Former Sipson Garden Centre

Healthy Streets Transport Statement

VIRTUS Data Centres

Report number: PGF-ACM-XX-XX-RP-ZZ-050010

October 2026

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Chris Burlton Associate Director	Michael Aronson Principal Consultant	Caroline Brooks Associate Director	Chris Burlton Associate Director

Revision History

Revision	Revision date	Details	Authorised	Name	Position
-	14/09/2026	Draft Issue	CB	Caroline Brooks	Associate Director
-	09/10/2026	Final Issue	CB	Caroline Brooks	Associate Director

Prepared for:

VIRTUS Data Centres

Prepared by:

AECOM
Aldgate Tower
2 Leman Street
London
E1 8FA
United Kingdom

aecom.com

© 2026 AECOM Infrastructure & Environment UK Limited. All Rights Reserved.

This document has been prepared by AECOM Infrastructure & Environment UK Limited (“AECOM”) for sole use of our client (the “Client”) in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction 1
1.1 Background 1
1.2 Site Context and Planning History 1
1.3 Data Centre Characteristics 1
1.4 Consultation 2
1.5 Healthy Streets and the Mayor's Transport Strategy 3
1.6 Report Structure 3
2. Policy Review 4
2.1 Introduction 4
2.2 National Policy and Guidance 4
2.3 Regional Policy and Guidance 5
2.4 Local Policy 8
3. Transport Planning for People 10
3.1 Introduction 10
3.2 Local Characteristics 10
3.3 Modal Share 11
4. Site and Surroundings 12
4.1 Introduction 12
4.2 Site Context 12
4.3 Planning Context 12
4.4 Pedestrian and Cyclist Infrastructure 12
4.5 Facilities 13
4.6 Public Transport 13
4.7 Surrounding Highway Network 13
4.8 Servicing & Emergency Access 13
4.9 Parking 13
5. Proposed Development 14
5.1 Introduction 14
5.2 Site Access 14
5.3 Pedestrian and Cycle Accessibility 14
5.4 Car Parking 15
5.5 Deliveries, Servicing and Emergency Access 16
6. Active Travel Zone 18
6.1 Introduction 18
6.2 Active Travel Zone 18
6.3 Neighbourhood Level 18
6.4 Collision Data Review 20
6.5 Active Travel Zone Assessment 21
7. London-Wide Network 31
7.1 Introduction 31
7.2 Baseline Traffic 31
7.3 Existing Vehicle Trip Attraction and Distribution 32
7.4 Proposed Vehicle Trip Attraction and Distribution 33
7.5 Net Difference in Vehicle Trips 34
7.6 Proposed Multi-Modal Trip Attraction 34
7.7 Assessment of Impact 35
8. Conclusion 37
Appendix A – Site Location Plan 40
Appendix B – Development Proposals Plan 41

Appendix C – Site Access Visibility Splay Drawings 42
Appendix D – Vehicle Swept Paths 43
Appendix E – Census Mode Share 44
Appendix F – Active Travel Zone Plans 45
Appendix G – Personal Injury Collision Data 46
Appendix H – TRICS Output 47

Figures

Figure 1: TfL TCoL Plan 10
Figure 2: Existing Site 12
Figure 3: Active Travel Zone 18
Figure 4: Neighbourhood Level Plan 19
Figure 5: Collision Plot 20
Figure 6: Healthy Streets Indicators (Source: TfL – Healthy Streets for London) 22
Figure 7: HSfL Assessment Area 23

Tables

Table 1: 2011 Census Mode Share – Workplace Zone E33034514 (Place of Work) 11
Table 2: Minimum Cycle Parking Requirements 15
Table 3: London Plan Minimum Policy Requirement for Cycle Parking 15
Table 4: Maximum Car Parking Requirements 15
Table 5: London Plan Maximum Policy Requirement for Car Parking 16
Table 6: CIHT Suggested Acceptable Walking Distances 19
Table 7: Route 1 Review Against Healthy Streets Indicators (Photograph 1 – Western Footway) 25
Table 8: Route 2 Review Against Healthy Streets Indicators (Photographs 10 and 11 – Eastern Footway) 29
Table 9: Baseline Traffic Flows on Sipson Road (July 2026) 31
Table 10: Baseline Vehicle Speeds on Sipson Road 32
Table 11: Existing Site Vehicle Trip Attraction 32
Table 12: Proposed Data Centre – Forecast Vehicle Trip Attraction 33
Table 13: Proposed Data Centre – Vehicle Trip Attraction – Net Difference 34
Table 14: Proposed Data Centre – Distribution of Additional Vehicle Trips 34
Table 15: Proposed Data Centre – Multi-Modal Trip Attraction (Staff and Visitors) 35
Table 16: Proposed Data Centre – Increase in Vehicle Trips on Sipson Road 35
Table 17: Summary of Key Transport Impacts/ Issues and Proposed Solutions/ Mechanisms 38

1. Introduction

1.1 Background

1.1.1 AECOM has been appointed by VIRTUS Data Centres to prepare a Transport Statement (TS) to inform an *"Outline planning application (with all matters reserved except for access) for the redevelopment of the former Sipson Garden Centre site to provide a data centre facility, including associated energy infrastructure, security measures, landscaping, and access arrangements".*

1.1.2 The Site is located to the northeast of Sipson village, within the administrative area of the London Borough of Hillingdon (LBH). The Site is currently used as an Airside Support Vehicle servicing and repair centre which has been operational since 2024, following the closure of the garden centre. Access to the Proposed Development will be the same as the existing Site, via the A408 Sipson Road.

1.1.3 The purpose of this Healthy Streets TS is to set out the transport characteristics of the Proposed Development and assess the potential for impacts in relation to the local highway and wider transport network.

1.1.4 This Healthy Streets TS has been prepared in accordance with Transport for London (TfL) guidance and demonstrates that the Proposed Development supports the Mayor's Transport Strategy, including 'Vision Zero' and the 'Healthy Streets Approach'.

1.1.5 A Travel Plan (TP) has also been separately prepared in order to promote, manage and monitor a shift in modes towards sustainable travel for the Site, and to reduce vehicular travel and the associated car parking demand.

1.1.6 An Outline Construction Management Plan (CMP) has also been prepared with details of measures to protect the environment and prevent any adverse impacts during the construction of the Proposed Development, including as a result of construction traffic.

1.2 Site Context and Planning History

1.2.1 The Site is irregular in shape and comprises the former Sipson Garden Centre and associated land. The northern part of the site is currently occupied by an Airside Support Vehicle servicing and repair centre and contains the former garden centre buildings, areas of hardstanding, a car park, and external areas previously used for the display and storage of goods associated with the garden centre use. The southern part of the site comprises an undeveloped field.

1.2.2 The Site is situated on the eastern side of the A408 Sipson Road, to the northeast of Sipson village in the vicinity of Heathrow airport, within the administrative area of the LBH, approximately 300m south of Junction 4 of the M4 motorway. The Site is bound by residential properties to the south, The Plough public house to the north, a section of the M4 motorway to the east and Sipson Road to the west.

1.2.3 Full planning permission was granted on 7 March 2025 (LPA Ref. 67666/APP/2023/3721) for the redevelopment of the site to provide a Centre of Excellence for the servicing and repair of Airside Support Vehicles (Use Class B2). The approved scheme comprises a service building containing seven service bays and one storage bay, an ancillary two-storey office building, together with associated hardstanding, parking, and other supporting infrastructure.

1.2.4 The planning application was approved following a resolution to grant planning permission at Planning Committee in June 2024. The planning application was informed by a Healthy Streets Transport Assessment (TA) and a draft TP which were prepared by Bidwells in December 2023.

1.3 Data Centre Characteristics

1.3.1 Data centres do not sit neatly within the traditional B2 or B8 land use descriptions. However, B2/ B8 land use standards have been adopted as a reasonable and robust proxy for the purposes of determining car and cycle parking demand and provision, servicing/ delivery activity and the operational trip generation. This approach is considered appropriate given the operational characteristics of the Proposed Development, which are characterised by low staff densities, limited

visitor numbers and relatively infrequent servicing activity. Following construction, only a small proportion of trips (circa 5%) are expected to comprise HGVs, compared with approximately 16% associated with the existing lawful use based on traffic surveys undertaken in July 2026.

1.4 Consultation

1.4.1 A pre-application meeting was held with LBH on Friday 17th July 2026, to discuss the development principles, deliverables, scope and timescales for the Proposed Development. The following comments were subsequently received from the Council with respect to the traffic and transport:

*"**Transport Assessment and Travel Plan** – access points, visibility splays, HGV/servicing routes and internal circulation shape the layout and the developable extent; the access parameters have to be consistent with what this evidences. Visibility splays and tracking can also sterilise the indicatively proposed areas of greening and landscaping (e.g. screening, buffer, UGF and BNG)."*

1.4.2 A further pre-application meeting was held with LBH on Wednesday 9th September 2026, where the following highways comments were provided as a post-meeting note with respect to the operational phase, which relate to both the proposed design/ layout of the Proposed Development and the assessment work/ mitigation measures contained within this TS and the TP:

- The long linear parking arrangement creates the potential for a number of points of conflict between pedestrians/ manoeuvring vehicles and HGVs/ circulating cars – this should be explored and tested, noting pedestrian crossing facilities
- Car park entrances should have appropriate visibility and separation from junctions
- Indication of on-site speed restraint features, pedestrian protection and crossing points requested on future site plans
- Visitor vehicle parking space numbers should be included in the total calculation of parking spaces
- HGV holding bays may be required, depending on the number of anticipated arrivals
- Disabled vehicle parking spaces, including for visitors, should be located in close proximity to the main entrance with clear, level access to the building
- Swept path analysis will be required on future plans
- Gate locations and how uses will interact will require additional consideration
- A strategy to protect users of the amenity space from HGV movements will need to be considered
- Cycle parking locations should take precedence over car parking locations, with regards to proximity to main entrances
- Measures to protect cyclists from vehicle movements should be included as part of the site plan
- Robust travel planning measures, including a TP as part of the forthcoming TS will help to support a parking/employee ratio lower than 1:2
- Assessment of appropriate mitigation measures following Active Travel Zone (ATZ) audit and a review of public transport provision will further support lower parking ratios
- Forward visibility northbound on Sipson Road to vehicles waiting to turn right, into the site, should be assessed
- Footway provision and crossing facilities should be investigated, in the vicinity of The Plough bus stops
- Site footways are currently only shown on the south side of the site access road. Employees arriving by bus are likely to arrive from the north
- Note the vision-led approach to transport planning now advocated by the National Planning Policy Framework (NPPF)

1.4.3 A Healthy Streets TS and TP have been prepared to inform the planning application. This TS addresses the above points where relevant by including details on access, visibility splays, car parking, cycle parking and delivery/ servicing routes as requested, to demonstrate that vehicles will be able to safely enter and exit the Proposed Development to/ from Sipson Road. The TS also includes details relating to the accessibility of the Site by public transport, by bicycle and on foot and includes an ATZ assessment based on TfL's Healthy Streets guidance. The assessment of the highway network has also been undertaken with regard to the extant lawful use of the Site, thereby allowing the net transport effects of the Proposed Development to be assessed against a realistic fallback position.

1.5 Healthy Streets and the Mayor's Transport Strategy

1.5.1 The Proposed Development seeks to support the Healthy Streets criteria and support the Mayor's Transport Strategy, Vision Zero, and the London Plan in the following ways:

- Within the context of the site selection criteria, the development supports Policy 'T2 – Healthy Streets' of the London Plan as the site is located within recommended walking distance of public transport stops, and within recommended cycling distance of various amenities.
- The site is located in an area with a Public Transport Accessibility Level (PTAL) rating of 1b, reflecting the relatively limited range and frequency of public transport services when compared with more urban locations within London. However, there are bus stops along both sides of Sipson Road approximately 80m north of the site and a TP has been provided to encourage use of sustainable transport modes.
- The development supports Vision Zero through the provision of safe and suitable access arrangements, appropriate visibility splays, and the management of larger vehicle movements within the Site.
- The development supports Policy 'T5 – Cycling' of the London Plan by providing a proportionate level of cycle parking based on the operational characteristics of a modern data centre, whilst still allowing for significant scope for future growth in cycling on Site in line with the adopted standards.

1.5.2 This TS reviews the Proposed Development in the context of the NPPF to demonstrate that this will not have an unacceptable or severe impact on the local highway network. The Proposed Development has also been reviewed against the London Plan as well as the LBH Local Plan.

1.6 Report Structure

1.6.1 Following on from this introduction, this TS is structured as follows:

- Chapter 2 conducts a review of relevant national, regional and local policies and guidance;
- Chapter 3 provides a review of the demographic living locally to the Site and the expected travel patterns of those travelling to/ from the Proposed Development;
- Chapter 4 provides a description of the existing site and surroundings, including access by sustainable modes of transport and local highway conditions;
- Chapter 5 provides a description of the development proposals, including quantum of development, car and cycle parking provision, delivery and servicing arrangements and access by all modes of transport;
- Chapter 6 provides a review of how people of all abilities will make key journeys to and from the Site including key routes to local destinations which may be accessed by staff and visitors of the Proposed Development against the Healthy Streets indicators, with a review of collision data and an ATZ assessment;
- Chapter 7 provides a review of the London-Wide network, including the anticipated vehicular and multi-modal trip attraction associated with the development proposals and a review of potential impacts;
- Chapter 8 provides the summary and conclusion of the TS.

1.6.2 As previously identified, both a TP and Outline CMP have been separately prepared as part of the planning application, rather than these elements being included (or repeated) within this TS.

2. Policy Review

2.1 Introduction

2.1.1 A summary of the key transport policies and guidance relating to the site and development proposals is set out below.

2.2 National Policy and Guidance

National Planning Policy Framework (2026)

2.2.1 The Government's NPPF was originally published in March 2012 and most recently revised in August 2026, outlining the Government's planning policies and how they are expected to be applied.

2.2.2 The most relevant section in the context of transport is Chapter 15 – Promoting sustainable transport, which states *"The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places"*.

2.2.3 The most relevant policies in Section 15 of the NPPF in relation to the Site are set out as follows:

- TR1: Vision-led approach to planning for transport;
- TR3: Locating development in sustainable locations;
- TR4: Street design, access and parking; and
- TR6: Assessing transport impacts

2.2.4 Paragraph 1 of TR1 states that *"Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places"*.

2.2.5 Paragraph 1 of TC3 identifies several principles that should be followed so that development proposals can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure. As part of this, paragraph 1c states that *"Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach"*.

2.2.6 Paragraph 1 of TR4 states that *"To contribute to creating well-designed places, transport considerations should be integral to the design of development"* and that proposals should achieve the following (note, these are key extracts, rather than the full list covered by TR4):

- Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users;
- Minimise the scope for conflict between pedestrians, cyclists and vehicles; and
- Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles.

2.2.7 Paragraph 1 of TR6 states that *"development proposals that are likely to generate significant amounts of movement should be supported by:*

- *A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored.*
- *A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time".*

2.2.8 Paragraph 2 of TR6 states that *"Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is*

located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes)."

2.2.9 Paragraph 3 of TR6 states that *"In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d))."*

2.2.10 Paragraph 4 of TR6 states that *"Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion"*.

2.2.11 This Healthy Streets TS has been prepared in accordance with the above, including to demonstrate that the Proposed Development would not have an unacceptable or severe impact on the local highway network.

Planning Practice Guidance (2014)

2.2.12 The Government's Planning Practice Guidance on Travel Plans, Transport Assessments and Transport Statements in Decision Taking (2014) provides advice on when TAs and TS' are required, and what they should contain. The most relevant paragraphs are set out below:

- Paragraph 002 states that TPs, TAs and TS' are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements;
- Paragraphs 004 and 005 state that TAs primarily focus on evaluating the potential transport impacts of a development proposal and may propose mitigation measures to promote sustainable development and in order to avoid unacceptable or "severe" impacts where necessary;
- Paragraph 006 states that TAs support national planning policy and can positively contribute to encouraging sustainable travel, reducing traffic generation and detrimental impacts, reducing carbon emissions and climate impacts, creating accessible, connected and inclusive communities, improving health outcomes and quality of life, improving road safety and reducing the need for new development to increase existing road capacity of provide new roads;
- Paragraph 007 states that TAs should be established at an early stage and tailored to local circumstances, as well as proportionate to the size and scope of the proposed development. In addition, they should be brought forward through collaborative ongoing working between the local planning authority/ transport authority, transport operators, rail network operators, as well as the Highways Agency (i.e. National Highways) where there may be implications for the strategic road network and other relevant bodies; and
- Paragraphs 013 to 015 provides further details of when TAs are required, how the need and scope of a TA should be established and what information should be included.

2.2.13 This Healthy Streets TS has been prepared in accordance with the above, in addition to a Travel Plan which has been separately prepared.

2.3 Regional Policy and Guidance

The London Plan (2021)

2.3.1 The current London Plan was adopted in March 2021 and is the Mayor's Spatial Development Strategy for Greater London. Whilst the new draft London Plan is currently under consultation this is not expected to be adopted until early 2028. Therefore, the below is based on the current London Plan.

2.3.2 Focusing on the next 20-25 years, the London Plan sets out the new direction for planning in London, shaped around targets to deliver 65,000 new homes a year, to achieve a zero-carbon target by 2050 and ensure 80% of all trips are made by foot, cycle or public transport by 2041. The plan sets out

specific tangible policies and planning issues in order to set out plans for action and how and where plans for major developments and infrastructure will be delivered.

2.3.3 The plans and policies are centred around the concept of 'Good Growth', growth that is socially and economically integrated, inclusive and environmentally sustainable, ensuring the plan is focused on sustainable development. Each area of the plan is transformed by the six Good Growth policies. These are:

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

2.3.4 Chapter 10 of the London Plan is specifically centre on transport and includes the following policies:

- Policy T1: Strategic approach to transport;
- Policy T2: Healthy Streets;
- Policy T3: Transport capacity, connectivity and safeguarding;
- Policy T4: Assessing and mitigating transport impacts;
- Policy T5: Cycling;
- Policy T6: Car parking; and
- Policy T7: Deliveries, servicing and construction.

2.3.5 This Healthy Streets TS has been prepared in accordance with the London Plan policies listed above, with both a TP and Outline CMP having also been separately prepared.

The Mayor's Transport Strategy (March 2022)

2.3.6 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. By using the Healthy Streets approach to prioritise human health and experience in planning the city, the Mayor's intention is to change London's transport mix, so the city works better for everyone.

2.3.7 The Mayor's Transport Strategy was revised in November 2022 by adding a supplementary proposal which allows TfL and the boroughs to seek to address the triple challenges of air quality, the climate emergency and traffic congestion through road user charging schemes, including through the expansion of the Ultra Low Emission Zone (ULEZ) across London.

2.3.8 The three key goals the strategy seeks to achieve are:

- Healthy streets and healthy people;
- A good public transport experience; and
- New homes and jobs.

2.3.9 The 'Healthy Streets Approach' aims to ensure that human health and experience is prioritised when planning the city in order to create a more sustainable, fairer, greener and prosperous city, shaping daily life and creating new opportunities.

2.3.10 It is hoped that the Healthy Streets Approach can help to achieve the modal shift necessary to meet the targets set within the document, including that by 2041, 80% of all trips within London are made by foot, cycle or by utilising public transport.

2.3.11 This Healthy Streets TS and supporting TP have been prepared to help achieve the goals of the Mayor's Transport Strategy as set out above.

Transport for London (TfL) Guidance on Transport Assessments

2.3.12 This TS has been prepared in accordance with the TfL guidance on Transport Assessments, using the Healthy Streets Approach and supporting Vision Zero as summarised below, and also meeting the transport policy requirements of the London Plan as summarised above.

Healthy Streets for London (2017)

2.3.13 The Mayor has set out his vision of London as a city that is well-connected, has healthy residents, and is a good place to do business, visit and live within the Healthy Streets for London (HSfL). In order to achieve these goals, HSfL suggests re-examining how London's streets operate with regards to the impact of use and prioritising walking, cycling and public transport throughout London.

2.3.14 HSfL aims to help Londoners to use their cars less and walk, cycle and use public transport more. It outlines some practical steps to achieve this, including:

- Improving environments by providing more space for walking and cycling, and better public spaces where people can interact;
- Prioritising better and more affordable public transport and safer routes for walking and cycling; and
- Planning new developments so people can walk or cycle to local amenities and have good public transport links for longer journeys.

2.3.15 To deliver the HSfL approach, changes to the London network are required on three primary levels as follows:

- Street Level;
- Network Level: Planning managing London's transport network; and
- Strategic Level: Policy and planning.

2.3.16 The HSfL approach uses ten evidence-based indicators of what makes streets attractive places which consists of the following:

- Pedestrians from all walks of life;
- Easy to cross;
- People choose to walk, cycle and use public transport;
- Places to stop and rest;
- Clean air;
- Shade and shelter;
- People feel safe;
- People feel relaxed;
- Not too noisy; and
- Things to see and do.

2.3.17 Working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced.

2.3.18 This TS has been produced in accordance with the Healthy Streets Guidance, inclusive of conforming to the Health Streets TA format and undertaking specified assessments in accordance with the Healthy Streets guidance set out within subsections of the report.

Vision Zero (2018)

2.3.19 Vision Zero is part of the Mayor's Transport Strategy that aims to eliminate all deaths and serious injuries occurring on London's transport network by 2041.

2.3.20 While the Vision Zero strategy has been proposed by The Mayor of London, TfL and the Metropolitan Police, the responsibility for its success is shared by all, including those who have a role in designing, building, operating and managing the transport network.

2.3.21 The primary emphasis is on the following factors and how they can achieve the aspiration of Vision Zero:

- Safe speeds: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- Safe streets: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- Safe vehicles: Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;

- Safe behaviours: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders; and
- Post-collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.3.22 This TS and the associated development proposals have been produced in accordance with Vision Zero, with specific regard to the Safe Streets and Safe Behaviours elements mentioned above.

2.4 Local Policy

London Borough of Hillingdon Local Plan – Part 1 Strategic Policies (2012)

2.4.1 The LBH Local Plan – Part 1 Strategic Policies is the key strategic planning document for LBH.

2.4.2 Strategic Policy T1: Accessible Local Destinations states:

- The Council will steer development to the most appropriate locations to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision.
- The Council will ensure access to local destinations which provide services and amenities.
- The Council will promote active travel through improvements to Hillingdon's public rights of way.

2.4.3 Section 4 of this report demonstrates that the Proposed Development is accessible in terms of sustainable transport opportunities. These opportunities include walking, cycling, and public transport.

London Borough of Hillingdon Local Plan – Part 2 Development Management Policies (2020)

2.4.4 The Development Management Policies of the LBH Local Plan provide the detailed policies that will form the basis of the Council's decisions on individual planning applications.

2.4.5 Development Management Policy DMT 1: Managing Transport Impacts states that *"Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:"*

- *i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
- *ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
- *iii) provide equal access for all people, including inclusive access for disabled people;*
- *iv) adequately address delivery, servicing and drop-off requirements; and*
- *v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network."*

2.4.6 In addition, Policy DMT 1 states that *"Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."*

2.4.7 Development Management Policy DMT 2: Highway Impacts states that *"Development proposals must ensure that:*

- *i) safe and efficient vehicular access to the highway network is provided to the Council's standards;*
- *ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- *iii) safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;*
- *iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*

- *v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."*

2.4.8 Development Management Policy DMT 5: Pedestrians and Cyclists states that *"Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:*

- *i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
- *ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*
- *iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*
- *iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council."*

2.4.9 Development Management Policy DMT 6: Vehicle Parking states that *"Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*

- *i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
- *ii) a transport appraisal and travel plan has been approved, and parking provision is in accordance with its recommendations."*

2.4.10 In addition, Policy DMT 6 states that *"All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."*

2.4.11 Section 7 of this report demonstrates that the Proposed Development is not expected to result in any impacts on the transport network. A TP has also been produced to promote sustainable travel to users of the Proposed Development.

London Borough of Hillingdon – Local Plan Review

2.4.12 The LBH Local Plan is currently under review and will potentially be adopted in 2028 following various rounds of consultation and an independent examination by the Secretary of State. Therefore, the existing Local Plan represents the currently adopted guidance.

3. Transport Planning for People

3.1 Introduction

3.1.1 This section provides an overview of the review of the demographic living locally to the Site and the expected travel patterns of those travelling to/ from the Proposed Development.

3.2 Local Characteristics

3.2.1 With reference to TfL's Transport Classification of Londoners (TCoL), shown in Figure 1: TfL TCoL Plan**Figure 1** below, the Site is located in an area where the local community is likely to display characteristics typical of those classified within the 'suburban moderation' category. This classification is typical of an outer London borough, with 26% people within LBH falling within this classification. People in this segment are characteristically:

- Families with children;
- Have high levels of car ownership/ use;
- Have some level of bus use, although use of public transport and active modes is below average; and
- Have an average propensity to change travel behaviour (compared to the other categories).

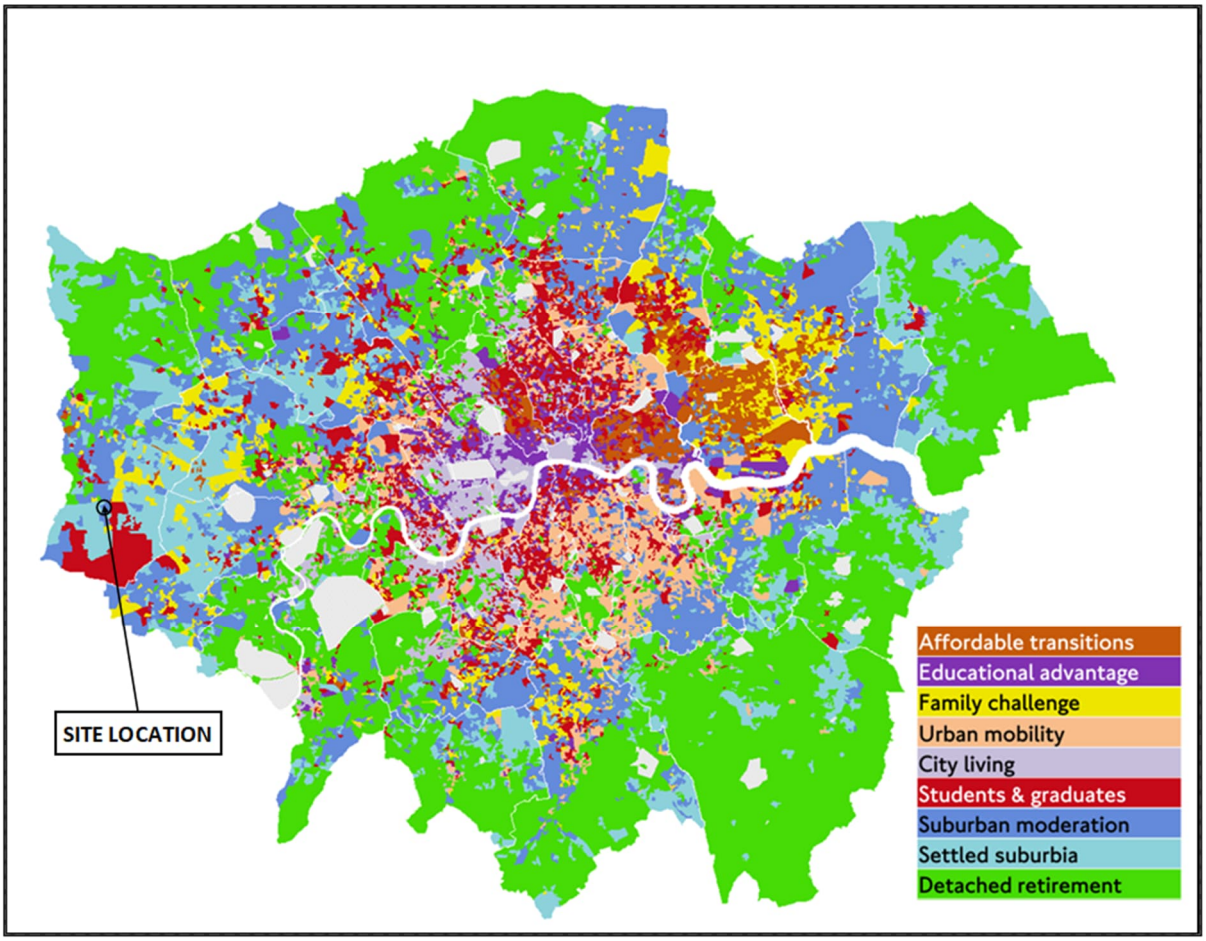


Figure 1: TfL TCoL Plan
Source: TCoL: Presenting the Segments – TfL (February 2017)

3.2.2 In addition, the Site is located in an area where the local community is likely to display characteristics typical of those classified within the 'settled suburbia' category, with 30% people within LBH falling within this classification. This classification similarly includes families, with high car use and low use of active modes and public transport.

3.2.3 The Site is also located near areas where the local community is likely to display characteristics typical of those classified within the 'students & graduates' category and the 'family challenge' category. This shows that the Site is situated within a diverse area with several different classifications.

3.3 Modal Share

3.3.1 The majority of trips associated with the Proposed Development are expected to be related to staff. The forecast mode share of staff travelling to/ from the Proposed Development has been identified by reviewing the journey to work patterns from the 2011 Census database for residents travelling to the same workplace zone as the Site, as a destination (i.e. to their place of work). This dataset is robust due to the following:

- The Site is located within the selected workplace zone (E33034514) which is confined to the south and west of the M4 motorway and has a higher car driver mode share than alternative/ surrounding areas (see below);
- The Site is located within the larger Middle Super Output Area (MSOA) of Hillingdon 31 which also includes Heathrow airport and is considered to be less representative with a lower car driver mode share and a higher public transport mode share than the Site's workplace zone;
- The adjacent workplace zone to the south of the Site (E33034512) is located closer to Heathrow airport, with a lower car driver mode share and a higher public transport mode share than the Site's workplace zone; and
- The adjacent workplace zone to the north of the Site (E33034517) includes an area to the north of the M4 motorway and is not considered to be representative of the Site, with a much lower car driver mode share and much higher public transport and walking mode shares within West Drayton.

3.3.2 Further to the above, the 2011 Census database has been used in place of the 2021 Census database as the 2021 Census was conducted during the Covid-19 Pandemic when the Government's travel restrictions were in place and is not suitable for estimating current travel patterns. Whilst travel behaviour has evolved since 2011, the workplace-based Census dataset remains the most comprehensive available source for understanding travel patterns associated with this specific employment area. The dataset is therefore considered suitable for establishing a proportionate and evidence-based forecast mode share for the Proposed Development.

3.3.3 The mode share which has been derived from the *'WP703EW – Method of travel to work (Workplace population)'* dataset is shown in **Table 1** below. The Census information is held within **Appendix E**.

Table 1: 2011 Census Mode Share – Workplace Zone E33034514 (Place of Work)

Mode	Share (%)
Car Driver/ Motorcyclist	82%
Car Passenger	4%
Bus	5%
Rail/ London Underground	4%
Bicycle	2%
On Foot	3%
Other*	0%
Total	**100%**

*Includes taxi, overall, less than 1%

3.3.4 The above shows that the majority of staff would travel by vehicle, with the remainder using public transport or travelling by active travel modes including by bicycle or on foot. A TP has been prepared which includes measures to encourage the uptake of sustainable transport modes.

4. Site and Surroundings

4.1 Introduction

4.1.1 This chapter provides an overview of how people are able to move around the Site and its immediate surroundings.

4.2 Site Context

4.2.1 The Site is currently occupied by an Airside Support Vehicle servicing and repair centre and also contains the former garden centre buildings, areas of hardstanding, a car park, and external areas previously used for the display and storage of goods associated with the garden centre use.

4.2.2 The Site is situated on the eastern side of Sipson Road, to the northeast of Sipson village in the vicinity of Heathrow Airport, within the administrative area of the LBH, approximately 300m south of Junction 4 of the M4 motorway. The Site is bound by residential properties to the south, The Plough public house to the north, a section of the M4 motorway to the east and Sipson Road to the west.

4.2.3 A site location plan is shown in **Figure 2** below, which is also held in **Appendix A**.

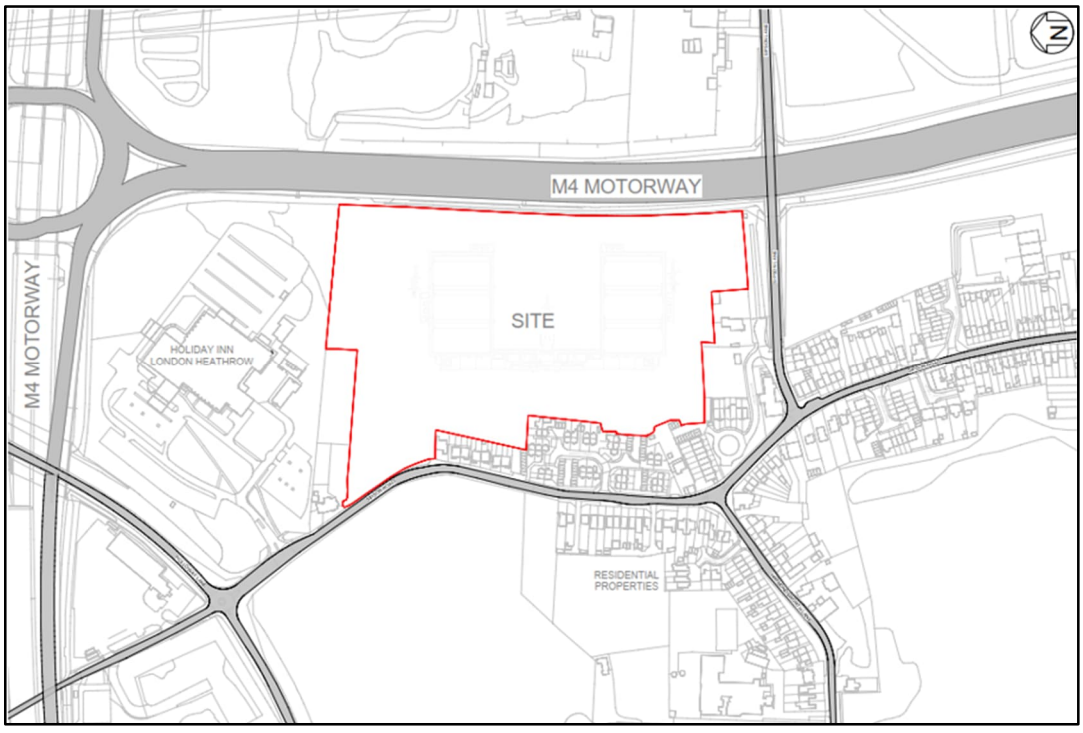


Figure 2: Existing Site

4.3 Planning Context

4.3.1 Full planning permission was granted on 7 March 2025 (LPA Ref. 67666/APP/2023/3721) for the redevelopment of the site to provide a Centre of Excellence for the servicing and repair of Airside Support Vehicles (Use Class B2). The planning application associated with this development was informed by a Healthy Streets Transport Assessment and a draft Travel Plan which were prepared by Bidwells in December 2023.

4.4 Pedestrian and Cyclist Infrastructure

4.4.1 There are lit footways on Sipson Road which provide access to a public house, hotel, bus stops and Holloway Lane to the north of the Site, as well as Sipson village to the south of the Site. Local cycle route 89 runs along Sipson Road between West Drayton to the north and Sipson to the south, and the

village of Sipson is also considered to be attractive for cycling due to lower vehicle speeds within the 20mph zone, on-street parking restrictions and traffic calming measures. There are no Public Right of Way (PRoW) on or within close proximity to the Site.

4.5 Facilities

4.5.1 The ATZ maps held in **Appendix F** show the areas which are accessible within reasonable walking and cycling distances of the Site, including nearby facilities and amenities. There are several facilities/ amenities situated within close proximity to the Site including within the village of Sipson, such as a post office/ convenience store, sandwich and coffee shop, a restaurant and a couple of public houses.

4.6 Public Transport

4.6.1 The PTAL index adopted by TfL reflects walking times to public transport facilities as well as the service range and reliability of services for the London area. The index is split into several bands between 1a (Very Poor) to 6b (Excellent). The Site has a PTAL of 1b, reflecting the relatively limited range and frequency of public transport services when compared with more urban locations within London.

4.6.2 Nevertheless, bus services are available within approximately 80m of the Site and provide connections to wider public transport interchanges, including West Drayton station. The bus stops are served by bus route 222 which runs between Hounslow and Uxbridge and operates with an approximate frequency of one service every 10 minutes during the week (Monday-Friday).

4.6.3 The nearest railway station to the Site is West Drayton station which is located approximately 2.2km to the northwest. This provides access to Elizabeth line services between Reading and Abbey Wood, as well as National Rail services between Reading and Paddington. Whilst West Drayton station is generally considered to be too far away from the Site to walk, it can be accessed via bus route 222 using the bus stops near the Site, as well as by bicycle using local cycle route 89.

4.7 Surrounding Highway Network

4.7.1 The Site is accessed via a priority junction on Sipson Road which runs north-south and is subject to a 30mph speed limit within the immediate vicinity of the access. Sipson Road enters a 20mph zone circa 15m to the south of the site access as this passes through the village of Sipson.

4.7.2 Sipson Road is a single carriageway road which provides access to key transport routes including the M4 motorway to the north via Holloway Lane, and the A4 to the south. Sipson Road forms a four-arm roundabout with Holloway Lane approximately 200m to the north of the site access. Holloway Lane is subject to a derestricted (60mph) speed limit and provides access to the M4 motorway and the nearby village of Harmondsworth.

4.7.3 The M4 motorway forms part of the Strategic Road Network (SRN) which is managed by National Highways. The Site is also located around 2.5km east of the M4/ M25 interchange.

4.8 Servicing & Emergency Access

4.8.1 Servicing and emergency vehicles currently access the Site via the existing site access on Sipson Road. The site access is controlled by gates, and all drivers are required to report to security upon arrival.

4.9 Parking

4.9.1 The existing site access on Sipson Road provides access to car parking within the Site. As above, all drivers are required to report to security upon entering the site. Vehicles are not permitted to stop or park in front of the site access gates. There are also single yellow parking restrictions on both sides of Sipson Road to the south of the site access, which appear to prevent parking at any time as no signs with further details of the restrictions (e.g. days and times) were observed during the site visit. There are no restrictions on on-street parking on the section of Sipson Road between the site access and the immediate bus stops to the north.

5. Proposed Development

5.1 Introduction

5.1.1 The Proposed Development comprises the demolition of existing structures and the construction of a new data centre facility with an anticipated operational capacity of approximately 54MW. The development would provide approximately up to 54,000 sqm of gross internal floorspace, including data halls, administration block, plant, and associated ancillary infrastructure.

5.1.2 A plan showing the layout of the Proposed Development is held in **Appendix B**.

5.2 Site Access

5.2.1 The existing site access will be used to access the Proposed Development from Sipson Road. The site access will be controlled by gates and on-site security to ensure that only permitted vehicles are able to access the Site. This will operate as follows, based on the proposed layout of the Proposed Development as held in **Appendix B**:

- Vehicles will enter the Site and approach the access control (managed by on-site security) situated adjacent to the turning head to the west of the site access gates
- Vehicles will then either be granted access to the Site, where they would then proceed to the site access gates, or will be directed to reverse back into the turning head if additional time is required for them to be processed, so that they do not obstruct the site access road
- Vehicles that are subsequently granted access will then turn left out of the turning head back onto the site access road to proceed toward the site access gates
- Otherwise, vehicles that are rejected entry will be required to turn right out of the turning head back onto the site access road to exit the Site
- Vehicles will not be permitted to approach the site access gates until they have been granted access by on-site security, to prevent them from potentially obstructing the site access road or from having to reverse back the additional distance to the turning head.

5.2.2 Details of site access visibility splays (including forward visibility) are provided in Section 7 and are shown on drawings held in **Appendix C**. Vehicle swept paths are also held in **Appendix D**.

5.3 Pedestrian and Cycle Accessibility

5.3.1 Pedestrians will be able to access the Proposed Development via the footways on both sides of the vehicular site access and via a separate pedestrian access a short distance to the north. Cyclists will access the site via the existing site access. As previously mentioned, local cycle route 89 runs along Sipson Road and a footway runs along the eastern side of Sipson Road which provides direct access to/ from the Site.

5.3.2 Pedestrian and cycle routes will be provided within the site, with crossings on internal access roads to allow pedestrians to travel between the internal footways, car parking areas and the proposed data centre facility. Sheltered external cycle parking will also be provided within the pedestrian/ cycle area to the north of the data centre building, within a short distance of the site access and the building entrance.

5.3.3 The minimum cycle parking standards for the Proposed Development as set out within the London Plan and the LBH Local Plan are set out in **Table 2** below. It is understood that the cycle parking standards are minimum standards as identified by the London Plan, despite being labelled as a maximum requirement within the LBH Local Plan.

Table 2: Minimum Cycle Parking Requirements

Use Class	London Plan (2021)		LBH Local Plan (2020)
	Long-Stay	Short-Stay	Total (Long-Stay + Short-Stay)
B2 – B8 (General industrial, storage or distribution)	1 space per 500 sqm	1 space per 1,000 sqm	1 space per 500 sqm

5.3.4 The London Plan standards are more onerous than the LBH Local Plan standards and would equate to the following minimum level of cycle parking provision, as shown below in **Table 3**.

Table 3: London Plan Minimum Policy Requirement for Cycle Parking

Use Class	Proposed Development (Building GFA)	London Plan (2021)	
		Long-Stay	Short-Stay
B2 – B8 (General industrial, storage or distribution)	28,000 sqm	56 spaces	28 spaces

5.3.5 The above requirements are considered to be a significant overprovision within the context of the Proposed Development, which is expected to accommodate up to 102 people within the data centre facility at any given time. Therefore, 56 long-stay spaces for staff would cater for more than 50% staff travelling by bicycle. Based on the forecast travel patterns of staff/ visitors associated with the Proposed Development, only two people are expected to cycle to/ from the Proposed Development per day based on a 2% cycle mode share as presented in **Section 7**.

5.3.6 Nonetheless, the following level of cycle parking provision is proposed in accordance with both the London Plan and LBH Local Plan standards:

- 28 short-stay spaces (14 x Sheffield stands) within external cycle shelters for visitors, within close proximity to the main building entrance;
- 56 long-stay spaces within the data centre facility for staff, equating to circa ten long-stay spaces within each internal store of the six data halls.

5.3.7 The London Plan standards are considered to be more appropriate for more traditional industrial, and storage/ distribution uses and are not fully reflective of the operational characteristics of a modern data centre. Given the low employment density associated with the Proposed Development and the forecast cycling demand identified within this TS, the proposed provision will be more than sufficient for accommodating the forecast demand and will provide significant scope for future growth in cycling.

5.4 Car Parking

5.4.1 The maximum car parking standards for the Proposed Development as set out within the London Plan and the LBH Local Plan are set out in **Table 4** below.

Table 4: Maximum Car Parking Requirements

Use Class	London Plan (2021)	LB Hillingdon Local Plan (2020)
	Total Provision	Total Provision
B2 – B8 (General industrial, storage or distribution)	Up to 1 space per 100 sqm (Outer London)	2 spaces plus 1 space per 50-100 sqm

5.4.2 The London Plan also states the following under Policy T6.2 *"Car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments. A degree of flexibility may also be applied to reflect different trip-generating characteristics. In these cases, appropriate provision for electric or other Ultra-Low Emission vehicles should be made."*

5.4.3 In addition to the above, the London Plan states that for workplaces, 5% of total parking provision should be designated bays and 5% of total parking provision should be enlarged bays for disabled persons. The LBH Local Plan similarly states that 10% of car parking spaces must be for blue badge holders.

5.4.4 In terms of electric vehicles, the LBH Local Plan states that this should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets.

5.4.5 The above would equate to the following maximum level of car parking provision based on the more onerous London Plan standards, as shown in **Table 5**.

Table 5: London Plan Maximum Policy Requirement for Car Parking

Use Class	Proposed Development (Building GFA)	London Plan (2021)
B2 – B8 (General industrial, storage or distribution)	28,000 sqm	280 spaces

5.4.6 A total of 84 parking spaces will be provided which falls considerably below the maximum standards, including the following:

- 72 standard spaces (2.5m x 5m) for staff and visitors;
- Eight enlarged and designated spaces (3.6m x 6m) for blue badge users (10%) which will be located in close proximity to the main building entrance; and
- Four active electric vehicle parking spaces (5%).

5.4.7 Passive provision will be made available for 5% of spaces so that these can be converted to active spaces if required based on demand.

5.4.8 The data centre facility is designed to accommodate up to 102 people at any given time, and the majority of staff and visitors are expected to travel by vehicle (see Section 7 for further details). The proposed car parking provision of 84 spaces is designed to accommodate the maximum forecast parking demand, without representing a significant overprovision that may otherwise encourage additional vehicles to travel to/ from the Site.

5.4.9 To validate the above, the forecast parking accumulation for the Proposed Development has been estimated based on the vehicle trip rates identified in Section 7, and the daily profile of vehicle arrivals and departures from the TRICS database (**Appendix H**). This indicates that a maximum of 59 vehicles would be parked within the Site at 11am (based on 90 vehicles arriving and 31 vehicles departing), with more vehicles departing the Site after 11am, compared to those arriving. The proposed parking provision will therefore accommodate the maximum parking demand, whilst also allowing for varying travel patterns e.g. if staff/ visitors arrive earlier or stay at the Site longer than the trip rates indicate.

5.4.10 In view of the above, the proposed car parking provision is significantly below the maximum standards and is considered to represent an appropriate level of parking for the proposed development, without resulting in an overprovision of spaces.

5.4.11 A drawing showing a large car entering and exiting a selection of parking bays within the proposed staff car park is held in **Appendix D**. This demonstrates that the parking bays will be able to be accessed based on the proposed design and layout of the car park and the parking bays.

5.5 Deliveries, Servicing and Emergency Access

5.5.1 Delivery and servicing vehicles will access the Proposed Development via the existing site access on Sipson Road. A summary of the proposed arrangements is set out below, based on the proposed layout of the Proposed Development as held in **Appendix B**.

5.5.2 As is the standard arrangement for data centre facilities, an initial holding area/ turning head will be provided within the Site near the site access to allow vehicles (up to a maximum legal articulated HGV) to be processed by site security. These vehicles would reverse in and forward out of this area as necessary, to/ from the internal site access road, so that they do not obstruct the site access road when being processed. Vehicles will not be permitted to approach the site access gates until they have

been granted access by on-site security, to prevent them from obstructing the site access road or from having to reverse back the additional distance to the turning head.

5.5.3 Further details of the proposed access arrangements for the Site are set out in Section 5.2. The below sets out the proposed arrangements for servicing/ delivery vehicles once they have entered the site access gates.

5.5.4 A short section of service road will be provided within the north-eastern corner of the Site for use by maintenance vehicles accessing the water pumps and tanks. These vehicles would reverse in and forward out of this area to/ from the internal site access road.

5.5.5 The main service yard and loading dock will be located within the centre of the Site, for use by servicing and delivery vehicles, as well as cranes for plant replacement. Larger vehicles such as maximum legal articulated HGVs and cranes would need to reverse back to access the loading dock, under the supervision of a banksmen, to ensure these manoeuvres are carried out safely.

5.5.6 A drawing showing the vehicle swept paths of a maximum legal articulated HGV and a fire tender accessing the Site, turning around and exiting the site in a forward gear is held in **Appendix D**. All internal roads will be available to emergency vehicles.

6. Active Travel Zone

6.1 Introduction

6.1.1 This section details the ATZ which comprises a map showing the key transport infrastructure and local amenities in the vicinity of the Site. Additionally, the results of a HSfL assessment will be discussed.

6.2 Active Travel Zone

6.2.1 In accordance with TfL Healthy Streets guidance, **Figure 3** illustrates the ATZ within the vicinity of the Site. This higher resolution version of this plan is also provided in **Appendix F**. This shows all key active travel destinations within a 20-minute cycle ride, or approximate 5km radius, of the Site.

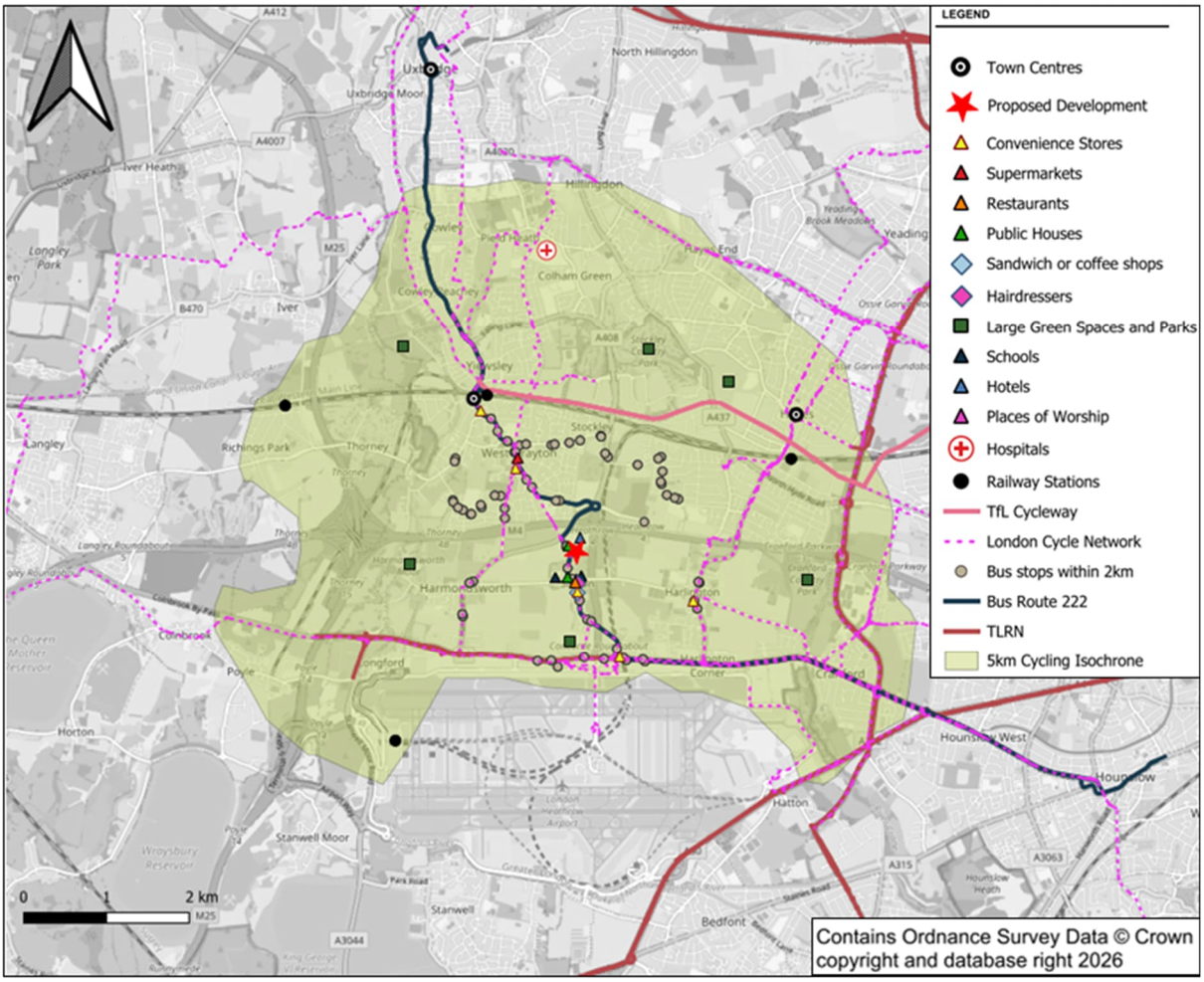


Figure 3: Active Travel Zone

6.2.2 The above shows that the Site is accessible by cycle from surrounding town centres including West Drayton and Hayes, as well as from railway stations including West Drayton, Iver, Hayes & Harlington and Heathrow Airport Terminal 5. There are various cycle routes which can be used to travel to/ from the Site, including local cycle route 89 which runs along Sipson Road between West Drayton to the north and Sipson to the south.

6.3 Neighbourhood Level

6.3.1 The ATZ has been scaled to a more local, neighbourhood level (500m, 1km and 2km walking distances of the Site) to illustrate the key destinations accessible by walking and cycling. These walking distances have been based on the report 'Providing for Journeys on Foot', by the Chartered

Institute of Highways and Transportation (CIHT) which provides the preferred maximum walking distances for pedestrians without mobility impairments, as shown in **Table 6** below.

Table 6: CIHT Suggested Acceptable Walking Distances

CIHT Standard	Town Centres	Commuting/ School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

6.3.2 The above shows that 2km is the preferred maximum acceptable distance for commuting, which has therefore been shown on **Figure 4** below, along with the distances of 500m and 1km. A higher resolution version of this plan is also provided in **Appendix F**. Key destinations include:

- Transport nodes, including bus stops which provide access to bus route 222 (see also **Figure 3** above for cycle routes). Whilst West Drayton railway station falls outside of the 2km distance, this station can be accessed via bus route 222; and
- Local amenities, including convenience stores, supermarkets, restaurants public houses, sandwich/ coffee shops, hairdressers, parks and areas of green space, schools, hotels, and places of worship.

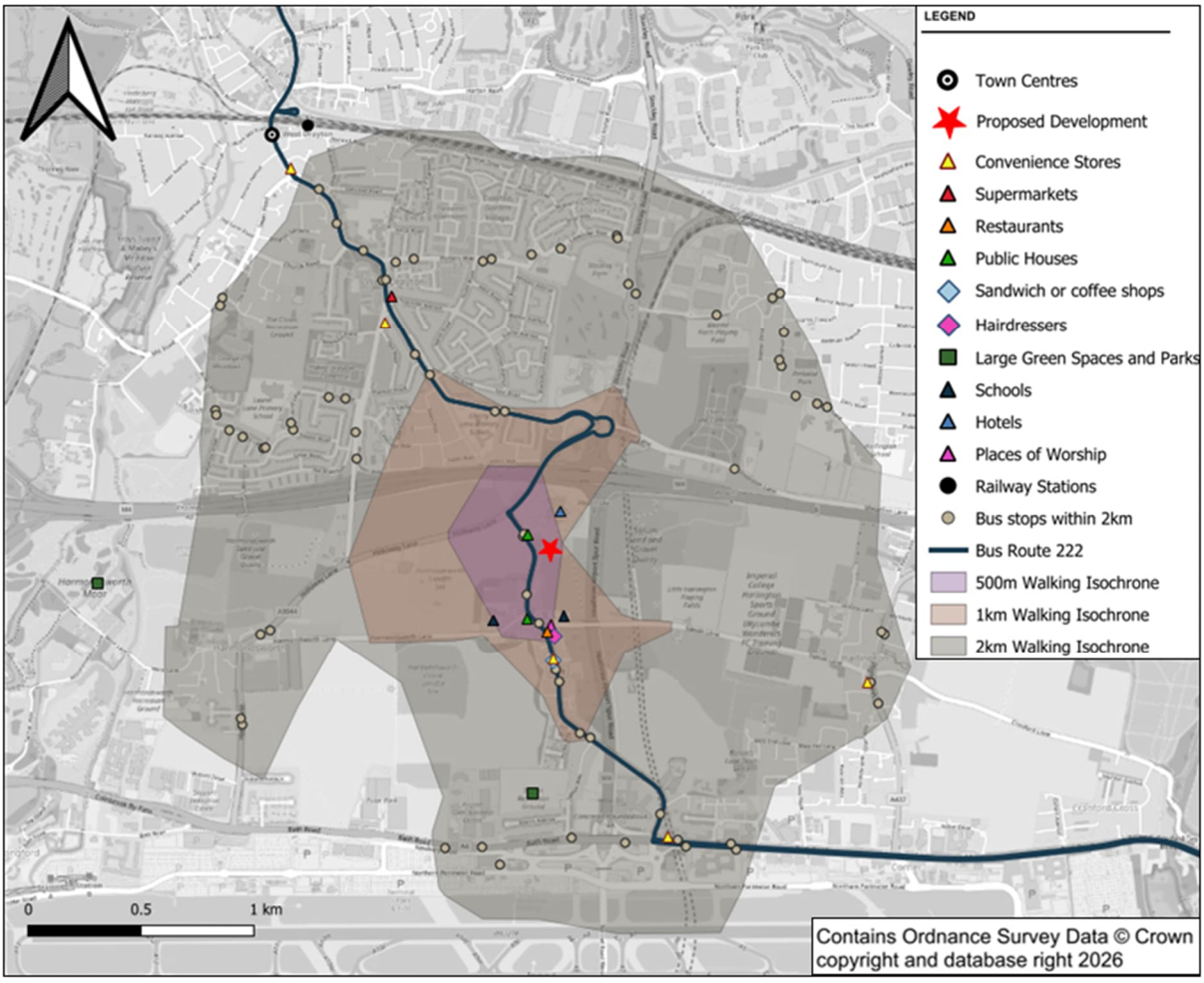


Figure 4: Neighbourhood Level Plan

6.3.3 The majority of local amenities are situated towards or within the village of Sipson to the south. Access between the Site and these local amenities has been reviewed as part of the HSfL assessment.

6.3.4 The study area for the purposes of the ATZ assessment and the collision data review below has been based on facilities and amenities that are accessible within a 1km walking distance of the Site, as shown on **Figure 4** above. This includes the areas previously adopted within the 2023 Bidwells Healthy Streets TA for the extant use on the Site, as well as an additional area approximately 350m further to the south to include Sipson Post Office & Stores within the centre of Sipson.

6.4 Collision Data Review

6.4.1 This section reviews the collisions which have been recorded within the study area during the most recent five-year period of data available.

6.4.2 Personal Injury Collison (PIC) data has been obtained from TfL for the five-year period of 1st January 2021 to the 31st December 2025. Throughout the five-year period, a total of 15 collisions were recorded within the study area. Three collisions were classified as serious in severity and the remaining 12 were recorded as slight in severity. Of the three collisions recorded as serious within the study area, two involved motorcyclists and one involved a cyclist.

6.4.3 A plan showing the locations and severity of the recorded PICs over this period is presented in **Figure 5** and full detailed PIC data is held in **Appendix G**.

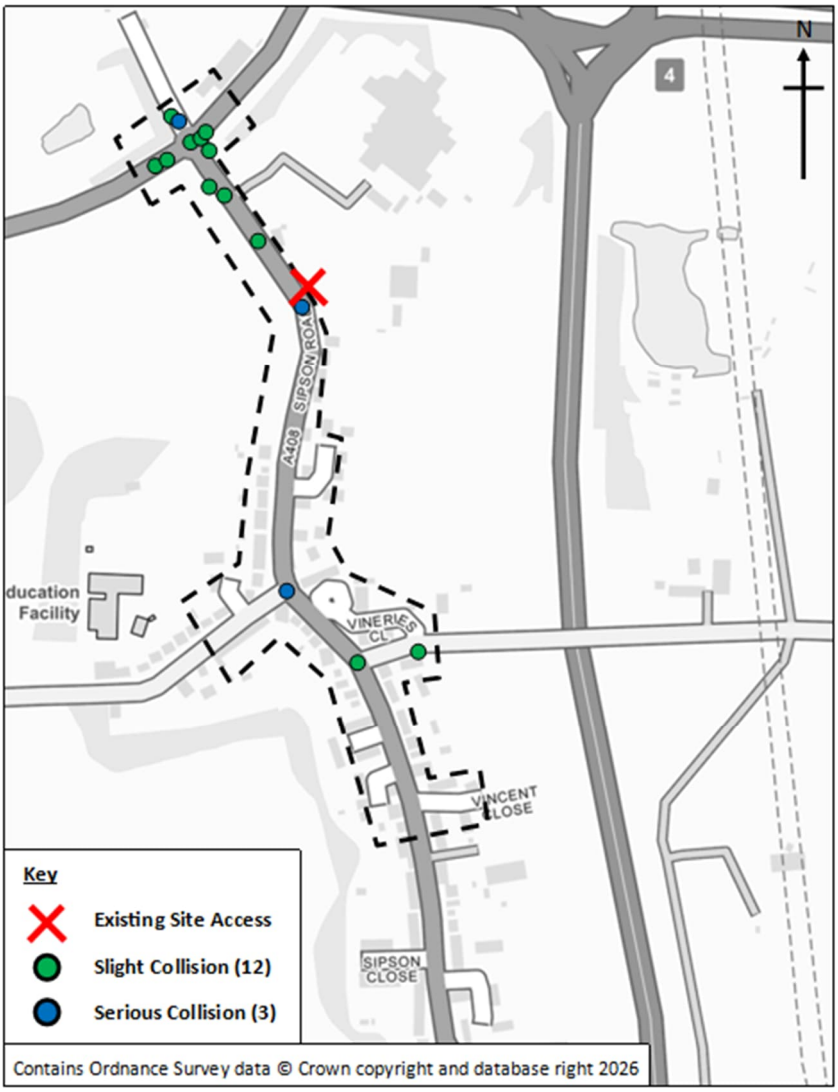


Figure 5: Collision Plot

6.4.4 A summary of the 15 recorded collisions is as follows:

- Eight collisions appear to have occurred at or within close proximity to the Sipson Road/ Holloway Lane roundabout circa 190m to the northwest of the Site, which included one serious collision between a car and a cyclist, resulting in serious injury to the cyclist. Of the seven slight collisions,

two incidents involved a single vehicle, two involved collisions between a car and a cyclist and three involved collisions between two vehicles.

- Two slight collisions occurred on Sipson Road (around 150m to the north of the Site) which both involved a car and a pedestrian. One of these collisions appears to have been shown incorrectly on TfL's Collision Map and this has therefore been updated on **Figure 5** based on the description of the collision.
- One slight collision occurred on Sipson Road near the junction with the public house circa 50m to the north of the Site which involved a car and a cyclist.
- One serious collision occurred on Sipson Road near the site access which involved a collision between a car and a motorcyclist.
- One serious collision occurred at the Sipson Road/ Harmondsworth Lane mini-roundabout approximately 300m to the south of the Site which involved three vehicles including a motorcyclist, resulting in serious injury to the motorcyclist.
- One slight collision occurred at the Sipson Road/ Sipson Lane mini-roundabout approximately 390m to the south of the South which involved two cars.
- One slight collision occurred on Sipson Lane to the east of Sipson Road which involved two cars. Whilst TfL's Collision Map showed this within the study area, it appears that this collision occurred outside of the study area (to the east, near Harlington). This has however been included on **Figure 5** for completeness.

6.4.5 As identified above, a total of three collisions were classified as serious in severity and occurred directly on parts of the HSfL routes discussed further below. However, no collision clusters (defined within the ATZ assessment instructions as locations where one or more fatal collisions and/ or two or more serious collisions have occurred) have been identified. Therefore, the addition of traffic as a result of the Proposed Development is not expected to have a material impact on highway safety along these routes and no further investigation is considered to be necessary.

6.5 Active Travel Zone Assessment

6.5.1 An ATZ assessment has been conducted to demonstrate how the Proposed Development contributes towards achieving and delivering the Mayor's Transport Strategy and vision for Healthy Streets. This assessment has been undertaken in accordance with the most recent TfL guidance document.

6.5.2 The ATZ assessment has selected the key routes to/ from important destinations including transport nodes which may be used by staff when travelling to/ from the Site, as well as high streets and local amenities which may be used by staff at lunchtime for example.

6.5.3 The selected routes have been assessed approximately every 150m against the ten Healthy Streets Indicators shown in **Figure 6**.



Figure 6: Healthy Streets Indicators (Source: TfL – Healthy Streets for London)

6.5.4 The key destinations within walking/ cycling distance of the Site are as follows:

1. The Plough (to the north);
2. The Plough bus stops (to the north);
3. Harmondsworth bus stops (to the south);
4. The King William IV Sipson (to the south); and
5. Sipson Post Office & Stores (to the south).

6.5.5 The above includes the four destinations originally included within the Bidwells Healthy Streets TA (December 2023) for the extant use on the Site, and also includes the Sipson Post Office & Stores within the centre of Sipson as an additional destination which may be used by staff. The facilities/ amenities with West Drayton to the north are beyond a 1km walking distance from the Site and it is unlikely that staff would access these on foot, when nearer facilities/ amenities are situated within Sipson to the south. In addition, the bus stops within West Drayton are similarly served by bus route 222 which can be accessed from the bus stops identified above.

6.5.6 The following two routes have been assessed which incorporate the five key destinations identified above:

- Route 1: The route between the Site and The Plough (Key Destination 1)/ The Plough bus stops (Key Destination 2) to the north; and
- Route 2: The route between the Site and Harmondsworth bus stops (Key Destination 3)/ The King William IV Sipson (Key Destination 4)/ Sipson Post Office & Stores (Key Destination 5) to the south.

6.5.7 The key destinations and routes that have been assessed as part of the HSfL assessment is shown in **Figure 7** below, taken to/ from the vehicular site access which will have footways leading into the Site on both sides.

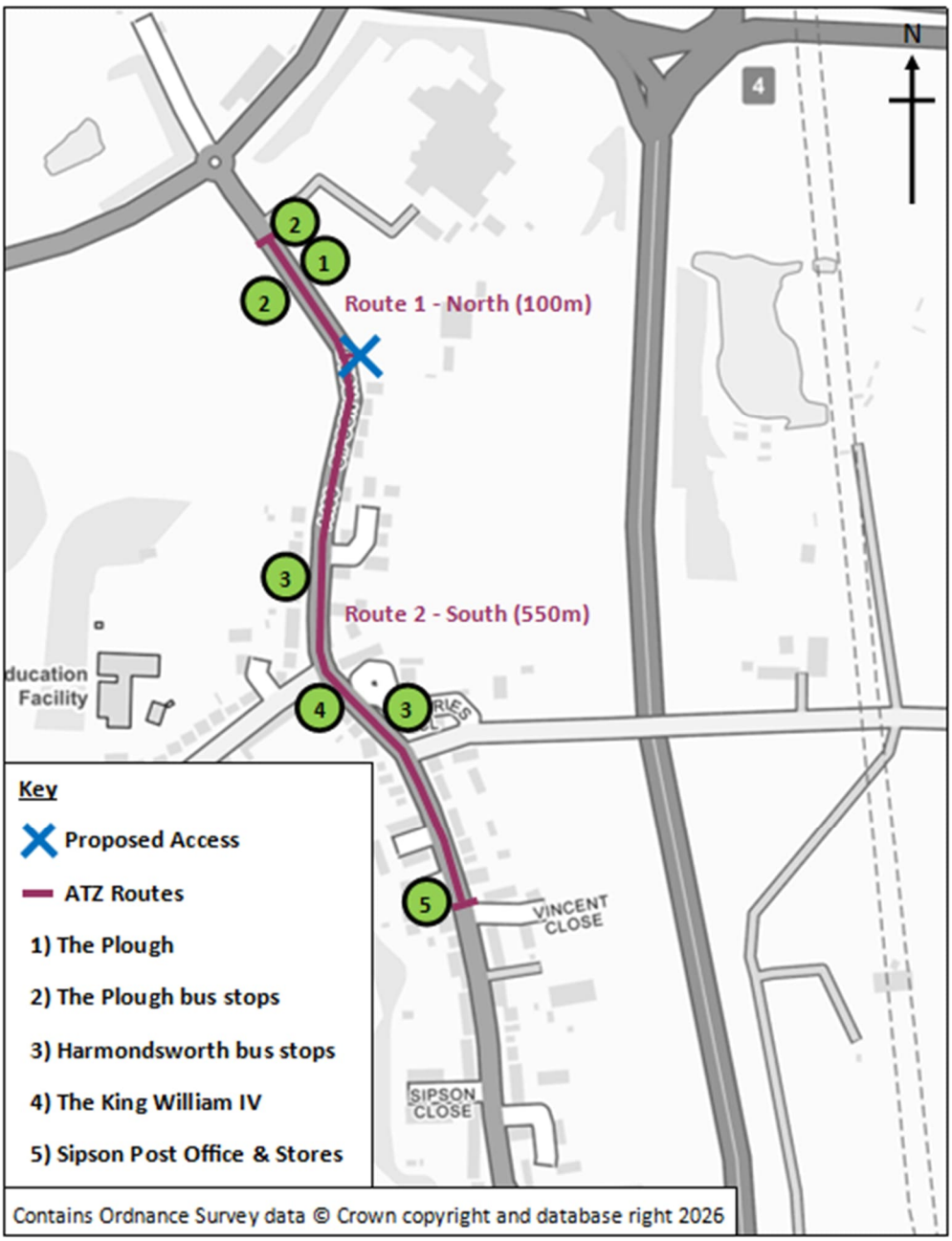


Figure 7: HSfL Assessment Area

6.5.8 A HSfL assessment has been undertaken to demonstrate how the Proposed Development will contribute towards achieving and delivering the Mayor's Transport Strategy and vision for Healthy Streets. As part of the assessment, the above key routes have been considered with photos taken every 150m. The worst part of each route has been assessed against the ten Healthy Street Indicators. The site visit was carried out on Friday 14 August 2026 during the inter-peak hours of 11:30 to 12:30.

6.5.9 It should be noted that in accordance with TfL's ATZ assessment guidance, there are no locations along the ATZ routes where a fatal collision, or two or more serious collisions have occurred. Nonetheless suggestions to improve road safety have been made where the opportunity potentially exists.

Route 1 – The Plough (Key Destination 1)/ The Plough bus stops (Key Destination 2)

6.5.10 As shown in **Figure 7**, this route is circa 100m in length and links the Site with The Plough public house and the nearby bus stops to the north. Two photographs are presented below, showing the footways on both sides of Sipson Road between the Site and these destinations.



Photograph 1 – Sipson Road looking North towards The Plough and bus stops



Photograph 2 – Sipson Road looking South towards the Site Access

6.5.11 The above shows that footways are provided on both sides of Sipson Road, with a wider footway on the eastern side of the carriageway and an uncontrolled crossing allowing footway users to travel to/ from the western footway and the northbound bus stop. The poorest section of the route is considered to be along the overgrown narrow section of western footway between the uncontrolled crossing to the south and the northbound bus stop to the north due to encroaching vegetation and foliage, as shown by Photograph 1 (far side). This section of the route is therefore reviewed in **Table 7** below, with suggested areas for improvement for TfL/ LBH to consider in accordance with TfL's ATZ assessment guidance, rather than being attributed to the Proposed Development.

Table 7: Route 1 Review Against Healthy Streets Indicators (Photograph 1 – Western Footway)

Healthy Street Indicator	Observation	Suggested Areas for Improvement
Easy to cross	People can use the uncontrolled crossing nearby cross Sipson Road. The speed limit is 30mph and there should be plenty of available gaps for users to cross as this section of Sipson Road accommodates around 500 vehicles per hour, or fewer than ten vehicles per minute on average.	Debris should be cleared from the edges of the uncontrolled crossing at the interface with the carriageway so that this is easier to use by all users (including wheelchair users and those with pushchairs).
Shade and shelter	The overhanging foliage at this location provides some shade and shelter, and the bus stop also contains a shelter to the north (the bus stop on the eastern side of the carriageway also has a shelter).	Whilst the encroaching vegetation should be cleared to increase the footway width, the overhanging vegetation should be maintained so that shade and shelter continues to be provided along this section of the route.
Places to stop and rest	The bus stop includes seating which therefore provides the opportunity to stop and rest (this also applies to the bus stop on the other side of the carriageway).	No suggestions as there are sufficient opportunities to stop and rest along the short length of this route.
Not too noisy	This section of Sipson Road generates limited noise, accommodating around 500 vehicles per hour (fewer than ten vehicles per minute on average), with limited HGV activity (around 6% of total traffic) and average vehicle speeds of 25-30mph. However, it is acknowledged that the area is industrial and that Heathrow airport is located nearby to the south, potentially increasing noise levels due to passing over aircraft.	The TP will encourage users of the Proposed Development to travel by sustainable (and less noisy) travel modes such as on foot and by cycle, compared to by vehicle.
People choose to walk, cycle and use public transport	People are able to use the western footway to access the northbound bus stop, and cyclists are able to travel along the carriageway of Sipson Road which forms part of local cycle route 89. The encroaching vegetation within the western footway may deter/ prevent some footway users from accessing the bus stop and using public transport.	The encroaching vegetation should be cleared to increase the footway width and provide easier access to all footway users including wheelchair users and those with pushchairs. The TP will encourage users of the Proposed Development to travel by sustainable travel modes such as on foot, by cycle or by public transport.
People feel safe	Vehicle speeds are around 25-30mph and the uncontrolled crossing allows footway users to cross Sipson Road when it is safe to do so, with sufficient visibility in each direction. The collision record (see **Section 6.4**) indicates that two collisions (one serious and one slight) occurred on this section of Sipson Road within the last five years, although this does not indicate any particular safety issues or patterns. The footways are street lit and the Plough public house and the bus stops provide some natural surveillance, to prevent the route from feeling too isolated.	The encroaching vegetation should be cleared to increase the available footway width and provide additional separation between footway users and vehicles on the main carriageway, so that people feel safer when travelling on foot.

Healthy Street Indicator	Observation	Suggested Areas for Improvement
Things to do and see	There are limited things to do and see along this short section of the route, however, the bus stops can be accessed for travel further afield and The Plough public house can be accessed for food and drink.	No suggestions given the limited length of the route.
Clean air	As reported above, vehicle volumes/ speeds on Sipson Road are low, with a low proportion of HGVs which should help to minimise air emissions. However, it is acknowledged that Heathrow airport is located nearby to the south, potentially increasing air pollution levels due to aircraft emissions.	The TP will encourage users of the Proposed Development to travel by sustainable (and less polluting) travel modes such as on foot, by bicycle or by public transport, compared to travelling by car.

6.5.12 The recommendations identified in **Table 7** would also address LBH's comments (see Section 1.4) relating to the footway provision and crossing facilities in the vicinity of The Plough bus stops which are expected to be used by staff travelling to/ from the Proposed Development by bus. The developer will therefore review the potential for implementing these improvements with LBH.

Route 2 – Harmondsworth bus stops (Key Destination 3)/ The King William IV Sipson (Key Destination 4)/ Sipson Post Office & Stores (Key Destination 5)

6.5.13 As shown in **Figure 7**, this route is circa 550m in length and links the Site with The King William IV public house, the Sipson Post Office and Stores, the Harmondsworth bus stops as well as other amenities within Sipson village such as a sandwich and coffee shop. Several photographs are presented below, showing the route between the Site and these destinations.



Photographs 3 and 4 – Sipson Road circa 150m South of the Site, looking South (Left) and North (Right)



Photographs 5 and 6 – Sipson Road circa 300m South of the Site, looking South (Left) and North (Right)



Photographs 7 and 8 – Sipson Road circa 450m South of the Site, looking South (Left) and North (Right)



Photograph 9 – Sipson Post Office and Stores



Photographs 10 and 11 – Worst Part of Route 2 – Eastern Footway of Sipson Road, north of The King William IV public house

6.5.14 The above shows that the eastern footway can be used to access the destinations along the route, as well as some of the amenities shown on **Figure 4**. Pedestrians are able to cross Sipson Road to access the western footway where necessary, including to access the northbound Harmondsworth bus stop or Sipson Post Office and Stores (see Photograph 9). The zebra crossing to the south of Harmondsworth Lane (near the mini-roundabout) also provides access to/ from the western footway and King William IV public house (see Photograph 6).

6.5.15 The poorest section of the route is considered to be along the overgrown narrow section of eastern footway to the north of the Sipson Road/ Harmondsworth Lane mini-roundabout and the King William IV public house (see Photographs 10 and 11), due to the narrow width and close proximity to the carriageway. This section of the route is therefore reviewed in **Table 8** below, with suggested areas for improvement for TfL/ LBH to consider in accordance with TfL's ATZ assessment guidance, rather than being attributed to the Proposed Development.

Table 8: Route 2 Review Against Healthy Streets Indicators (Photographs 10 and 11 – Eastern Footway)

Healthy Street Indicator	Observation	Suggested Areas for Improvement
Easy to cross	People can use the uncontrolled crossing to the south, just north of the Sipson Road/ Harmondsworth Lane mini-roundabout. The speed limit within Sipson village is 20mph and there should be plenty of available gaps for users to cross as this section of Sipson Road accommodates around 500 vehicles per hour, or fewer than ten vehicles per minute on average.	A new uncontrolled crossing could be provided on Sipson Road to the north of the footway pinch-point and nearby the northbound Harmondsworth bus stop, so that footway users are more easily able to access the western footway to avoid the pinch-point.
Shade and shelter	The overhanging foliage at this location provides some shade and shelter, and additional shade/ shelter is also provided by tree canopies in the area. Whilst the southbound Harmondsworth bus stop to the south of the Sipson Road/ Harmondsworth Lane mini-roundabout does not include a shelter (due to insufficient footway width), the northbound Harmondsworth bus stop does.	The encroaching vegetation should be cleared to increase the available footway width. Whilst this would reduce shade and shelter at this location, a new uncontrolled crossing (see above) could be provided to allow footway users to more easily access the northbound Harmondsworth bus stop which includes a shelter. Otherwise, shade and shelter are provided by other tree canopies in the area.
Places to stop and rest	The northbound Harmondsworth bus stop includes seating which therefore provides the opportunity to stop and rest. There is also a bench on the eastern footway of Sipson Road immediately to the south of Sipson Lane.	A new uncontrolled crossing (see above) could be provided to allow footway users to more easily access the northbound Harmondsworth bus stop which includes seating.
Not too noisy	This section of Sipson Road is subject to a 20mph speed limit and generates limited noise, accommodating around 500 vehicles per hour (fewer than ten vehicles per minute on average), with limited HGV activity (around 6% of total traffic). However, it is acknowledged that Heathrow airport is located nearby to the south, potentially increasing noise levels due to passing over aircraft.	The TP will encourage users of the Proposed Development to travel by sustainable (and less noisy) travel modes such as on foot and by cycle, compared to by vehicle.
People choose to walk, cycle, and use public transport	People are able to use the eastern footway to access the southbound Harmondsworth bus stop and cyclists are able to travel along the carriageway of Sipson Road which forms part of local cycle route 89. The encroaching vegetation within the eastern footway may deter/ prevent some footway users from accessing the bus stop and using public transport.	The encroaching vegetation should be cleared to increase the footway width and provide easier access to all footway users including wheelchair users and those with pushchairs. A new uncontrolled (see above) could also be provided to allow footway users to access the northbound Harmondsworth bus stop more easily. The TP will encourage users of the Proposed Development to travel by sustainable travel modes such as on foot, by cycle or by public transport.

Healthy Street Indicator	Observation	Suggested Areas for Improvement
People feel safe	This section of Sipson Road is subject to a 20mph speed limit and the uncontrolled crossing to the south allows footway users to cross Sipson Road when it is safe to do so. The collision record (see **Section 6.4**) indicates that one serious collision occurred on this section of Sipson Road within the last five years, which does not indicate any particular safety issues or patterns. The footways are street lit and the residential properties, the King William IV public house and the bus stops nearby provide some natural surveillance, to prevent the route from feeling too isolated. However, the narrow effective footway width may reduce the feeling of safety due to the close proximity of vehicles on the main carriageway.	The encroaching vegetation should be cleared to increase the available footway width and provide additional separation between footway users and vehicles on the main carriageway, so that people feel safer.
People feel relaxed	This part of the route is within a residential area (north Sipson) where vehicle speeds are low (20mph speed limit), and amenities are available close by within the village of Sipson. The footway is lit and there is available seating nearby including bus stops and benches. However, the narrow effective footway width may reduce relaxation due to the close proximity of vehicles on the main carriageway.	The encroaching vegetation should be cleared to increase the available footway width and provide additional separation between footway users and vehicles on the main carriageway, so that people feel more relaxed.
Clean air	As reported above, vehicle volumes/ speeds on Sipson Road are low, with a low proportion of HGVs which should help to minimise air emissions. However, it is acknowledged that Heathrow airport is located nearby to the south, potentially increasing air pollution levels due to aircraft emissions.	The TP will encourage users of the Proposed Development to travel by sustainable (and less polluting) travel modes such as on foot, by bicycle or by public transport, compared to travelling by car.

7. London-Wide Network

7.1 Introduction

7.1.1 This section considers the anticipated impacts that the Proposed Development will have on all modes of transport based on the forecast trip attraction of the proposed land uses and the distribution of these multi-modal trips. This then includes an assessment of potential operational impacts on the surrounding highway network, given that the majority of staff are expected to travel by vehicle as previously identified.

7.2 Baseline Traffic

7.2.1 The following traffic surveys have been carried out to identify existing traffic volumes and speeds on Sipson Road near the site access:

- Manual Classified Count (MCC) at the Sipson Road/ Site Access junction on Wednesday 15th July 2026 between 7am and 7pm (12hr mid-weekday); and
- Automatic Traffic Count (ATC) on Sipson Road circa 20m to the north of the Site Access for a seven-day period between Tuesday 8th September and Monday 14th September 2026.

7.2.2 The above ATC was carried out in September 2026 after the original ATC failed shortly after being installed in July 2026. The above ATC avoided the school Summer holiday period and provides full 24-hour data for the seven-day period which was surveyed.

7.2.3 In terms of baseline traffic flows, the network peak hours for Sipson Road (based on the MCC) are 08:00-09:00 and 17:30-18:30. A summary of the baseline traffic flows on Sipson Road is set out in **Table 9** below, taken just to the north of the existing site access.

Table 9: Baseline Traffic Flows on Sipson Road (July 2026)

Sipson Road	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:30-18:30)		
	Light Vehicles	HGVs	Total	Light Vehicles	HGVs	Total
Northbound	338	16	354	326	16	342
Southbound	304	13	317	257	8	265
Total	**642**	**29**	**671**	**583**	**24**	**607**

7.2.4 Sipson Road is subject to a 30mph speed limit within the immediate vicinity of the site access. A summary of average and 85th percentile vehicle speeds on Sipson Road over the seven-day surveyed period (based on full 24-hour data), is set out in **Table 10** below (based on the September ATC).

Table 10: Baseline Vehicle Speeds on Sipson Road

Sipson Road	24 Hours (Weekday)	
	Mean (mph)	85th Percentile (mph)
Northbound	25.1	29.6
Southbound	26.1	30.8

7.2.5 The above shows that the majority of vehicles on Sipson Road travel within the speed limit. As outlined above, the existing vehicular access will be utilised as part of the Proposed Development. Therefore, in line with Manual for Streets (MfS) guidelines, visibility splays measuring 2.4m x 45m in both directions have been identified for the site access within **Appendix C**, based on the highest 85th percentile speed of 31mph (rounded up from 30.8mph) in the southbound direction. This is comparable to the visibility splays of 2.4m x 43m which were previously shown for the site access within the Bidwells Healthy Streets TA for the extant use on the Site (vehicle servicing site). The drawing shows that not only can these visibility splays be fully achieved but that visibility in both directions materially exceeds the minimum requirements derived from observed vehicle speeds on Sipson Road.

7.2.6 Further to the above and as requested by LBH, a drawing showing forward visibility northbound on Sipson Road to vehicles waiting to turn right, into the site, has been included within **Appendix C**. A forward visibility splay of 43m has been shown based on the 85th percentile speed of 30mph (rounded up from 29.6mph) in the northbound direction. The drawing shows that the forward visibility splay falls within the existing carriageway extents, including around the left-hand bend on the northbound approach to the site access. Therefore, road users will have sufficient forward visibility to vehicles waiting to turn right into the Proposed Development.

7.3 Existing Vehicle Trip Attraction and Distribution

7.3.1 The existing vehicular trip attraction for the Site is set out in **Table 11** below based on the MCC which was carried out at the site access on Wednesday 15th July 2026. As previously identified, the network peak hours are 08:00-09:00 and 17:30-18:30 based on existing traffic on Sipson Road.

Table 11: Existing Site Vehicle Trip Attraction

Time*	Arrivals	Departures	Total
07:00-08:00	2	2	4
08:00-09:00	2	2	4
09:00-10:00	10	3	13
10:00-11:00	**14**	**3**	**17**
11:00-12:00	3	3	6
12:00-13:00	1	2	3
13:00-14:00	6	3	9
14:00-15:00	7	3	10
15:00-16:00	2	11	13
16:00-17:00	**3**	**20**	**23**
17:00-18:00	1	1	2
18:00-19:00	1	4	5
Total (12 Hours)	**52**	**57**	**109**

*PM Network Peak (17:30-18:30) = two arrivals and four departures (six movements)

7.3.2 The above shows that the existing Site attracts 109 vehicle movements during the 12-hour weekday period between 07:00 and 19:00. This includes 17 HGV movements which therefore comprises around 16% of trips associated with the existing Site.

7.3.3 The above shows that the existing Site peak hours occur between 10:00-11:00 and 16:00-17:00. However, the TS considers the surrounding highway network peak hours of 08:00-09:00 and 17:30-18:30, during which the Site generates only four and six vehicle movements respectively.

7.3.4 The number of daily arrivals and departures would ordinarily be expected to be broadly equal. The surveyed data suggest that five additional arrivals occurred outside the surveyed period, for example prior to 07:00.

7.3.5 In terms of the existing trip distribution, approximately 82% of vehicles travel via Sipson Road to/ from the north with the remaining 18% travelling via Sipson Road to/ from the south. This distribution applies to both arrivals and departures.

7.3.6 The existing Airside Support Vehicle servicing and repair centre represents the lawful extant use of the Site and could continue operating without requiring further planning permission. Accordingly, the TS has been undertaken on the basis of the net change in trips and impacts between the extant use and the Proposed Development.

7.4 Proposed Vehicle Trip Attraction and Distribution

7.4.1 The forecast vehicle trip attraction for the Proposed Development has been estimated through interrogation of the TRICS database (version 8.26.6) using the proposed land use category '2i) Employment – Data Centre', based on GFA. The surveyed data centre sites were all located within suburban industrial locations in southeast England, with surveys undertaken on weekdays.

7.4.2 The four largest sites within the available TRICS dataset were selected, with an average GFA of approximately 20,000 sqm, as these were considered the most comparable to the Proposed Development (building GFA of 28,000 sqm). The larger sites are considered to provide the most representative comparator sites, as operational staffing requirements and associated trip generation characteristics are more likely to be comparable to those anticipated for the Proposed Development. All four selected sites are located within Slough and are considered suitable comparators. One survey was undertaken in 2023 and the remaining three surveys were undertaken in 2025, providing recent and relevant survey data.

7.4.3 The vehicle trip rates and vehicle trip attraction for the proposed data centre during the weekday network peak hours, based on the proposed building GFA of 28,000 sqm (excluding plant, substations, and ancillaries), is presented in **Table 12** below (rounding up where necessary). Further details of the TRICS outputs are held in **Appendix H**.

Table 12: Proposed Data Centre – Forecast Vehicle Trip Attraction

Data Centre	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:30-18:30)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per 100 sqm)	0.054	0.012	0.066	0.017	0.032	0.049
Vehicle Trip Attraction (28,000 sqm)	15	4	19	5	9	14

7.4.4 The vehicle trip rates and the associated vehicle trip generation (and multi modal trip attraction) have been reviewed further below to ensure that the vehicle trip rates are appropriate for forecasting vehicle trips associated with the Proposed Development. Based on the TRICS trip rates, approximately 95% of vehicle trips associated with the Proposed Development are expected to consist of cars, motorcycles and LGVs and the remaining 5% of vehicles trips are expected to consist of HGVs associated with servicing and deliveries.

7.4.5 In terms of trip distribution, approximately 82% of vehicles are expected to travel along Sipson Road to/ from the north and approximately 18% of vehicles are expected to travel along Sipson Road to/ from the south, based on the existing trip distribution associated with the Site. This therefore equates to 16 vehicle trips (north) and three vehicle trips (south) during the AM network peak, and 12 vehicle trips (north) and two vehicle trips (south) during the PM network peak.

7.5 Net Difference in Vehicle Trips

7.5.1 The net difference in vehicle trips during the weekday network peak hours is set out in **Table 13** below based on the existing vehicle trip attraction identified in **Table 11** and the forecast vehicle trip attraction for the Proposed Development identified in **Table 12**.

Table 13: Proposed Data Centre – Vehicle Trip Attraction – Net Difference

Net Difference	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:30-18:30)		
	Arr	Dep	Total	Arr	Dep	Total
Existing Vehicle Trip Attraction	2	2	4	2	4	6
Forecast Vehicle Trip Attraction	15	4	19	5	9	14
Net Difference (Increase)	**+13**	**+2**	**+15**	**+3**	**+5**	**+8**

7.5.2 The above shows that there is expected to be an increase of 15 vehicle trips during the AM network peak and an increase of eight vehicle trips during the PM network peak, as a result of the Proposed Development compared to the existing use of the Site. The expected distribution of these additional vehicle trips on Sipson Road near the Site is shown in **Table 14** below (with rounded values where necessary).

Table 14: Proposed Data Centre – Distribution of Additional Vehicle Trips

Distribution	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:30-18:30)		
	Arr	Dep	Total	Arr	Dep	Total
North (82%)	11	2	13	3	4	7
South (18%)	2	0	2	0	1	1
Total (100%)	**13**	**2**	**15**	**3**	**5**	**8**

7.5.3 The above shows that there is expected to be a maximum peak hourly increase of 13 vehicle trips on any part of the highway network as a result of the Proposed Development compared to the existing use of the Site. This is far below the 30-vehicle movement threshold which is typically adopted as a starting point to determine whether an increase in vehicle trips could potentially have any impacts. Therefore, it is not expected that the small increase in vehicle movements as a result of the Proposed Development is expected to result in any impacts on the highway network from an operational capacity or highway safety perspective.

7.6 Proposed Multi-Modal Trip Attraction

7.6.1 The forecast multi-modal trip attraction of staff and visitors of the Proposed Development is presented in **Table 15** below, based on the mode share presented previously in **Table 1**. This is based on the vehicle trip rates for car drivers and motorcyclists which is expected to represent 82% of staff and visitor trips, with the remainder of trips estimated based on their respective shares. The below excludes servicing and deliveries, as this is designed to show the travel patterns of staff and visitors to/ from the Proposed Development.

Table 15: Proposed Data Centre – Multi-Modal Trip Attraction (Staff and Visitors)

Mode	Share (%)	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:30-18:30)			12hr Weekday (07:00-19:00)		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver/ Motorcyclist	82%	11	2	13	4	9	13	78	87	165
Car Passenger	4%	1	0	1	0	1	1	4	5	9
Bus	5%	1	0	1	1	0	1	5	5	10
Rail/ London Underground	4%	1	0	1	0	1	1	4	4	8
Bicycle	2%	0	0	0	0	0	0	2	2	4
On Foot	3%	0	0	0	0	0	0	3	3	6
Total	**100%**	**14**	**2**	**16**	**5**	**11**	**16**	**95**	**106**	**201**

*Excludes LGVs and HGVs e.g. servicing and deliveries

7.6.2 The above shows that non-vehicular trips are expected to be limited and that these levels of activity would not be expected to result in any adverse impacts on the respective public transport, walking or cycling networks. Nonetheless, a TP has been separately prepared in order to promote, manage and monitor a shift in modes towards sustainable travel.

7.7 Assessment of Impact

7.7.1 The Proposed Development is not expected to attract a significant level of vehicular activity during the operational phase. Vehicle trips associated with the Proposed Development will also be offset against existing trips relating to the extant use of the Site, meaning that these development trips will not all be additional.

7.7.2 A comparison between existing and forecast traffic flows on Sipson Road with and without the additional operational traffic associated with the Proposed Development is provided in **Table 16** below.

Table 16: Proposed Data Centre – Increase in Vehicle Trips on Sipson Road

Sipson Road	Weekday AM Peak (08:00-09:00)				Weekday PM Peak (17:30-18:30)			
	Base Traffic (2026)	Proposed Increase	Total	% Change	Base Traffic (2026)	Proposed Increase	Total	% Change
North of Site Access	671	+13	684	+1.9%	607	+7	614	+1.2%
South of Site Access	669	+2	671	+0.3%	601	+1	602	+0.2%

7.7.3 The above shows that there is expected to be considerably fewer than 30 additional vehicle movements on any part of the highway network as a result of the operation of the Proposed Development and that this represents a maximum increase of 1.9% compared to existing traffic flows on Sipson Road during the AM network peak. These levels of increases are not expected to result in any significant impacts, and proportional increases would also be lower if compared against higher future baseline flows when the Proposed Development is operational.

7.7.4 In addition, the proportion of HGV traffic associated with the Site is forecast to reduce from approximately 16% under the extant lawful use to around 5% under the Proposed Development. This reduction represents a positive transport outcome given the greater environmental and road safety effects typically associated with HGV movements.

7.7.5 The TP includes measures to encourage staff and visitors associated with the Proposed Development to travel by sustainable transport modes, to minimise additional vehicle trips on the surrounding highway network.

7.7.6 In terms of the construction phase, an Outline CMP has been separately prepared with details of measures to protect the environment and prevent any adverse impacts during the construction of the Proposed Development, including as a result of construction traffic.

7.7.7 In view of the above, the Proposed Development is not expected to result in any severe adverse impacts on the transport network, in accordance with the NPPF.

8. Conclusion

8.1.1 This Healthy Streets Transport Statement (TS) has been prepared by AECOM on behalf of VIRTUS Data Centres to inform an outline planning application for the proposed redevelopment of the former Sipson Garden Centre site to provide a data centre facility including associated energy infrastructure, security measures and access arrangements.

8.1.2 The Site is situated on the eastern side of the A408 Sipson Road, to the northeast of Sipson village in the vicinity of Heathrow Airport, within the administrative area of the London Borough of Hillingdon, approximately 300m south of Junction 4 of the M4 motorway. The Site is currently used as an Airside Support Vehicle servicing and repair centre which has been operational since 2024, following the closure of the garden centre.

8.1.3 The TS has been prepared with adherence to national, regional, and local policies and guidance including with regards to the assessment and encouragement of active and sustainable travel modes. The TS also addresses highways comments received from LBH during pre-application meetings. The TS reviews the existing site and surroundings, including access by sustainable modes of transport and local highway conditions. The Proposed Development is then considered including with respect to access for all modes of transport, car and cycle parking provision, site access visibility splays and delivery/ servicing routes, to demonstrate that vehicles will be able to safely enter and exit the Proposed Development to/ from Sipson Road. The proposed provision of cycle parking accords with both the London Plan and LBH Local Plan standards and will be more than sufficient for accommodating the forecast demand and encouraging travel by bicycle. The proposed provision of car parking falls significantly below the maximum standards and is designed to accommodate forecast maximum demand without representing an overprovision.

8.1.4 Following the above, the TS reviews how people of all abilities will make key journeys to and from the Site including key routes to local destinations which may be accessed by staff and visitors of the Proposed Development against the Healthy Streets indicators, with a review of collision data and an Active Travel Zone (ATZ) assessment. The ATZ Assessment has been carried out for the area defined as a 20-minute cycle ride from the site, including the most relevant key destinations within the context of the Site, Proposed Development, and the context of the surrounding neighbourhood. The ‘worst’ part of each journey (i.e. the most unpleasant or potentially unsafe for people on the street) has been examined against the healthy streets indicators with recommendations to improve the existing environment where necessary. This includes recommendations that the developer will review with LBH with respect to the footway provision and crossing facilities in the vicinity of The Plough bus stops.

8.1.5 At London-wide level, the anticipated vehicular and multi-modal trip attraction associated with the Proposed Development has been identified with a review of potential impacts. It is considered that the surrounding highway network will be able to easily accommodate the forecast levels of additional vehicle movements during the network peak hours as a result of the Proposed Development, when compared to the existing Site.

8.1.6 A Travel Plan (TP) has been prepared separately in order to promote, manage and monitor a mode shift towards sustainable travel, and to reduce vehicular travel and the associated car parking demand. An Outline Construction Management Plan (CMP) has also been prepared separately with details of measures to protect the environment and prevent any adverse impacts during the construction of the Proposed Development, including as a result of construction traffic.

8.1.7 A summary of the key transport impacts/ issues and the solutions/ mechanisms for mitigating these at each of the spatial scales examined within this TS (as well as during construction) is set out in **Table 17** below.

Table 17: Summary of Key Transport Impacts/ Issues and Proposed Solutions/ Mechanisms

Focus	Key Transport Considerations	Summary of Strategy/ Mitigation
Site and Surroundings	• Pedestrian and cycle connections • Vehicular access to/ from Sipson Road • Cycle parking for staff and visitors • Car parking for staff and visitors • Delivery and servicing arrangements • Impacts on Sipson Road	• Proposed Development meets Healthy Streets, Vision Zero and Mayor's Transport Strategy • The Proposed Development provides linkages with the surrounding active travel network including footways and local cycle route 89 on Sipson Road • The Proposed Development includes footways on either side of the main access, as well as a separate pedestrian access, internal pedestrian routes, and external cycle parking near the building entrance to facilitate access on foot and by bicycle • Car parking will be provided in accordance with London Plan policy and significantly below the maximum standards, and is designed to accommodate maximum forecast demand without representing an overprovision • Provision of disabled parking provision will cater for staff and visitors in line with the London Plan • Cycle parking provision will be provided in accordance with both the London Plan and LBH Local Plan standards, supporting significant scope for increased cycling to/ from the Site. Shower and changing facilities will also be provided within the data centre facility. • Site access will be safely managed/ controlled by on-site security, and deliveries and servicing will be safely accommodated within the Site, with facilities to allow all vehicles to turn around and enter/ exit the site access in forward gear • Proposals will minimise impacts on Sipson Road due to the initiatives outlined above.
Active Travel Zone (ATZ)	• Access to local facilities and amenities • Promotion of active travel modes • Highway safety	• This Site is accessible by public transport (e.g. bus route 222) and the footways and crossings on Sipson Road, as well as local cycle route 89 on Sipson Road, promoting travel by active travel modes • The TS includes a HSfL assessment of routes to/ from key destinations within the Active Travel Zone, identifying opportunities for pedestrian and cycle travel to/ from the Site and potential route improvements in accordance with TfL's ATZ assessment guidance and LBH's pre-application comments • A TP has been prepared to promote active travel modes for staff and visitors • The Proposed Development is not expected to have a material impact on highway safety and in accordance with TfL's ATZ assessment guidance, there are no locations along the ATZ routes where a fatal collision or two or more serious collisions have occurred. • More than sufficient visibility will be available to/ from the site access based on existing 85th percentile vehicle speeds on Sipson Road.
London-wide Network	• Additional vehicle trips on the surrounding highway network • Additional public transport trips on bus and rail services • Additional walking and cycling trips on the pedestrian/ cycle network	• There is expected to be considerably fewer than 30 additional vehicle movements on any part of the highway network as a result of the operation of the Proposed Development, which is not expected to result in any adverse impacts. • Non-vehicular trips are expected to be fairly limited and that these levels of activity would not be expected to result in any adverse impacts on the respective public transport, walking or cycling networks. • A TP has been separately prepared in order to promote, manage and monitor a shift in modes towards sustainable travel.
Construction	• Construction vehicles on the highway network	• An Outline CMP has been separately prepared with details of measures to protect the environment and prevent any adverse impacts during the construction of the Proposed Development, including as a result of construction traffic.

8.1.8 In view of the information presented within this TS and summarised above, it is anticipated that the impacts of the Proposed Development will be sufficiently mitigated at all spatial scales and that people will be able to travel actively, sustainably and safely to/ from the Site. This TS, alongside the TP and Outline CMP, demonstrates that the Proposed Development is not expected to result in any severe adverse impacts on the transport network, in accordance with the NPPF.

8.1.9 It is therefore considered that there are no highways or transportation grounds which should prevent the Local Planning Authority from approving this planning application.

Appendix A – Site Location Plan

Appendix B – Development Proposals Plan

Appendix C – Site Access Visibility Splay Drawings

Appendix D – Vehicle Swept Paths

Appendix E – Census Mode Share

Appendix F – Active Travel Zone Plans

Appendix G – Personal Injury Collision Data

Appendix H – TRICS Output

aecom.com