ARUP

Colt Data Centre Services

LON4, Hayes

Car Parking Management Plan

Reference: 296520-30

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Job number 296520-30

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1. Introduction

1.1 Background

Colt Data Centre Services (Colt DCS) has commissioned Arup to prepare a Car Parking Management Plan (CPMP) for the redevelopment of Optimum Data Centre, Tudor Works and Veetec Motor Group Facility, North of Beaconsfield Road, Hayes, UB4 0SL (38421/APP/2021/4045). The location of the development is shown in Figure 1.

The CPMP fulfils condition 28 of the planning application approval which is as follows.

'*Prior to operation of the development, or each development phase, a Parking Management Plan for the development, or each development phase, shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the following:*

(i) *The arrangements for all parking onsite, including provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for the use connected to the development hereby approved and shall not be used for any other purpose of leased/sub-let.*

(ii) *(ii) A Parking Design and Management Plan to ensure that an additional 2 no. designated accessible persons parking spaces could be provided in future upon request as soon as existing provision (4 no. designated accessible persons spaces) is insufficient*.'

Figure 1: Site location plan

1.2 Purpose

A Car Park Management Plan (CPMP) assists in ensuring a clear plan for the operation of the car park at the LON4 site. Implementation of the plan will help to protect against non-authorised parking at the site, keeping parking bays free for those who are permitted to use them.

Alternative travel modes such as using active travel modes or public transport are encouraged to be used by staff and visitors and the services and facilities for these modes are outlined in the Travel Plan for the site.

1.3 Existing land use

The eastern part of the site is occupied by a Data Centre, a co-location facility operated by Optimum Data Centres. The data centre itself was constructed in the 1980s as a warehouse with an element of office space constructed subsequently, before planning permission was granted in 2001 for the change of use to a data centre. It comprises a two-storey traditional steel framed warehouse unit with connected two-storey brick-built office extension to the south and plant equipment located across and adjacent to the two buildings.

To the west of the Data Centre (and forming the central element of the site) are the Tudor Works, a terrace of 16 industrial units with two storey office extensions on both the northern and southern ends. The units are of a steel framed construction with profiled. The units are occupied for a range of storage and manufacturing operations.

To the west of the Tudor Works (and forming the very western part of the site) is the Veetec Motor Group facility which comprises a three-storey office building at the front of the site, an open yard used for car storage to its rear, and an industrial unit to the rear. The site is used for the receipt, repair, storage, and maintenance of vehicles.

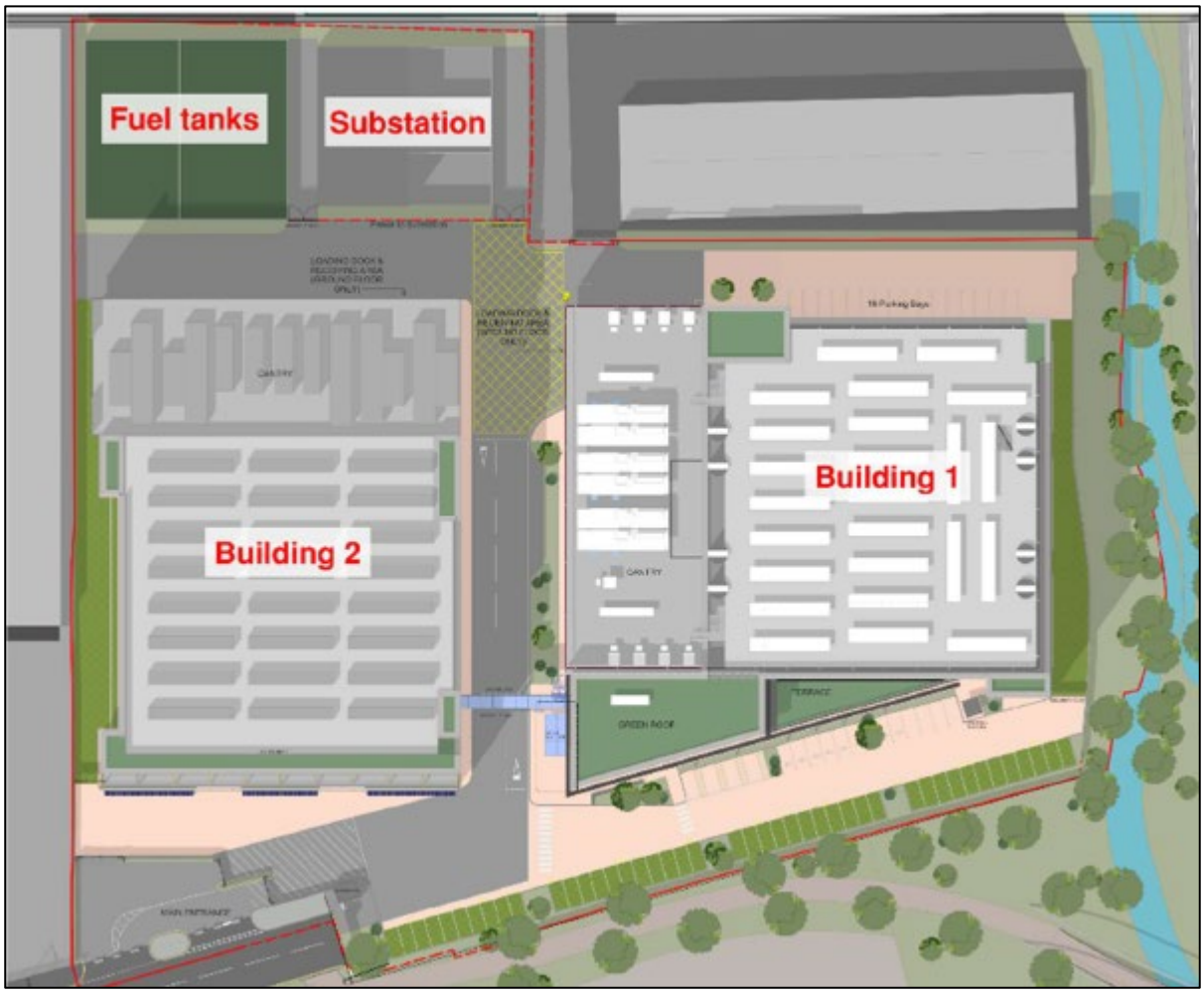
1.4 The development

The scheme sees the redevelopment of the site to deliver data centre campus including: two data centre buildings; associated energy and electricity infrastructure, buildings, and plant; security gatehouse, systems and enclosures; works to the highway, car parking and cycle parking; hard and soft landscaping; as well as associated infrastructure, ancillary office use, and associated external works.

The main access to the site will continue to be from the south via Beaconsfield Road with a second access to the north via Bullsbrook Road. This secondary access would only be used in exceptional circumstances and is not for day-to-day activity.

The site will be in operation 24 hours a day, seven days a week. It is understood that the future site would attract approximately 100 staff/ contractors per day with the majority of them on site during the core working hours.

Figure 2: Indicative site layout



1.5 Report structure

Following this introductory chapter, the remainder of this report is structured as follows:

- Chapter 2 sets out the context in which the development sits;
- Chapter 3 details the design and operation of the car parking areas; and
- Chapter 4 explains how the car parking will be managed and monitored.

2. Local context

2.1 Site location

The site sits as part of Springfield Road Industrial Area, a wider commercial area bound to the north by Uxbridge Road, the west by Springfield Road, to the east by the Yeading Brook, and to the south by Beaconsfield Road. The area comprises of a mix of commercial operations with a number of retail developments and a hotel located predominantly in the northern part closer to Uxbridge Road and industrial, storage, and manufacturing operations across much of the central and southern areas.

The site is located within the Hayes Opportunity Area within the wider Heathrow/Elizabeth Line West Growth Corridor. The Hayes Opportunity Area is identified as being "nascent", the tier of Opportunity Areas considered most ready for intensification. Within the Opportunity Area, the site itself is included within the Springfield Road section of the wider Hayes Industrial Area Strategic Industrial Location (SIL). The Springfield Road site is specifically identified as being a "Strategic Area for Regeneration", a specific area which has been identified as having the greatest socio-economic need and where there is a particular focus on urban regeneration and renewal.

2.2 Highway network

The site is located south of the A4020 (Uxbridge Road), and to the west of Springfield Road, which will act as the main access route to the site from the wider road network.

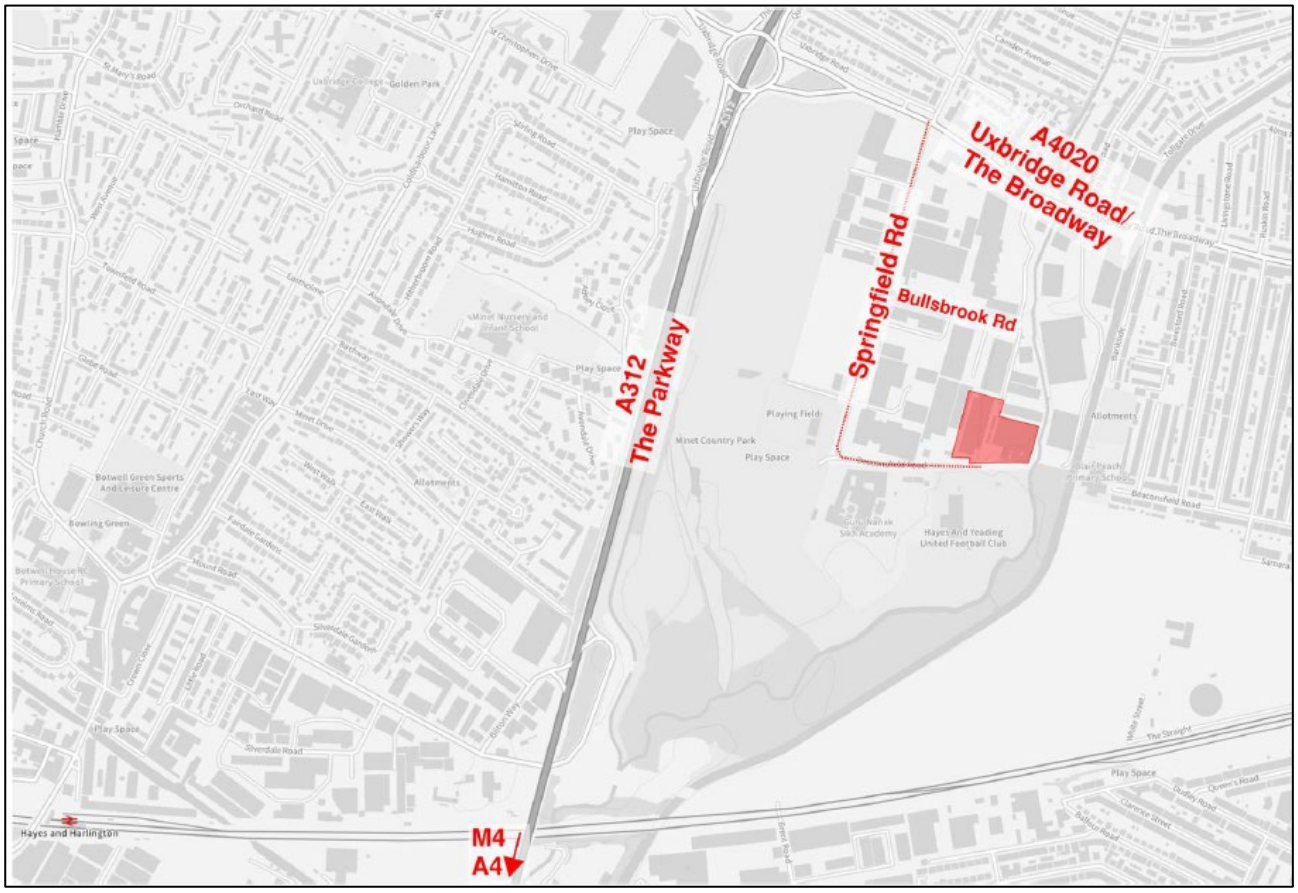
The site is accessed from Beaconsfield Road which runs along the site's southern boundary. The road is a two-way single carriageway with footways on both its northern and southern sides and a dedicated cycle lane which stops at the point of the Guru Nanak Sikh Academy.

There are no loading restrictions on-street however there are bollards to discourage vehicles loading and all properties along Beaconsfield Road have onsite service yard and parking provision, negating the need to stop on-street to make deliveries. Access to these areas is gated so vehicles do have to wait briefly while the gates are opened however vehicles do not dwell for a significant length of time. Any idling vehicles are also encouraged to switch off their engines if possible.

To the west of the site, Beaconsfield Road forms a roundabout with Springfield Road which runs northwards to Uxbridge Road and the wider road network. Uxbridge Road is a 40mph dual carriageway with three lanes in each direction at the junction with Springfield Road and Brookside Road. Both Springfield Road and Brookside Road form the minor arms of the crossroads with one lane in each direction. Vehicles on Uxbridge Road and Brookside Road are able to make all movements. Vehicles exiting Springfield Road are only able to turn left, westbound on Uxbridge Road, with the right turn banned. Vehicles wanting to travel eastbound on Uxbridge Road have to use the Ossie Garvin Roundabout 400m to the west to turn around and return east.

Figure 3 provides an overview of the local highway network and main access route to the site.

Figure 3: Local highway network and vehicular access to the site



2.3 On-street parking

Parking along Springfield Road is controlled by single yellow lines that restricts on-street parking between of 07.30 and 18.30h Monday - Saturday. There are school keep-clear zig zag markings at the western end of Beaconsfield Road adjacent to Guru Nanak School. Figure 4 shows the on-street parking restrictions along Beaconsfield Road.

Figure 4: Beaconsfield Road

3. Car park design and operation

This chapter provides a description of the car park design and operation.

3.1 Car parking provision

Off-street car parking will be provided on-site, in line with the London Plan Policy 6.13 (Parking). The current maximum standard for the proposed land use class (B8) is one space per 50 sqm of gross floorspace. A total of 65 parking spaces will be provided, including accessible bays and EV charging spaces. Standard car parking spaces measure 2.5m wide by 5m long. Accessible car parking spaces measure 3.6m wide by 6.0m long.

Whilst total provision is slightly below policy standards, it is deemed sufficient to accommodate the total staff and visitors to the development at any one time. The number of spaces is also slightly above the forecast parking demand in reflection of concerns raised during planning application discussions regarding potential for overspill parking in local area. The car parking will be located along southern boundary of the site accessed from Beaconsfield Road.

In addition, should the initial provision of accessible parking spaces become insufficient, additional bays will be provided within the existing car park. This is anticipated to result in the conversion of three standard car parking bays to two accessible car parking bays. The proposed location of these spaces is shown in Appendix A.

3.2 Electric vehicle charging

The Hillingdon Local Plan requires that 5% of parking spaces are equipped with passive electric vehicle (EV) charging facilities. A total of 16 EV active charging bays (24.5% of all spaces) will be provided with an Electric Vehicle Charging Point (EVCP) from the outset. This includes 12 standard bays and 4 accessible bays.

To enable the future delivery of additional EV charging bay, additional bays will be passively connected to increase the number of EV charging bays in the future.

3.3 Access

The scheme is located on the site of the existing data centre and adjacent industrial warehousing. It seeks to retain the existing surface level access arrangements for vehicles, cyclists and pedestrians with car and cycle parking provided in accordance with LBH parking standards, the London Plan (2021) as well as London Cycle Design Standards (2016).

The car park off Beaconsfield Road is barrier controlled to ensure access to the car park is maintained from the south, and to prevent unauthorised entry.

4. Car parking management

Colt DCS car parking management processes will be applied for the development.

The car park will be controlled via barrier, which staff/customers using a pass/ key fob/ code to access. The barrier will also have a connection to the facilities / security team to permit access for pre-arranged visitors as required.

Staff and customers will not be allocated their own designated parking space and will instead have to apply for a pass/ key fob as part of a parking permit application.

Visitor access will be required to be pre-arranged with vehicle details provided to the facilities/ security team in advance for verification on arrival.

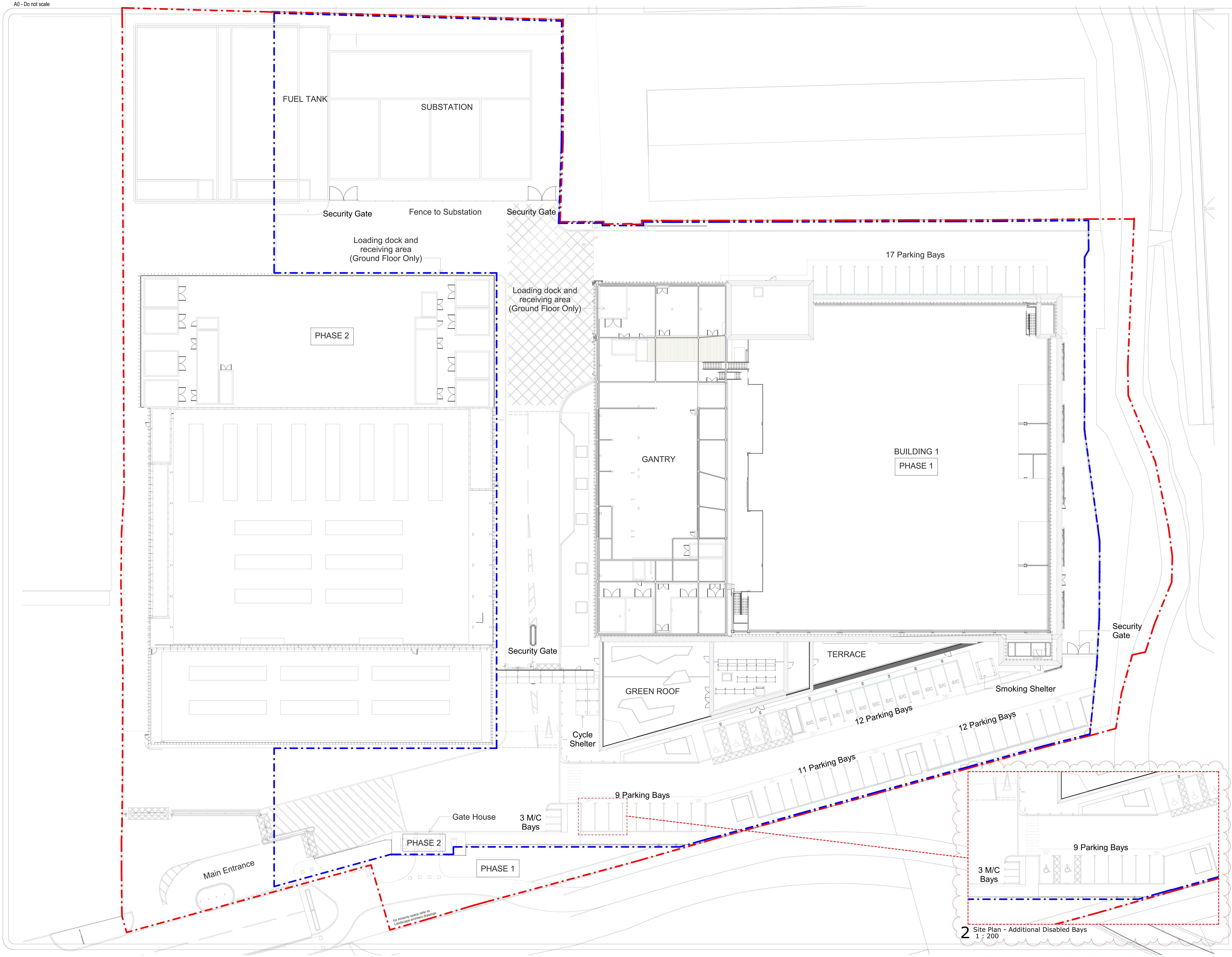
Through the access control mechanisms, the site management will be able to ensure that the parking facilities provided on site are being appropriately used and are in accordance with this CPMP, and that no unauthorised parking takes place.

The proposed operation ensures enforcement action should not be required as the management have the tools to control the number and allocation of spaces.

Appendix A

Car Parking Plan

A0 - Do not scale



General Notes

1. Do not scale from this drawing. All dimensions indicated are in millimetres unless otherwise stated. Validate all measurements on site.
2. Any discrepancies between the drawings and other documents should be brought to the attention of the engineer.
3. This drawing is not an installation drawing. It is the Contractors responsibility to make final coordinated installation shop drawings.
4. The contents of this drawing shall be read in conjunction with the current revisions of Architectural, Civil, Structural, Mechanical, Electrical, Security, Telcoms drawings and all relevant sections of the specifications.

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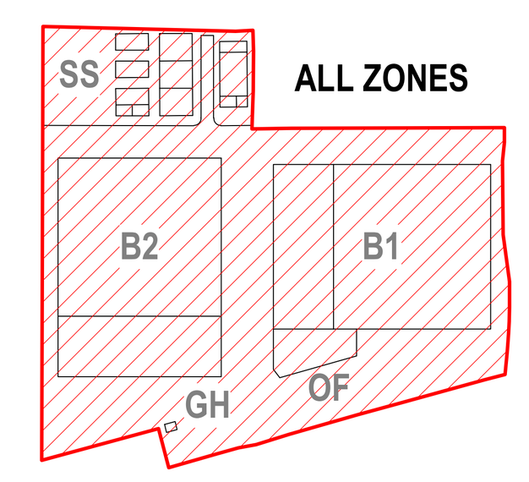
Key Plan



Key:

Boundary Line
Boundary Line Phase 1

Parking Provision:

65 No Total parking bays, of which:
- 61No. Standard bays
- 4No. WCH

Double Bay Active Electric Charging Points:
- 16 No. E/C Parking Bays
- 49 No. Future provision E/C

3No. Motorcycle Parking Bays

12No. Cycle Sheffield Racks
- 24 Cycle Parking Allowance

Rev	Details	By / Chkd / App	Date
P06	PLANNING ISSUE	VM	08/05/2025
P05	PLANNING ISSUE	VM	13/06/2024
P04	PLANNING ISSUE	VM	06/06/2024
P03	PLANNING ISSUE	PD	23/06/2023
P02	PLANNING ISSUE	WL	02/06/2023
P01	PLANNING ISSUE	WL	24/05/2023

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Discipline
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Project — Originator — Functional Breakdown — Spatial Breakdown — Level — Form — Discipline — Number