



TP – Mat Pad Extension 2024

West London Composting Facility Upgrades 2024

IMS Ref – Travel Plan 24 V1

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Basis of the Report

This document has been prepared by Envar Composting Limited with reasonable skill, care, and diligence. Envar has taken great care using reasonably available information in the production of this assessment.

Information reported herein may be based on the interpretation of public domain data collected by Envar, and/or information supplied through historical, local, or internal knowledge and through Envar's colleagues and associates. These data have been accepted in good faith as being accurate and valid.

This document may contain information of a specialised and/or highly technical nature and third parties are advised to seek clarification on elements which may be unclear.

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1 Introduction

1.1 Envar Composting Limited

Envar Composting originated in 1965 and has been at the forefront of the composting industry through the many decades since its creation.

The company has always been active in research and development, working with DEFRA and other partners to undertake research and being the first operator of an IVC waste process in the UK. Projects continue with Envars work within the Compostable Coalition, researching new ways of composting packaging and continuing research into natural fertilisers and peat replacement products.

Envar operates eight composting sites across the Southeast and Midlands areas. The main input materials being green waste which has been source segregated or co-mingled food and green waste at the IVC operations. The main customers for the business are local authorities.

Envar is owned and operated by the Heathcote Holdings group of companies, a British owned family business, operating in the environmental, waste, and agricultural sectors.

Envar has prepared a set of documents to justify, assess and control the proposed upgrades at the West London Composting Facility, located in Uxbridge, London under the Environmental Permitting (England and Wales) Regulations (as amended) 2016 and the town and country planning act 1990.

West London Composting Limited is a wholly owned daughter of Envar Composting Limited.

1.2 Scope of the Plan

1.2.1 Scope

This Travel Management Plan shall form a supporting document as part of the environmental management systems to be used whilst the site is in the construction phase and thereafter. The operational phase environmental aspects are controlled through the operating management systems which are monitored and maintained by the environment agency as the responsible authority. This plan encompasses the following items as required by the planning permission reference 39755/APP/2023/652. The scope of this plan covers employees and visitors, there are no residents and this is not a residential development.

1.2.2 Objective

The overarching purpose of a travel plan should be to encourage behaviour change which will lead to the use of more sustainable modes of travel and reduce overall travel to and from the site.

1.3 Travel Plan Condition

The planning permission granted on the 21st of June 2024 reference 39755/APP/2023/652 contains detail regarding the condition noted as:

Prior to the commencement of the development hereby permitted a Travel Plan (for both sites operated by the applicant, including the in-vessel composting site to the south of Newyears Green Lane) shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

1. *Targets for sustainable travel arrangements.*
2. *Effective measures for the ongoing monitoring of the Travel Plan.*
3. *A commitment to delivering the Travel Plan objectives; and*
4. *Effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.*

The Travel Plan shall also outline the means and methods of:

1. *Recording the numbers of deliveries and collections to the site and provision of this information to the Local Planning Authority.*
2. *Providing information to all operators of the preferred route via Breakspear Road for all vehicles entering and exiting the site*
3. *Transfer of in-vessel composted material from the site to the windrows, located on the adjoining land, north of New Years Green Lane.*
4. *The above monitoring details one to four shall be submitted to and approved in writing by the Local Planning Authority on a yearly basis*

1.4 Benefits of a Travel Plan

The benefits of travel plans are laid out in the TfL guidance which is available via their website. The national and local planning policy identifies that opportunities should be sought to reduce dependency on cars especially in urban areas. Sustainable travel is also supported by the NPPF which states travel plans should be integrated into design. The London policy part 6.8 states

“Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.”

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car
- Reduced highway capacity problems by promoting sustainable travel choices
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise
- Making the site more attractive to potential occupiers/users ☐ Increased opportunities for active healthy travel, such as walking and cycling
- Reduced demand for parking spaces enabling land to be put to more cost effective or commercially beneficial use and freeing space for active travel initiatives

- Improved travel choice, quality and affordable access to services for all users
- Increased opportunities for employers to feed into corporate social responsibility or sustainability initiatives

Achieving all these benefits shall depend on the individual design of the development, its requirements its surrounding environment and road/access type, the type of area (Urban, Rural, Semi-Rural) and the activities of the occupying business (shift work, start and finish times etc). this plan seeks to achieve maximum benefits without compromising the business viability or putting at jeopardy any visitor or member of staff who works at or visits the development site. Where an objective cannot be met it shall be clearly explained why and alternatives presented where reasonable.

1.5 Context

1.5.1 Summary

This document sets targets and objectives, aiming to achieve the benefits as detailed in section 1.4 so far as can be justified against the other contributing factors on site and of the site location.

The document shall consider the current travel arrangements to the site. The changes the development will experience because of the additional space and how that may affect the travel arrangements, look at the future potential for the site and consider which measures can be taken to improve. Finishing with the issuance of objectives and reporting requirements.

1.5.2 Nature of the development

West London Composting limited shall be extending the existing compost maturation area at the applicant's existing green/food waste recycling and open windrow composting facility at Highview Farm, New Year's Green Lane, Harefield.

The proposals are effectively an extension to an existing facility but only in the context of the land required. There is no change in throughput of waste or matters beyond negligible changes to operational activities or staffing levels. The additional land required is to meet changing regulatory requirements for composting facilities.

- There are no additional buildings, offices or spaces of work over and above what is already in existence
- Throughput of waste remains the same
- There are no developmental changes which would affect the number of visitors who requires site access

Key Parameters

- 2.9 Hectare concrete pad
- No additional or new buildings
- No new job roles
- No additional deliveries
- Movement of parking spaces from South site to North site (200m)
- Additional bike parking & shared car spaces

The whole development is designed to increase the operational area for effective composting which is a static process. To be very clear. There are no buildings, no extra offices, no further job roles and no extra maintenance required. Simply extra room for existing green waste inputs which are also, not increasing.

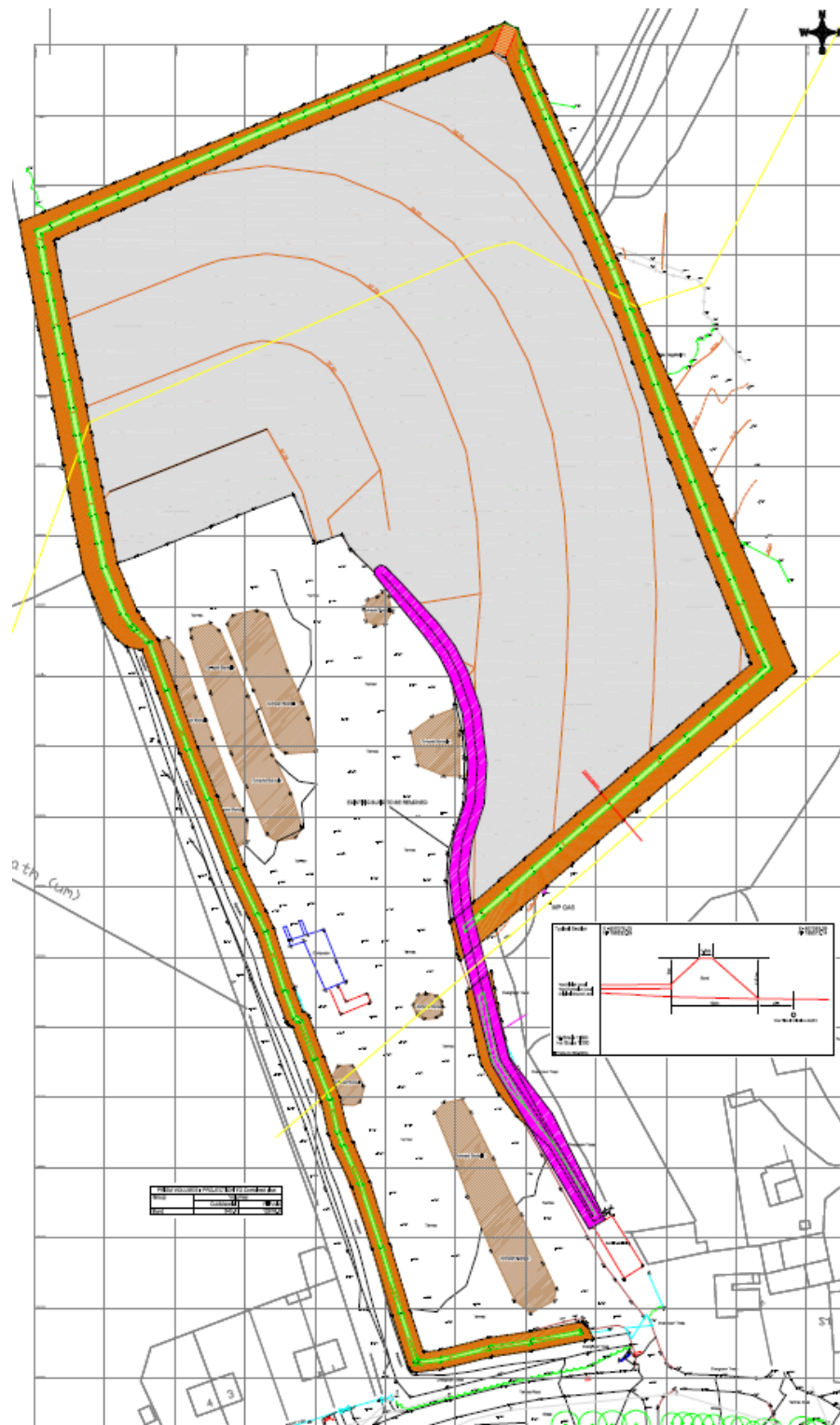


Figure 1 - the expansion site showing the extra concrete area in grey. the movement of buildings from south site to north side is not shown on this topographical formation

the only changes occurring which have any affect on traffic flows are the movement of parking and welfare units (portable modular buildings) from the southernmost site to the northernmost with some waste deliveries to the northern site direct. There are no additional.

The plan in figure two shows there is also the addition of:

- Bicycle parking
- Disabled parking
- A pedestrian/cycle access route

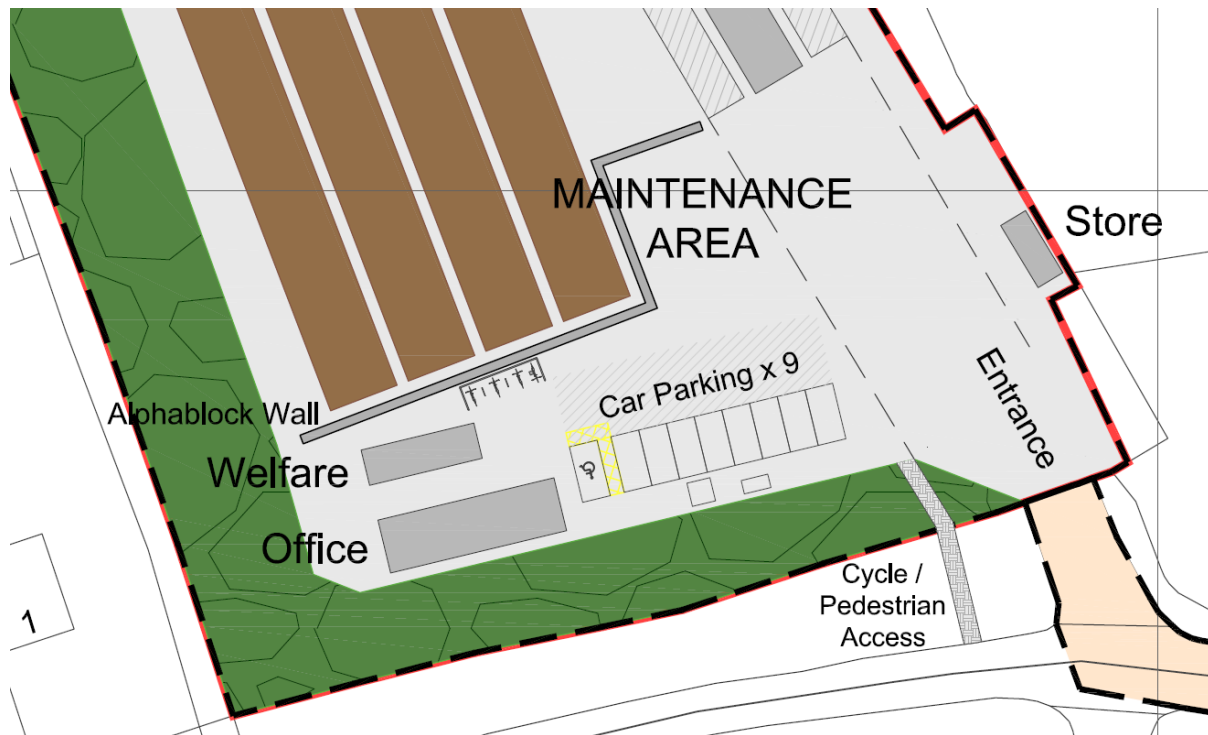


Figure 2 - Permitted parking and access arrangements

2 Travel Plan

2.1 Transport Issues

There are currently no issues with transport, access and parking arrangements for the current sites both north and south of New Years Green Lane. Employees enter the sites and travel to work via motor vehicle or via motorcycle. Ther is no pedestrian access to either site which is separated from the main vehicle entrances.

Improvements which are agreed are as per section 1.5.2

2.2 Local Infrastructure

The local highways infrastructure is suited primarily to non-pedestrian and non-cycle traffic. The roads immediately outside the site do not have footpaths of continuous verges. The site has a PTAL level of 0.

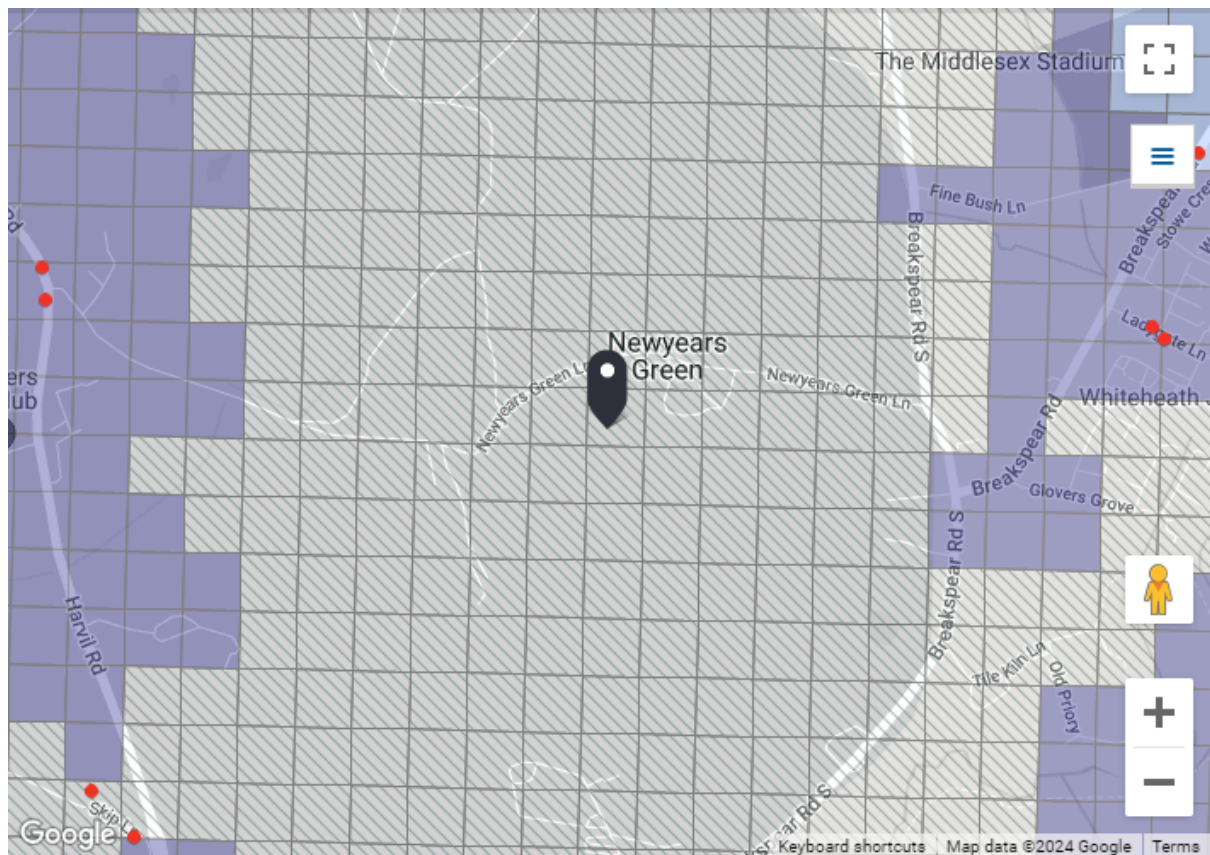


Figure 3 - site PTAL Level Map

This makes access to the site in general most preferable via motor vehicle or cycle for all but the employees who live next to the site directly.

2.3 Organisational policies

Organisational policies which are in place which travel include the following schemes:

- Company car EV scheme through octopus' electric vehicles which allows company employees to lease an Octopus EV through salary sacrifice
- Company Cycle to Work Scheme
- EV charging on site available for employees
- Car share only spaces
- Bike racks with secure storage
- Access path for non-motorised traffic

2.4 Surveys

The surveys guidance in the TFL travel plan guidance is directed at residential and more central London services. Not at the semi-rural waste operation. there will be no “75% occupancy” as the site exists and is not changing its staffing levels.

The site can however provide data for the current staff and their use:

Employee Type	Number of Employees	Trips per day	Visits Per Week	Movements Per Week
Admin	1	2	5	10
Managerial	2	2	5	20
Labourer	2	2	5	20
Machine Operator	4	2	6	48
Supervisor	2	2	5	20
Senior Manager	2	2	2	8
Total				126

This is based upon a simple maximum calculation and does not consider annual leave and sickness. The actual figure is lower, and this should be taken as a maximum current level of visits.

2.5 Measures Taken

2.5.1 Hard Measures

- Bicycle parking
- Dedicated shared car space
- Access route for pedestrians

2.5.2 Soft Measures

- Company EV scheme
- Cycle to work scheme

2.6 Action Plan

As part of the site improvements the hard measures shall be constructed before the welfare cabins are used on this side of the road. Long term actions include reviewing of the company policy and local infrastructure to ascertain whether further improvements may be made in the future. This should be completed at 2-year intervals after the final construction sign off.

3 Targets & reporting

3.1 Targets

The Mayor's transport strategy aims to:

- Achieve a 5% modal share for cycling (currently 2%)
- Significantly increase walking mode share above the current 24%
- Reduce private motorised transport by 4% from a base of 43%
- Achieve a 60% reduction in London's CO2 by 2025
- Balance capacity and demand for public transport

There is limited room to improve the methods of travel into site given the number of movements is small and there are no planned changes to the level of staffing. The site is not residential or industrial so the relevance of travel plan in this location is limited. notwithstanding this the operator has committed to the following to enable these strategies:

- Achieve a 5% modal share for cycling (currently 2%)
 - o Include a cycle park
 - o Include cycle access
- Significantly increase walking mode share above the current 24%
 - o Include pedestrian access
- Reduce private motorised transport by 4% from a base of 43%
 - o Include a shared parking only car parking space
- Achieve a 60% reduction in London's CO2 by 2025
 - o Support and encourage the use of EV's through the octopus and cycle to work scheme
 - o Provide onsite EV charging
- Balance capacity and demand for public transport
 - o Where public transport becomes available or infrastructure allows measures will be considered to further improve the plan.

3.2 Records

The operator shall commit to the following by the following methods which shall be responsibility of the SHEQ team.

(i) recording the numbers of deliveries and collections to the site and provision of this information to the Local Planning Authority.

This shall be recorded on the weighbridge system and provided in accordance with the condition.

(ii) providing information to all operators of the preferred route via Breakspear Road for all vehicles entering and exiting the site

This already takes place and shall continue to

(iii) transfer of in-vessel composted material from the site to the windrows, located on the adjoining and, north of New Years Green Lane.

This is undertaken by agricultural tractor and trailer and shall continue to be so.