

BRACKNELL DATA CENTRE

Transport Assessment 20305B-RPS-00-XX-RP-P-9724



Quality	/ Management						
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1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Assessment (TA) has been prepared to support the planning application to construct and operate a data centre on land at Cain Road, Amen Corner, Bracknell. The report is one of a suite of technical reports forming part of the application for the data centre and associated infrastructure.
- 1.1.2 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park. The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land (the subject of a mixed-use allocation).
- 1.1.3 The TA has been prepared in accordance with Bracknell Forest Council's (BFC) pre-application advice.

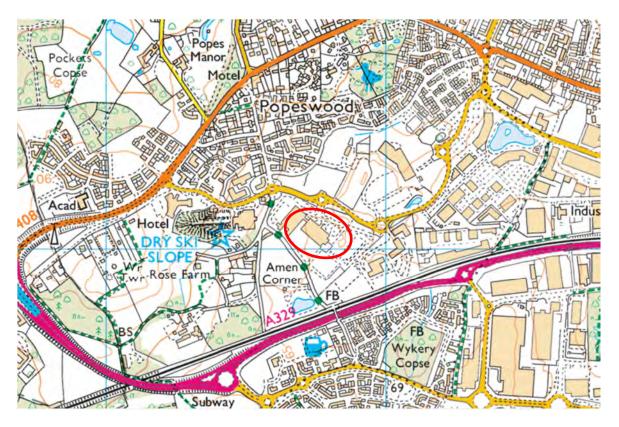


Figure 1: Site Location

1.2 The Development Proposals

1.2.1 This application seeks consent for a data centre building, with associated office administration areas, emergency generators and emission stacks, diesel tanks and filling area, electrical switchroom, a water sprinkler pump room and storage tank, a gate house / security building, site access, internal access roads, drainage infrastructure and hard and soft landscaping.

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- 1.2.2 Three existing vehicular accesses to the Application Site will be maintained, but only one vehicular access will be for operational use. The operational vehicular access is located on the northern boundary of the Application Site at Cain Road and is the north-western vehicular access on the boundary.
- 1.2.3 The other existing vehicular access onto Cain Road on the northern boundary of the Application Site, the north-eastern vehicular access, will be used for phased fit-out purposes. A relocated emergency access will also be located on Beehive Road.
- 1.2.4 This is shown on the proposed site masterplan at Drawing 20305D-RPS-00-XX-DR-A-9501 (Appendix A).

1.3 Scope of Assessment

- 1.3.1 This TA has been prepared in line with the National Planning Policy Framework (NPPF), published by the Ministry of Housing, Communities and Local Government in 2019, and Planning Practice Guidance (PPG): Travel Plans, Transport Assessments and Statements, published by the Department of Communities and Local Government (now Ministry of Housing, Communities and Local Government) in 2014. Local planning policies have also been considered together with HE Circular 02/2013.
- 1.3.2 The TA has also been prepared following BFC pre-application advice.
- 1.3.3 This report details the transport considerations of the proposed development and is divided into the following sections:
 - Section 2 Existing Situation describes the existing conditions at the site and surrounding transport network. It focuses on the accessibility of the site by non-car modes and also describes the surrounding highway network;
 - Section 3 Project Proposals outlines the proposed development;
 - Section 4 Planning Policy reviews the local and national transport planning policy;
 - **Section 5** Trip Generation Outlines the number of peak hour trips generated by the proposed development and the extant development;
 - **Section 6** Transport Impact Assesses the additional trip generation generated by the proposed development; and
 - Section 7 Summary summarises and concludes on the findings of the TA.
- 1.3.4 The report concludes that there are no transport related reasons for not permitting development.

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2 EXISTING SITUATION

2.1 Introduction

2.1.1 This section of the TA describes the transport network of the Application Site in terms of opportunities for walking, cycling and accessibility to public transport and describes the local highway network.

2.2 Site and Surroundings

- 2.2.1 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park. The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land (the subject of a mixed-use allocation).
- 2.2.2 The Application Site lies within the administrative area of BFC, on the western edge of Bracknell in the Amen Corner Business Park, adjacent to Bracknell's Western Industrial Area.
- 2.2.3 The Application Site formerly served as the UK headquarters of Hewlett Packard Enterprise. It provides 22,297sqm of office space, divided between two, three storey buildings. There are approximately 1,500 desks within the buildings and there are 1,425 car parking spaces provided on the Application Site.
- 2.2.4 The Application Site is currently accessed via the existing accesses on the northern boundary of the Application Site leading onto Cain Road. An emergency access is located on Beehive Road. Cain Road leads to the wider highway network through the John Nike Way to the west and Western Road to the east.

2.3 Site History

- 2.3.1 The Application Site, together with the Island site located opposite, forms an area which has an extant outline permission for 50,168sqm of E(g) (it is noted that B1 was revoked in the new use class order and is now 'E(g)') gross floor area with associated parking and landscaping.
- 2.3.2 The Application Site currently contains two office buildings, constructed pursuant to the outline permission, totalling 22,297sqm.
- 2.3.3 Under this outline consent, reserved matters approval was granted (10/00310/REM), for the erection of an additional two-storey office building and associated car parking and landscaping on adjacent land to the north of Cain Road as well as two additional linked 4 storey office buildings and a 4 level multistorey car park, on the Application Site. This planning application was approved by Bracknell Forest Borough Council in March 2010. The LPA have confirmed that there remains extant permission to construct this further office accommodation and multi-storey car park on site as part of the permission relating to a wider site.

2.4 Highway Network

2.4.1 The Application Site is currently accessed through two existing access points from Cain Road on its northern boundary, both of which are roundabouts and both of which have footways on both sides. The north eastern access onto Cain Road is currently gated closed behind the roundabout splitter island. There is also currently a third access to the Application Site onto Beehive Road, which is also gated closed and is an emergency access.

- 2.4.2 Cain Road is a single carriageway road with a 40mph speed limit and no parking restrictions. Street lighting is provided on both sides of the carriageway. There are combined footways / cycleways on both sides of Cain Road.
- 2.4.3 Cain Road routes from a four-arm roundabout with John Nike Way at its western end, to a four-arm roundabout with Western Road at its eastern end. Cain Road provides access to the Western Industrial Area to the east of the Application Site.
- 2.4.4 To the west of the Application Site, Cain Road provides access to the London Road (B3408), via John Nike Way. The London Road provides access to Wokingham and the A329(M), which in turn links to the M4 and Reading to the north.
- 2.4.5 Eastwards from the Application Site, Cain Road provides access to Western Road, which in turn provides access to Bracknell town centre and to both the A329 and the A322. The A322 provides access to the M3 to the south.

2.5 Pedestrians

- 2.5.1 The Application Site will connect to the local pedestrian network through Cain Road which provides footways on both sides, these are combined footway / cycleways which have a width of between 1.8m and 2m. The combined footways / cycleways on Cain Road benefit from street lighting along the entirety of its length.
- 2.5.2 The combined footway / cycleways connect to the Western Industrial Area and to nearby residential areas to the north. The combined footway / cycleways connect to the bus stops along Cain Road, directly on the northern boundary of the Application Site. Through Beehive Road, pedestrians can also connect to the wider pedestrian network of Bracknell through the residential areas to the south.
- 2.5.3 Whilst Cain Road provides immediate access from the Application Site to the local pedestrian network, to the east and west Cain Road connects to Western Road and John Nike Way / Beehive Road respectively. These roads also have pedestrian footways allowing access to the wider pedestrian network.
- 2.5.4 Beehive Road provides pedestrian access to the south via a footway on its northern side, directly from Cain Road. Beehive Road extends along the south western boundary of the Application Site and this section of Beehive Road, whilst without any footways, is designated as a quiet road by BFC. At the southern end of Beehive Road is a pedestrian footbridge over the Waterloo to Reading railway line and Berkshire Way (A329). This route provides pedestrian access to Jennet's Park residential area and the Southern Industrial Area.
- 2.5.5 There are no formal crossing facilities along Cain Road, however at most junctions there are informal crossing points with tactile paving and dropped kerbing, facilitating pedestrian access into the local area. This includes the Cain Road / John Nike Way roundabout and the Cain Road / Western Road roundabout, to the west and east of the Application Site respectively.
- 2.5.6 No public rights of way (PRoW) cross the Application Site; however, there are existing footpaths, FP15 and FP14 to the west of the Application Site which provide greater access throughout Amen Corner.
- 2.5.7 The Application Site has access to the residential areas to the north and south within Bracknell. There are good levels of pedestrian infrastructure and crossing facilities within Bracknell, providing a safe, convenient and reliable route for pedestrians to access the Application Site. The footways are in good condition, lit and well maintained.
- 2.5.8 Given the existing pedestrian infrastructure, it is considered that the Application Site is accessible to pedestrians, and there are good opportunities for pedestrians to walk between the Application Site, public transport services and the local facilities within Bracknell. It is also considered that the

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surrounding pedestrian infrastructure caters for disabled users by being of suitable widths and providing appropriate dropped kerb crossings in suitable locations.

2.6 Cycling

- 2.6.1 Cain Road provides access to the local cycle network and connects the Application Site to the local area of Bracknell. There is currently a footway / cycleway along both sides of Cain Road. To access the wider cycle network individuals are required to cycle on the carriageway. Nevertheless, to the east and south of the Application Site there are a network of purpose built, traffic free cycle routes that provide a comprehensive local cycle network within Bracknell.
- 2.6.2 The combined footways / cycleways along Cain Road connect the Application Site to the Town Centre, Bracknell Bus Station, Bracknell Rail Station and other facilities and amenities within Bracknell. There is cycle parking provided at key destinations in the area, which includes Bracknell Rail Station, Bracknell Bus Station, throughout the town centre and at local retail facilities. As previously stated, there is a footbridge connecting to Beehive Road, which is designated as a quiet cycle road by BFC. The footbridge benefits from cycle ramps allowing easy access to southern Bracknell.
- 2.6.3 Furthermore, a new National Cycle Route, National Cycle Route 422 (NCR422), between Newbury and Windsor, is being developed by Reading Borough Council, Wokingham Borough Council, West Berkshire Council, Bracknell Forest Council and the Royal Borough of Windsor and Maidenhead. This route will run along the London Road, approximately 590m to the north of the Application Site.
- 2.6.4 The entirety of Bracknell is within cycling distance of the Application Site (8km) and the topography of the local area suggests that this would not be a limiting factor in people choosing to cycle. Thus, the Application Site is considered accessible to cycles in the local area.

2.7 Public Transport

Bus

- 2.7.1 The nearest bus stops to the Application Site are located on Cain Road approximately 60m to the north of the Application Site. These stops provide access to the X4 Lion service into Reading and Bracknell.
- 2.7.2 The bus stops provide real time timetable information and a raised kerb for easy boarding and alighting. The bus stop on the southern side of Cain Road also provides a shelter and seating area. **Table 3.1** summarises the service, route and frequencies of this bus service.

Table 2.1: Bus Service Provision

Bus Services							
Service	Operator	Route	Hourly Frequency		Time		
			AM Peak	Off Peak	PM Peak	First Service	Last Service
X4 Lion	Reading Buses	Reading – Winnersh – Wokingham – Bracknell Bus Station	1	2	2	06:00	23:37

2.7.3 The X4 Lion service provides a direct link to Bracknell Bus Station, where additional bus services are provided. This includes bus services to Hanworth, Heathrow Airport, Camberley and suburban areas of Bracknell. Furthermore, Bracknell Rail Station is located directly adjacent to the Bus Station.

2.7.4 Section 5 details that up to 50 staff will be employed at the data centre. It is estimated that of the maximum 50 staff, three will use the bus on a typical weekday. Staff would be encouraged to travel via bus through the Outline Travel Plan, reference: 20305B-RPS-XX-XX-RP-D-9730, in order to aim for high sustainable transport usage.

Rail

- 2.7.5 Bracknell Railway Station is located approximately 3.3km cycling distance to the east of the Application Site, equating to a 13-minute cycle. This is an acceptable cycling distance for multi-modal interchange, as stated in Department for Transport LTN 1/04 Policy, Planning and Design for Walking and Cycling, 3.10.3, which specifies that there are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1 km (0.6 miles) and for cycling, it is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters.
- 2.7.6 Bracknell is located on the Waterloo to Reading line with services to London Waterloo, Wokingham, Winnersh, Staines, Ascot, Clapham, Martins Heron, Virginia Water and Reading.
- 2.7.7 There is extensive cycle parking available at Bracknell Railway Station, with 50 cycle parking spaces available outside the main station entrance.
- 2.7.8 A summary of service frequencies, all of which are operated by South Western Railway from Bracknell Railway Station, are provided in **Table 3.2**.

Table 2.2: Local Weekday Railway Services

Railway Services accessible from Bracknell Railway Station						
Destination	Route	AM Frequency	Off-peak Frequency	PM Frequency	First Service	Last Service
London Waterloo	Bracknell – Ascot – Virginia Water – Staines – Twickenham – Calpham Junction – London Waterloo	2	2	3	06:02	23:50
Reading	Bracknell – Wokingham – Winneresh - Earley	2	2	2	06:20	23:50

2.8 Accessibility to Local Facilities

- 2.8.1 The Application Site is also located within 2.3km of the centre of Bracknell, which provides local community, education, health, retail, and entertainment facilities including convenience shops, local supermarkets and restaurants. Bracknell contains facilities which provide an opportunity for employees to use them during their breaks or when they travel to / from work (as 'pass-by' trips).
- 2.8.2 A variety of existing facilities are available in the vicinity of the Application Site in Bracknell. These include local restaurants, public houses, supermarkets and convenience stores, leisure facilities including golf courses, and transport facilities.
- 2.8.3 The Application Site was reviewed as part of the Bracknell Forest Councils Strategic Housing and Employment Availability Assessment (2019). This was assigned the reference BIN19.

- 2.8.4 As part of Bracknell Forest Councils Strategic assessment, the BIN19 sites underwent a 'Transport Accessibility Assessment', within this assessment each of the sites was assigned an accessibility score.
- 2.8.5 Within this assessment BIN19, was assigned an accessibility score of +16, which placed it in 'Band 1: Most Favourable'. Within the report, it was noted that BIN19 are:

"conveniently situated within or on the edge of the cycle and pedestrian network and are within a 10-minute walk of local centre. The sites have good access to the Town Centre via Wokingham Road and Cain Road."

2.8.6 Furthermore, the report also states that:

"These sites score well in all categories, particularly with reference to their proximity to the Town Centre and the availability of cycle and pedestrian facilities."

2.9 Air Quality Management Areas

2.9.1 The Department for Environment, Food and Rural Affairs website (https://uk-air.defra.gov.uk/aqma/maps/) has been accessed to ascertain whether there is an Air Quality Management Area (AQMA) within the vicinity of the site. There is an AMQA located in the town Centre of Bracknell, Area 1: The Bagshot Road (A322) Horse and Groom Roundabout Downshire Way AQMA. However, there are no AQMAs within vicinity of the Application Site.

2.10 Road Safety

- 2.10.1 An investigation of Personal Injury Accident data on the local network has been undertaken using www.crashmap.co.uk. Personal Injury Accidents for the latest available five years (January 2015 to December 2019) have been assessed. The study area included the length of Cain Road, from the roundabout with John Nike Way to the roundabout with Western Road.
- 2.10.2 There have been no injury accidents recorded within the study area during the five-year analysis period.
- 2.10.3 The review of these links indicates that there are no significant highway safety issues in the vicinity of the site that can be attributed to the design of the highway.

2.11 Summary

2.11.1 This section has demonstrated that the Application Site on land at Cain Road, Bracknell, has access to a range of sustainable travel options, as well as links to public transport services to the wider area. This section has also shown that there are no road safety issues within the vicinity of the site.

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3 PROJECT PROPOSALS

3.1 Introduction

- 3.1.1 This section describes the project and access arrangements for the site, as shown on the Master Site Plan at Drawing 20305B-RPS-00-XX-DR-A-9501 (Appendix A).
- 3.1.2 The project consists of a data centre building on land at Cain Road..

3.2 Proposed Development

- 3.2.1 This application seeks consent for a data centre building, with associated office administration areas, emergency generators and emission stacks, diesel tanks and filling area, electrical switchroom, a water sprinkler pump room and storage tank, a gate house / security building, site access, internal access roads, drainage infrastructure and hard and soft landscaping.
- 3.2.2 The Application Site is made up of 2 distinct sections. The main site and an area of land to the south on the opposite side of Beehive Road (the 'Former Recreation Site'). The Former Recreation Site will not be utilised for the proposed data centre.
- 3.2.3 The development proposals are for a data centre comprising of the following elements:
 - data hall;
 - loading bay;
 - maintenance and storage space;
 - office administration areas and plant at roof level;
 - diesel tanks and filling area;
 - security gate house;
 - site access;
 - internal access roads;
 - hard and soft landscaping;
 - cycle shelter; and
 - waste bin store.

3.3 Pedestrian Facilities

- 3.3.1 Pedestrian facilities will be provided for the data centre. The internal pedestrian network will be provided to allow for linkages between different buildings on site and the car and cycle parking areas. Uncontrolled pedestrian crossings, together with dropped kerbs and tactile paving at the crossing points, will facilitate safe pedestrian access throughout the site. This is shown at Drawing 20305B-RPS-00-XX-DR-A-9501 (Appendix A). Therefore, all external walkways to and from the data centre within the Application Site will be fully accessible. The internal pedestrian network will connect to the external network through the operational access on Cain Road.
- 3.3.2 Adequate lighting is proposed to allow pedestrians and cyclists to move safely around the site whilst utilising the internal pedestrian network and internal road network as shown at Drawing 20305B-RPS-00-XX-DR-A-9501 (Appendix A). Signposts, including sign posts to amenities, will also be well lit. Landscaping is addressed within the Landscape Strategy Plans to ensure a pleasant surrounding environment for users.

3.3.3 A pedestrian crossing is located to the north of the internal access to the MV compound. In line with Local Transport Note 2/95, The Design of Pedestrian Crossings, there is at least 5m from the position of a driver waiting at the give-way line of the internal access to the pedestrian crossing located on the main internal route. This is shown at Drawing 20305B-RPS-00-XX-DR-A-9501 (Appendix A).

3.4 Access Arrangements

- 3.4.1 There will be three vehicular accesses to the Application Site, but only one vehicular access will be for operational use. The operational vehicular access is located on the northern boundary of the Application Site at Cain Road and is the north-western vehicular access. Thus, the operational vehicular access utilises an existing roundabout which will accommodate all modes. The Application Site will include a controlled access enclosure involving a series of secure barriers, electronic bi-fold gates and an intercom system linked to the Security Gatehouse.
- 3.4.2 The other existing vehicular access onto Cain Road on the northern boundary of the Application Site, the north-eastern vehicular access, will be used for phased fit-out purposes. It will be gated and locked closed during the operational phase and only opened up for phased fit-out purposes.
- 3.4.3 The existing emergency access on Beehive Road will be relocated slightly to the north-west of its current location.
- 3.4.4 The relocated emergency access onto Beehive Lane is proposed as a replacement emergency access, with the access arrangements in principle the same as the existing site. It is an improvement on the existing emergency access as by relocating the existing emergency access further north-west the emergency travel requirements along Beehive Road are reduced.
- 3.4.5 The Beehive Road access will only be used for emergency purposes only and will have a separate barrier at the entrance to the access on Beehive Road which will remain closed at all times except for during an emergency. As an emergency entrance, the security protocols for use are simplified to ensure a secondary means of access to the site is available at short notice should it be required.
- 3.4.6 Part of the security for the data centre includes an inner and outer fence, with different security clearances for access to each. The inner fence encompasses the data centre building while the outer fence encloses the gatehouse, MV compounds and parking area. Access into the outer fence compound and access to the inner fence compound is strictly controlled with both security systems and physical security monitoring provided via the Security Gatehouse.
- 3.4.7 The relocated emergency access onto Beehive Road is required due to the specific security requirements of the datacentre in terms of the inner and outer fence. The emergency access on Beehive Road provides emergency access to the buildings within the outer fence without accessing the inner fence area. Thus, restricting access into the inner fence area.
- 3.4.8 Should there be an emergency and the operational access from Cain Road was blocked, then the emergency access onto Beehive Road would be used for vehicles to enter and exit the data centre.
- 3.4.9 Pedestrian and cycle access will be provided from the operational access onto Cain Road. There will be dropped kerbs and tactile paving to allow for pedestrian movement across the junction.
- 3.4.10 The accesses are shown on the masterplan at Drawing 20305B-RPS-00-XX-DR-A-9501 (**Appendix A**).
- 3.4.11 The route leading to the MV compound area connects to the main internal route via an internal access. The access into the MV compound is for very irregular use, and would be a reinforced grass with a dropped kerb.

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- 3.4.12 The data centre would not generate a significant number of HGV movements. As shown in **Section 5** it is estimated that there will be 6 HGVs per day arriving and departing. The HGV movements that would typically occur would either be by transit vans / other rigid vehicles with a maximum typical length of circa 10 metres or via articulated HGVs with a maximum length of 16.5 metres. As such, the Application Site layout has been designed to ensure that it is suitable to accommodate these vehicle movements also, albeit infrequent from the operational access onto Cain Road.
- 3.4.13 **Appendix B** demonstrates that a 16.5-metre long articulated vehicle is able to access and egress the site without issue.
- 3.4.14 As shown at **Appendix B**, set back circa 100m from the where the operational access connects to Cain Road, is a gatehouse which will provide security for the site by preventing unauthorised vehicles from entering and navigating the site undetected. Therefore, any vehicles seeking to enter or depart the site will be required to pass through the gatehouse.
- 3.4.15 The access road leading to the gatehouse from the operational access on Cain Road is of sufficient length to avoid any queueing back onto the public highway.
- 3.4.16 There is a turning area located just to the north of the gatehouse which will allow vehicles to turn around prior to entering the site should they not have means of access to enter the site. The turning area provided will also ensure that no blocking will occur leading into the site as a result of the gatehouse.
- 3.4.17 A Delivery and Servicing Management Plan is included at **Appendix C** (20305D-RPS-XX-XX-RP-P-9732).

3.5 Car Parking

- 3.5.1 A total of 37 car parking spaces are proposed on the Application Site, two of which are allocated for the MV compound and 35 to the data centre. There would be zero HGV parking spaces on site, other than the service yard areas, which also reflects the very low level of HGV activity that would be generated during operation.
- 3.5.2 The proposed parking quantum would include three disabled (blue badge holder) spaces. This equates to 9% of the parking provision solely for the data centre. Disabled parking is located next to the internal pedestrian network, to facilitate safe access to the nearby datacentre.
- 3.5.3 Of the total parking provision assigned to the data centre, five spaces (14%) would also be provided with active electric vehicle charging infrastructure. The remaining 86% of spaces would be provided with passive electric vehicle charging infrastructure (i.e. the cabling) for future implementation.
- 3.5.4 Of the total parking provision assigned to the data centre, two spaces (6% of total parking provision) would also be assigned for car share users with appropriate signage in place to encourage the use of car sharing
- 3.5.5 The proposed car parking is provided within the Application Site which is private and secure via a gated access.
- 3.5.6 The relevant local parking standards include parking standards for data centre uses. However, these parking standards do not reflect reasonable assumptions for parking use for the proposed development.
- 3.5.7 The parking standards place data centres in Section 3 of Table 8 for Non-Residential Use, under B1 (offices, light industrial). In the Table, data centres are also referred to as 'IT / Data Centres'. It is considered that the parking standards are not for modern data centre and the use of the proposed data centre is different to that of an IT call centre. Should the parking standards be

- applied for the Application Site it would lead to parking provision significantly higher than the number of individuals accessing the proposed data centre.
- 3.5.8 It is recognised that a number of appeals have resulted in the standard use class for data centres being B8. However, this would still result in a higher parking provision which would not reflect the number of staff or visitors at the data centre. This application is specifically for a data centre and not for B8 use. The consent if granted would not permit a B8 use to operate.
- 3.5.9 As such, first principles have been used to calculate the number of car parking spaces required.
- 3.5.10 The proposed parking quantum (37 spaces) has been established based on the projected vehicle accumulations at the data centre, based on the estimated trip generation and target mode share.
- 3.5.11 For E(g) use the parking standards allow for a maximum of 1 car parking space per 47 sqm and for B8 use the parking standards allow for a maximum of 1 car parking space per 70sqm.
- 3.5.12 For comparison purposes only, if the proposed data centre (6,892 sqm) were to operate under a B8 land use, the maximum number of car spaces would equate to 98 parking spaces. Currently it is proposed for 35 parking spaces (excluding the MV compound maintenance spaces) which allows for 1 car parking space per 197sqm. Therefore, the proposed level of car parking is below that of a B8 use and reflects the lower traffic generation of the proposed development. As such the data centre use proposed advocates the lower level of parking compared to a B8 use.
- 3.5.13 The proposed parking quantum has been established based on the projected vehicle accumulations at the data centre, based on the trip generation data and target mode share presented later in this TA. The parking accumulation throughout the day is shown at Appendix D.
- 3.5.14 From this assessment it is apparent that the proposals could generate maximum parking accumulations of up to 34 vehicles at any one time. The provision of a total 37 spaces is therefore suitable to accommodate the parking demands of the proposed development whilst being able to accommodate excess parking during any short periods of higher demand, such as staff changeover periods. It would also allow for any periods of higher demands from visitors / maintenance staff together with any occasional variances and temporary excess demand. Therefore, there would be no displaced parking occurs off-site at any time.
- 3.5.15 A Swept Path Analysis demonstrating that the car parking area is practical and usable is shown at Appendix B. Access to refuse areas is also demonstrated at **Appendix B**.

3.6 Cycle Parking

- 3.6.1 There are cycle parking standards for the project development land use. However, this notes for cycle parking as 1:200sqm. This would result in 34 parking spaces being required, or cycle parking for 72% of the 47 staff at the proposed development at any one time. This number of cycle parking spaces is considered unreasonable when the mode share in Section 5 estimates that two staff will cycle. As with the Car Parking section mentioned previously, it is considered that the standards state a parking provision that is too high for the number of individuals which will access the proposed data centre.
- 3.6.2 Thus, the cycle parking has been tailored to this particular scheme and will provide a total of 10 cycle parking spaces for the data centre. This level of cycle parking will still provide excess capacity to further encourage staff to cycle.
- 3.6.3 There will be no central storage area for bicycles but instead the cycle parking will be located adjacent to the car park, cycle parking will be secure with sheltered lockers and a dedicated changing area will also be provided.

3.7 Construction

- 3.7.1 The construction period is anticipated to last for 10 12 months. Construction will consist of a mixture of construction staff vehicle movements, LGVs and HGVs. Using data derived from a similar data centre construction as received from the prospective operator, the following numbers have been derived:
 - an average of 275 construction staff on site per day;
 - a peak (first three months of construction) of 400 construction staff per day;
 - an average of 50% of staff as car drivers with the remaining 50% car sharing and arriving by sustainable means of transport;
 - taking into account 50% of construction staff will car share of arrive by sustainable means of transport, an average of 138 construction staff vehicles on site, equating to 275 two-way vehicle movements per day (accounting for one arrival and one departure);
 - taking into account 50% of construction staff will car share of arrive by sustainable means of transport, a peak (during first three months of construction) of 200 construction staff vehicles on site, equating to 400 two-way vehicle movements per day (accounting for one arrival and one departure);
 - an average of 75 HGVs on site per day, equating to 150 two-way HGV movements per day;
 - a peak (during first three months of construction) of 110 HGVs on site per day, equating to 220 two-way HGV movements per day; and
 - a peak (during first three months of construction) of 30 LGVs on site per day, equating to 60 two-way LGV movements per day.
- 3.7.2 The construction period is estimated to last 10 12 months (with a peak in the first 3 months), with deliveries fluctuating within this period. It is envisaged that the majority of movements would be Monday to Friday with only a limited number of movements on a Saturday morning.
- 3.7.3 During construction, there is a balance to be made between the intensity of on-site activity and duration of activity. It has been advised by the Applicant, using data from the construction of another data centre, that the average number of construction staff on site will be approximately 275, with a peak of 400 staff on site. Experience of similar developments elsewhere suggests that car sharing promotion by the contractor will reduce the number of cars.
- 3.7.4 Provision will be made to ensure that all vehicles are able to park on site, or on land designated for construction staff, to avoid obstruction to the operation of the public highway. This shall be strictly enforced.
- 3.7.5 The Application Site is made up of 2 distinct sections. The main site and an area of land to the south on the opposite side of Beehive Road (the 'Former Recreation Site'). The Former Recreation Site will not be utilised for construction activities associated with the main site.
- 3.7.6 The site is currently served by two existing access points on Cain Road, on the northern boundary of the Application Site. Construction vehicles will utilise the north western existing access on Cain Road. Once constructed the north eastern existing access on Cain Road will be utilised for the phased fit out, to keep fit out and operational traffic separate.
- 3.7.7 A Construction Traffic Management Plan is included at **Appendix E** (20305B-RPS-XX-XX-RP-P-9731).

4 PLANNING POLICY

4.1 Context

4.1.1 This section summarises the relevant national and local transport policy which sets the policy context for the report.

4.2 National Policy

National Planning Policy Framework (NPPF)

- 4.2.1 The National Planning Policy Framework (NPPF) was updated in June 2019 and sets out national policy for delivering sustainable growth and development. The updated NPPF replaces the previous National Planning Framework published in March 2012, revised in July 2018 and updated in February 2019. The NPPF aims to make the planning system less complex and more accessible. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. In terms of transport the objectives outlined in NPPF are set out in paragraph 102:
- 4.2.2 "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

the potential impacts of development on transport networks can be addressed;

opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated:

opportunities to promote walking, cycling and public transport use are identified and pursued;

the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

4.2.3 When determining planning applications, Paragraph 108 of the NPPF states it should be ensured that:

"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

safe and suitable access to the site can be achieved for all users; and

any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

4.2.4 Paragraph 109 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

4.2.5 Having regard to the above objectives, the proposed development's access and movement will ensure that the development is connected to the adjacent community and sustainable travel network.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements

4.2.6 Planning Practice Guidance - Travel Plans, Transport Assessments and Statements (PPG) was published in March 2014 and provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states:

"Local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance."

4.2.7 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to:

"encouraging sustainable travel;

lessening traffic generation and its detrimental impacts;

reducing carbon emissions and climate impacts;

creating accessible, connected, inclusive communities;

improving health outcomes and quality of life;

improving road safety; and

reducing the need for new development to increase existing road capacity or provide new roads."

- 4.2.8 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.
- 4.2.9 The guidance continues by stating that these reports should be brought forward through collaborative ongoing working between the Local Planning Authority / Transport Authority, transport operators, Rail Network Operators, Highways Agency and other relevant bodies.
- 4.2.10 As the PPG states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, a Transport Assessment has been prepared to consider the transport related effects associated with the proposed development.

4.3 **Local Policy**

- 4.3.1 National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The role of local government is to develop strategies based on specific local social and spatial requirements, which deliver the national aspirations.
- 4.3.2 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities.

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Bracknell Forest Local Transport Plan 3, 2011-2026

- 4.3.3 The preparation and submission of a Local Transport Plan (LTP) is a statutory requirement of all local transport authorities in England. An LTP sets out the authority's policies and delivery plans for managing and improving the local transport network. The government's Guidance on LTPs (July 2009) made clear that they should reflect and support Local Plans.
- 4.3.4 BFC's strategic approach for Bracknell Forest's third Local Transport Plan (LTP3), covering the period 2011 to 2026, stems from the following vision:
 - "To develop a sustainable transport system that supports local economy, provides choice and improves quality of life in a safe and healthy environment."
- 4.3.5 In order to achieve this vision the LTP3 has the following objectives:

"Reduce delays associated with traffic congestion and improve reliability of journey times.

Maintain and improve, where feasible, the local transport network.

Secure necessary transport infrastructure and services to support sustainable development.

Encourage and promote accessibility by sustainable modes of transport.

Protect and enhance the quantity and quality of natural resources including water, air quality and the natural environment.

Reduce greenhouse gas emissions from transport.

Reduce casualties and improve safety on the local transport network.

Enhance the street environment."

Bracknell Forest Core Strategy (2008)

- 4.3.6 The Bracknell Forest Council Core Strategy sets out the principal spatial vision and spatial objectives as well as core policies. It aims to improve people's quality of life and provides objectives and strategy for development and identifies the major areas where growth and change will take place. These policies are consistent with national planning policy guidance.
- 4.3.7 The Core Strategy was published in February 2008 and sets out the planning framework for guiding the location and level of development in the Borough up to 2026. Within the Core Strategy there are a number of key polices which focus upon sustainability and travel plans.
- 4.3.8 Policy CS23: Transport, will be implemented through the determination and monitoring of planning applications. It will also utilise the Council's Local Transport Plan together with subsequent policies and guidance.
- 4.3.9 It states that the council will use its planning and transport powers to:

"reduce the need to travel:

Increase the safety of travel;

Maintain and where possible improve the local road network;

Provide improved access to key services and facilities;

Promote alternative modes of travel;

Secure the reliable movement of goods through the Borough;

Enhance sub-regional connectivity to and from the Borough;

Promote travel planning; and

Make representations and bids for funding major transport infrastructure to help deliver the Core Strategy and Local Transport Plan schemes."

4.3.10 Policy CS24: Transport and New Development describes that development will be permitted where mitigation against the transport impacts which may arise from that development or cumulatively with other proposals is provided. Whilst it states that this would be through a Transport Assessment or Transport Statement it also states that this could be achieved through:

"Contributions towards local public transport and strategic transport improvements;

Contributions to transport modelling work;

The implementation of works to the highway;

The provision of new and the improvement of existing pedestrian and cycle routes;

The provision of travel plans to promote sustainable travel patterns for work related trips; and

The entering into of freight or bus quality partnerships with the local authority and/or third parties."

Draft Bracknell Forest Local Plan (2019)

- 4.3.11 The Bracknell Forest Council are currently preparing a new local plan which will set the long term spatial vision and development strategy for the borough up to 2036. The document has not been through examination in public so less weight can be given to any of the policies. However, it does give a clear direction to future Bracknell Forest Council policy.
- 4.3.12 Transport principles are set out in Policy LP13, which requires:

"Development must seek to prevent, minimise and mitigate negative impacts on the highways network and road safety. Where appropriate to the scale and nature of development, schemes will be approved only where they:

provide sustainable modes of transport including the provision of infrastructure and measures that improve travel choice, particularly for pedestrians, cyclists and public transport;

provide accessibility and connectivity both within and beyond the borough boundaries;

provide transport solutions which reduce flood risk, greenhouse gas emissions and reduce emissions to airas a result of the development;

provide an appropriate level of parking; v. support an accessible public transport network including bus services and associated infrastructure;

maintain and where possible improve the capacity and the safe and efficient operation of the public highway network; vii. improve or not worsen highways safety;

safeguard routes and/or land which is necessary to provide infrastructure to increase highway capacity or widen transport choice; and,

provide effective, convenient and safe delivery, collection, servicing, refuse and recycling collection, and emergency arrangements."

Parking Standards Supplementary Planning Document (2016)

- 4.3.13 The BFC Parking Standards are outlined in Bracknell Forest Council's Parking Standards SPD, which was adopted in March 2016.
- 4.3.14 The parking standards for data centres is outlined below:
 - Standard Car Parking 1:47 sqm;
 - Cycle Parking 1:200 sqm;
 - Disabled Parking 5% of total parking capacity.
- 4.3.15 As previously stated in Section 3, these parking standards have been considered however have been concluded to not represent the proposed data centre. As such the parking provision has been based on the number of individuals expected to utilise the proposed development.
- 4.3.16 BFC state that for employment sites greater than 500 sqm, there is a requirement for 20% (1 in 5) of new spaces to be designed and constructed to be readily adaptable to provide charging points.
- 4.3.17 This development will meet these requirements, with 14% of new spaces with active charging points and the remaining 86% of spaces readily adaptable to provide charging points as passive spaces.

4.4 Policy Summary

4.4.1 It is considered that the proposals are generally in accordance with policies relating to transport and highways at the national and local levels since there are walking and cycling facilities to the Application Site as well as public transport services nearby. Additionally, the Application Site is well located in respect to the strategic highway network.

5 TRIP GENERATION

5.1 Introduction

- 5.1.1 This section of the report considers the trip generation of the proposed development and the extant site with regards to only the area upon which the proposed development will be situated.
- 5.1.2 The trip generation has been derived from first principles from knowledge of the likely shift patterns and hours of operation, provided by the project team.
- 5.1.3 These sections are summarised below:
 - Proposed Development Trip Generation sets out the vehicular trip generation for the proposed development prior to calculating the net change in vehicle movements; and
 - Extant Site Vehicle Movements sets out the vehicle movements currently consented at the area of the site, which will be considered against the proposed development trip generation.

5.2 Proposed Development Trip Generation

5.2.1 The operational trip generation for the proposed development is detailed below. These vehicle movements form part of the net change calculations in relation to the new vehicle movements the proposed development will generate onto the public highway network.

Staff

- 5.2.2 50 staff will work in shifts to provide 24/7 working on site.
- 5.2.3 For the data centre up to 50 staff will be employed in shifts to provide 24/7 working on site and will be separated by day and night shifts. During the day up to 30 full time staff will be on site during a typical weekday with up to 7 full time staff on site during the night, including security staff. Up to 13 external staff / maintenance staff / visitors are also included as part of standard operation of the data centres during the day. The number of staff for the data centre is shown in **Table 5.1**.

Table 5.1: Proposed Staff Numbers

Staff				
Type of Employee	Day	Night	Total	
Security Staff	3-4	3-4	6-8	
General Staff	5-26	2-3	7-29	
Visiting and Maintenance Staff	2-13	0	2-13	
Total	10-43	5-7	15-50	

5.2.4 It should be noted that whilst a maximum of up to 13 external staff / maintenance staff / visitors may attend the development on a given day this would be a seldom occurrence, with typically 5 external staff / maintenance staff / visitors per day.

Staff Operational Temporal Distribution

5.2.5 Staff arrivals and departures have been based upon estimates from the project team. The staff will operate in shifts throughout the day and night. The shift work pattern will be in operation over 24 hours a day, a typical weekday is shown in **Table 5.2**.

Table 5.2: Staff Shift Numbers

Staff					
Type of Employee	Day		Night		
	Shift Times	Staff	Shift Times	Staff	
Security Staff	08:00-17:00	3-4	17:00-08:00	3-4	
General Staff	07:00-19:00	5-26	19:00-07:00	2-3	
Visiting and Maintenance Staff	08:00-15:00	2-13	N/A	0	
Total	Day Shift	10-43	Night Shift	5-7	

5.2.6 Based upon the information set out above, a breakdown of the daily person trip movements associated with the proposed development is shown in Appendix F. For the purposes of trip generation, it has been assumed that all employees will arrive during the hour before their shift begins and depart during the hour their shift ends.

Operational Mode Share

- 5.2.7 To estimate the likely mode of transport that employees would use to travel to and from the site, the 2011 Census Journey to Work data has been analysed for the Super Output Area Middle Layer in which the site lies (msoa2011:E02003353: Bracknell Forest 002). The workplaces within this area include employment units, which have similar levels of accessibility.
- 5.2.8 The target mode share of the Outline Travel Plan, reference: 20305B-RPS-XX-XX-RP-D-9730, is to reduce the car driver mode share by 10%. Thus, for assessment purposes it is considered reasonable that the mode share included within the Outline Travel Plan is used to predict the level of vehicular trip generation for the Application Site.
- 5.2.9 The Workplace Population Census data is set out in **Table 5.3** together with the Outline Travel Plan Target.

Table 5.3: Staff Mode Share

Mode Share		
Mode	% Mode Share	Outline Travel Plan Target % Mode Share
Car Driver	83	73
Car Passenger	3	7
Bus	3	5
Train	4	4
Motorcycle	1	1
Pedal Cycle	2	4
Walk	3	5
Other	1	1
Total	100	100

5.2.10 Thus **Table 5.3** estimates that 73% of staff will arrive at the site as a car driver, 7% would arrive as a car passenger, 4% would arrive by bicycle, 5% would arrive on foot, 4% would arrive by train and 5% would arrive by bus.

5.2.11 Based upon the information set out above, a breakdown of the operational traffic flows associated with the vehicle movements of the proposed development is shown in Appendix G.

HGVs

5.2.12 There will typically be six HGVs arriving and departing per day. For assessment purposes only, two HGVs have been assessed during the AM peak hour.

Proposed Operational Trip Generation

5.2.13 The total proposed typical weekday peak hour vehicle movements of both total vehicles and HGVs, are summarised in **Table 5.4**. The movements shown are not the additional vehicle movements onto the highway network and are prior to the net change calculations.

Table 5.4: Total Vehicle Trip Generation

Vehicle Trip Generation							
Time Total Vehicles		HGVs	HGVs				
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	
08:00-09:00	2	5	7	2	2	4	
17:00-18:00	0	3	3	0	0	0	

- 5.2.14 **Table 5.4** shows that on a typical weekday there would be a total of seven two-way vehicle movements arriving and departing during the AM peak hour, four of which are HGV movements. In terms of two-way vehicle movements during the PM peak hour there would be three two-way vehicle movements.
- 5.2.15 Appendix G details the temporal distribution of vehicle movements across a typical weekday in terms of arrivals and departures per hour.

5.3 Extant Vehicle Movements

- 5.3.1 The vehicle movements associated with the extant site upon which the Application Site is situated are detailed to inform the net change calculations regarding the new vehicle movements generated on the highway network by the proposed development.
- 5.3.2 The trip generation for the extant site has been formed using the Bracknell Forest traffic Model trip rates. The resulting trip generation utilising the per employee trip rates is based on the full allocation of the approximately 1,500 desks within the existing buildings.
- 5.3.3 The AM and PM peak hours for the areas on which this application is located were provided and are shown in Table **5.5**.

Table 5.5: Extant Site Total Trip Generation

Extant Vehicle Trip Rates and Trip Generation						
Time Trip rates		Total Vehicles				
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
08:00-09:00	0.262	0.030	0.292	393	45	438
17:00-18:00	0.012	0.178	0.19	18	267	285

5.3.4 **Table 5.5** shows that the total two-way daily vehicular movements for the extant use at the Application Site is 438 two-way total vehicles during the AM peak hour. It also shows that during the PM peak hour there would are 285 two-way total vehicle movements.

5.4 Summary

- 5.4.1 The trip generation for the proposed development prior to the net change calculations, has been detailed in terms of the peak hours as seven two-way vehicle movements during the AM peak hour and three two-way movements during the PM peak hour. It is important to note that this figure is not the number of new additional vehicle movements generated by the proposed development.
- 5.4.2 In order to assess the net change in vehicles generated by the proposed development, the extant site trip generation has also been calculated.

TRANSPORT IMPACT 6

6.1 Introduction

- 6.1.1 This TA assesses the effects of the development proposals as a whole in terms of the net change in vehicle movements and the impact of any new additional vehicles on the wider highway network.
- 6.1.2 To consider the effects of the traffic generated, an assessment of traffic flow net change has been undertaken to provide a context of the net change in traffic considering the extant site against the proposed development.
- 6.1.3 The peak hour traffic flows of the proposed development have also been assessed.

6.2 **Vehicle Movement Net Change**

- 6.2.1 Section 5 detailed the trip generation of the new additional vehicles generated by the proposed development, after taking into account the extant consent vehicle movements.
- 6.2.2 The vehicle movements of the proposed development must be considered against the extant vehicle movements at the site.
- 6.2.3 Therefore, the extant vehicle movements are consented, in relation to the area of the site, and are vehicle movements already permitted on the public highway network. The net change in vehicle movements is thus to be calculated in order to assess the vehicle movements generated by the proposed development compared to those vehicle movements already permitted.
- 6.2.4 Table 5.5 in Section 5 shows that the extant site would generate 438 two-way vehicle movements during the AM peak hour and 285 two-way vehicle movements during the PM peak hour.
- 6.2.5 Table 5.6 shows that the proposed development would generate seven two-way vehicle movements in the AM peak hour and three two-way movements in the PM peak hour.
- 6.2.6 Table 6.1 summarises the extant site vehicle movements and the proposed development vehicle movements, as well as detailing the net change in vehicle movements for the AM and PM peak hour. The net change shows the net decrease in vehicle movements when the extant site permitted vehicle movements are compared against the proposed development vehicle movements. Thus, the net reduction would also result in a net benefit in terms of road safety and road operation.

Table 6.1: Net Change in Vehicular Trip Generation

Total Two-way Vehicle Movements

Time	Extant Site	Proposed Use	

Time	Extant Site	Proposed Use	Net Change
08:00-09:00	438	7	-431
17:00-18:00	285	3	-282

- 6.2.7 Table 6.1 shows that during the AM peak hour there will be a total two-way net reduction of 431 vehicle movements and a total two-way decrease of 282 during the PM peak hour.
- 6.2.8 Therefore, taking into account the extant site permitted vehicle movements, the vehicle movements generated by the proposed development during the AM and PM peak hours are significantly less than the extant site.

6.3 Road Safety

- 6.3.1 **Section 2** sets out that there are no existing road safety issues within the vicinity of the Application Site on Cain Road.
- The proposed development would generate cars and HGV's in a similar way to the current road users in the vicinity and would use Cain Road to access the wider highway network.
- 6.3.3 Therefore, there is nothing to suggest that the proposed development would alter the injury accident rates within the vicinity of the site. It is therefore considered that the proposed development would not result in an unacceptable impact on road safety.

6.4 Cumulative Development

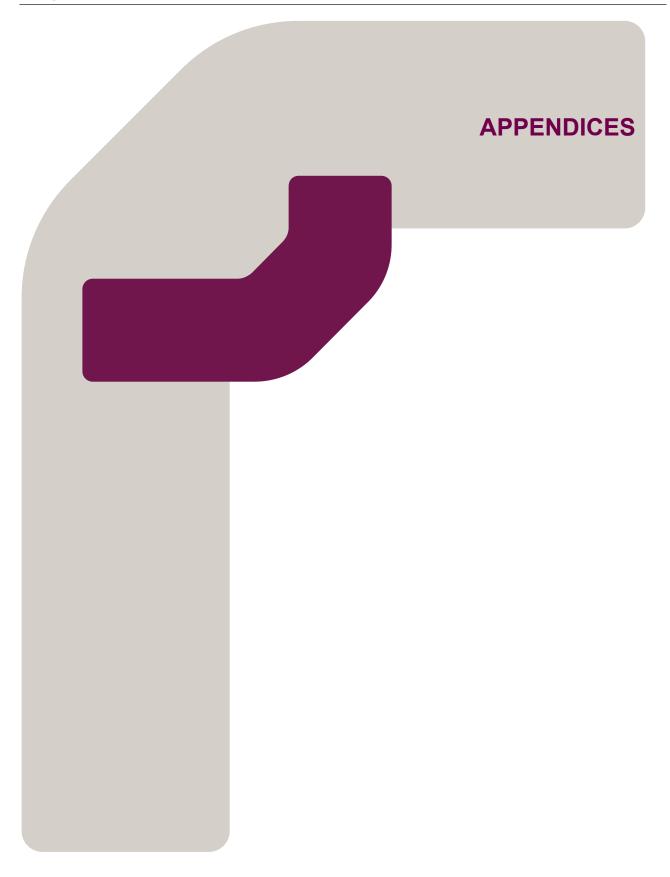
6.4.1 In accordance with NPPG 'Overarching principles on Travel Plans, Transport Assessments and Statements', consideration has been to the cumulative impacts arising from other cumulative developments (i.e. development that is consented or allocated where there is a reasonable degree of certainty that it will proceed in the next three years). However, having regard to the significant net decrease in vehicle movements resulting from the proposed development in comparison to the extant site an assessment of nearby cumulative developments has not been considered appropriate for inclusion.

Summary

- 6.4.2 The analysis of the proposed development trip generation has shown that the net decrease of 431 two-way AM peak hour vehicle movements and the net decrease of 285 two-way PM peak hour vehicle movements compared to the extant site would not compromise the highway capacity of the local highway network and would be a significant decrease in permitted vehicle movements compared to that of the extant site.
- 6.4.3 The results of the analysis demonstrate that the proposed development will not have a severe impact on the local highway network.
- 6.4.4 The NPFF states in paragraph 109:
- 6.4.5 "Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 6.4.6 The analysis based on the assessment work has demonstrated that the proposed development would not result in a severe residual cumulative impact on the road network or an unacceptable impact on highway safety.

7 CONCLUSIONS

- This TA has been prepared by RPS to support the planning application to construct and operate a 7.1.1 data centre at land at Cain Road, Bracknell. The report is one of a suite of technical reports forming part of the application for the data centre and associated infrastructure.
- 7.1.2 This TA has been prepared in accordance with the National Planning Policy Framework (2019) and Planning Practice Guidance 'Travel Plans, Transport Assessments and Transport Statements'. Local planning policies have also been considered together with HE Circular 02/2013.
- 7.1.3 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park. The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land (the subject of a mixed-use allocation).
- 7.1.4 The net change in vehicle movements generated by the proposed development have been assessed as well as the vehicle movements of the proposed development. The project proposals would result in a significant reduction in peak hour vehicle movements compared to the extant site and the proposed vehicle movements themselves would have a net benefit upon Cain Road and the local highway network.
- 7.1.5 From the analysis of the traffic volumes and impact it is considered that the vehicle movements generated by the proposed development would not result in an unacceptable impact on highway safety or result in a residual cumulative impact on the road network that is severe.
- 7.1.6 In conclusion, the site can achieve a safe and suitable means of access for all modes, and the proposed development would not result in a severe residual cumulative impact on the road network or an unacceptable impact upon highway safety. It would result in a net benefit in terms of road safety and local highway operation.
- 7.1.7 Therefore, there are no transport or highways reasons for not permitting the development.



Appendix A

Site Masterplan

Site Furniture



Entrance Canopy (Image shown for illustration)

Length: 4.9m Width: 5.1m Height: 3.0m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Smoking Shelter (Image shown for illustration)

Length: 3.135m Width: 1.540m Height: 2.25m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Security Kiosk (Image shown for illustration)

Length:1.9m Width: 1.2m Height:2.25m Finish: Plastic coated steel



Cycle Shelter (Image shown for illustration)

Length:5m Width: 2.75m Height: 2.86m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Bin Store (Image shown for illustration)

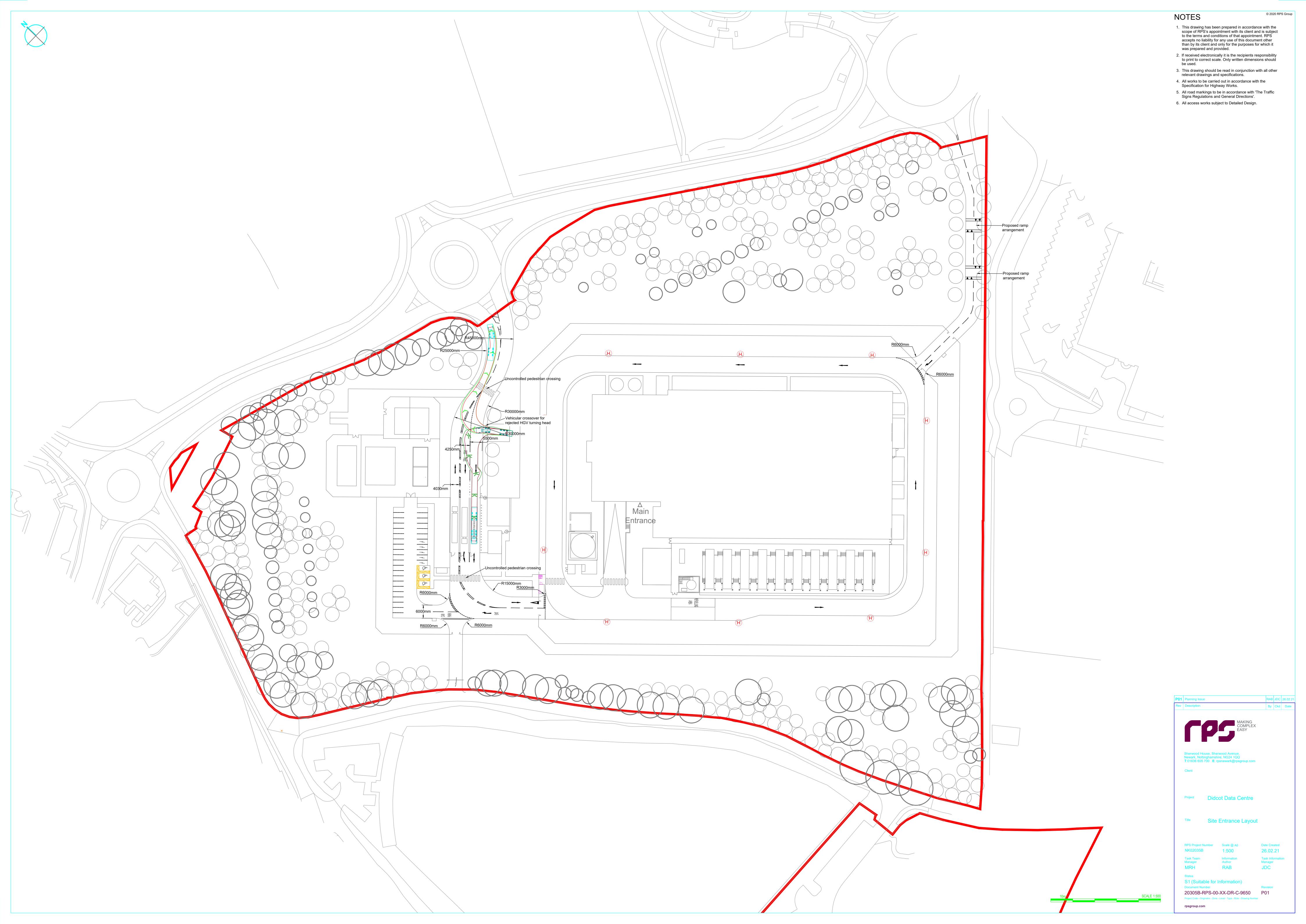
Length: 3.5m Width: 4.3m Height: 2.4m
Finish: Treated softwood timber fence with double gate Colour: Natural

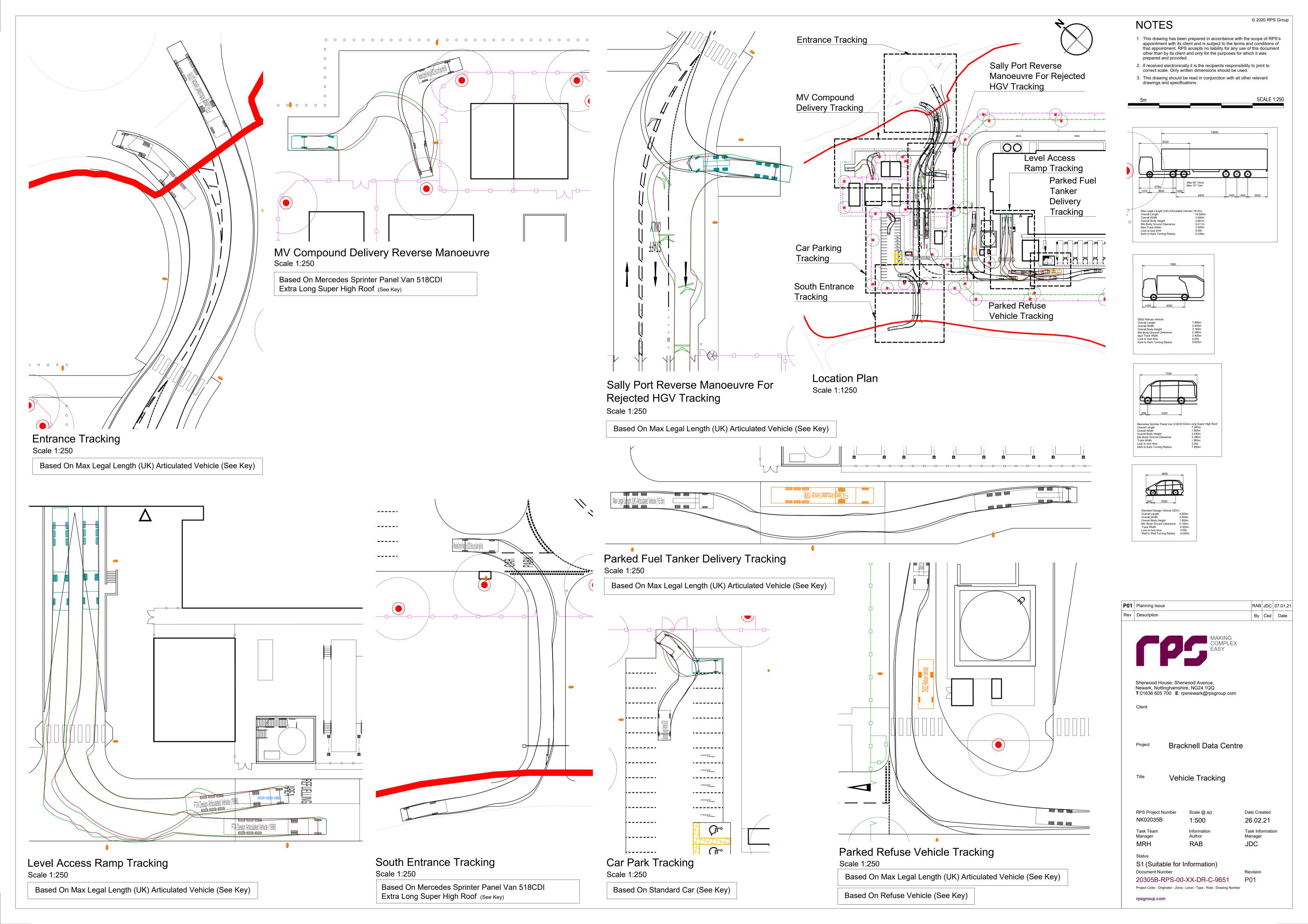


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Appendix B

RPS Drawings





Appendix C

Delivery and Servicing Plan



BRACKNELL DATA CENTRE

Delivery and Servicing Plan 20305B-RPS-XX-XX-RP-P-9732



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1 INTRODUCTION

1.1 Purpose of the Report

- 1.1.1 This Delivery and Servicing Plan (DSP) has been prepared to support a planning application for the development of Land at Cain Road, Bracknell.
- 1.1.2 The application seeks full planning consent for a data centre building.
- 1.1.3 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park (see Figure 1). The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land.
- 1.1.4 The Application Site lies within the administrative area of Bracknell Forest Council (BFC).

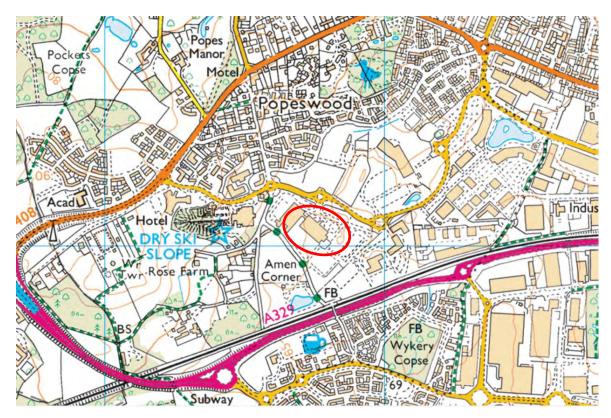


Figure 1: Site Location

- 1.1.5 There will be three vehicular accesses to the Application Site, but only one vehicular access will be for operational use. The operational vehicular access is located on the northern boundary of the Application Site at Cain Road and is the north-western vehicular access.
- 1.1.6 The other existing vehicular access onto Cain Road on the northern boundary of the Application Site, the north-eastern vehicular access, will be used for phased fit-out purposes. A relocated emergency access will also be located on Beehive Road.
- 1.1.7 This is shown on the Application Site masterplan at Drawing 20305B-RPS-00-XX-DR-A-9501 (Appendix A).

1.2 What is a Delivery and Servicing Plan?

- 1.2.1 A DSP details how deliveries and servicing will be undertaken and managed at a new or redeveloped site, or at existing sites to optimise and minimise the impacts associated with such movements. These are often submitted to accompany planning applications.
- 1.2.2 A DSP is a travel plan that aims to improve the sustainability of freight and servicing. They are produced jointly by suppliers, clients and the freight industry, and seek to reduce the number of deliveries required while ensuring remaining deliveries are made as safely as possible and in an environmentally friendly way. A DSP will also aid in reducing CO₂ emissions, congestion and road collisions by improving relationships between building operators and their supply chain.
- 1.2.3 The implementation of measures set out within a DSP will assist in minimising the number of trips made by freight; target deliveries during off peak periods; and promote the use of viable routes to mitigate the impact of servicing and deliveries on the local highway network.

1.3 Report Structure

- 1.3.1 The DSP is structured as follows:
 - Section 2 Policy Context;
 - Section 3 Local Context and Access;
 - Section 4 Delivery and Servicing Strategy; and
 - Section 5 Supplier Contractual Obligations.

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2 POLICY AND GUIDANCE CONTEXT

2.1.1 This section summarises the relevant national and local guidance from which the proposed delivery and servicing arrangements have evolved.

2.2 Planning Policy Context

National Planning Policy Framework (February 2019)

- 2.2.1 National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, (MHCLG) 2019).
- 2.2.2 When considering development proposals, paragraph 108 of the guidance states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users.
- 2.2.3 Paragraph 110 states that within this context, applications for development should allow for the efficient delivery of goods, and access by service and emergency vehicles.

Bracknell Forest Council Freight Management Strategy

- 2.2.4 The Bracknell Forest Freight Management Strategy (undated) seeks to enable reliable freight transport between businesses, their supply chains and their customers and so make Bracknell an attractive location for business and employment.
- 2.2.5 The Management Strategy describes delivery service plans as similar to work place travel plans but focus more on freight and services.
- 2.2.6 The Management Strategy also outlines the key actions:

"Ensure that the design and layout of new development is appropriate and practical for the expected access needs of HGVs;

Require construction travel plans on major development projects, with freight considerations and mitigations; and

Use planning conditions to manage noise, time, route, access and size of vehicles for both construction and use of developments."

2.3 Guidance

Transport for London: Delivery and Servicing Plans: Making Freight Work for You

2.3.1 Guidance on DSPs is limited, and Transport for London (TfL) are one of the only Local Highway Authorities (LHA) to produce comprehensive guidance on DSPs. The TfL document 'Delivery and Servicing Plans: Making Freight Work for You' provides guidance on preparing and implementing DSPs. The document states that DSPs can benefit any site that receives deliveries and servicing activity and will specifically help sites to:

"Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak; identify and promote areas where safe and legal loading can take place; select delivery companies who can demonstrate their commitment to following best practice – for example, the Freight Operator Recognition Scheme."

- 2.3.2 The guidance recognises DSPs help to proactively manage deliveries to reduce the number of delivery and servicing trips, identify and promote areas where safe and legal loading can take place, and select delivery companies who can demonstrate their commitment to following best practice.
- 2.3.3 It sets out the benefits of a DSP, how to gather data and how to review and manage the supply chain. By completing an initial data collection exercise to better understand their current situation, the guidance gives the following benefits:
 - save time and money;
 - improve reliability;
 - improve safety;
 - reduce the impact on the environment;
 - benefits to suppliers/freight operators; and
 - benefits to local authorities and residents.
- 2.3.4 The guidance states that improvements can be made by:
 - engaging facilities management to consider sustainable freight practices within the overall management of the building;
 - working with procurement, suppliers and contracts management to embed sustainable freight practices within your procurement process;
 - changing behaviour within a business, to reduce the frequency of stationery orders, for example co-ordinating and managing delivery and servicing activities more effectively;
 - encouraging safe and lawful loading, by providing legal loading areas or by scheduling deliveries when it is safe and legal to do so; and
 - adopting sustainable procurement practices.
- 2.3.5 All DSP related activity should be captured in a central DSP document.

3 LOCAL CONTEXT AND ACCESS

3.1 Introduction

3.1.1 This section of the DSP provides a description of the existing conditions, the surrounding highway network and the existing waste collection arrangements employed at the Application Site. It also describes the operational access arrangements.

3.2 Site Description and Location

3.2.1 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park. The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land (former golf course, part of a mixed use allocation).

3.3 Highway Network

- 3.3.1 The Application Site will be accessed through two existing access points from Cain Road, which forms the northern boundary of the site. Both points provide access for vehicles, pedestrians and cyclists. At present, the south-eastern access is not in use. A further emergency access point is provided off Beehive Road.
- 3.3.2 Cain Road is a single carriageway road with a 40mph speed limit and no parking restrictions.

 Street lighting is provided on both sides of the carriageway. There is a footway on both sides of the carriageway running for the length of Cain Road.
- 3.3.3 Cain Road routes from a four-arm roundabout with John Nike Way at its western end, to a four-arm roundabout with Western Road at its eastern end. Cain Road provides access to the Western Industrial Area to the east of the Application Site.
- 3.3.4 To the west of the Application Site, Cain Road provides access to the London Road (B3408), via John Nike Way. The London Road provides access to Wokingham and the A329(M), which in turn links to the M4 and Reading to the north.
- 3.3.5 Eastwards from the Application Site, Cain Road provides access to Western Road, which in turn provides access to Bracknell town centre and to both the A329 and the A322. The A322 provides access to the M3 to the south.

3.4 Development Proposals

- 3.4.1 The proposals are for a data centre building, with associated office administration areas, emergency generators and emission stacks, diesel tanks and filling area, electrical switchroom, a water sprinkler pump room and storage tank, a gate house / security building, site access, internal access roads, drainage infrastructure and hard and soft landscaping.
- 3.4.2 There will be three vehicular accesses to the Application Site, but only one vehicular access will be for operational use. The operational vehicular access is located on the northern boundary of the Application Site at Cain Road and is the north-western vehicular access.
- 3.4.3 The other existing vehicular access onto Cain Road on the northern boundary of the Application Site, the north-eastern vehicular access, will be used for phased fit-out purposes. A relocated emergency access will also be located on Beehive Road.

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3.4.4 The site layout and access has been designed to accommodate an articulated HGV for deliveries and allow a refuse vehicle to manoeuvre within the Application Site.

3.5 Summary

3.5.1 This section provides an overview of the existing site context regarding the local highway network from which the proposed servicing / delivery route and arrangements will be taken.

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4 DELIVERY AND SERVICING STRATEGY

- 4.1.1 The objective of this DSP is to develop through the planning process a document that will seek to support a sustainable and well managed development with regards to deliveries and servicing. This report has been produced in accordance with the guidance documents and best practice, and BFC local policy / requirements.
- 4.1.2 This DSP will seek to achieve the following objectives:
 - demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way;
 - identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
 - improve the reliability of deliveries to and collections from the Application Site; and
 - reduce the impact of freight activity on the local highway network and the environment.

4.2 Servicing and Delivery Trips

- 4.2.1 During operation, there will typically be six HGVs arriving and departing per day.
- 4.2.2 There will also be up to 13 external staff / maintenance staff / visitors as part of standard operations of the data centre. It should be noted that whilst a maximum of up to 13 external staff / maintenance staff / visitors may attend the data centre on a given day this would be a seldom occurrence, with typically 5 external staff / maintenance staff / visitors per day.
- 4.2.3 Maintenance staff will consist of staff conducting routine inspections and checks, and staff will most likely arrive and depart from the Application Site within an hour or two, early in the day.

 Maintenance vehicles will consist of cars and light goods vehicles (LGVs).

4.3 Refuse and Recycling Collection

- 4.3.1 Refuse and recycling collection will be undertaken from a ground floor level collection point. A suitable dropped kerb will be included in the design to allow bins to be safely transitioned from the collection points to road level at the rear of the collection vehicle.
- 4.3.2 Refuse vehicles will access the Application Site in forward gear. The vehicle will then exit in a forward gear once collection has been undertaken.
- 4.3.3 The collection of bins will occur via the operational vehicular entrance taken from Cain Road. The site layout has been designed to accommodate the manoeuvre of articulated HGVs within the Application Site, and a refuse vehicle will be able to navigate through the Application Site to the refuse collection point.
- 4.3.4 In order to reduce the time spent on site by refuse collectors, the waste bins will be pre-positioned at ground floor level ready for collection. The building manager will liaise with the refuse collection operator to confirm the time period within which refuse and recycling collection would take place.
- 4.3.5 The proposals provide for a waste and recycling strategy that accords with the BFC guidance in terms of storage and collection. It is also noted that the proposed strategy will co-ordinate the collections and minimise the time refuse vehicles will remain on the Application Site.

4.4 Proposed Delivery / Servicing Route

4.4.1 Servicing and deliveries associated with the operation of the data centres will primarily comprise of refuse vehicles and deliveries. All deliveries and servicing will be pre-booked in advance. Where

- possible, deliveries and servicing should be undertaken during off peak hours where feasible to ensure that the impact on the local highway network is minimised.
- 4.4.2 When two or more HGVs are on site on the same day, delivery and servicing vehicles will be scheduled to, where possible, be staggered to minimise the impact of deliveries on the local highway network.
- 4.4.3 All regular delivery and servicing vehicles will access the Application Site from Cain Road via the operational access, the north western vehicular access along the northern boundary of the Application Site. The Application site will include a controlled access enclosure involving a series of secure barriers, electronic bi-fold gates and an intercom system linked to the Security Gatehouse The gatehouse will be manned 24 hours a day: upon entry all delivery and service vehicles will be directed to the appropriate location on the Application Site.
- 4.4.4 Upon arriving at the Application Site, delivery vehicles will arrive from Cain Road through the proposed operational access and proceed towards the gatehouse where there are two lanes for incoming vehicles. They will either continue into the Application Site or if rejected at the gatehouse, for either operational reasons or on security grounds, will reverse and turn (within the Application Site) using the turning area located to the north of the gatehouse. Vehicles will then be able to turn and exit onto the highway. Any reversing and turning of rejected vehicle would occur off the highway.
- 4.4.5 It is envisaged that delivery vehicles arriving / departing to / from the Application Site will route from the A329 and access the Application Site from the west, via Cain Road, John Nike Way and the B3408 London Road. Some delivery vehicles may use alternative routes if their origin / destination is in the local area to the Application Site.

4.5 Measures

- 4.5.1 Details are provided of measures for reducing the number of trips required for servicing and deliveries to the Application Site. These have been worked up from available guidance documents and will ensure the development contributes towards sustainable freight deliveries.
- 4.5.2 The available guidance states that less frequent visits by companies that deliver to and / or collect from a business means that fewer journeys, and therefore less mileage and CO₂, will be associated with the Application Site.
- 4.5.3 In order to reduce the number of goods vehicles visiting the Application Site, the following measures will be considered:
 - appropriate interior design to allow the provision of suitable storage space, to maximise the size of deliveries;
 - awareness of all vehicle activity associated with the procurement process, its impacts and appropriate measures to reduce it, to optimise the delivery process;
 - commitment to safer, more efficient and more environmentally friendly distribution by contracting operators registered with a best practice scheme, such as Fleet Operator Recognition Scheme;
 - move deliveries outside of peak and normal commuting hours, and provide onsite staff to receive the deliveries:
 - implement a vehicle booking / management system, which will manage deliveries away from peak hours and minimise congestion by giving each delivery a timeslot;
 - establish a central ordering system, where feasible, to reduce the likelihood of different suppliers being used for the same products, or of numerous orders being made to the same company;

- · ongoing review of delivery and collection frequencies; and
- ensuring that local suppliers are considered where feasible and cost effective.

4.6 Summary

4.6.1 The proposed data centre is not expected to have a significant number of daily servicing and delivery trips. The proposed delivery route has been devised to minimise the impact of the development on the local highway network. A number of measures will be implemented to further minimise the impact on the local highway network.

5 SUPPLIER CONTRACTUAL OBLIGATIONS

5.1.1 Contracts with relevant suppliers will be reviewed and monitored on a regular basis to ensure that they are contributing towards reducing the number of freight trips.

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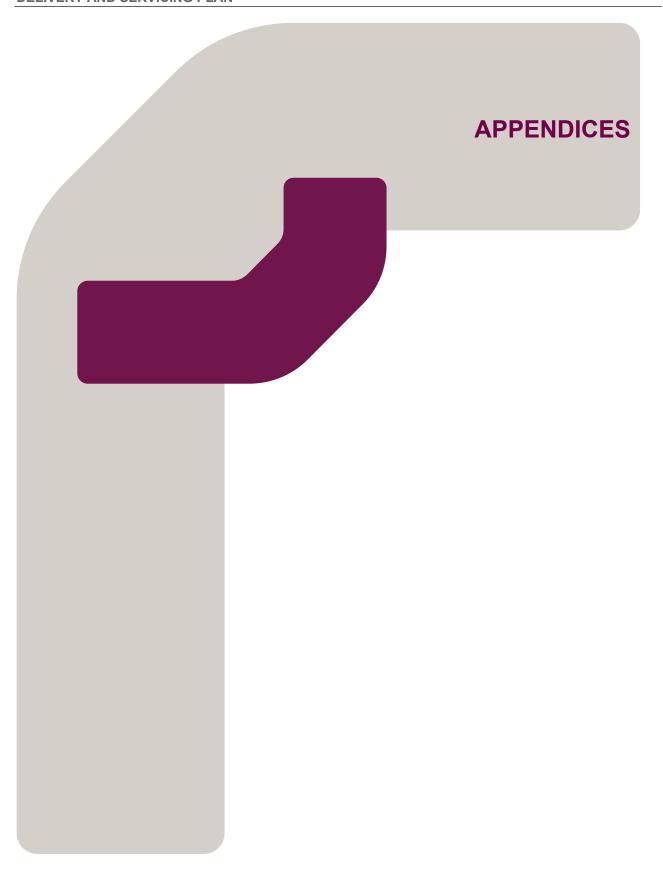
6 REFERENCES

Ministry of Housing, Communities and Local Government, 2019. National Planning Policy Framework (NPPF)

Bracknell Forest Council, 2011. Bracknell Local Transport Plan 3 2011-2026: Bracknell Freight Strategy

Bracknell Forest Council, (undated). Bracknell Freight Management Strategy

Transport for London, 2011. Delivery and Servicing Plans: Making Freight Work for You



Appendix A

Site Masterplan

Site Furniture



Entrance Canopy (Image shown for illustration)

Length: 4.9m Width: 5.1m Height: 3.0m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Smoking Shelter (Image shown for illustration)

Length: 3.135m Width: 1.540m Height: 2.25m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Security Kiosk (Image shown for illustration)

Length:1.9m Width:1.2m Height:2.25m Finish: Plastic coated steel



Cycle Shelter (Image shown for illustration)

Length:5m Width: 2.75m Height: 2.86m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Bin Store (Image shown for illustration)

Length: 3.5m Width: 4.3m Height: 2.4m
Finish: Treated softwood timber fence with double gate Colour: Natural



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Appendix D

Parking Accumulation

	Weekday					
Time Begin	Car Movements					
	Arrivals	Departures	Parking Accumulation			
00:00	0	0	5			
01:00	0	0	5			
02:00	0	0	5			
03:00	0	0	5			
04:00	0	0	5			
05:00	0	0	5			
06:00	19	0	24			
07:00	12	2	34			
08:00	0	3	31			
09:00	0	0	31			
10:00	0	0	31			
11:00	0	0	31			
12:00	0	0	31			
13:00	0	0	31			
14:00	0	0	31			
15:00	0	9	22			
16:00	3	0	25			
17:00	0	3	22			
18:00	2	0	24			
19:00	0	19	5			
20:00	0	0	5			
21:00	0	0	5			
22:00	0	0	5			
23:00	0	0	5			

Appendix E

Construction Traffic Management Plan



BRACKNELL DATA CENTRE

Construction Traffic Management Plan

20305B-RPS-XX-XX-RP-P-9731



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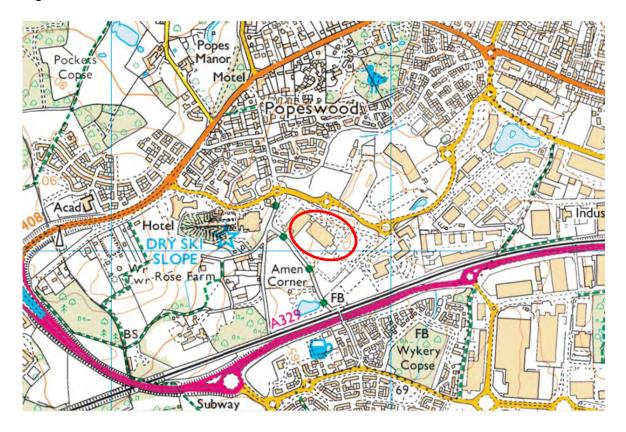
Appendices

Appendix A Site Layout

1 INTRODUCTION

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared to support a planning application for the development of Land at Cain Road, Bracknell.
- 1.1.2 The application seeks full planning consent for a data centre building.
- 1.1.3 The location of the Application Site is shown on Figure 1 below and the site layout is shown on the proposed masterplan at Drawing 20305B-RPS-00-XX-DR-A-9501 Appendix A of this document.
- 1.1.4 The Application Site is made up of 2 distinct sections. The main site and an area of land to the south on the opposite side of Beehive Road (the 'Former Recreation Site'). The Former Recreation Site will not be utilised for construction activities associated with the main site.

Figure 1: Site Location.



1.2 Existing Site

- 1.2.1 The Application Site is located on the western edge of Bracknell, within the Amen Corner Business Park. The Application Site is bounded by Cain Road to the north and Beehive Road to the west. To the north of the Application Site is a residential area, with industrial buildings located to the east, west and south. To the south west is an area of open land.
- 1.2.2 The Application Site lies within the administrative area of Bracknell Forest Council (BFC).
- 1.2.3 The Application Site is currently accessed via two existing accesses on the northern boundary leading onto Cain Road.

1.3 Proposed Development

- 1.3.1 The application seeks consent for a data centre building, with associated office administration areas, emergency generators and emission stacks, diesel tanks and filling area, electrical switch room, a water sprinkler pump room and storage tank, a gate house / security building, site access, internal access roads, drainage infrastructure and hard and soft landscaping. It will include:
 - data halls;
 - associated electrical and AHU Plant Rooms;
 - loading bay;
 - maintenance and storage space;
 - office administration areas; and
 - plant at roof level.

1.4 Context and Scope

1.4.1 The principal aim of this CTMP is to ensure that the construction works are organised and delivered in a manner that minimises impacts on the highway and maintains highway safety and the amenity of the area surrounding the site.

1.5 CTMP Structure

- **Section 2** summaries the different phases of work and sets out the construction process and working hours;
- **Section 3** outlines the anticipated composition and volume of traffic during the construction phase of the proposed development along with the proposed routing of traffic;
- Section 4 provides an appraisal of the identified construction route, having regard to current design guidance in combination with the volume and type of traffic generated by the proposed development;
- Section 5 focuses on the proposals to ensure that a suitable management strategy and structure is in place to control activity on the Application Site and to ensure a suitable reporting procedure for local residents and stakeholders; and
- Section 6 outlines the Travel Plan measures.

2 CONSTRUCTION PROCESS

2.1.1 This section outlines the proposed indicative development schedule and construction methodology.

2.2 Delivery of Plant and Materials

- 2.2.1 The construction phase of is estimated to take 10 12 months to complete and will comprise external construction and civils activities. At the end of that period all external construction activities and civils work will be completed, including:
 - hard and soft landscaping;
 - security and access areas;
 - · perimeter fencing;
 - internal access roads and car parking areas;
 - drainage and attenuation;
 - the shell and core construction of the main data centre building and administration block.
- 2.2.2 The construction phase will be followed by the installation and testing of the IT equipment (data storage and data processing technology) and then the creation of the data networks and various cloud computing services that will operate from the facility. These are then tested prior to becoming available for Customer data. All the Electrical, Mechanical & IT across the entire facility will not be deployed all at one time. Instead, internal fitout will occur in phases, the initial phase commencing within the site construction works, with follow on phased fit out determined by Customer demand The reason for this is that having unused data servers and associated mechanical and electrical support systems would unnecessarily consume energy and also require ongoing maintenance and servicing. Thus, they are deployed close to the anticipated Customer needs.
- 2.2.3 Fit out works associated with these subsequent phases will primarily be carried out inside the completed building and be of circa 6 months duration. There will be limited external works involving the installation of generator sets and roof mounted mechanical equipment, associated with that phase. The principal foundations for each generator set will be built during the main construction period, as described above.
- 2.2.4 All materials and plant associated with the development process will be stored within the footprint of the Application Site. A loading and unloading area for plant and materials will be provided within the site boundary. It is anticipated that the majority of deliveries will be made via articulated low loader vehicles and rigid HGVs.

2.3 Working Hours

Normal Working Hours

- 2.3.1 Working hours will be conducted as per the below:
 - Monday to Friday: 07:00 to 19:00
 - Saturday 07:00 to 14:30
 - Sundays and Bank Holidays no working.
- 2.3.2 Construction traffic management will seek to minimise vehicle movements during the network peak hours.

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Activities Outside Normal Working Hours

2.3.3 Non-noisy activities such as the internal fit out of buildings may be undertaken outside of the normal working hours, where these activities will not cause disturbance off site and construction HGV movements would not occur.

3 CONSTRUCTION TRAFFIC GENERATION

- 3.1.1 This section of the report sets out the estimated volume and type of vehicles that will be generated throughout the construction phase of the proposed development. This information has been used in subsequent sections that consider the geometry and safety of the adjoining highway networks, in order to inform the suite of management measures proposed.
- 3.1.2 It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change following the appointment of a Principal Contractor and prior to work commencing on the Application Site. Any substantial changes in the build program and / or number of vehicular movements will be communicated to BFC in advance of construction.

3.2 Construction Vehicles

- 3.2.1 The trip generation potential of the construction phase of proposed development has been informed though discussion with the Applicant on the anticipated construction programme and is based on experience of delivering similar developments in the United Kingdom.
- 3.2.2 The construction period is anticipated to last for 10 to 12 months, commencing shortly after granting of consent. Construction will consist of a mixture of construction staff vehicle movements, LGVs and HGVs. Using data derived from a similar data centre construction as received from the prospective operator, the following numbers have been derived:
 - an average of 275 construction staff on site per day,
 - a peak (first three months of construction) of 400 construction staff per day;
 - an average of 50% of staff as car drivers with the remaining 50% car sharing and arriving by sustainable means of transport;
 - taking into account 50% of construction staff will car share or arrive by sustainable means of transport, an average of 138 construction staff vehicles on site, equating to 275 two-way vehicle movements per day (accounting for one arrival and one departure);
 - taking into account 50% of construction staff will car share or arrive by sustainable means of transport, a peak (during first three months of construction) of 200 construction staff vehicles on site, equating to 400 two-way vehicle movements per day (accounting for one arrival and one departure);
 - an average of 75 HGVs on site per day, equating to 150 two-way HGV movements per day;
 - a peak (during first three months of construction) of 110 HGVs on site per day, equating to 220 two-way HGV movements per day; and
 - a peak (during first three months of construction) of 30 LGVs on site per day, equating to 60 two-way LGV movements per day.
- 3.2.3 Deliveries are expected to fluctuate during the construction this period. It is envisaged that the majority of movements would be Monday to Friday with only a limited number of movements on Saturdays.

3.3 Delivery Vehicle Dwell Times

3.3.1 Delivery vehicles are likely to attend the Application Site for up to a maximum of approximately one hour per vehicle, depending upon the load being unloaded or loaded. There will be sufficient space within the curtilage of the Application Site to ensure that no vehicles would have to wait on the surrounding highway network.

3.4 Construction Staff and Parking

- 3.4.1 During construction, there is a balance to be made between the intensity of on-site activity and duration of activity. It has been advised by the Applicant, using data from the construction of another Data Centre, that the average number of construction staff on the Application Site will be approximately 275, with a peak of 400 staff.
- 3.4.2 Experience of similar developments elsewhere suggests that where car sharing is promoted by the Principal Contractor the number of cars brought to site reduces. This will be achieved through management of staff travel patterns and actively encouraging car sharing as set out further in **Section 6**.
- 3.4.3 Most construction staff are anticipated to arrive at the Application Site during the 30-minute period preceding the start of the operating day and depart during the 30-minute period that follows the end of the operating day. Staff trips are likely to travel to / from different destinations and hence spread their movement across the highway network.
- 3.4.4 Provision will be made to ensure that all vehicles are able to park on the Application Site, to avoid obstruction to the operation of the public highway. This shall be strictly enforced.
- 3.4.5 **Section 6** sets out full details on construction worker trips and also contains a Construction Worker Travel Plan that seeks to minimise construction workers' travel.

4 CONSTRUCTION VEHICLE ACCESS AND ACCESS ROUTE

4.1.1 The Application Site will be accessed from Cain Road, which is subject to a 40mph speed limit. Details of the access arrangements are set out below.

4.2 Construction Traffic Routeing

- 4.2.1 HGV construction traffic will route via the A329 from the west of the Application Site, unless HGVs have an origin or destination from Bracknell Town Centre. The north-western Cain Road existing access, along the northern boundary of the Application Site will be the only access utilised for the main build construction. Once constructed, the north-eastern Cain Road existing access will be utilised for the phased fit out to keep fit out and operational traffic separate.
- 4.2.2 It is envisaged that HGVs delivering materials to the Application Site will route from the A329 and access the Application Site from the west, via Cain Road, John Nike Way and the B3408 London Road. Some HGVs may use alternative routes if their origin / destination is in the local area to the Application Site.
- 4.2.3 It is considered that the proposed routeing minimises the use of minor roads, maximises the use of the major strategic roads and avoids sensitive receptors (e.g. residential areas and schools) where possible. It is proposed that temporary signage is used to direct construction traffic to the site along the proposed construction traffic route utilising existing street furniture.
- 4.2.4 A construction compound area will provide an area for loading and unloading of vehicles and will provide a turning area to allow vehicles to exit the site in forward gear. All delivery drivers and construction workers will be advised of the construction route prior to making their delivery or commencing work by the Site Manager. This may be in the form of route maps.
- 4.2.5 It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. The Site Manager will keep up to date on scheduled roadworks in the area using the https://one.network/uk website and advise construction staff. Any major roadworks on the preferred route that result in the deviation of the preferred route will be agreed with officers at BFC in advance.

4.1 Construction Access

- 4.1.1 The site is currently served by two existing access points on Cain Road, on the northern boundary of the Application Site. Construction vehicles will utilise the western existing access on Cain Road. Once constructed the eastern existing access on Cain Road will be utilised for the phased fit out, to keep fit out and operational traffic separate.
- 4.1.2 The site will include a controlled access enclosure involving a series of secure barriers, electronic bi-fold gates and an intercom system linked to the Security Gatehouse.
- 4.1.1 Vehicles accepted onto the site will pass through the security gates and past the security gatehouse. Vehicles rejected from site will reverse and turn (within the Application Site). Vehicles will then be able to turn and exit onto the highway. Any reversing and turning of rejected vehicle would occur off the highway.

4.2 Access Signage

4.2.1 It is proposed that temporary signage be located in the vicinity of the site access during the construction period to warn drivers of the site entrance, as shown on **Plate 1**. The exact location will be determined by the Site Manager.

Plate 1: Temporary Signage at Site Access



4.3 Highway Safety

- 4.3.1 An investigation of Personal Injury Accident data on the local network has been undertaken using www.crashmap.co.uk. Personal Injury Accidents for the latest available five years (January 2015 to December 2019) have been assessed. The study area included the length of Cain Road, from the roundabout with John Nike Way to the roundabout with Western Road.
- 4.3.2 There have been no injury accidents recorded within the study area during the five-year analysis period.
- 4.3.3 The review of these links indicates that there are no significant highway safety issues in the vicinity of the site that needs to be accounted for in this CTMP.

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5 MEASURES, MANAGEMENT AND CONTROL PROCESSES

5.1.1 This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the CTMP. The Site Manager will be responsible for the site works which will ensure that the control processes are efficiently implemented.

5.2 Public Rights of Way

5.2.1 No Public Rights of Way (PRoW) cross the Application Site or are affected by the construction works. Thus, no management measures are required for PRoW in relation to the construction works.

5.3 Ongoing Review of Access Routes

5.3.1 As aforementioned, it is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. Any major roadworks on the access routes that result in the deviation of the route will be agreed with officers at BFC in advance where feasible.

5.4 Transport Co-ordination

- 5.4.1 The Applicant will appoint a Site Manager for the construction of the proposed development and the details will be provided to BFC once confirmed. The Site Manager for the proposed development will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:
 - managing the implementation of the CTMP;
 - vehicle scheduling (including potentially avoiding deliveries arriving or departing during peak school pick-up and drop-off hours);
 - checking for scheduled road works on one.network;
 - checking for scheduled refuse collections to avoid conflict with HGV deliveries within built up areas;
 - handling any complaints; and
 - acting as a point of contact for employees, contractors and the general public.
- 5.4.2 The Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:
 - the contractor;
 - the Applicant;
 - site neighbours;
 - other local stakeholders such as emergency services or local transport providers; and
 - BFC.
- 5.4.3 Regular review meetings and telecommunication will be held between the Site Manager and BFC if requested. It is envisaged that update meetings / telecommunication will be held on an ad-hoc basis as required. Furthermore, the Site Manager will provide delivery schedules, complaints or breaches of agreements to BFC if requested.

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5.5 Booking System

- 5.5.1 On a weekly basis, the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers the Site Manager will, as far as practicable, ensure that the deliveries are spread out across the week and across the day to minimise potential disruption.
- 5.5.2 The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that construction deliveries are managed in an efficient manner with minimal disruption and delays.
- 5.5.3 Hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready for their arrival onsite.
- 5.5.4 Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting.
- 5.5.5 The Site Manager will ensure banksmen are on hand to assist with the manoeuvring of delivery vehicles throughout the site. The construction compound will be located off the public highway within the Application Site, accessed via the internal access road.
- 5.5.6 Where possible, all deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside of the highway peaks of 08:00 to 09:00 and 17:00 to 18:00. Where practicable, vehicles ready to depart the Application Site during these periods shall be held back within the compound area until the appropriate time has passed.

5.6 Route Compliance

5.6.1 Use of the agreed vehicle routes shall be included as a contractual requirement of the contractor and will be communicated to all drivers. This will include information on the times of operation, delivery routes and the vehicle booking system.

5.7 Construction Compound

5.7.1 The construction compound will provide an area for loading and unloading of vehicles and provide a turning area to allow vehicles to exit the site in forward gear. The vehicle compound will be capable of accommodating a turning vehicle whilst at least one vehicle is parked, to allow for vehicles to be held back during restricted periods and ensure no vehicles wait on the public highway.

5.8 Wheel Wash

- 5.8.1 A wheel washing facility will be provided for the duration of the construction works to ensure levels of dust and dirt on roadways surrounding the Application Site is minimised.
- 5.8.2 HGVs will be required to use the wheel washing facility before leaving the Application Site, and the Principal Contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

6 CONSTRUCTION WORKER TRAVEL PLAN

- 6.1.1 A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing a number of other benefits to the organisation as an employer and to staff.
- 6.1.2 This Construction Worker Travel Plan seeks to address activities related to the construction of the site which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel by promoting travel via sustainable modes and sourcing labour and goods locally where feasible, the Travel Plan objectives can be achieved.

6.2 **Trip Generation**

- 6.2.1 From experience of constructing other data centres, the Applicant estimates that there may be up to 400 construction staff on site per day (equating to 200 vehicles), with an average of 275 construction staff on site per day (equating to 138 vehicles). This equates to 50% of staff arriving as car drivers, with the remainder as car passengers and using public transport.
- 6.2.2 Car sharing will be achieved through management of staff travel patterns and actively encouraging car sharing. As such the Site Manager will actively promote the use of car sharing as the primary method for construction workers to access the site.

6.3 **Existing Conditions**

- 6.3.1 The Application Site will connect to the local pedestrian and cycling networks through Cain Road which provides a footway / cycleway on both sides. The combined footway / cycleway connects to the wider pedestrian / cycle network of Bracknell via Beehive Road to the south and Western Road to the east.
- 6.3.2 The nearest bus stops to the Application Site are located on Cain Road approximately 60m from the north of the Application Site. These stops provide access to the X4 Lion service.
- 6.3.3 Where feasible, the Principal Contractor will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the Application Site.
- 6.3.4 There is potential for construction workers to car share to work, especially given the fact that some sub-contractors are likely to be travelling from the same origin (their local residence) to the same destination (the site).
- 6.3.5 Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers. It is this mode of transport which often forms one of the most convenient methods of sustainable travel for construction workers.
- 6.3.6 The Site Manager would promote a car-sharing scheme throughout the construction programme. The Site Manager would also make construction workers aware of existing car sharing schemes such as liftshare.com/uk.
- 6.3.7 The willingness of construction staff to car share will be identified by the Site Manager. From looking at workers' home / local residence postal addresses it would become evident whether there are any area groupings of people that would make the principle of car sharing a reasonable prospect of being successful. The Site Manager will then investigate setting up a database of construction workers willing to share journeys, including information such as their home / local residence addresses and could try and match suitable car sharers. This process will be the responsibility of the Site Manager.

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6.3.8 The Application Site will provide facilities in accordance with requirements set out in Health and Safety Executive guidelines. The facilities will include: a drying room, showers, storage facilities, toilets, offices and kitchen facilities within the welfare area. This will encourage people to travel to the Application Site by sustainable modes whilst having the added benefit of reducing the number of trips made off site during lunch breaks.

6.4 Aims and Targets

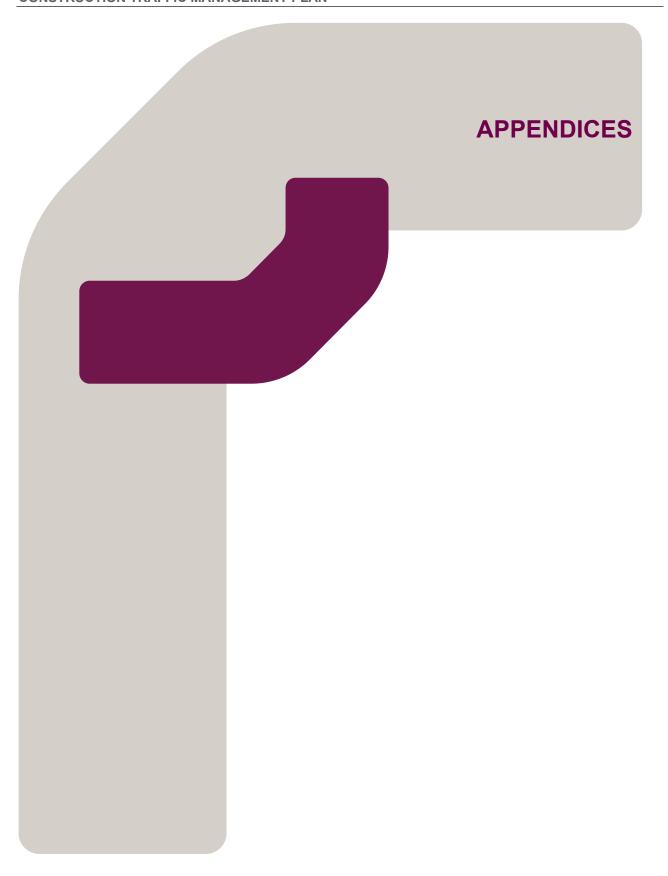
- 6.4.1 Construction worker parking at the site will be monitored, controlled and recorded by the Site Manager to ensure that single occupancy car use is minimised. The Site Manager will ensure there is space made available for any overspill parking during the early periods of construction.
- 6.4.2 This CTMP and Travel Plan will be communicated to all construction workers as part of their induction / training process. An up to date copy of this CTMP and Travel Plan will always be available for consultation.

6.5 Measures

- 6.5.1 As indicated above, there is potential for construction workers to car share or travel by bicycle to the site. It is therefore deemed appropriate to promote the following measures to promote sustainable travel by construction staff:
 - include local public transport timetables and route maps within the on-site compound for construction staff to review;
 - providing changing and storage facilities for construction staff;
 - assist in matching car sharers; and
 - minimise, where possible, the number of contractors on site at any one time to reduce trips generated and promote car sharing.

6.6 Review

6.6.1 The Site Manager will be responsible for reviewing all matters on a six-monthly basis to determine if alterations to the CTMP measures are required in terms of optimisation.



Appendix A

Site Layout

Site Furniture



Entrance Canopy (Image shown for illustration)

Length: 4.9m Width: 5.1m Height: 3.0m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Smoking Shelter (Image shown for illustration)

Length: 3.135m Width: 1.540m Height: 2.25m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Security Kiosk (Image shown for illustration)

Length:1.9m Width:1.2m Height:2.25m Finish: Plastic coated steel



Cycle Shelter (Image shown for illustration)

Length:5m Width: 2.75m Height: 2.86m Finish: PPC powder coated steel Colour: Anthracite (RAL 7016)



Bin Store (Image shown for illustration)

Length: 3.5m Width: 4.3m Height: 2.4m
Finish: Treated softwood timber fence with double gate Colour: Natural



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Appendix F

Daily Person Trips

	WeekDay				
Time Begin	Arrivals	Departures	Two Way		
	Person Movement				
00:00					
01:00					
02:00					
03:00					
04:00					
05:00					
06:00	26		26		
07:00	17	3	20		
08:00		4	4		
09:00					
10:00					
11:00					
12:00					
13:00					
14:00					
15:00		13	13		
16:00	4		4		
17:00		4	4		
18:00	3		3		
19:00		26	26		
20:00					
21:00					
22:00					
23:00					
otal	50	50	100		

Appendix G

Daily Vehicle Trips

	WeekDay						
Time Begin	Arrivals		Departur	Departures		Two Way	
	Total	HGV	Total	HGV	Total	HGV	
00:00							
01:00							
02:00							
03:00							
04:00							
05:00							
06:00	19				19		
07:00	12		2		15		
08:00	2	2	5	2	7	4	
09:00							
10:00	1	1	1	1	2	2	
11:00							
12:00	1	1	1	1	2	2	
13:00							
14:00	1	1	1	1	2	2	
15:00			9		9		
16:00	4	1	1	1	5	2	
17:00			3		3		
18:00	2				2		
19:00			19		19		
20:00							
21:00							
22:00							
23:00							
Total	43	6	43	6	85	12	



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