

PROLOGIS PARK WEST LONDON

Transport Technical Note



Job Title	Prologis Park West London	Project Number	70098309
Client	VIRTUS		
TTN No.	70098309-001	Date of Issue	8 June 2022
Subject	Building 3, Data Centre: Reduced Car Parking		

1.1 Introduction

- 1.1.1 In 2018 WSP prepared a Transport Statement on behalf of VIRTUS in support of a Section 73 Application to amend Planning Application 37977/APP/2017/1634 that was granted by the London Borough of Hillingdon for their site at Prologis Park, Stockley Road, West Drayton, Middlesex.
- 1.1.2 The Section 73 Application was to remove Condition 27 of the planning consent that prevented the approved units being used as data centres.
- 1.1.3 There is now a requirement for new machinery at the DC3 (London 7) unit that will result in the loss of 40 car parking spaces. This note has been prepared to demonstrate that the loss of spaces is acceptable and that the car park will still be able to accommodate staff and customer demand.

1.2 Existing Parking

- 1.2.1 There are 140 car parking spaces provided at the unit.

1.3 Site Operation

- 1.3.1 The 2018 Transport Statement provided forecasts on staffing levels at the unit, with this based on a similar data centre that VIRTUS operate.
- 1.3.2 The data centres operate 24 hours a day, seven days per week, with the facility management and security staff working one of two 12-hour shifts (7.00am to 7.00pm and 7.00pm to 7.00am). These staff work two days on and two days off, so there are essentially four shift patterns.
- 1.3.3 The work hours of the remaining VIRTUS management and administration staff are between 8.30am and 5.30pm.
- 1.3.4 The working patterns of customers and contractors vary, although they occur throughout the week, with up to a quarter of these typically being present on site at any one time.
- 1.3.5 A summary of the total staff and customer numbers is provided in the table below. The table also provides detail on the daytime occupancy, with this based on the above shift patterns.

Table 1 Staff & Customer Numbers

Description	Total	Daytime Occupancy
1. Security	12	3
2. Cleaners	4	1
3. M&E Engineers	8	2
4. Engineering Support	2	1
5. Technical Support	4	1
6. VIRTUS Admin Support	2	2
7. VIRTUS Management	8	8
8. Customers (Technical Support)	50	13
9. Subcontractors (Technical)	8	2
Total	98	33

- 1.3.6 From the above table it can be seen that there would typically be a maximum of 33 staff and customers present on site during the day.

1.4 Loss of Parking & Associated Impact

- 1.4.1 New machinery and plant is required at the unit and this will result in the loss of 40 car parking spaces, reducing the number of spaces from 140 to 100.
- 1.4.2 As set out in the previous section, the maximum number of staff and customers expected on site at any one time on a typical day would be 33.
- 1.4.3 Based on existing travel patterns at Prologis Park, it would be expected that approximately 80% of staff and customers would drive to work. Therefore, a maximum of 27 cars would be expected on site throughout the day. There would be a concentration of trips made to and from the site at the shift change over times for the facility management and security staff. However, these occur at 7am and 7pm when there will be very few other staff present on site, with the working hours of management and admin staff generally being between 8.30am and 5.30pm.
- 1.4.4 The above forecast assumes that a quarter of the anticipated customers and sub-contractors are on site at any one time (15 out of 58). However, even if a far higher proportion of customers and sub-contractors are present at any one time, the demand for parking would still be well below the 100-space capacity of the car park.

1.5 Conclusion

- 1.5.1 This note has demonstrated that the reduction in car parking spaces at the site from 140 to 100 spaces is acceptable as the parking demand is still well below the capacity of the car park.