Arora Multi-Storey Car Parks, which is monitored by CCTV, and continues towards the same staggered crossing.

The staggered signalised crossing on Southern Perimeter Road includes push-button units, dropped kerbs and tactile paving.

The route then continues along the southern footway of Southern Perimeter Road. Tactile and corduroy paving, along with signage, mark the start of a shared pedestrian–cycle facility near the crossing. The path is relatively wide but, at approximately 2.2 metres, there is potential for conflict between cyclists and pedestrians.

The Sealand Road bus stop is located on the southern footway of Southern Perimeter Road and consists of a bus bay and flag. It lacks a shelter, seating and real-time information. With no designated waiting area, there is potential for conflict between pedestrians, cyclists and waiting passengers at this location.

South of the footway is the Duke of Northumberland's River, its bank, and a grassed area. Although this grassed strip provides a 3-metre buffer between the footway and the river, there are generally no barriers or fencing along the route, except for a short section near the Sealand Road bus stop, where the width of the grassed area is reduced to approximately 1.7 metres.

The route then crosses the Duke of Northumberland's River and the Longford River via two footbridges, both of which require the use of steps, before reaching Bedfont Road.

Broken glass was observed on the steps of both bridges and on the Longford River bridge, indicating antisocial behaviour. A separate footpath has been formed, which is likely to have been caused by pedestrians eroding the grassed area between the two rivers, leading towards Bedfont Road. However, a permanent concrete barrier is installed at the end of the footway on Bedfont Road to prevent pedestrians crossing at this point. This creates a risk that pedestrians attempting to access the bus stops on Bedfont Road may follow this informal path, only to reach the barrier, step around it, and cross at an unsuitable location, or retrace their route to use the designated footbridge over the Longford River.

Access to the eastbound Long Lane bus stop is provided via the footway on the north side of Bedfont Road. There is no formal pedestrian crossing on Bedfont Road, although an uncontrolled crossing at the eastern Bedfont Road / Long Lane junction provides access to the westbound stop.

The eastbound Bedfont Road bus stop is located next to the footbridge access. It includes a shelter, seating, real-time information, timetable details, a bus flag mounted on a lighting column and a bus cage marked on the carriageway.

There is an absence of formal crossing infrastructure on Bedfont Road near the footbridge access to help pedestrians reach the westbound Bedfont Road bus stop.

An uncontrolled crossing of Long Lane with tactile paving and dropped kerbs is provided at the eastern Bedfont Road / Long Lane junction. The route then terminates at the westbound Bedfont Road bus stop, which includes a shelter, seating, real-time information and a bus flag. Graffiti was observed at the stop, indicating potential antisocial behaviour.

The relevant photographs relating to Route 2 to the Bedfont Road bus stops from the daytime site visit, are shown in **Figure 6-5**.

Figure 6-5: Healthy Streets ATZ Assessment Route 2 Daytime Review

The environment was relatively noisy due to the dual carriageway along the Southern Perimeter Road, which experienced high traffic levels typical of its location near a major airport terminal. Whilst there was a shared pedestrian and cycle area, there was potential for conflicts of movement at this location due to the Sealand Road bus stop and the narrow footway.

Photograph 7 shows the section of the journey determined to be least favourable at Bedfont Road, where there is no formal pedestrian crossing to access the Long Lane bus stop near the footbridge access.

Vehicle speeds along Bedfont Road appeared broadly consistent with the 40 mph limit. These speeds, combined with the mix of vehicle types, which included buses and HGVs, and limited intervisibility between pedestrians and drivers on both footways due to the carriageway alignment, create potential safety issues for pedestrians crossing the carriageway.

There are no dropped kerbs on the southern side of the footway at this location, except at a residential access and a service yard. The footways are also set higher than typical, requiring a larger step up from the carriageway, which may create a trip hazard or barrier for some users. These issues could make crossing difficult, particularly for disabled pedestrians or those who need more time to cross when traffic volumes are high.

Table 6-3 illustrates the observations made at this location on Route 2 during the daytime survey against the relevant TfL HSI.

Table 6-3: Healthy Streets ATZ Daytime Assessment Route 2 (Photograph 7)

Healthy Streets Indicator	Observations	Areas for Improvement
Easy to cross	There is no formal pedestrian crossing to access the Long Lane bus stop near the footbridge access. There are several issues. Vehicle speeds along Bedfont Road appeared broadly consistent with the 40 mph limit. These speeds, combined with the mix of vehicle types, which included buses and HGVs, and limited intervisibility between pedestrians and drivers on both footways due to the carriageway alignment, create potential safety issues for pedestrians crossing the carriageway. There are no dropped kerbs on the southern side of the footway at this location, except at a residential access and a service yard. The footways are also set higher than typical, requiring a larger step up from the carriageway, which may create a trip hazard or barrier for some users. These issues could make crossing difficult, particularly for disabled pedestrians or those who need more time to cross when traffic volumes are high.	Improvements at this location could include consideration of providing a designated crossing location across Bedfont Road to the Long Lane bus stop. This should ensure that appropriate levels of intervisibility are provided and that the crossing is suitable for the demand, traffic speeds, vehicle composition, and volumes. The crossing should also have dropped kerbs and be well-lit to help people cross and access the bus stop. However, there may be restrictions on what is possible given existing vehicle crossovers giving access to properties on the southern side of Bedfont Road and the proximity to both the bus stop and junction with Long Lane.
Shade and shelter	Whilst this location is at a potential crossing point on Bedfont Road, there are two nearby bus stops with bus shelters that have seating. Therefore, the level of shade and shelter at this location is considered appropriate.	There is little area for improvement.
Places to stop and rest	There are two nearby bus stops with bus shelters that have seating. Therefore, there are locations nearby to stop and rest, which is considered appropriate.	There is little area for improvement.
Not too noisy	Based on observations, the general activity at this location was considered to be moderate in relation to its location along a local road with a 40mph speed limit near business parks, service yards and residential dwellings. Bus services also travel along this route. Nonetheless, conversations could generally be held without raising voices despite the vehicle speeds and volumes.	Improvements achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and the electrification of the bus fleet may help.
People feel safe	The users of the adjacent highway provide some informal surveillance. However, the area is near a footpath without any informal surveillance, and there are no buildings overlooking this location to provide it. There is no formal pedestrian crossing to access the Long Lane bus stop near the footbridge, and pedestrians may feel unsafe crossing the carriageway due to vehicle speeds and volumes, the mix of vehicle types, and the need to step onto the footway from the Bedfont Road carriageway, which is higher than typical footways. There are also issues associated with intervisibility between drivers and pedestrians at this location.	There is little area for improving informal surveillance in this location. CCTV could be provided at this location near the Long Lane eastbound bus stop and the footpath. Improvements at this location could also include providing a designated crossing location across Bedfont Road to the Long Lane bus stop.
Things to see and do	While there are no amenities at this location, there are two bus stops that provide onward travel to other locations where amenities may be available.	There is little area for improvement.

Healthy Streets Indicator	Observations	Areas for Improvement
	Some users may also wish to make use of the grassed areas and the views along the Duke of Northumberland's River and the Longford River when daylight and weather conditions permit.	
People feel relaxed	The street is well-maintained. Whilst there were no bins at this location, bin bags were attached to the local footbridge, and some broken bottles were found near the footpath, indicating evidence of antisocial behaviour. There was no evidence of ponding or cracked paving at this location along the footway or the carriageway. There are no dropped kerbs on the southern side of the footway at this location, except at a residential access and a service yard. The footways are also set higher than typical, requiring a larger step up from the carriageway, which may create a trip hazard or barrier for some users. These issues could make crossing difficult, causing people to feel anxious, particularly disabled pedestrians or those who need more time to cross when traffic volumes are high.	There is little area for improvement outside of providing formal crossing infrastructure and potentially a bin or formal surveillance measures nearby.
Clean air	Based on observations, the general activity at this location was considered relatively moderate and appropriate. However, several bus services serve the bus stops at this location. Although this may compromise air quality, the location is set back from the carriageway.	Improvements achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and the electrification of the bus fleet may help.

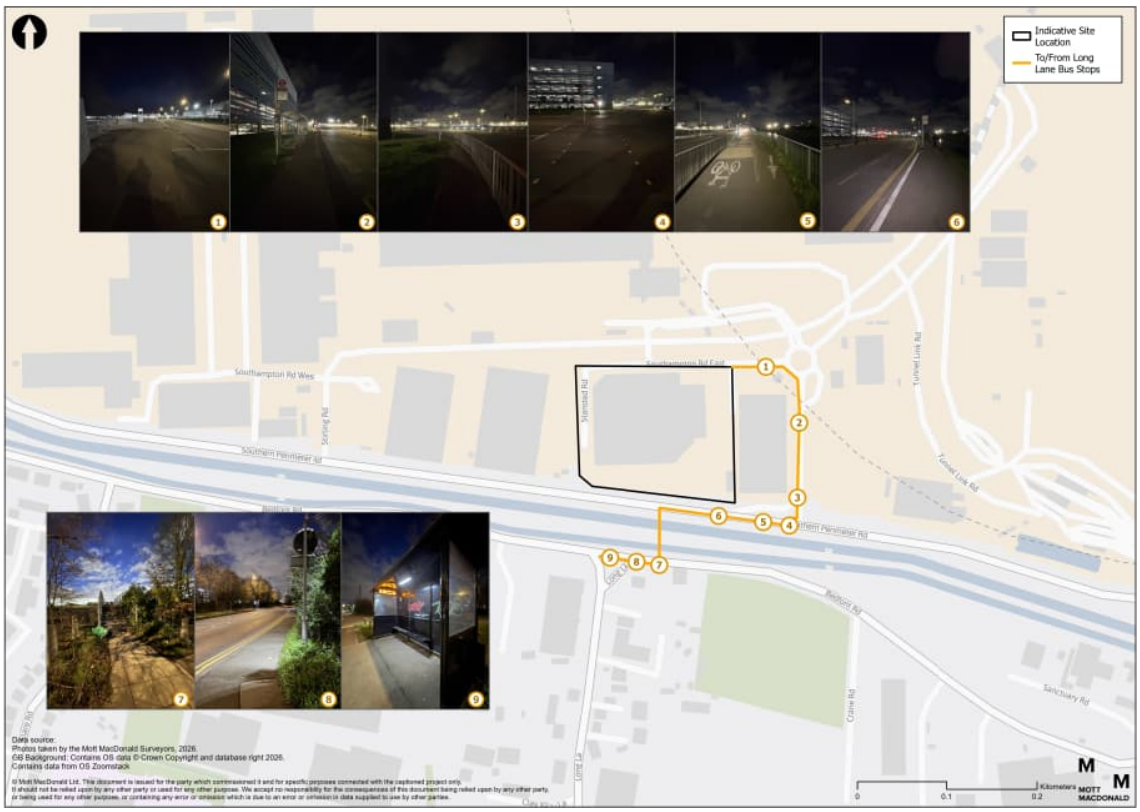
6.4.2 ATZ Route 2: Nighttime Survey

The ATZ Route 2 nighttime survey followed the same route as the daytime survey. Generally, the footways and footpaths along all sections of the route were well lit, except the footbridges to cross the Duke of Northumberland's River and the Longford River, as well as the footpaths between them.

Pedestrian and cyclist flows were generally low along the route. As with the commentary on Route 1, traffic flows were generally lower than the daytime walkover but speeds were generally perceived to be higher.

The relevant photographs relating to Route 2 to the Bedfont Road bus stops, from the nighttime site visit, are shown in **Figure 6-6**.

Figure 6-6 Healthy Streets ATZ Assessment Route 2 Nighttime Review



Photograph 7 shows the section of the journey determined to be the least favourable, located at the two footbridges, both requiring steps, to cross the Duke of Northumberland's River and the Longford River, along with a footpath to reach Bedfont Road.

Broken glass was observed on the steps of both bridges and on the Longford River bridge, indicating antisocial behaviour. There was also an absence of lighting at either footbridge or along the footpath, and minimal passive surveillance, as it is located away from the Southern Perimeter Road, which may further affect people's perception of safety.

Improvements at this location could include installing street lighting, bins, and formal surveillance measures such as CCTV to enhance perceptions of safety.

Table 6-4 illustrates the observations made at this location on Route 2 during the nighttime survey against the relevant TfL HSI.

Table 6-4: Healthy Streets ATZ Assessment Route 2 (Photograph 7)

Healthy Streets Indicator	Observations	Areas for Improvement
Easy to cross	This location is on a footpath and two footbridges; therefore, pedestrian crossings are not required.	No pedestrian crossings are required at this location, and there is no room for improvement.
Shade and shelter	Whilst there is no shelter along this section of the route, there is a nearby bus stop with a bus shelter that also has seating. Therefore, the level of shade and shelter at this location is considered appropriate.	There is little area for improvement.
Places to stop and rest	Whilst there is no shelter along this section of the route, there is a nearby bus stop with a bus shelter and seating.	There is little area for improvement.

Healthy Streets Indicator	Observations	Areas for Improvement
	Therefore, there are suitable locations to stop and rest near this location, which is considered appropriate.	
Not too noisy	Based on observations during the nighttime survey, traffic noise was relatively low, as this location was away from the Southern Perimeter Road and on footpaths and footbridges. Although local traffic along the Southern Perimeter Road could be heard, noise levels were low enough to allow conversations without raising voices.	Improvements achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and to electrify the bus fleet may help.
People feel safe	Broken glass was observed on the steps of both bridges and on the Longford River bridge, indicating antisocial behaviour. There was also an absence of lighting at either footbridge or along the footpath, and minimal informal surveillance, as it is located away from the Southern Perimeter Road, which may further affect people's perception of safety. There is an absence of cycle infrastructure provided along this section of the route, and it requires steps to access the underpass. This may deter cyclists from using this route, especially those who need to use an adapted bicycle due to a disability or impairment.	Improvements at this location could include installing street lighting, bins, and formal surveillance measures such as CCTV to enhance perceptions of safety. Consider the provision of a cycle channel on the steps to aid cyclists.
Things to see and do	While there are no amenities at this location, two bus stops nearby provide onward travel to other locations where amenities may be available. Some users may also wish to make use of the grassed areas and the views along the Duke of Northumberland's River and the Longford River when daylight and weather conditions permit.	There is little area for improvement.
People feel relaxed	Broken glass was observed on the steps of both bridges and on the Longford River bridge, indicating antisocial behaviour. There was also an absence of lighting at either footbridge or along the footpath, and minimal informal surveillance. There was no evidence of ponding or cracked paving at this location. Some users may also wish to make use of the grassed areas and the views along the Duke of Northumberland's River and the Longford River when daylight and weather conditions permit.	Improvements at this location could include installing street lighting, bins, and formal surveillance measures such as CCTV to enhance perceptions of safety.
Clean air	The footpath and footbridges are located away from the highway network, and the air appeared suitable, given their location near a dual carriageway and a major airport terminal.	Improvements achieved through approaches outlined in the Mayor's Transport Strategy for the entirety of London to reduce reliance on private vehicles and the electrification of the bus fleet may help.

7 Travel Demand Management

While the level of net trip demand associated with the site is not considered to be significant in the context of the local transport networks, a number of management strategies have been identified to help to minimise the effects of movement associated with the site.

7.1 Construction Management

A Construction Management Plan (CMP) has been produced by Tim Cole Consultancy Limited. This sets out how construction activities will be undertaken and the key principles to be followed by contractors, once they are appointed, in the development of their own detailed Method Statements and Management Plans. The CMP has been submitted as a separate document as part of the planning submission. A summary of relevant transport related principles include:

- Working hours will be limited to 0800-1800 Monday to Friday and 0800-1300 on Saturday
- The site will be completely secure to deter public access
- Construction operatives will be encouraged to travel by public transport and parking for individual operators' private vehicles will not be available on the site. Official visitors will be allocated a permit to park on site by prior agreement with the contractor. Sub-contractors may bring operatives to site by minibus subject to a prior permit issue. Cycling will be encouraged with bicycle storage and facilities available on site. The contractor will regularly review offsite parking by operatives and will liaise with LBH and HAL to ascertain levels of reporting of transgressors.
- The site will be registered with the 'Considerate Constructors Scheme'
- Vehicle access will be from Southampton Road East at the existing site access and egress via the existing exit onto Stansted Road
- Wheel washing will be provided inside the site boundary
- Construction traffic routes will be agreed with LBH prior to the initiation of the construction programme. It is anticipated that vehicles will typically be instructed to use M25 J14, A3044 and Southern Perimeter Road to access the site.
- Deliveries will take place during site working hours and will be tightly controlled. A booking system will be in place for all sub-contractors and suppliers. The contractor will ensure that no construction vehicles will wait or queue on Southampton Road East while waiting for their allotted slot.
- While subject to the appointment of a contractor, initial forecasts indicate a peak of 10 lorries per day travelling to or from the site.
- The Contractor will be required to ensure compliance with the CMP and be responsible for liaison and engagement with LBH and HAL as well as relevant local groups.

7.2 Outline Staff Travel Plan

As part of the submission of the planning application an Outline TP has prepared which covers the key measures and how these will be monitored and managed by the Travel Plan Co-ordinator and the Developer. A summary of the Outline TP includes:

- Mode share targets have been identified and set, and surveys will be used to monitor the progress of achieving them. This includes the reduction of car driver trips from 60% to 55%.

- Baseline multi-modal surveys are to be undertaken within three months post occupation, and subsequent monitoring surveys will be undertaken during years 1, 3 and 5 post occupation to review progress.
- If the reviewed targets are not met within the five-year period, the TPC will discuss a suitable extension to the period of review with the local authority.
- An action plan has been prepared to identify key decisions and actions that are required to deliver the TP along with relevant measures, which include:
  - Provide Travel Information Leaflets / Welcome Packs
  - Cycle parking provision
  - Inclusive access
  - Investigating the potential to provide spare bicycle and maintenance equipment on-site and discounts for obtaining cycle equipment from local shops and manufacturers
  - Establish a Bicycle User Group and monitor use
  - Investigate potential to offer cycle proficiency training
  - Offer personalised travel planning service
  - Introduce flexible working policies
  - Increase use of technology in the workplace

7.3 Servicing and Deliveries

The core function of the site will be a cargo transit shed for the receipt, build, security screen and dispatch of air cargo, acting as the essential interface between Heathrow's aircraft and land transport on behalf of airlines and freight forwarders. It is anticipated that a full Delivery and Servicing Plan will be conditioned as part of any planning approval. Ahead of this, the following principles have been identified:

- Clear instructions will be provided to suppliers on entry and exit arrangements at the site. Deliveries will be directed to their docking location at the control barrier.
- Suppliers will be expected to be members of the Fleet Operator Recognition Scheme and abide by the requirements of accreditation.
- Designated vehicle routes will be identified for both landside and airside deliveries.
- Personal deliveries will be discouraged.
- Staff will be encouraged to organise general deliveries which are not directly linked to the cargo transit function, e.g. office supplies, to take place outside peak highway network times.
- Security staff will look to minimise the delay at the barriers as far as is reasonably feasible. They will be instructed to ensure that vehicles are not delayed to the extent of stacking back onto Southampton Road East.
- Waiting on Southampton Road East by drivers will not be permitted. If this is observed / reported, then site management will take action to feed this back to the relevant supplier to ensure compliance.
- Waste collection will take place within the secure compound on site.

7.4 Car Parking Management

The site benefits from its location adjacent to the Arora MSCP which is accessed from Sealand Road and has an access door for users located on the western side of the building facing towards the site. The site proposals include the provision of a crossing point to connect this

access to footways on the western side of the site vehicle access from which access can be gained to both the cargo transit shed and office facilities.

Space for staff associated with the site within the MSCP is already secured. The MSCP is a “smart” car park with ANPR cameras to record movements around the car park. It is anticipated that staff wishing to use the car park will need to pre-register their number plate and the tenant will monitor use in conjunction with the car park operator.

In addition, 10 parking spaces will be provided by the main entrance to the site. This will include six disabled bays, located so that they reduce the walk distance to the building compared to the MSCP. The other bays are intended for operational requirements associated with the facility, e.g. border control checks and drop-offs. All spaces within this parking area will be provided with access to an EV charging point.

Access to this car park will be barrier controlled and it is anticipated that the use of these spaces will be based on a pre-book or permit system to control access. It is not anticipated that general staff, except blue badge holders, will be permitted to park in this area.

8 Summary and Conclusion

A summary of the Transport Statement (TS), which has been produced following pre-application discussions with both London Borough of Hillingdon (as planning authority) and Heathrow Airport Limited (as highway authority) representatives, and key conclusions are provided below:

- The site is located within the Heathrow Airport Cargo Area and is bounded by Southampton Road East to the north, the Arora MSCP to the east, the Southern Perimeter Road to the south and Stansted Road to the west.
- The site has previously been used for B2/B8 use and was most recently used by Gate Gourmet as a catering supplier to Heathrow. The proposals include development of the site for B2 and/or B8 Freight / Cargo forwarding activity associated with Heathrow, along with ancillary Class E(g) space. The previous floor area was some 17,706 sqm while the proposed re-development will comprise of 11,652 sqm.
- While the site has a PTAL of 2, the site is located within walking distance of various bus stops and the nearest station at Heathrow Terminal 4 provides access to the Elizabeth and Piccadilly lines. There are further connections via Heathrow's Central Terminal Area and Hatton Cross interchanges. The site also benefits from access to various footways and cycleways.
- The site is well located for the development to capitalise on connections with the strategic highway network such as the M25 and the M4 via Southampton Road East, Sealand Road and Southern Perimeter Road.
- Analysis of personal injury collision data over the 5-year period spanning August 2020 - 2024 has demonstrated that there are no fatal collisions on the local highway network. Whilst there are noted to be a few collisions on Southern Perimeter Road following a review, there is not considered to be inherent highway safety issues.
- As part of the development proposals 10 car parking spaces will be provided on site, inclusive of six disabled parking bays and four standard operational parking bays. Furthermore, there are 280 spaces within the MSCP allocated for use by the occupier of the site.
- Cycle parking will also be provided in line with London Plan (2021) standards, this includes 24 long-stay cycle parking spaces and 12 short-stay cycle parking spaces. Appropriate provision will also be provided to accommodate larger cycles.
- Vehicle swept path assessments have been undertaken and demonstrate that the proposals can suitably accommodate vehicles likely to serve the site on a regular basis.
- The proposals include amendments to the access junction which will improve pedestrian connectivity and also increase the stacking capacity within the site for vehicles accessing the secure area, and it is not anticipated that vehicles would stack back on to Southampton Road East.
- The development proposals are forecast to generate fewer vehicle movements in the AM and PM peak hours when compared to the previous use of the site. Changes in non-vehicular activity are not considered to result in a material impact on the local transport networks.
- An ATZ Route assessment identified that while there are generally well defined routes to key public transport nodes, there were some locations identified where safety was perceived to be reduced linked to a lack of surveillance, lighting and crossing facilities at some locations. These are items which should be considered in the context of the need to safeguard the operation of the airport and the wider proposals to improve walking and cycling connections associated with Heathrow development proposals.

- The planning application is accompanied by an Outline Travel Plan and Construction Management Plan detailing transport measures to minimise staff vehicle trips to the site and the construction programme of the development respectively. Information on measures to minimise the effects of deliveries and servicing and car parking are also set out in the TS.
- In relation to car parking management, staff parking is secured within the adjacent Arora MSCP as mentioned above, which is supported by ANPR access. A new crossing will provide safe pedestrian links to the site. Apart from the ten car parking bays near the access, the other bays will serve operational needs and be permit-controlled, with general staff parking restricted apart from blue badge holders.

Based on the findings of this Transport Statement, the development proposals are acceptable in transport terms and align with relevant national, regional, and local policy. On this basis, it is not considered that there are transport-related grounds to withhold planning permission.

Appendix A – Scoping Note

MOTT MACDONALD

1071 Southampton Road East, Heathrow

Transport Scoping Report

September 2024

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Transport Scoping Report

September 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
1	29/08/24	DAY	CD	DAY	Draft for client comments
2	13/09/24	DAY	CD	DAY	Updated draft following client comments
3	17/9/24	DAY	CD	DAY	Finalised document

Document reference:

Contents

Tables

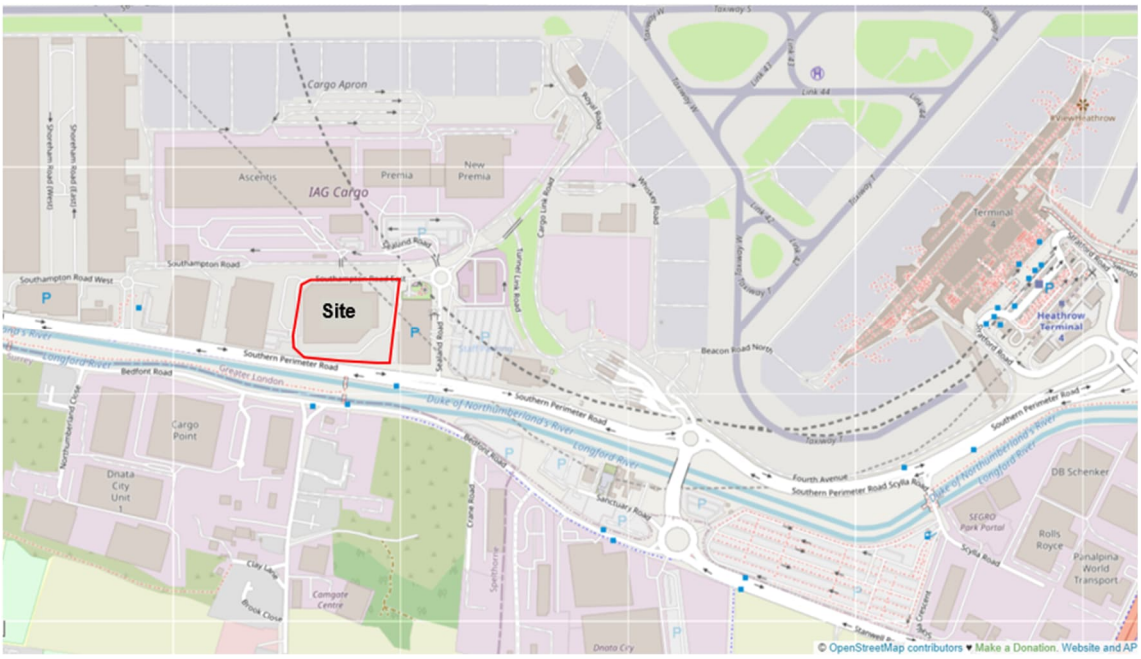
Figures

1 Introduction

Mott MacDonald has been appointed by AIPUT to provide transport advice and support associated with scheme development for the former Gate Gourmet site located on the south side of the Heathrow Campus. This Transport Scoping Note sets out the key transport related considerations of the emerging proposals.

The site location is shown on Figure 1-1.

Figure 1-1: Site Location



Source www.openstreetmap.org with MM annotations

The site has previously been used for B2/B8 use and was most recently used by Gate Gourmet as a catering supplier to Heathrow. The proposals are for a Use Class B2 and/or B8 warehouse for use as a air cargo transit shed, flight catering, airport industry and warehouse or airport maintenance facility.

Early discussions have been held with Heathrow who are the highway authority for the local roads in the immediate vicinity of the site namely Southampton Road East, Sealand Road and the Southern Perimeter Road principally regarding baseline issues relating to access and operation as well as future development potential.

Following this introduction the remainder of this scoping note is structured as follows:

- Policy Overview
- Site Accessibility Overview
- Development Proposal Access
- Trip Generation and Parking
- Transport related documents to support a future planning application

2 Policy Overview

This section outlines the national, regional and local transport policy considerations relevant to the proposed development.

2.1 National Policy

National Planning Policy Framework (NPPF – December 2023)

In March 2012, the Department for Communities and Local Government (now the Department for Levelling up, Housing and Communities) produced its 'National Planning Policy Framework' (NPPF), which replaced national policy for transport, as previously set out in the Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs), particularly PPG13. The NPPF was updated most recently in December 2023.

Paragraph 114 states that when assessing sites for development, transport issues should be considered from the earliest stages of planning to ensure that:

"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and,

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

For developments, paragraph 108 states that "opportunities to promote walking, cycling and public transport use are identified and pursued".

In addition, paragraph 89 states "it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist."

The NPPF states in paragraph 116 that applications for development should:

- "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".

Paragraph 115 states that developments should "only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

Planning Practice Guidance (2024)

In March 2014 the then Department for Communities and Local Government launched a website containing national planning practice guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans and Travel Plans / Transport Assessments. Elements of the guidance have been subject to subsequent updating, up to 2024.

The section on 'Travel plans, Transport Assessments and Statements in decision-taking', which has not been amended since 2014, provides advice on when Transport Statements are required and what they should contain.

2.2 Regional Policy

London Plan (March 2021)

The London Plan is the spatial development strategy for London which includes an economic, environmental, transport and social framework for development over the next 20-25 years.

The Plan has six core 'good growth' objectives:

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience

The Plan has created a strategic approach to transport; designed to support the Mayor's target of 80% of all trips in London being undertaken by sustainable modes by 2041.

Policy T5 'Cycling' states that "development proposals should help to remove barriers to cycling and create a healthy environment in which people choose to cycle". This will be achieved by supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure and by securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Development should provide cycle parking in accordance with the standards (expressed as minimums) set out in Table 10.2 of the London Plan.

Policy T6 'Car parking' states that "parking should be restricted in line with levels of existing and future public transport accessibility and connectivity". Developments should be designed to provide the minimum necessary number of parking spaces and that on-street parking controls should not be a barrier to new development. When parking is provided on a new development site, there should be provision for electric vehicles or other ultra-low emission vehicles. At least 20% of spaces should have active electric charging facilities and the remaining spaces should have passive provision.

Policy T7 'Deliveries, Servicing and Construction' states "development proposals should facilitate safe, clean and efficient deliveries and servicing". Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with TfL guidance and in a way which reflects the scale and complexities of developments.

Within the London Plan, Paragraph 2.1.1 states how "Opportunity Area's (OA) are identified as significant locations with development capacity to accommodate new housing, commercial development and infrastructure, linked to existing or potential improvements in public transport

connectivity and capacity." Heathrow is one of these OA's being identified as having an indicative capacity for 13,000 new homes and 11,000 new jobs. The Mayor of London confirms that any Heathrow expansion will be opposed unless it can be shown there are no damaging spatial or environmental implications. Once these potential implications are clearer, there will then be a further review to clarify the OA's potential contribution to growth, as explained through paragraphs 2.1.64-66 in the London Plan.

Mayor's Transport Strategy (November 2022)

The Mayor's Transport Strategy (MTS) which was updated in November 2022 is a statutory document that sets out the Mayor's transport vision for London and describes how TfL and its partners will deliver the overall vision of the London Plan.

A set of key challenges are discussed within the MTS, which include:

- Active, inclusive and safe travel;
- Improving air quality and the environment;
- Improving safety, affordability and customer service; and
- Improving public transport accessibility and inclusivity.

The Mayor's Transport Strategy also focuses on the Healthy Streets Approach; this provides a framework that aims to put human health and experience as a key aspect of planning the city.

The Healthy Streets Approach actively encourages sustainable modes of transport and therefore helps to reduce air pollution.

The main aim of this strategy is to support 80% of trips to be undertaken on foot, by cycle or using public transport by 2041.

Within the Mayor's Transport Plan, Vision Zero is discussed in relation to road danger. Vision Zero aims to eliminate all serious and fatal injuries on London's transport system by 2041.

Within the strategy are a number of proposals with the following relating to freight:

- Proposal 15 – Reducing the impact of freight and service vehicles on the street network. Aim to reduce the number of lorries and vans entering central London in the morning peak by 10% by 2025
- Proposal 16 – Identify opportunities to move freight on to the rail network, increase proportion of freight moved on London's waterways, and the benefits of a regional freight consolidation and distribution network
- Proposal 17 – Working with all parts of the supply chain to improve the efficiency of last mile deliveries and servicing
- Proposal 18 – Encourage upgrades to rail freight routes outside London

2.3 Local Policy

London Borough of Hillingdon Local Plan 2020

The London Borough of Hillingdon (LBH) Local Plan is split into two parts, with Part 1, initially adopted in November 2012, identifying strategic policies, setting out the overall level and broad location of growth up to 2026. Part 2 is formed by Development Management Policies, Site Allocations and Designations and the Policies Map, adopted in January 2020, which provide more detail on the delivery of this growth.

Part 1 of the Local Plan includes a core policy focused on transport and infrastructure. This promotes the use of sustainable forms of transport, with an overall aim of reducing private car dependency. Where development is reliant on the road network, this will be located at sites with

good existing road access. New developments should be located where they will have a minimal impact on the transport networks and will be expected to have good walking and cycling provision. The Development Management Polices identified in Part 2 of the Local Plan include a section dedicated to transport and Aviation.

Policy DMT1 focusses on managing transport impacts of new development, including the requirements for documents to support planning applications. Developments should maximise safe, convenient and inclusive accessibility by sustainable travel modes, provide equal access for all people, include appropriate delivery, servicing and drop-off facilities and not have a significant adverse transport (or associated noise or air quality impact) on the local and wider environment. This notes the requirement for a Travel Plan or Local Level Travel Plan to be produced for major developments.

Policy DMT 2 sets out the need to ensure safe and efficient vehicular access to the highway network, including the provision of safe, secure and convenient access for cyclists and pedestrians. Impacts should be appropriately mitigated, and developments should not contribute to a worsening of air quality, noise or local amenity or safety of road users.

Policy DMT 6 requires parking for new developments to be in line with the standards identified in Appendix C of the document. For non-office B class use (employment uses based on the land use class order superseded in 2020), car parking is to be provided to a maximum of 2 spaces plus 1 space per 50-100sqm. Of these, 10% must be suitable for blue badge holders, with a minimum of 5% of total spaces having active electric vehicle (EV) charging provision and 5% having passive provision.

Cycle parking is to be provided at a minimum rate of one space per 500sqm for B2-B8 land uses.

Policy DMT 7 (Freight) includes the requirement that development proposals generating a high number/intensity of transport and movements relating to logistics, distribution or freight must demonstrate the following: being conveniently located to allow for direct routing to the strategic road network, and that there is no detrimental impact on residential areas, local air quality levels, local amenity of the highway network. The policy also identifies the council supporting use of the Blue Ribbon Network for rail and freight transport, subject to compliance with other policies within the Local Plan.

Heathrow Surface Access Strategy (August 2022)

This document looks at why surface access at Heathrow is important, providing an overview of current conditions along with outlining targets set and measures developed to form the strategy. It also sets out how interventions will be delivered, monitored and progress reported. A survey from 2017 shows that 60% of Heathrow colleagues use single-occupancy private car as their main mode of commute. With regard to freight, 6% of all Heathrow-related vehicle trips were freight but they generated 36% of vehicle-related emissions.

The four targets are:

- Achieving a passenger public transport mode share of 45% by 2026
- Achieving a colleague single-occupancy car mode share of 57% by 2026
- Reducing surface access carbon emissions by 49% by 2030
- Expanding the Heathrow public transport catchment area to bring 25% more people within a 1.5-hour public transport journey time to/from the airport site, and increase the 3-hour catchment population by 12%.

Some of the measures set out to achieve the targets include:

- Sustainable Travel Zones

- Improve active travel infrastructure and service
- Mobility as a Service (MaaS) and Heathrow Travel Wallet
- Truck Call Forward Facility on the southern perimeter
- Virtual Consolidation platform to increase cargo collaboration

More longer-term schemes post-2026 include Southern Access to Heathrow, Western Rail link and an employer recognition programme.

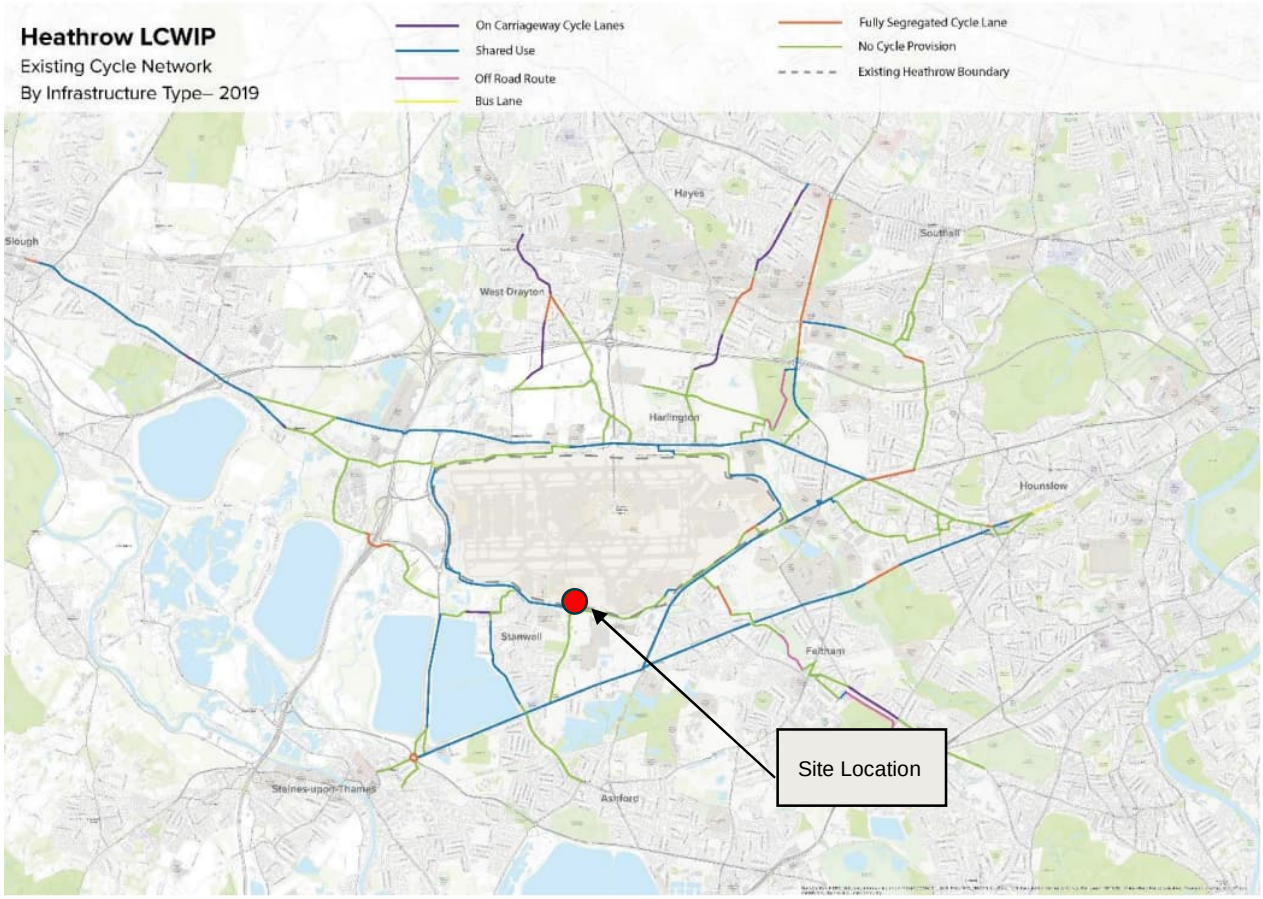
3 Site Accessibility Overview

This section outlines the accessibility of the former Gate Gourmet site by all modes of transport describing the existing networks and any known proposed improvements. The former Gate Gourmet site is located at the southern extent of Heathrow Airport and is bounded by Southampton Road East to the north, the Arora multi-storey smart car park to the east, Southern Perimeter Road to the south and Stansted Road to the west.

3.1 Active Travel Network

The Heathrow Local Cycling and Walking Infrastructure Plan (LCWIP) was published in April 2023 and includes details of the existing active modes infrastructure, as well as proposed improvements. **Figure 3-1** relates to the existing active travel network (2019) and is extracted from the LCWIP.

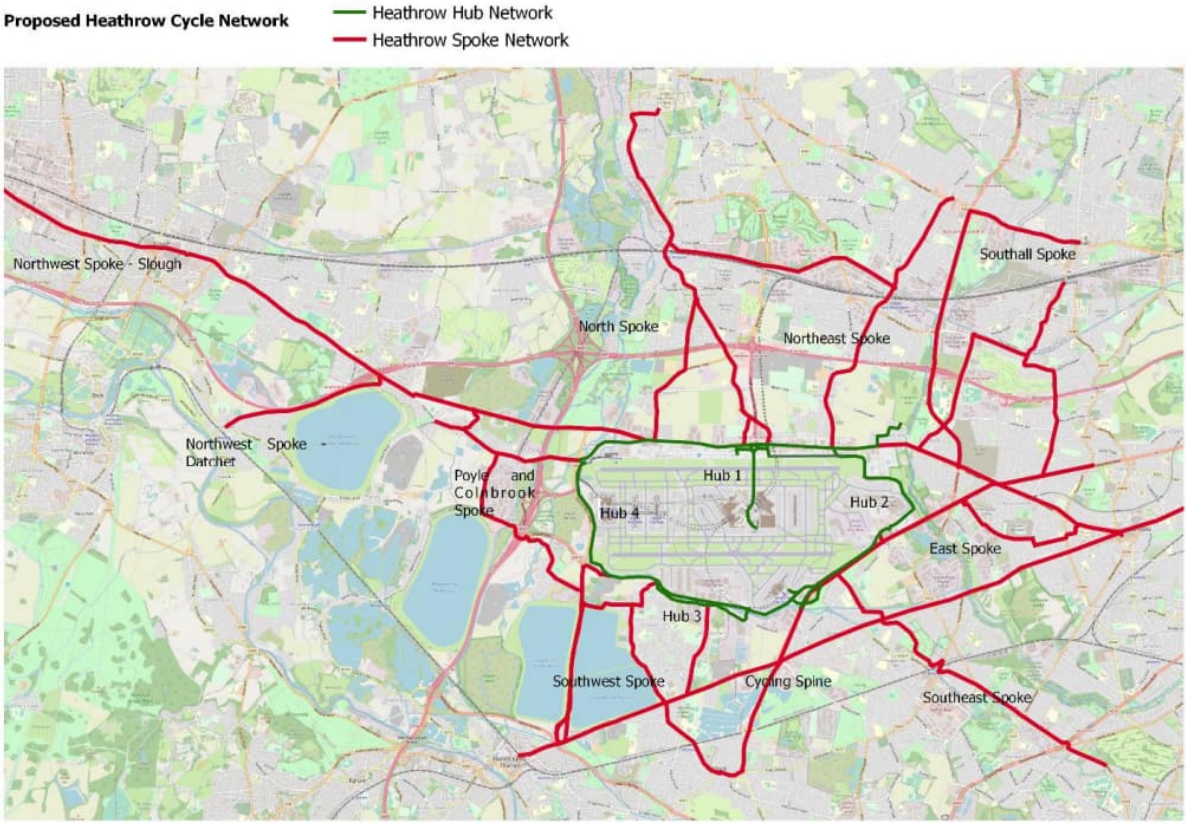
Figure 3-1 Existing Cycle Infrastructure by Infrastructure Type 2019



Source: Heathrow Local Cycling and Walking Infrastructure Plan (April 2023) with MM annotations

The LCWIP proposes a 'Hub and Spoke' Cycle Network as shown in the LCWIP which is extracted below in **Figure 3-2**.

Figure 3-2 Proposed 'Hub and Spoke' Cycle Network



Source: Heathrow Local Cycling and Walking Infrastructure Plan (April 2023)

Of particular relevance to the immediate access to the former Gate Gourmet site is the Cargo to T4 active travel route which is currently in the preliminary design stage, with a proposed delivery date of 2025.

3.2 Public Transport

Bus Network

Bus stops within close proximity to the Gate Gourmet site are listed below and shown in **Figure 3-3.**

1. Cargo Centre stop on Sealand Road (northbound) – Routes 482, 490, H30 & N30 (approximately 150m via Southampton Road East)
2. Cargo Centre on Sealand Road (southbound) – Routes 482, 490 (approximately 150m via Southampton Road East)
3. Sealand Road top on Southern Perimeter Road (westbound) – Routes 482, 490 (approximately 250m via Southampton Road East and Sealand Road)
4. Long Lane on Bedfont Road (eastbound) – Routes 203, 555, 556 (approximately 400m via Southampton Road East, Sealand Road and Southern Perimeter Road)
5. Long Lane on Bedfont Road (westbound) – Routes 203, 555, 556 (approximately 450m via Southampton Road East, Sealand Road and Southern Perimeter Road)
6. Stirling Road (southbound) – Routes 482, 490, H30 & N30 (approximately 750m via Southampton Road East, Sealand Road and Southern Perimeter Road)

Figure 3-3 Bus stops within close proximity of site

Source www.openstreetmap.org with MM annotations

These bus stops are served by bus routes shown in Table 3.1 below.

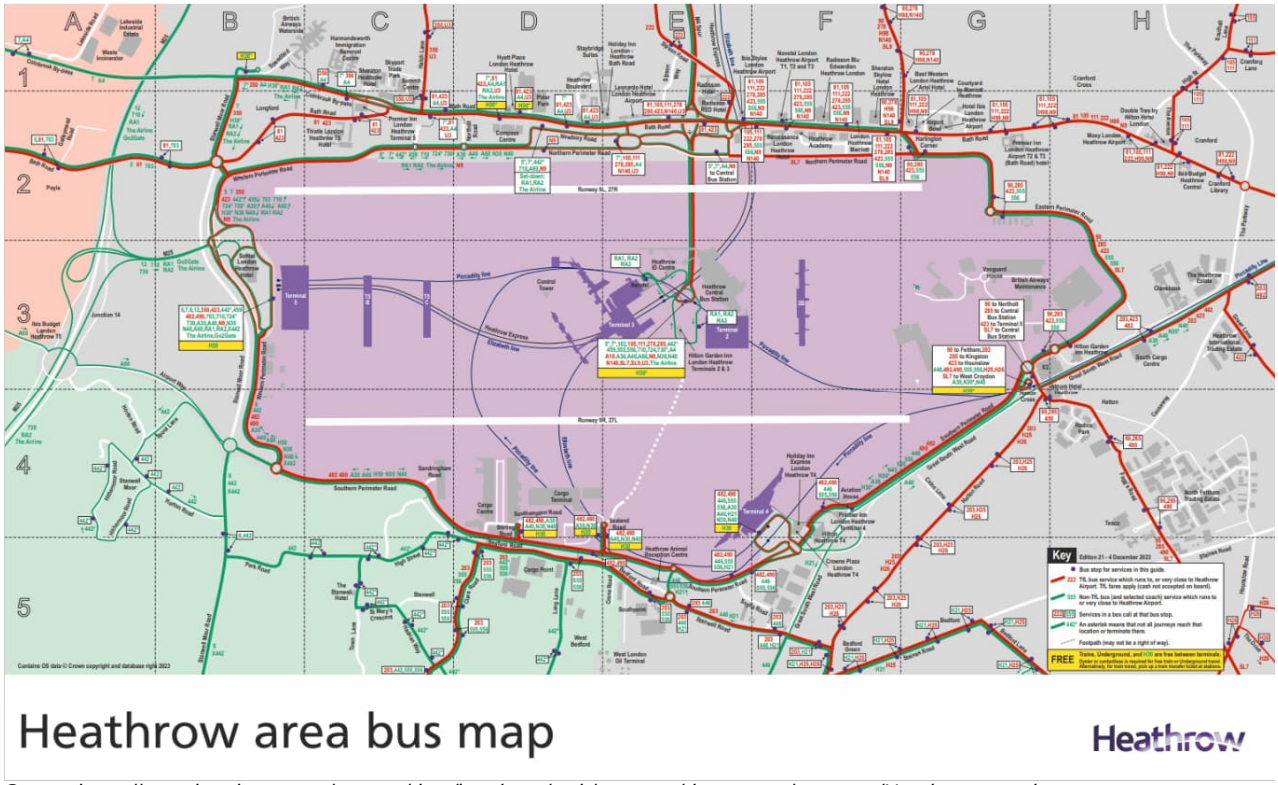
Table 3.1 Bus service destination and frequency

Service	Operator	Destination	Average Frequency (buses per hour)	
			Day	Night
482	Abellio London	Southall Town Hall – Heathrow T5	3	0
490	Abellio London	Pools on the Park – Heathrow T5	5	0
N30	Diamond Buses	Acton – Heathrow Central Bus Station	0	1
H30	BM Coaches	Hatton Cross – Heathrow Central Bus Station	3	2
203	London United	Staines Bus Station – Hounslow Bus Station	3	0
555	Diamond Buses	Whiteley Village – Heathrow Central Bus Station	1	0
556	**Diamond Buses**	**Chertsey – Heathrow T4**	**1**	**0**

Source https://bustimes.org/

The wider area bus map is shown in Figure 3-4.

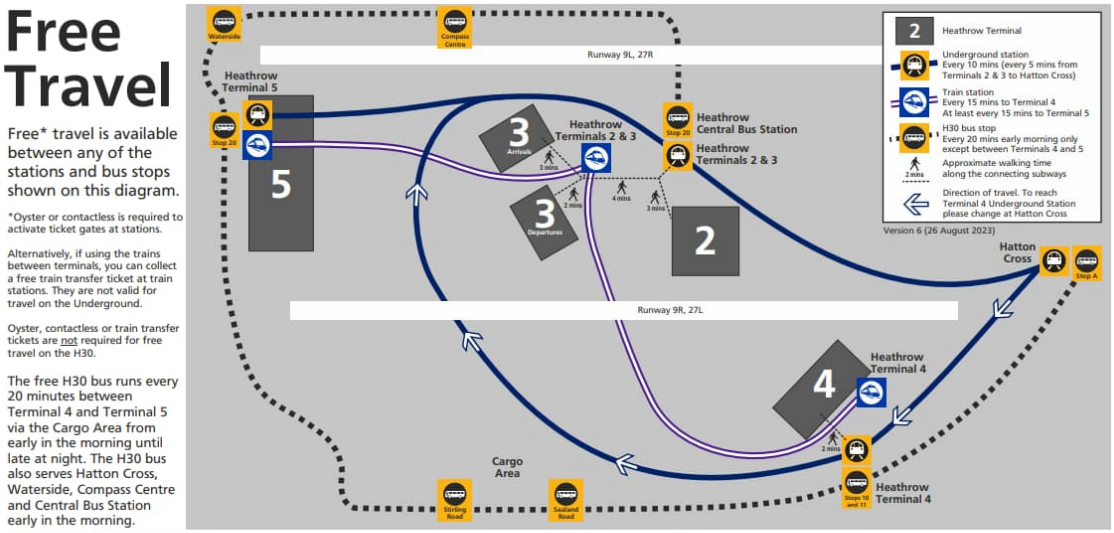
Figure 3-4 Bus stops within wider Heathrow Area



Source https://www.heathrow.com/content/dam/heathrow/web/common/documents/transport/Heathrow-area-bus-map.pdf

Free travel is offered between the local terminals and a bus service operates along the Southern Perimeter Road stopping at Sealand Road, as shown in Figure 3-5.

Figure 3-5 Free Travel Routes



Underground Piccadilly line

From	to	Mon - Thur First	Mon - Thur Last	Friday First	Friday Last	Saturday First	Saturday Last	Sunday First	Sunday Last
Hatton Cross	Terminals 2 & 3	05:05	01:17	05:05	24hr	24hr	24hr	24hr	00:22
Hatton Cross	Terminal 4	04:59	23:58	04:59	23:58	04:59	23:58	05:38	23:28
Hatton Cross	Terminal 5	05:05	01:07	05:05	24hr	24hr	24hr	24hr	00:10
Terminals 2 & 3	Terminal 4	Travel via Hatton Cross							
Terminals 2 & 3	Terminal 5	05:10	01:11	05:10	24hr	24hr	24hr	24hr	00:14
Terminals 2 & 3	Hatton Cross	05:12	00:21	05:12	24hr	24hr	24hr	24hr	23:55
Terminal 4	Terminals 2 & 3	05:02	00:09	05:02	00:09	05:06	00:09	05:47	23:38
Terminal 4	Terminal 5	Travel via Terminals 2 & 3							
Terminal 4	Hatton Cross	05:02	00:09	05:02	00:09	05:06	00:09	05:47	22:47#
Terminal 5	Terminals 2 & 3	05:22	00:18	05:22	24hr	24hr	24hr	24hr	23:51
Terminal 5	Terminal 4	Travel via Hatton Cross							
Terminal 5	Hatton Cross	05:22	00:18	05:22	24hr	24hr	24hr	24hr	23:51

Bus H30

Sunday First	Sunday Last
03:12	04:32
03:12	04:32
03:12	04:32
03:50	04:50
03:50	04:50
03:50	04:50
03:17	04:37
03:17	23:43
03:37	05:17
03:30	04:50
03:25	23:25
03:25	05:05

Trains Elizabeth line / Heathrow Express

From	to	Mon - Fri First	Mon - Fri Last	Saturday First	Saturday Last	Sunday First	Sunday Last
Terminals 2 & 3	Terminal 4	05:06	23:52	05:07	23:52	05:51	23:27
Terminals 2 & 3	Terminal 5	05:00	23:43	05:01	23:43	05:16	23:46
Terminal 4	Terminals 2 & 3	05:30	23:47	05:30	23:47	06:03	23:47
Terminal 4	Terminal 5	Change at Terminals 2 & 3					
Terminal 5	Terminals 2 & 3	05:12	00:07	05:12	00:07	05:27	00:07
Terminal 5	Terminal 4	Change at Terminals 2 & 3					

#later journeys are possible by changing at Terminals 2 & 3

24hr Operates throughout the night

A Saturday or Sunday service usually operates on Public Holidays, but without a 24hr service in the morning or evening. Special arrangements apply at Christmas.

All details are correct at the time of printing, but Heathrow cannot be held responsible for any errors.

Heathrow

Source https://www.heathrow.com

Rail and Underground Network

The nearest stations are at Heathrow Terminal 4 (T4) approximately 1km as the crow flies east of the Gate Gourmet site, however these are a 25 minute walk (with facilities due to be improved through implementation of a scheme as part of the LCWIP) or a 10 minute cycle along the Southern Perimeter Road. Elizabeth Line and Piccadilly Line services run from the stations providing connections into Central London. The Elizabeth Line runs between Abbey Wood and Heathrow T4, and the Piccadilly Line connects Heathrow T4 and Cockfosters.

The Piccadilly Line runs from Heathrow Terminal 4 Underground Station at a frequency of six trains per hour with the first train being from 0500. The Night tube runs on this line on Friday and Saturday nights, at the same frequency of six trains per hour (every 10 minutes).

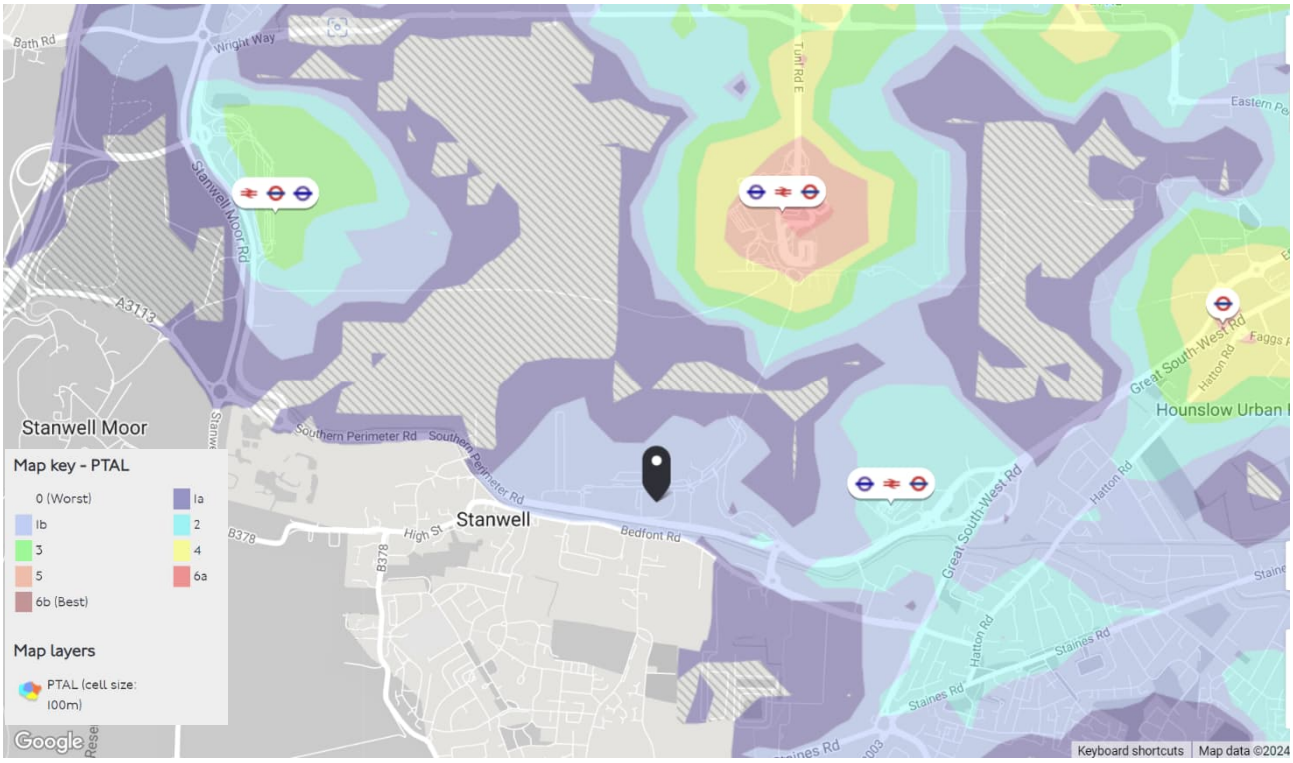
The Elizabeth Line has four trains per hour running directly between Terminal 4 to Abbey Wood via Canary Wharf, with the first train being from 0500.

Public Transport Accessibility Levels (PTAL)

Access to public transport can be quantified through the use of TfL's Public Transport Accessibility Level (PTAL) tool. PTAL is a measure of the accessibility of a location to the public transport network and takes into account walk access time and service availability and frequency.

As shown in Figure 3-6, the site has a PTAL rating of 1b, however this value only relates to the points of contact to the public transport networks, it does not take into account the overall travel time of options available via an interchange. The wider Heathrow site area offers excellent public transport travel options via the Central Terminal Area (bus and rail options) and Hatton Cross (underground) in particular and these are accessible via public transport via an interchange.

Figure 3-6: Site PTAL



Source: TfL WebCat Website

4 Development Proposal Access

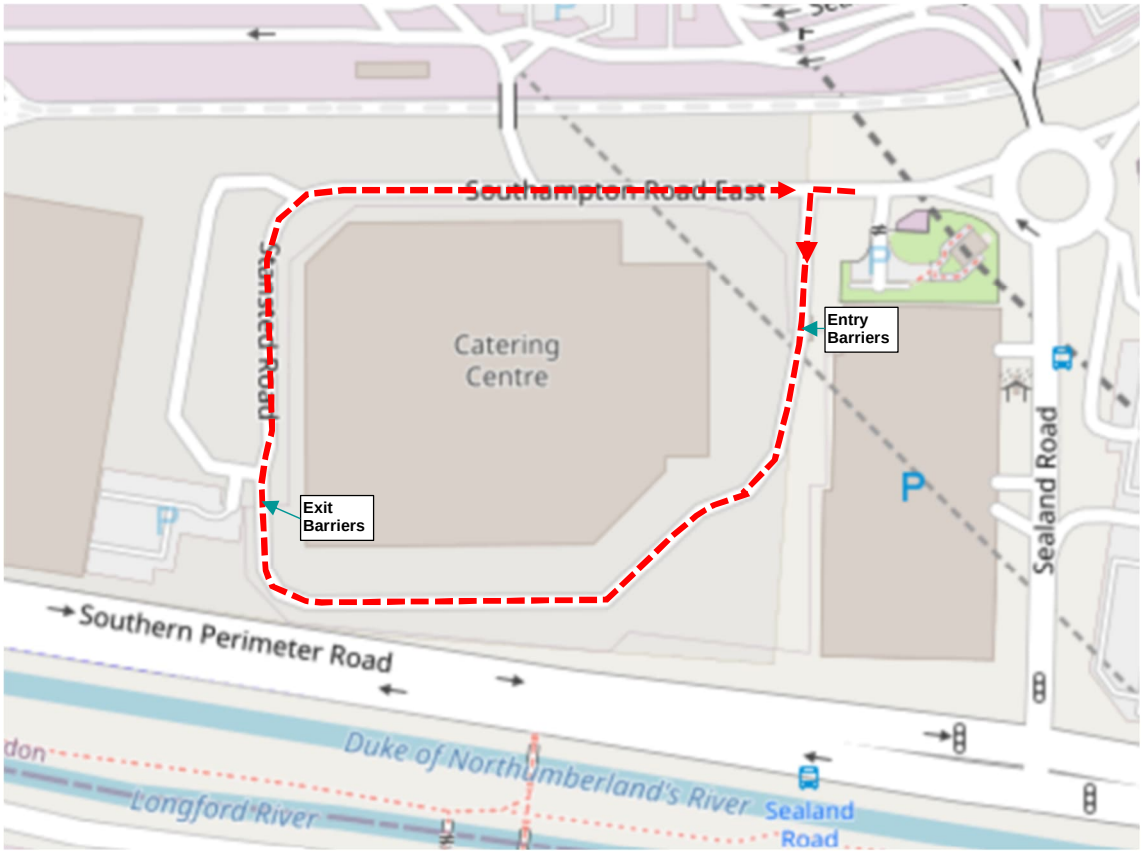
The access arrangements associated with the development proposal under consideration are discussed within this section of the report.

The indicative development area for the proposal is circa 11,741 m^2 Gross External Area (GEA).

Existing Site Access

The existing access and circulation related to the former Gate Gourmet site is shown in Figure 4-1. Entry is via the north / eastern most access point which is a priority junction with security access control set back within the site. The exit from the site is also barrier controlled and leads onto Stansted Road.

Figure 4-1: Existing Site – Typical Access and Circulation



www.openstreetmap.org with MM annotations

The former Gate Gourmet site historically operates on a one-way clockwise loop.

Figure 4-2 shows the swept path assessment of a max legal articulated vehicle, showing this type of vehicle can enter the site and access via the barriers either side of the current security control office.

Figure 4-2: Existing Site Access (North) with Max Legal Articulated Vehicle (16.5m)

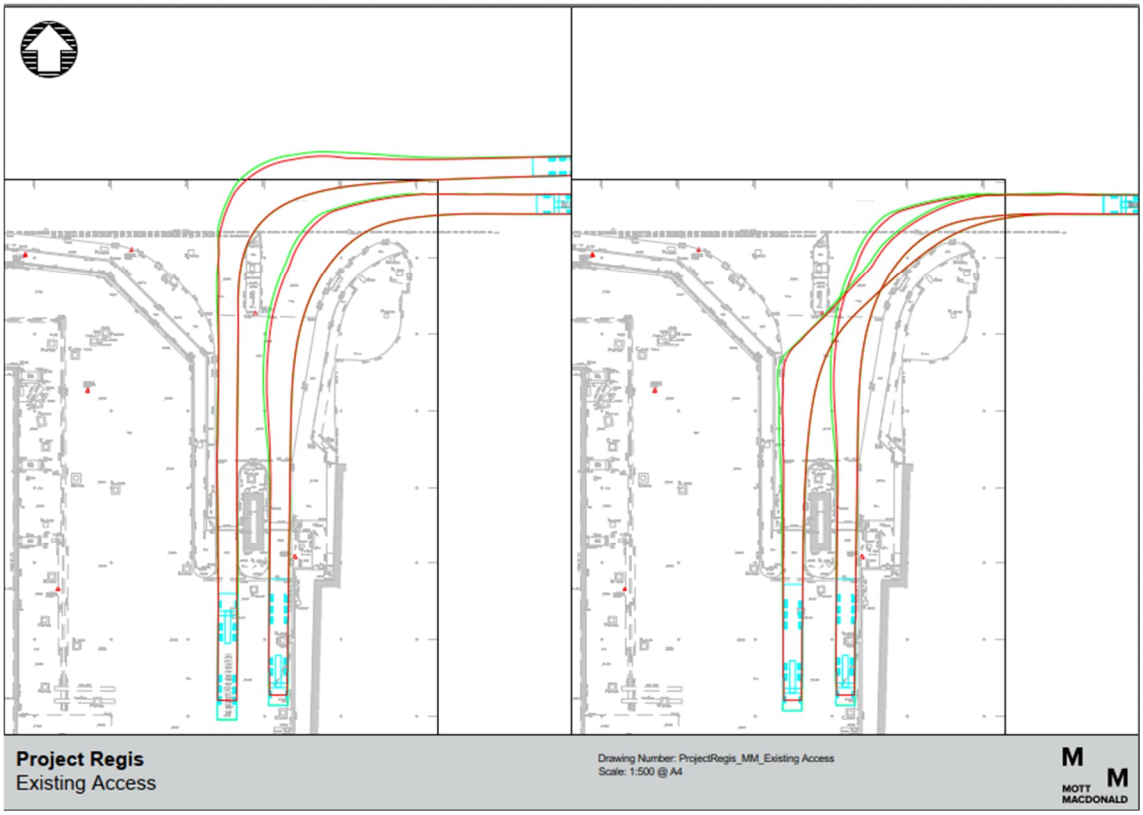
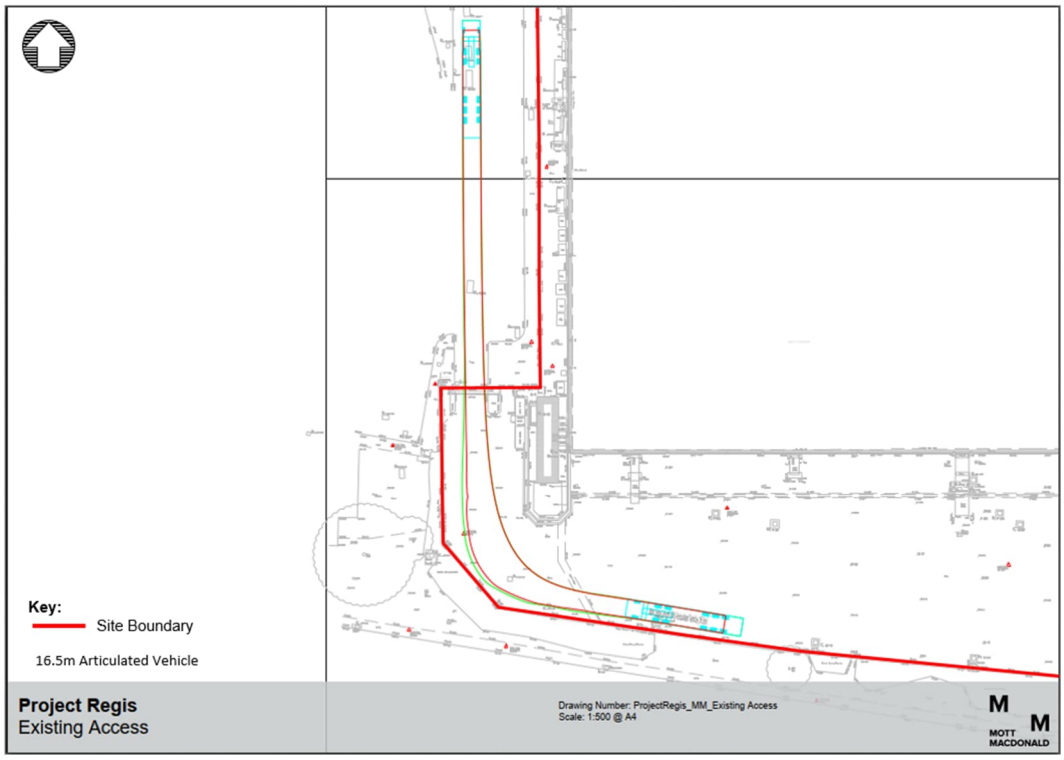


Figure 4-3 shows the swept path assessment of a max legal articulated vehicle, showing this type of vehicle can satisfactorily exit the site via the barrier onto Stansted Road.

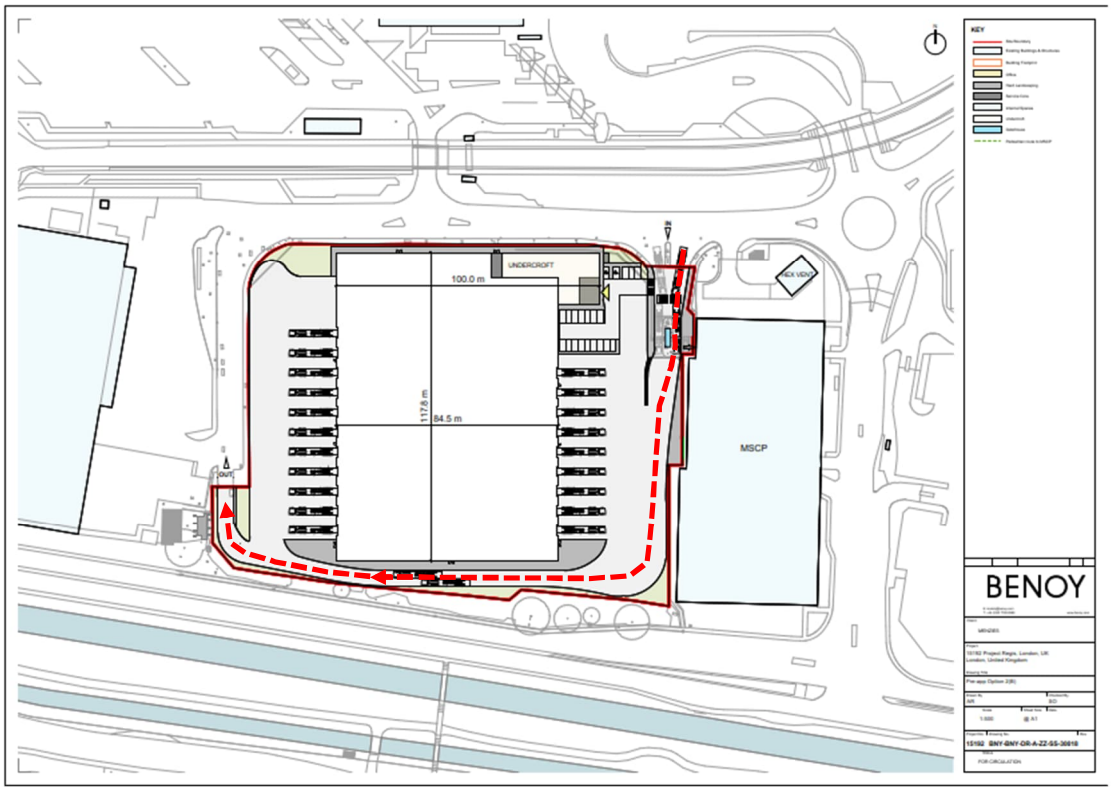
Figure 4-3: Existing Site Egress (South) with Max Legal Articulate Vehicle 16.5m



Development Proposal

The development proposal under consideration would use the existing access junction (although some minor refinements may be made to internal access / barrier control) and retain the same clockwise internal access circulation.

Access Circulation



5 Trip Generation and Parking

This section of the note provides a consideration of the previous trip generation and parking associated with the site against that proposed as part of the scheme development.

5.1 Trip Generation

Permitted Trip Generation

The estimated peak hour trip generation associated with the former Gate Gourmet use of the site is shown in Table 5.1. This base trip generation has been determined from previous planning application material and has been discussed with Heathrow representatives. This classifies vehicle trips by lights and heavies, which are defined as follows:

- Lights – which includes cars and LGVs
- Heavies or HGVs – which includes OGV1 and OGV2

Table 5.1 – Existing Base Site Use - Gate Gourmet Trip Generation

Use	AM Peak 0800-0900						PM Peak 1700-1800					
	Inbound		Outbound		Total		Inbound		Outbound		Total	
	Lights	Heavies	Lights	Heavies	IN	OUT	Lights	Heavies	Lights	Heavies	IN	OUT
Gate Gourmet Use	17	15	0	15	32	15	0	15	17	15	17	32

Proposed Trip Generation

The proposed development would be for a Use Class B2 and /or B8 warehouse for use as a air cargo transit shed, flight catering, airport industry and warehouse, or airport maintenance facility.

The peak hour trip generation for the proposed use has been based on analysis of traffic count information associated with a recent planning application (dnata City 01660/B/P8) for a similar facility in the vicinity of Heathrow. Peak hour trip rates are summarised in Table 5.2, which have been applied to the permitted and proposed floor areas, with Table 5.3 summarising the resultant peak hour trip generation.

Table 5.2 – dnata City Trip Rates

Time Period	Inbound		Outbound		Total	
	Lights	Heavies	Lights	Heavies	IN	OUT
0800-0900	0.134	0.098	0.077	0.088	0.232	0.165
1700-1800	0.057	0.103	0.196	0.088	0.160	0.283

Source: Extracted from Appendix 9 (00601899)

Table 5.3 – Proposal Trip Generation

Use	AM Peak 0800-0900						PM Peak 1700-1800					
	Inbound		Outbound		Total		Inbound		Outbound		Total	
	Lights	Heavies	Lights	Heavies	IN	OUT	Lights	Heavies	Lights	Heavies	IN	OUT
Gate Gourmet Permitted Area (17,706m^2 GEA)	24	17	14	16	41	29	10	18	35	16	28	50
Dev Option (11,741m^2 GEA)	16	11	9	10	27	19	7	12	23	10	19	33

Table 5.4 below summarises the net change in peak hour trip generation between the former Gate Gourmet use and the development proposal.

Table 5.4 – Net Change Gate Gourmet Use to Proposed Use

Use	AM Peak 0800-0900						PM Peak 1700-1800					
	Inbound		Outbound		TOTAL		Inbound		Outbound		TOTAL	
	Lights	Heavies	Lights	Heavies	IN	OUT	Lights	Heavies	Lights	Heavies	IN	OUT
Gate Gourmet Use Trip Generation	17	15	0	15	32	15	0	15	17	15	17	32
Dev Option net change	-1	-4	9	-5	-5	4	7	-3	6	-5	4	1

5.2 Car Parking

Existing Parking

The former Gate Gourmet use on the site had six operational car parking spaces on the site, as well as access to a number of car parking spaces within the adjacent Arora Multi-Storey Car Park (MSCP). Operational loading bays were also provided for the catering function.

It is understood that there was some cycle parking associated with the Gate Gourmet site, but the exact level of provision is unknown.

Proposed Parking

There proposed scheme is as described in Section 4. The proposal would incorporate 20 on-site car parking spaces including Disabled Parking provision for staff and visitors as well as on-site operational parking. Existing parking is provided for site staff within the existing adjacent Arora Multi-Storey car park.

5.3 Cycle Parking

Cycle parking provision would be accommodated within the site.

The London Plan cycle parking standards for B2/B8 are 1 space per 500sqm GEA for long -stay parking and 1 space per 1000 sqm for short-stay cycle parking. The proposed cycle parking provision is indicated in Table 5.5.

Table 5.5: Cycle Parking

Scheme	Long-Stay Cycle Parking	Short-Stay Cycle Parking
Development Proposal (11,741 sqm GEA)	24	12

The Long Stay cycle parking would be sheltered and secure and provided with a mixture of two-tiered cycle racks and Sheffield Stands with space provided for larger cycles.

Short Stay cycle parking would be provided in the form of Sheffield Stands within the site.

6 Transport Related Documents to Support a Future Planning Application

This section of the note outlines the scope of the transport related documents that would be producted to accompany a future planning application.

Given the relatively modest net change of the transport movements associated with the proposed re-development compared to the previous site use, it is considered that a transport statement would be the main transport supporting document required to accompany a planning application.

Given the modest change in transport movements forecast, no transport modelling would be undertaken. The outline structure and scope of the transport statement would be as follows:

- **Introduction** – This would cover the general site and proposal description along with the site planning history and set out some of the key issues for consideration within the Transport Statement including the document scope and structure
- **Policy Considerations** – This would set out the relevant transport policy considerations relative to the proposed development referring to National, Regional and Local policies including: National Policy (National Planning Policy Framework (NPPF - December 2023) and National Planning Policy Guidance (NPPG), The London Plan (2021), Mayor's Transport Strategy (2022 Revision), Hillingdon Local Plan documents, Heathrow Surface Access Strategy etc
- **Site Accessibility and Baseline Conditions**
    - Active Travel Network (existing pedestrian and cycle network and any proposed improvements)
    - Bus network (description of the services serving the site and operating in the vicinity)
    - Rail and Underground network (description of the services serving the site and operating in the vicinity)
    - Public Transport Accessibility Levels (PTAL)
    - Local Highway Network (description of the highway network surrounding the site)
    - Local collision data review (for latest 5 year period)
- **The Development Proposal:** description
- **Existing and Proposed Trip Generation**
- **Consideration of Transport Impacts**
- **Travel Demand Management Considerations**
- **Summary and Conclusions**

The application would also be accompanied by an Outline Travel Plan.

mottmac.com

Appendix B – Pre-application Response Note

MOTT MACDONALD

1071 Southampton Road East, Heathrow

Additional Transport Scoping Information

Project:	1071 Southampton Road East, Heathrow		
Our reference:	100111077_TN001	**Date:**	January 2026
Prepared by:	Alex Keene	**Checked by:**	Duncan Younger
Approved by:	Colin Romain		
Subject:	Additional Transport Scoping Information		

1 Introduction

This note has been produced to provide further information on the proposed scope of works associated with the Transport Statement for an upcoming planning application for the redevelopment of 1071 Southampton Road East, Heathrow. This note considers the key elements identified in London Borough of Hillingdon's (LBH) pre-application response letter dated 30 December 2024 (ref 51743/PRC/2024/206), produced following review of the Transport Scoping Report, Pre-Application Design Statement and Pre-Application Planning Statement (all received by LBH in October 2024).

This note focusses on the key points raised by LBH in Section 4: Highways of their pre-application response, with further information provided to allow agreement of the scope of works within the Transport Statement as part of the proposed planning application. This includes a combination of additional data and confirmation of the approach to be undertaken / further information which will be provided within the Transport Statement.

2 Trip Generation

The LBH pre-application letter states that:

'If it is robustly demonstrated there would be a net decrease in trip generation then traffic modelling would not be necessary. The estimated peak hour trip generation associated with the former Gate Gourmet use of the site can be accepted.' (Page 5)

The existing Gate Gourmet site has been identified to have in the region of 47 two-way vehicle movements in the AM and PM peak hours (0800-0900 and 1700-1800 respectively). This is shown in Table 2-1 below.

Table 2-1: Existing Base Use – Gate Gourmet Vehicle Trip Generation[1]

Use	AM Peak 0800-0900							PM Peak 1700-1800						
	Inbound		Outbound		Total			Inbound		Outbound		Total		
	LV	HV	LV	HV	IN	OUT	TWO-WAY	LV	HV	LV	HV	IN	OUT	TWO-WAY
Gate Gourmet Use	17	15	0	15	32	15	47	0	15	17	15	15	32	47

Source: Adapted from Table 5.1 from Transport Statement Scoping Report (September 2024)

Since the submission of the Transport Scoping Report, further conversations have been held with the prospective occupiers of the redeveloped site to better understand the potential activity. This has taken into account airport related activity as well as staff shift patterns from a nearby site. Further information on this and the derivation of the trip generation will be provided in the Transport Statement, with Table 2-2 summarising the forecast levels of activity associated with the redeveloped site and the net change in vehicular trip generation compared to the agreed base use.

Table 2-2: Future and Net Use – Vehicle Trip Generation[2]

Use	AM Peak 0800-0900							PM Peak 1700-1800						
	Inbound		Outbound		Total			Inbound		Outbound		Total		
	LV	HV	LV	HV	IN	OUT	TWO-WAY	LV	HV	LV	HV	IN	OUT	TWO-WAY
Gate Gourmet Use	17	15	0	15	32	15	**47**	0	15	17	15	15	32	**47**
Proposed Use	6	17	0	17	23	17	**40**	0	18	6	18	18	24	**41**
Net Change	-11	2	0	2	-9	2	**-7**	0	3	-11	3	3	-8	**-6**

Note: Totals may not equal the sum of individual elements due to rounding

The forecast vehicle trip generation associated with the proposed development will, therefore, be lower than that associated with the base use in both peak hours and, as such, traffic modelling is not required as part of the Transport Statement in line with the advice received from LBH.

3 Submitted Drawings

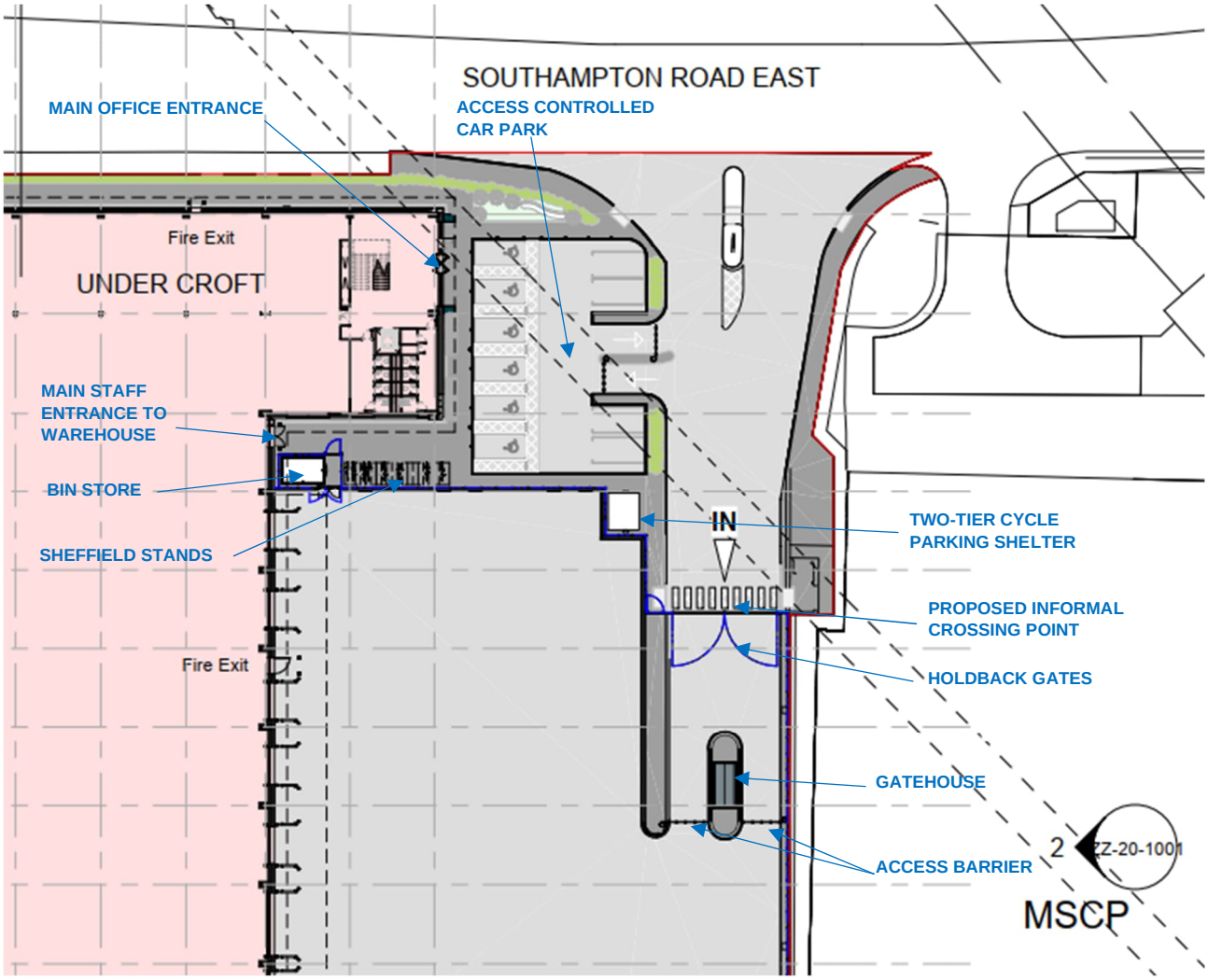
In line with the request in the LBH pre-application letter, drawings submitted with the Transport Statement will include relevant dimensions, visibility splays (including pedestrian) and the location of cycle parking, refuse collection and storage points.

A revised access arrangement has been identified, as shown in Appendix A with a focussed extract provided in Figure 3.1. This allows for up to five HGVs to be queuing on approach to enter the site without blocking the car park access (as shown in Appendix A). This is considered to provide sufficient stacking space without leading to extended blocking of the car park access noting that only 18 HGVs are forecast to enter the site in the peak hour (on average one every three to four minutes). Further information will be provided in the Transport Statement.

[1] LV = Light Vehicles (including cars and LGVs), HV = Heavy Vehicles (including OGV1 and OGV2)

[2] LV = Light Vehicles (including cars and LGVs), HV = Heavy Vehicles (including OGV1 and OGV2)

Figure 3.1 – Proposed Site Access



Source: Extract from Benoy Drawing 15192-BNY-DRW-ARC-ZZ-GFL-10-0002 (see Appendix A) with MM annotations

For maximum legal articulated vehicle movements through the site and manoeuvring at the site accesses, a 300mm buffer will be included around the body outline. Relevant tracking will be provided for the HGV docking bays. An example of this is provided in Appendix A and the relevant swept path figures will be included within the Transport Statement.

4 Car and Cycle Parking

The LBH pre-application letter identifies that, as there is reliance on the multi-storey car park (MSCP) to support proposed parking demand from the site, evidence would be required to demonstrate that this parking has been secured for the lifetime of the development.

The MSCP planning permission (65688/APP/2016/94) was subject to a non-material amendment (NMA) (Ref: 65688/APP/2021/2709) approved by LBH in September 2021. The NMA included an amendment to Condition 10 of the original application:

"3. AMENDMENT to CONDITION 10

No more than 1,022 parking spaces in total shall be provided on the multi storey car park (MSCP) hereby approved. These car parking spaces shall only be used by employees at land known as Building 1071 and British Airways. A maximum of 280 of these car parking spaces (all ground floor and part first floor) shall used by those employees working in connection with business operations at land know as Building 1071, Southampton Road East, Heathrow Airport. A maximum of 742 car parking spaces shall be used for those working in connection with business operations at the BA Cargo Campus site by those working in connection with business operations at the BA Cargo Campus site, Southampton Road East, Heathrow Airport." (Page 2)

The NMA, therefore, secures the provision of car parking within the MSCP for the 1071 Southampton Road East application site.

In addition, 10 parking spaces will be provided by the main entrance to the site (as shown in Figure 3.1). This will include six disabled bays, located so that they reduce the walk distance to the building compared to the MSCP. The other bays are intended for operational requirements associated with the facility, e.g. border control checks and drop-offs. These spaces will be set out to allow for future conversion to disabled spaces in the future if required. All spaces within this parking area will be provided with access to an EV charging point.

Based on the currently proposed floor area of 11,652sqm, it is proposed to provide a total of 24 long-stay cycle parking spaces and 12 short-stay spaces, in line with London Plan standards. For long-stay provision, 18 of the spaces would be in the form of two-tier racks, with the remaining six provided using Sheffield stands which would include the ability to accommodate up to two non-standard bikes. The short-stay provision will be in the form of Sheffield stands with the ability to accommodate at least one non-standard bike. The mix of cycle parking is in line with TfL general advice.

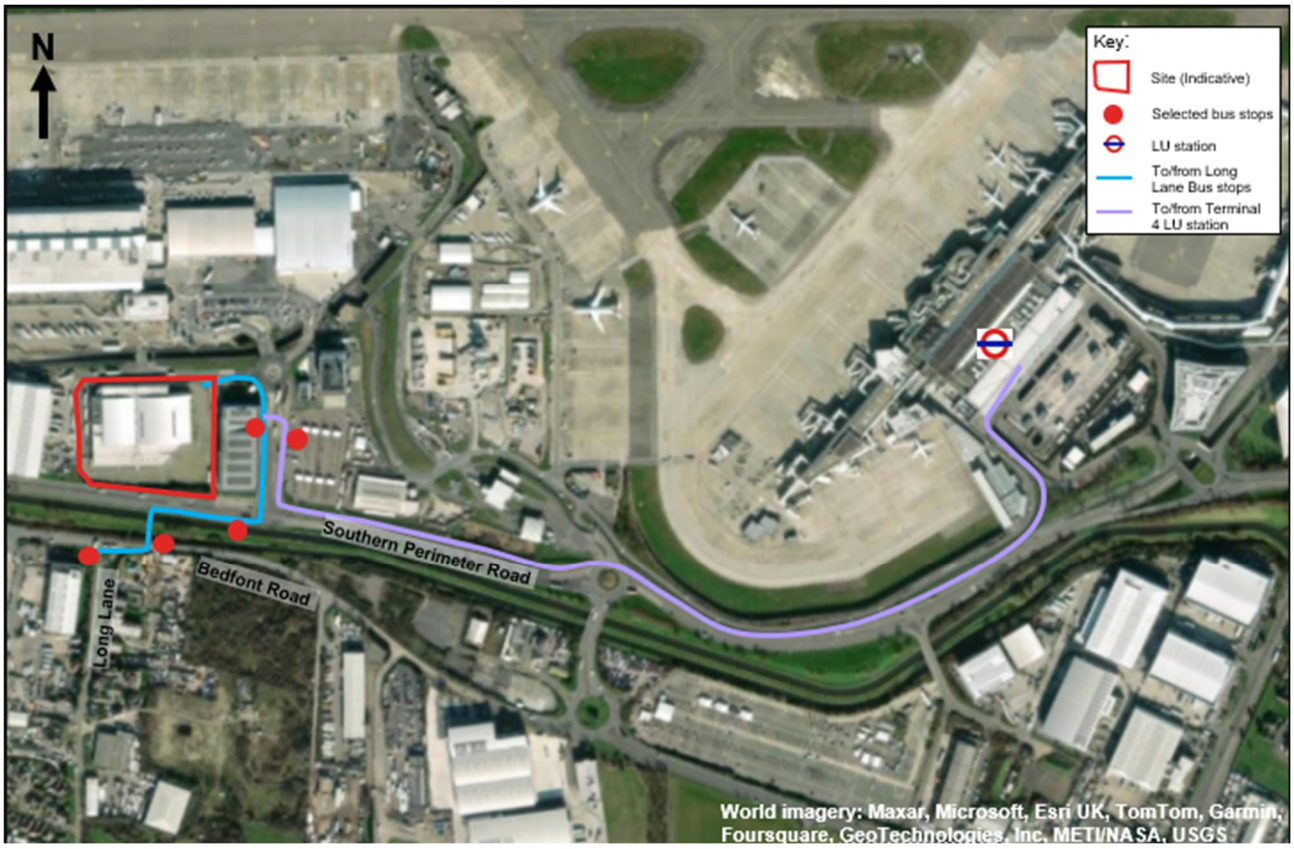
5 Active Travel Zone

LBH has requested daytime and nighttime Active Travel Zone (ATZ) route assessments. Noting the nature of the facility and the location at the southern side of Heathrow Airport, it is proposed that two routes are assessed, focussing on routes between the site and public transport services which staff may use:

- Long Lane Bus Stop at the junction of Bedfont Road and Long Lane (which is served by bus routes 203, 555 and N555). This route will also involve going past bus stops for services 482, 490, H30 and N30.
- Heathrow Terminal 4 station (Piccadilly line and Elizabeth line services)

Indicative routes are shown in Figure 5.1.

Figure 5.1 – Proposed ATZ Route Assessment



6 Demand Management

The LBH letter identifies a requirement for the submission of a Travel Plan, Construction Logistics Plan and Delivery and Servicing Plan as part of a future planning application. We would propose the following:

- Production of an Interim (Outline) Travel Plan identifying the principles for encouraging sustainable staff travel (including relevant measures), how this will be managed and monitored, including interim targets, and a schedule for future surveys and updates. It is anticipated that the production of a Full Travel Plan building upon this will be a condition of a future planning consent.
- Inclusion in the Transport Statement of a chapter which identifies potential measures to manage and mitigate the impacts associated with delivery and servicing and construction logistics. This will form the basis of a future Delivery and Servicing Plan and a Construction Logistics Plan, the production of which are anticipated to be conditioned as part of a future planning consent.

7 Summary

This note has been produced in response to the key transport elements identified in LBH's pre-application response letter dated 30 December 2024 (ref 51743/PRC/2024/206).

The note identifies that the forecast vehicular peak hour trip generation is expected to be lower than the base use identified for the existing site and therefore traffic modelling will not be required as part of the Transport Statement to be submitted as part of a future planning application.

The provision of car parking associated with the site within the existing MSCP is already secured through the planning permission for the MSCP, while cycle parking will be provided in line with current TfL guidance, based on recent schemes.

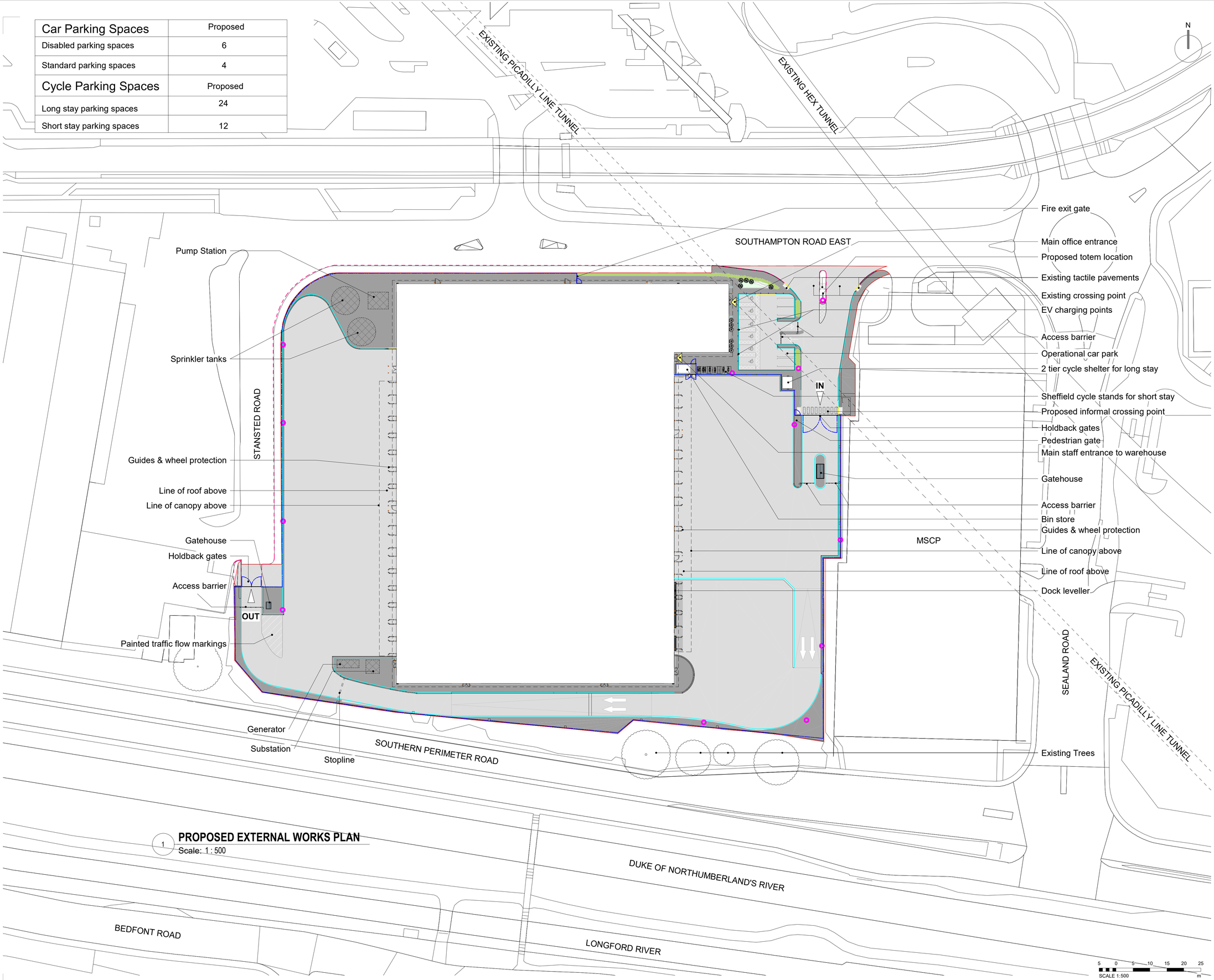
An ATZ assessment comprising two routes to key public transport nodes has been identified. It is agreed that the assessment will include both daytime and nighttime route analysis.

It is proposed that an Interim Travel Plan is produced as part of the proposed planning application. Information on measures relating to the management and mitigation of deliveries and servicing as well as construction logistics will be provided in the Transport Statement. It is anticipated that the production of a Full Travel Plan, a Delivery and Servicing Plan and a Construction Logistics Plan would be conditioned.

We would appreciate confirmation from LBH officers of agreement of the above points.

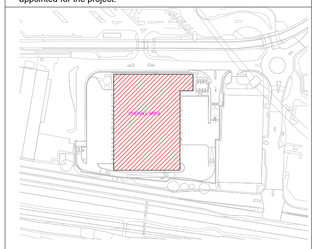
Appendix A – Figures

Car Parking Spaces	Proposed
Disabled parking spaces	6
Standard parking spaces	4
Cycle Parking Spaces	**Proposed**
Long stay parking spaces	24
Short stay parking spaces	12



1 **PROPOSED EXTERNAL WORKS PLAN**
Scale: 1 : 500

The CDM hazard management procedures for the Benoy aspects of the design of this project are to be found on the "Benoy - Designer's Hazard Identification and Management Sheet" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the PRINCIPLE DESIGNER/Safety Coordinator appointed for the project.



Key

- Planning boundary line
- Fence line (Green Palladian Fencing)
- New hedgerow planting
- Soft Landscaping
- Seating area
- Hard Landscaping
- Yard
- Bush / Planting
- New Kerb
- Existing Kerb
- Dropped Kerb
- MEP Equipment
- External lamp post
- SS Bollard
- Bollard

Note:

For tracking, refer to civil & structure drawings.
For landscaping, refer to Architects Design Statement.
For Lighting, refer to lighting consultants drawing/ design.

Rev	Date	Description	Chk'd	By

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Tritax London Logistics Fund

Project
Building 1071, Southampton Road East, London Heathrow Airport, Hounslow, TW6 3AQ

Drawing Title
PROPOSED EXTERNAL WORKS PLAN

Drawn By	Checked By
RN	RNe

Scale	Sheet Size	Date
As indicated	@ A1	14.01.2026

Project No.	Drawing No.	Rev
15192	-BNY-DRW-ARC-ZZ-GFL-10-0002	

Status
PRE-APP

Notes

A0

1. This drawing is part of a pack that contains the following drawings:

- **13822-115 (Vehicle Tracking Plan - 16.50m H.G.V. (Sheet 1 of 4)).**
- **13822-116 (Vehicle Tracking Plan - 18.55m H.G.V. (Sheet 2 of 4)).**
- **13822-117 (Vehicle Tracking Plan - 18.75m H.G.V. (Sheet 3 of 4)).**
- **13822-118 (Vehicle Tracking Plan - Passenger Car (Sheet 4 of 4)).**

SHEET 1

16.50m H.G.V. MANOEUVRING

SCALE 1 : 200

1 : 200

0m 2m 4m 6m 8m 10m 12m 14m 16m 18m 20m

0 mm 10 mm 20 mm 30 mm 40 mm 50 mm 60 mm 70 mm 80 mm 90 mm 100 mm

CHECK: For the plan to be in scale, the above scale bar must measure correct, i.e. 100mm when printed.

LEGEND:

- CENTRE DIRECTION OF TRAVEL
- FRONT WHEEL DIRECTION
- BACK WHEEL DIRECTION
- WIDTH OF CAR
- 300mm OFFSET

BMP - 16.50m 6-Axle H.G.V.			
Total Length:	16.500 m	Turning Circle:	25.0 m Ø
Total Width:	2.550 m	# of Axles:	6

* **NOTE**: Vehicle Profile Diagrams are shown **INDICATIVELY ONLY** and are not to scale.

Rev	Date	Description	By	Chkd
P8	23/12/2025	Drawing Updated to Suit New Site Layout Rev 7.	J.T	T.B.

Revision Schedule

Drawing Status: **For Information**

Project Title: **Project Regis**

Drawing Title: **Vehicle Tracking Plan - 16.50m H.G.V. (Sheet 1)**

Drawing Number: **13822-115**

Revision: **P8**

BM Ref	Scale @ A0	Drawn by	Checked by	Project Eng
13822	1 : 200	J.T.	T.B.	T.B.

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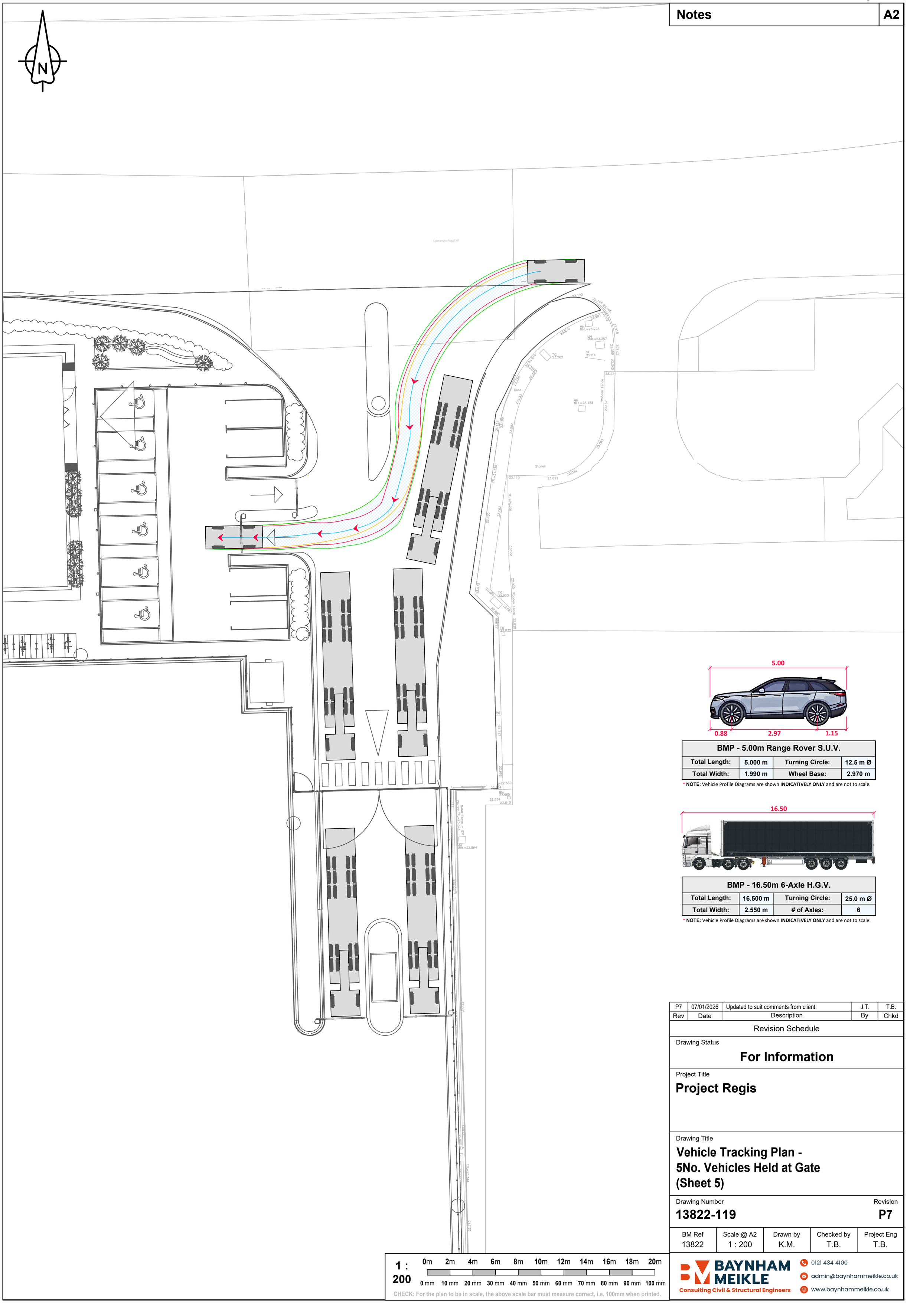
Notes

A2



BMP - 5.00m Range Rover S.U.V.			
Total Length:	5.000 m	Turning Circle:	12.5 m Ø
Total Width:	1.990 m	Wheel Base:	2.970 m

* **NOTE**: Vehicle Profile Diagrams are shown **INDICATIVELY ONLY** and are not to scale.

BMP - 16.50m 6-Axle H.G.V.			
Total Length:	16.500 m	Turning Circle:	25.0 m Ø
Total Width:	2.550 m	# of Axles:	6

* **NOTE**: Vehicle Profile Diagrams are shown **INDICATIVELY ONLY** and are not to scale.

Rev	Date	Description	By	Chkd
P7	07/01/2026	Updated to suit comments from client.	J.T.	T.B.

Revision Schedule

Drawing Status

For Information

Project Title

Project Regis

Drawing Title

Vehicle Tracking Plan - 5No. Vehicles Held at Gate (Sheet 5)

Drawing Number: **13822-119**

Revision: **P7**

BM Ref	Scale @ A2	Drawn by	Checked by	Project Eng
13822	1 : 200	K.M.	T.B.	T.B.

1 : 200

0m 2m 4m 6m 8m 10m 12m 14m 16m 18m 20m

0 mm 10 mm 20 mm 30 mm 40 mm 50 mm 60 mm 70 mm 80 mm 90 mm 100 mm

CHECK: For the plan to be in scale, the above scale bar must measure correct, i.e. 100mm when printed.

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Appendix C - Site Masterplan and Swept Path Analysis