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| Subject | Bullsbrook Road Substation Transport Note |
| Job No/Ref | LONDPSS2-ARUP-SS-SS-XX-RP-Y-00002 |
| Date | 12 December 2024 |
| Revision / Suitability | P03 / S2 – Issued for Information |

1. Introduction

This Transport Note has been prepared by Ove Arup and Partners Ltd (Arup) in support of the detailed planning application being submitted by Colt Data Centre Services (the Applicant) for the development of an intake substation ('SUB2') at Unit 1 Heathrow Interchange Park, South of Bullsbrook Road, Hayes, UB4 0SL ('the site') within the London Borough of Hillingdon (LBH) ('the Council').

SUB2 will form part of a wider data centre campus called 'Hayes Digital Park' which will predominantly span three sites, with Site 1 situated at Beaconsfield Road, Site 2 at Bullsbrook Road, and Site 3 at Uxbridge Road.

Planning permission for Site 1 at Beaconsfield Road (38421/APP/2021/4045) was granted on 26 April 2022. A hybrid planning application covering both the Hayes Bridge Retail Park and Heathrow Interchange Park sites will be submitted for the masterplan in January 2025

Figure 1 provides a high-level overview of the proposed masterplan.

Figure 1: Masterplan area



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The development at the Beaconsfield Road site includes two data centre buildings; associated energy and electricity infrastructure, buildings, and plant; security gatehouse, systems, and enclosures; works to the highway, car parking and cycle parking; hard and soft landscaping; as well as associated infrastructure, ancillary office use, and associated external works.

Due to the power delivery requirements associated with the wider masterplan at Hayes Digital Park, planning permission for SUB2 is required in advance of the hybrid masterplan planning application to provide power on a temporary basis to the approved data centre buildings and provide certainty to the delivery of the wider masterplan.

This note sets out the high-level transport related aspects of the existing site and proposed development.

2. Site location

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

The SUB2 site comprises a warehouse unit with associated office space and external hardstanding and carparking area and falls within a small industrial estate known as Heathrow Interchange Park, which is a private industrial estate situated to the south of Bullsbrook Road, 0.5 miles east of the Uxbridge Road intersection with the A312 The Parkway which provides direct access to the M4 J3 approximately 1.5 miles to the south. Figure 2 provides an overview of the proposed development site within the context of the surrounding road network.

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Figure 2: Site location



SUB2 is located within 'Site 2' of the wider masterplan site and is situated just north of the recently approved data centre campus.

3. Development proposals

Planning permission is being sought for the development of an intake substation at Heathrow Interchange Park Bullsbrook Road to support the power requirements associated with the planned masterplan for the Hayes Digital Park. This includes a total of 2no. transformer units and associated control rooms, car parking, and landscaping.

Figure 3 provides an overview of the proposed development site layout.

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The contracted dates for available power are 99MW in October 2027 and 51MW in October 2029, contributing 150MW of the overall 250MW power secured for the masterplan site.

Access to the substation will be restricted to the personnel of the Substation operator Eclipse Power Networks (IDNO) and to Colt DCS Authorised Personnel and Operatives only. The substation requires minimal maintenance and will not be required to be maned. Vehicular access to/ egress from the site will be via the existing access from Bullsbrook Road.

The substation has been located to the south of the plot to maintain the existing drainage outfall routes to the south. Existing car parking provision will be retained.

Figure 3: Proposed site layout



4. Existing transport network

The main access route to the site from the wider transport network will likely be via the A4030 (Uxbridge Road), Springfield Road and Bullsbrook Road, which has an existing access into the proposed development site. This is indicated in Figure 4.

Uxbridge Road is a 40mph dual carriageway with three lanes in each direction at the junction with Springfield Road and Brookside Road. Both Springfield Road and Brookside Road form the minor arms of the crossroads with one lane in each direction.

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Figure 4: Routing from Uxbridge Road to the site



Vehicles on Uxbridge Road and Brookside Road can make all movements. Vehicles exiting Springfield Road are only able to turn left, westbound on Uxbridge Road, with the right turn banned. Vehicles travelling eastbound on Uxbridge Road are required to use the Ossie Garvin Roundabout, which is approximately 400m to the west, to turn before returning east.

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Figure 5: Existing access to the site from Bullsbrook Road



Vehicular access to the site takes place from Springfield Road and Bullsbrook Road, as shown in Figure 5.

5. Proposed development impact - construction

The transport impact of the construction phase of the development will be managed through the development of a Construction Management Plan developed by the contractors and agreed with the planning authority prior to works commencing. This will be controlled via a planning condition and will include matters relating to access to other units within Heathrow Interchange Park.

6. Proposed development impact - operations

Once construction is complete, access to the site by operatives will be infrequent (circa 2-3 visits per month). Maintenance/servicing visits will be undertaken by Colt staff and/ or persons authorised for the purposes of routine maintenance.

As indicated in the proposed site layout in Figure 3, existing car parking on the site will be retained.

Access to the building could be required at any time throughout the day but is likely to be infrequent.

Compared to existing uses the proposed development will generate fewer vehicular and person trips.

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7. Conclusion

When operational, the substation would be unmanned and is expected to generate minimal trips related to the maintenance and servicing of SUB2.

Due to the infrequency of the servicing trips, it is likely that the proposed trip generation will be lower than that for existing operations. As such, no additional traffic impact analysis is required for the proposed development.

It is therefore concluded that the proposed development would have a negligible impact on the operation of the local area and is therefore considered to be appropriate and acceptable on transport grounds.

The wider proposed campus masterplan will be subject to a separate future full planning application, including the need for a Transport Assessment and accompanying Travel Plan.