# Former Sipson Garden Centre

## Travel Plan

VIRTUS Data Centres

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## Quality information

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# 1. Introduction

## 1.1 Background

1.1.1 AECOM has been appointed by VIRTUS Data Centres to prepare a Travel Plan (TP) 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 TP is to manage the travel demand to and from the Proposed Development by addressing the travel needs of its future staff and visitors, reducing the need for car travel by promoting and facilitating the use of sustainable modes of transport and increasing sustainable travel practices where appropriate. This TP also promotes access to the nearby local facilities and services for future site staff of the Proposed Development.

1.1.4 A Healthy Streets Transport Statement (TS) has also been produced which sets out the transport characteristics of the Proposed Development and assesses the potential for impacts in relation to the local highway and wider transport network.

1.1.5 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 Consultation

1.3.1 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).”*

1.3.2 A further pre-application meeting was held with LBH on Wednesday 9th September 2026 where LBH requested that the TP should include robust travel planning measures designed to reduce demand for on-site car parking.

1.3.3 A Healthy Streets TS and TP have been prepared to inform the planning application. This TP seeks to manage the travel demand to and from the Proposed Development by addressing the travel needs of its future staff and visitors and by reducing the need for car travel by promoting and facilitating the use of sustainable modes of transport.

## 1.4 Travel Plan Principles

1.4.1 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES), as per Transport for London’s (TfL) guidance.

1.4.2 Therefore, the aim of this TP is to demonstrate the sustainable local travel options that are available, the measures proposed, along with an implementation and monitoring strategy.

## 1.5 Travel Plan Structure

1.5.1 Following on from this introduction, this TP is structured as follows:

- Chapter 2 conducts a review of relevant national, regional and local policies and guidance;
- Chapter 3 provides a description of the existing site and surroundings, including access by sustainable modes of transport and local highway conditions;
- Chapter 4 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 5 provides a summary of the TP aims and objectives;
- Chapter 6 includes an indicative baseline mode share of the Proposed Development and the indicative mode share targets based on this;
- Chapter 7 provides an overview of the TP strategy, including a summary of the measures which will be available to the staff and visitors of the Proposed Development;
- Chapter 8 includes details relating to the implementation of the TP, including the role of the Travel Plan Coordinator (TPC); and
- Chapter 9 provides an overview of the monitoring and reporting arrangements for the TP.

# 2. Policy Review

## 2.1 Introduction

2.1.1 This TP has been produced in accordance with the relevant national, regional and local policy, as outlined further 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 A 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*";
- Paragraph 003 states that "*Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)".*
- Paragraphs 005 states that "*The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes*";
- Paragraph 006 states that TPs 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.

2.2.13 This Travel Plan has been prepared in accordance with the above, in additional to a Healthy Streets TS 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 A Healthy Streets TS has been prepared in accordance with the London Plan policies listed above, along with this TP and an Outline CMP which has 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 The Healthy Streets TS and this 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 Travel Plans

2.3.12 This TP has been prepared in accordance with the TfL guidance on Travel Plans which has four sections on the benefits of a TP; what a TP should contain; TP targets; and the monitoring of the progress of the TP.

# 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 3 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 This TP has been produced to promote sustainable travel to staff and visitors of the Proposed Development, and the supporting TS demonstrates that the Proposed Development is not expected to result in any impacts on the transport network.

## 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. Site and Surroundings

## 3.1 Introduction

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

## 3.2 Site Context

3.2.1 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.

3.2.2 The Site is situated on the eastern side of Sipson Road, to the northeast of Sipson village and 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, the M4 motorway to the east and Sipson Road to the west.

3.2.3 A site location plan is shown in **Figure 3-1** below, which is also held in **Appendix A**.

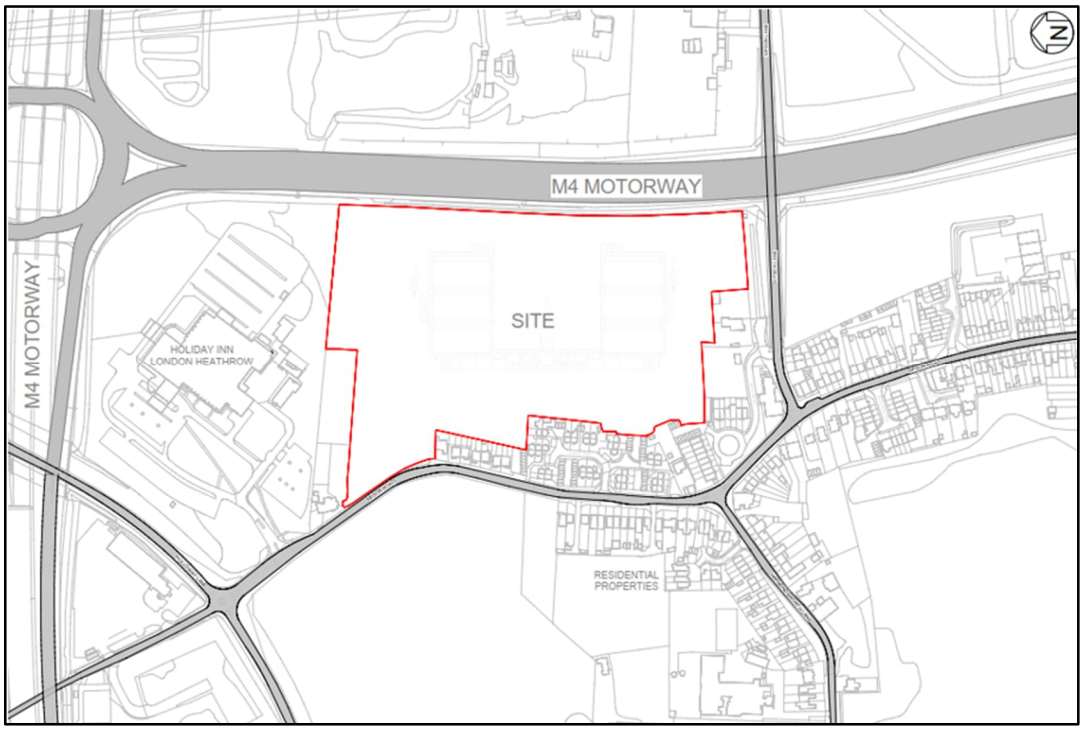



**Figure 3-1: Existing Site**

## 3.3 Planning Context

3.3.1 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 TP which were prepared by Bidwells in December 2023.

## 3.4 Pedestrian and Cyclist Infrastructure

3.4.1 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.

## 3.5 Facilities

3.5.1 The Active Travel Zone (ATZ) maps held in the Healthy Streets TS 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. The ATZ maps have also been included within **Appendix C** of this TP for ease of reference.

## 3.6 Public Transport

3.6.1 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.

3.6.2 Nevertheless, bus services are available within approximately 80m of the Site via The Plough bus stops which include both include a shelter and seating. 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 between 6am and 11pm during the week (Monday-Friday). This bus route provides connections to wider public transport interchanges, including West Drayton station.

3.6.3 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.

## 3.7 Surrounding Highway Network

3.7.1 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.

3.7.2 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.

3.7.3 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.

## 3.8 Servicing & Emergency Access

3.8.1 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.

## 3.9 Parking

3.9.1 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 on-site. 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.

# 4. Proposed Development

## 4.1 Introduction

4.1.1 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.

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

## 4.2 Site Access

4.2.1 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.

4.2.2 Details of site access visibility splays and vehicle swept paths for the staff car park and for servicing/ delivery vehicles within the Proposed Development are provided within the TS.

## 4.3 Pedestrian and Cycle Accessibility

4.3.1 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.

4.3.2 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.

4.3.3 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** 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 4-1: 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 |

4.3.4 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** .

**Table 4-2: 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 |

4.3.5 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**.

4.3.6 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.

4.3.7 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 the TS, the proposed provision will be more than sufficient for accommodating the forecast demand and will provide significant scope for future growth in cycling.

## 4.4 Car Parking

4.4.1 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** below.

**Table 4-3: Maximum Car Parking Requirements**

| Use Class | London Plan (2021) | LBH 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 |

4.4.2 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."*

4.4.3 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.

4.4.4 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.

4.4.5 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** .

**Table 4-4: 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 |

4.4.6 A total of 84 parking spaces will be provided which falls considerable 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%).

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

4.4.8 The proposed provision has been reviewed further within the TS which shows that there will be adequate operational capacity whilst avoiding a substantial overprovision of parking.

## 4.5 Deliveries, Servicing and Emergency Access

4.5.1 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**.

4.5.2 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.

4.5.3 Further details of the proposed access arrangements for the Site are set out in Section 4.2. The below sets out the proposed arrangements for servicing/ delivery vehicles once they have entered the site access gates.

4.5.4 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.

4.5.5 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.

4.5.6 Further details of these arrangements including vehicle swept paths are provided within the TS.

# 5. Travel Plan Aim and Objectives

## 5.1 Travel Plan Aim

5.1.1 The overarching aim of this TP is to support a sustainable development by reducing single occupancy vehicle trips and the associated on-site parking demand through highlighting and promoting the use of more sustainable travel methods.

## 5.2 Travel Plan Objectives

5.2.1 Specific to this TP, the overall objectives of this TP are:

- To provide viable sustainable travel options for accessing the site through the promotion, enhancement and facilitation of the use of walking, cycling and public transport;
- To promote the health and environmental benefits of walking and cycling through information provision;
- To enhance the attractiveness of the site by promoting all sustainable transport options available and demonstrating that car ownership is not always required; and
- To ensure that the travel needs of all those working within and visiting the site are met and accommodated for.

5.2.2 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network and meeting the main aim outlined above.

# 6. Travel Plan Indicative Baseline and Targets

## 6.1 Baseline Travel Patterns

6.1.1 This section provides a forecast of expected staff travel patterns to allow specific mode share targets to be set. As further detailed within the accompanying Healthy Streets TS, 2011 Census Data for '*WP703EW – Method of travel to work (Workplace population)*' dataset has been examined for the local output area.

6.1.2 The method of travel to work data is shown below in **Table 6-1**, with the full outputs attached as **Appendix D**. This information provides an indication of the likely travel patterns for staff to/ from the site.

**Table 6-1: 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% |
| Cycle | 2% |
| On Foot | 3% |
| Other* | 0% |
| **Total** | **100%** |

*includes taxi, overall less than 1%.

6.1.3 The above shows that the majority of staff would be expected to travel by vehicle, with the remainder using public transport or travelling by active travel modes including by cycle or on foot. It is also assumed that staff travelling as car passengers would travel with other staff travelling as car drivers, resulting in a single occupancy vehicle mode share of 78% (one driver and no passengers) and a multi-occupancy vehicle mode share of 8% (one driver and one passenger).

6.1.4 Baseline travel surveys would be completed within six months of occupation to determine the 'actual' travel patterns of staff. Once the baseline mode share has been established, the indicative modal share targets presented in **Table 6-2** would then be reviewed.

6.1.5 It is proposed to carry out the surveys in accordance with the iTRACE methodology, as opposed to the alternative TRICS methodology which tends to be carried out for larger or more complex sites. The below has therefore been based on the iTRACE methodology and an iTRACE workplace travel plan pro-forma is held in **Appendix E**.

6.1.6 In order to be iTRACE compliant, the baseline survey will be carried out as follows:

- Within six months of initial occupation of the Proposed Development to establish the baseline mode share;
- Identify the main mode of travel of the respective respondents, comprising the mode which covers the longest distance on any journey leg; and
- The mode share will be based on the main mode of travel of respondents as defined above.

6.1.7 The baseline survey will be available online and in hard copy form so that this is accessible to all staff. The aim will be to achieve a response rate of at least 30% for staff which is the recommended minimum response rate defined within the iTRACE guidance.

6.1.8 As set out above, following the completion of the baseline travel survey, the existing mode share (**Table 6-1**) will be updated and the preliminary mode share targets (**Table 6-2**) will subsequently be reviewed. This will then form the basis for the monitoring process (Section 7).

## 6.2 Travel Plan Targets

6.2.1 To enable the progression and assessment of the success of the travel plan, it is key that TRACES targets are implemented.

6.2.2 This TP proposes targets which should be met within five years of the TP's implementation and the baseline travel surveys. These targets are as follows:

- Decrease journeys made by single occupancy vehicle by 7% (this reflects a mode share reduction of around 5.5%)
- Increase car sharing trips by 25% (this reflects a mode share increase of 2%)
- Increase active mode journeys (walking/ cycling) by 20% (this reflects a mode share increase of 1%)
- Increase journeys made by public transport by 25% (this reflects a mode share increase of around 2.5%)

6.2.3 A breakdown of the indicative modal share targets is presented within **Table 6-2** below. The suitability of these targets will be confirmed and revised if required based on the actual baseline mode share.

**Table 6-2: Indicative Mode Share Targets**

| Target | Objective | Baseline Modal Share | End of Year 1 | End of Year 3 | End of Year 5 |
|---|---|---|---|---|---|
| TP1 | Decrease single occupancy vehicle trips by 7% | 78% | 75.5% (-2.5%) | 74.5% (-3.5%) | 72.5% (-5.5%) |
| TP2 | Increase multi-occupancy vehicle trips by 25% | 8% | 9% (+1%) | 9.5% (+1.5%) | 10% (+2%) |
| TP3 | Increase travel by walking or cycling by 20% | 5% | 5.5% (+0.5%) | 5.5% (+0.5%) | 6% (+1%) |
| TP4 | Increase public transport trips by 25% | 9% | 10% (+1%) | 10.5% (+1.5%) | 11.5% (+2.5%) |
| | Total | 100% | 100% | 100% | 100% |

6.2.4 As highlighted further above, the actual travel patterns of staff would be derived through baseline surveys completed within six months of occupation. The baseline mode share and targets would then be reviewed by the TPC, in consultation with LBH's Travel Plan Officer (TPO), to ensure that these remained TRACES.

6.2.5 Following the baseline surveys, staff surveys would be repeated by the TPC on Years 1, 3 and 5 to monitor progress against the targets.

# 7. Travel Plan Measures and Initiatives

## 7.1 Introduction

7.1.1 As previously highlighted, a TP is a useful tool to encourage staff to use alternative modes of transport to the single occupancy vehicle. The following provides a summary of the measures which will be available to staff and visitors of the Proposed Development. The measures will be implemented and refined by the TPC over the lifetime of the TP and consider the site location, the TP aims, objectives and targets, as well as the national, regional and local policy.

## 7.2 Walking and Cycling Measures

7.2.1 Section 3 of this TP summarises the local walking and cycle networks and the facilities which this TP would promote to staff. These will be detailed to staff in their Welcome Pack and through the newsletters. The ATZ plans held in **Appendix D** identify key local facilities/ amenities which are accessible within reasonable walking and cycling distances of the Site.

7.2.2 It is noted that whilst the baseline mode share (**Table 6-1**) suggests that a low percentage of staff would be expected to walk or cycle to/ from the Site, the local area is well-lit with wide footways and a number of facilities and amenities are situated within reasonable proximity to the Proposed Development. 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. Therefore, the indicative targets within Section 6 are designed to reflect this.

7.2.3 As part of the Proposed Development, external short-stay and internal long-stay cycle parking will be provided in accordance with both the London Plan and LBH Local Plan standards. The level of provision (as summarised in the Healthy Streets TS) will be more than sufficient for accommodating the forecast demand, providing significant scope for future growth in cycling. Provision of showering/ changing facilities on site will also help this to become a more favourable travel mode. The uptake of the cycle parking will be monitored by the TPC, and additional cycle parking will be provided if demand meets or exceeds the level of provision, although this is not expected given the above.

7.2.4 Further to the above, the Healthy Streets TS identifies potential recommendations for improving the ‘worst part’ of each of the examined ATZ routes. Within the vicinity of the Site and ‘The Plough’ bus stops on Sipson Road to the north, it is recommended that debris is cleared from the edges of the uncontrolled crossing at the interface with the carriageway so that this is easier to use by all users. In addition, it is recommended that the encroaching vegetation is cleared from the western footway near northbound bus stop to increase the footway width and provide easier access to all footway users. The developer/ TPC will review the potential for implementing these improvements with LBH.

7.2.5 The TPC will work with walking and cycling campaigns and support local and national campaigns and events (e.g. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the provision of cycles through the “Cycle to Work” scheme to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure e.g. for staff at lunchtime.

## 7.3 Public Transport Measures

7.3.1 The baseline mode share (**Table 6-1**) suggests that 9% of staff would be expected to travel to/ from the Site by public transport. Whilst this is not particularly high, it is considered that there will be good opportunities to utilise public transport due the bus stops in close proximity to the Site which are sheltered and contain seating, with regular bus services at the times which staff are expected to travel to/ from the Site. Bus service 222 also provides a connection with West Drayton station. This potential to use public transport is therefore reflected in the indicative targets within Section 6.

7.3.2 Maximising staff use of public transport will be supported by the TPC through the use of the Welcome Pack and newsletters, such as to highlight the cost benefits of utilising public transport over the single occupancy car. The Site Operator would also investigate the provision of subsidies to encourage public transport use.

7.3.3 The TPC will also promote the rail services from West Drayton station which is both within cycle distance and can be accessed by (linked with) bus service 222 which operates between the station and The Plough bus stops near the Site.

## 7.4 Car Sharing Measures

7.4.1 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as introducing social benefits such as increased staff interaction and creating a sense of community.

7.4.2 Liftshare (https://liftshare.com/uk) is a well-established scheme which will be promoted to staff through newsletters and Welcome Packs when staff are first employed, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

## 7.5 Personalised Travel Planning

7.5.1 New staff will be offered free personalised Travel Planning advice as part of their Welcome Pack. This service will be provided by the TPC to inform staff of potential ways to travel to and from work more sustainably in support of achieving the longer-term targets for the Site. This will contain up to date information regarding public transport facilities, as well as walking and cycling routes within the local area.

## 7.6 Marketing and Communication

7.6.1 The TPC will produce newsletters during the lifetime of the TP, providing staff with the latest sustainable travel information, details of any national events and offers of personalised travel planning information. These would be displayed on noticeboards.

# 8. Operating the Travel Plan

## 8.1 Implementation

8.1.1 The TP would be secured through either a planning condition or a Section 106 agreement, to secure the proposed measures as well as any monitoring costs required by the LBH.

8.1.2 The TP will be subject to a continuous process of development and change in order to adapt to the changing travel requirements of staff and visitors and to reflect the results of the baseline and monitoring travel surveys. Therefore, the TPC will review the TP with the Site Operator on a periodic basis to review the targets and other measures if needed.

## 8.2 Baseline Travel Survey

8.2.1 Details regarding the baseline travel survey are provided in Section 6, which will be carried out in accordance with the iTRACE methodology and within six months of occupation.

## 8.3 Surveys and Feedback

8.3.1 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect representative and informative survey and monitoring data in accordance with the development and TP timescales;
- Develop an accurate understanding of the staff travel mode share, as well as perceptions and influencing factors relating to travel patterns and potential modal shift; and
- Adoption of the TP by the employer beyond the TP's active period.

## 8.4 Travel Plan Commitment

8.4.1 The TP will be implemented post-construction and supported by the site operator for the Proposed Development. The developer commits to the measures and initiatives that are set out within Section 7 and commits to the monitoring and ongoing implementation of the TP.

8.4.2 Similarly, the operator commits to providing future revised versions of the Travel Plan to LBH for approval as soon as is reasonably practicable, in accordance with the details set out in Section 9.

## 8.5 Travel Plan Coordinator

8.5.1 The developer will be required to appoint a TPC at least three months (but ideally six months) prior to first occupation, whose details would then be given to LBH's TPO. There should be ongoing dialogue between the TPC, the developer and LBH's TPO at this early stage, including prior to and following the completion of the baseline travel surveys and the review of the baseline mode share and TP targets.

8.5.2 It is proposed that the TP would become fully active following the opening and occupation of the Proposed Development and that this would then remain active for five years following the completion of the baseline travel surveys, to allow travel patterns to be monitored against the targets for this period. After the five years of official monitoring has ended and LBH has signed off the TP, the Site Operator/ building management would be responsible for continuing to promote sustainable transport methods to the Proposed Development.

8.5.3 The TPC position would be part-time over the life of the TP which at this stage is anticipated to be a preliminary period prior to and following initial occupation of the Proposed Development, followed by five years of full implementation after the baseline travel surveys have been completed.

8.5.4 The TPC role and contact details will be finalised with LBH prior to occupation and following their appointment by the developer. The TPC will be responsible for the day-to-day implementation and monitoring of the TP to ensure the measures are implemented and that the targets are met. The early

stages of the TP are expected to be relatively time intensive, and the budget should therefore be 'front-loaded' to consider the resources required to establish the TP.

8.5.5 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support;
- Liaising with public transport operators, local interest groups and LBH;
- Designing and implementing an effective marketing strategy and raising awareness;
- Organising travel-based events;
- Monitoring the usage of the cycle parking;
- Acting as the point of call for all TP enquiries; and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

## 8.6 Action Plan

8.6.1 During the five years of implementation, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff and visitors. Such measures would be determined by the TPC in dialogue with staff, visitors, the local authority and other stakeholders as necessary. These measures are discussed in further detail in Section 7 of this TP and are included in the Action Plan in **Table 8-1** below.

### Table 8-1: Action Plan

| Aspect | Action | Responsibility | Timeframe |
|---|---|---|---|
| Management of the TP | - TPC to be appointed by the developer/ site occupier<br>- LBH TPO to receive TPC's contact details<br>- Implement 'hard' measures e.g. cycle parking spaces, shower/ changing facilities, pedestrian routes and crossings, car parking spaces<br>- Review the potential for implementing other improvements with LBH where appropriate e.g. the recommendations identified within the ATZ assessment of the TS<br>- Discharge of TP condition | Developer/ Site Occupier, TPC and LBH | Pre-occupation |
| Baseline Surveys | - Undertake baseline travel surveys for staff<br>- Update baseline mode share and TP targets for review with LBH | TPC and LBH | - Within six months of occupation<br>- After baseline surveys |
| Marketing and promotion | - Provide travel information on notice boards e.g. public transport timetables and cycle routes<br>- Prepare and distribute Welcome Packs<br>- Participate in local and national campaigns<br>- Raise awareness of health benefits through promotional material/ events | TPC and Site Occupier | Pre-occupation/ ongoing |
| Encouraging walking and cycling | - Inform staff of pedestrian and cycle routes through maps to highlight connections to other destinations<br>- Maintain onsite pedestrian areas and cycle storage<br>- Investigate use of "Cycle to Work" scheme<br>- Monitor uptake of cycle parking<br>- Provide additional cycle parking if demand meets or exceeds the level of cycle parking provision | TPC and Site Occupier | Ongoing during the lifetime of the TP |
| Encourage public transport | - Provide up-to-date public transport timetables<br>- Ongoing reviews of local travel infrastructure<br>- Issue Welcome Packs to staff<br>- Promote the use of bus passes to staff, investigating provision of subsidies<br>- Liaise with TfL and bus operators regarding feedback and improving services | TPC and Site Occupier | Ongoing during the lifetime of the TP |
| Car Sharing and sustainable vehicle use | - Promote the benefits of car sharing to staff/ visitors, as well as local car clubs<br>- Provide information on how to make use of car sharing<br>- Inform staff of Electric Vehicle Charging points | TPC and Site Occupier | Ongoing during the lifetime of the TP |
| Monitoring and Review | - Undertake monitoring travel surveys of staff<br>- Review progress against the targets<br>- Issue annual monitoring report to LBH<br>- Review whether any additional remedial measures are necessary | TPC and LBH | - Years 1, 3 and 5<br>- Within three months of monitoring surveys<br>- Annually (including within three months of monitoring surveys when carried out) |

# 9. Monitoring and Reporting

## 9.1 Monitoring

9.1.1 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TP.

9.1.2 A baseline staff travel survey will be undertaken within six months of the initial occupation of the building to derive an actual baseline mode share for staff travelling to/ from the Site. Following this, monitoring surveys will be carried out at Years 1, 3 and 5 after the baseline survey, to derive an updated mode share and to monitor progress against the targets.

9.1.3 It is proposed that the surveys will be completed electronically, although postal surveys may also be used. An example staff survey is included in **Appendix E**. The results of the surveys will be presented in newsletters and on the communal noticeboard. These will also be shared with the LBH TPO.

## 9.2 Reporting and Review

9.2.1 An annual monitoring/ progress report will be produced and submitted to LBH. This will include the results of the travel surveys during Years 1, 3 and 5, when the report will be submitted within three months of the surveys taking place.

9.2.2 This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of the measures implemented. The report will summarise progress made against targets and any revisions to these where necessary/ applicable, before concluding with an outline of the future monitoring strategy.

## 9.3 Management

9.3.1 The TP will be carefully managed by the TPC to ensure that this is successfully implemented. Whilst the TPC will be responsible for the overarching management of the TP, additional support and recommendations for effectively managing the TP should be available through ongoing co-ordination with LBH's TPO.

9.3.2 Whilst specific remedial measures have not been identified within the TP, such remedial measures would be identified through discussions with LBH's TPO following the completion of the monitoring surveys and a comparison of the staff mode share against the targets. The budget for implementing the TP should include a contingency to allow any additional remedial measures to be implemented, if necessary, to increase the likelihood of the TP targets being met.

9.3.3 Lastly, if the final five-year target is not achieved, then requirement for additional remedial measures would be explored with LBH in the context of the measures previously implemented

# Appendix A – Site Location Plan

# Appendix B – Development Proposals Plan

# Appendix C – Active Travel Zone Plans

# Appendix D – Census Mode Share

# Appendix E – iTRACE Workplace Travel Plan Proforma

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