

5. TRANSPORTATION, ACCESSIBILITY, AIR QUALITY AND NOISE

5.1 The high dependency on the use of cars in Hillingdon has resulted in several congestion hot spots and creates serious on-street parking pressures in the borough. High car use has also led to high levels of noise and air pollution at various locations along the major road network. While Hillingdon aims to improve and expand the public transport network and to promote alternative modes of travel, it is accepted that in areas such as Hillingdon with highly dispersed demand patterns, car use will continue to be an important travel method for the foreseeable future.

5.2 Due to predicted exceedences of national air quality objectives across parts of the borough, and in accordance with National Government guidelines, Hillingdon declared an Air Quality Management Area (AQMA) in the borough encompassing all identified areas of poor air quality. The AQMA extends from the southern borough boundary, northwards to the Chiltern-Marylebone railway line that cuts across the north of the borough. An Air Quality Management Plan has been adopted by Council to address this.

5.3 Transportation is also a significant generator of noise in the borough from roads (M4, A4 and A40), aircraft (Heathrow and Northolt Airports) and railways (Chiltern-Marylebone and Great Western lines, Underground). In addition, other sources of noise issues in Hillingdon include commercial and industrial sources.

Transportation

5.4 Funding for transport infrastructure required as a result of incremental growth, in particular public transport improvements, will be provided through the Council as part of the standard CIL Charge and other mainstream funding programmes, which will be regularly updated as part of the Annual Monitoring Report.

5.5 Where a proposal involves alteration to the local highway network, this may be required through S278 of the Highways Act 1980. However, there may also be occasions where the development specifically results in a traffic impact further along the network (e.g. freight operations impacting on an adjacent junction). This should be identified in the Transport Assessment.

5.6 Where transport infrastructure is required to directly enable access to a site or mitigate any adverse impact on the adjacent network, the Council will seek to ensure that the infrastructure is provided in a timescale consistent with the proposed development. As such, where the infrastructure is not planned for delivery from CIL, or any other funding programme, the Council will request that this is provided by the developer.

5.7 The Council will seek s106 contributions to address site specific mitigation and s278 contributions. These measures can include, but are not limited to the following:

- Highways works arising from the development (section 278 of the Highways Act);
- Provision of new access roads to enable access to and from the site to existing highways networks;
- The dedication of land required for highway/transport works;
- Financial contributions to promote highway safety and sustainable transport measures/schemes or to implement schemes identified in the Local Implementation Plan;
- The provision of on-site car club bays or off-site provision;
- Travel plans, including delivery and servicing plans and monitoring;
- Improvements to Rights of Way;
- Restrictions on eligibility for parking permits in Parking Management Zones
- Improvements to public transport networks, including bus and rail infrastructure.

Travel Plans - Qualifying Developments

5.8 Where a Transport Assessment (TA) is required, the Travel Plan should be developed in parallel with it to reflect the information listed below. This is to ensure that the provision of information on any mitigation measures planned and for any alterations to the modal share of a development facilitated by the travel plan are accommodated in the TA.

Travel Plans - further information

All new developments should make provisions to encourage cycling and walking and for places of employment to encourage staff and visitors to use more sustainable modes of transport rather than rely on car use. For developments in an AQMA, the Travel Plan should include measures that produce quantifiable emission benefits and in certain cases air quality monitoring may be required.

Examples of individual measures within a Travel Plan may include:

- Secure cycle parking and changing facilities;
- Safe pedestrian routes;
- Facilities for public transport, such as bus stops and lay-bys;
- Management and use of parking spaces, so that priority is given to certain categories of people, e.g. disabled people, people with children, visitors, or cars with more than one occupant, electric or low emission vehicles;

- The removal of parking spaces after a specified period, or when access to the site is improved (e.g. new public transport routes, cycle lanes);
- Car free housing developments;
- The provision of information on public transport, walking and cycling access to the site;
- Details on deliveries to the site, covering specification of vehicles and hours of operation, and specifications for lorry parking and turning spaces; and junction and road layouts;
- Employment of a travel plan co-ordinator for the site with responsibility for monitoring;
- Setting targets on the proportion of employee trips to be made by public transport and other alternative modes of transport; and
- Setting up or participating in City Car Clubs for residents or employers.

Development Thresholds - Travel Plans

5.9 Transport for London's (TfL) Guidance for Workplace, Travel Planning and Development includes guidelines for standard travel plans and enterprise travel plans, which relate to smaller scale travel plans that fall below the full travel plan threshold. Guidance is also provided on the circumstances where no travel plan is required. Applicants are advised to refer directly to TfL's document for further guidance on the travel planning process, which includes the following table for Travel Plan Thresholds.

TABLE 2 TRAVEL PLAN THRESHOLDS

Land Use	Threshold at or above which Travel Plan is required (< = less than, > = more than)		
	No requirement	Enterprise scale travel plan	Standard travel plan
Shopping Centre	< 20 Staff < 2500m ²	> 20 staff < 2500m ²	> 2500m ²
A1 Food/Non Food Retail	< 20 staff < 1000m ²	> 20 staff < 1000m ²	> 1000m ²
Garden Centres	< 20 Staff < 2500m ²	> 20 Staff < 2500m ²	> 2500m ²
A3/A4/A5 Food and drink	< 20 staff < 750m ²	> 20 staff < 750m ²	> 750m ²
B1 including offices	< 20 staff < 2500m ²	> 20 staff < 2500m ²	> 2500m ²
B2 industrial	< 20 staff < 2500m ²	> 20 staff < 2500m ²	> 2500m ²
B8 warehousing and distribution	< 20 staff < 2500m ²	> 20 staff < 2500m ²	> 2500m ²
C1 Hotels	< 20 staff	> 20 staff	> 50 beds

	< 50 beds	< 50 beds	
D1 Hospitals/ medical centres	< 20 staff < 50 staff	> 20 staff < 50 staff	> 50 staff
D1 schools	All schools to have a travel plan	All developments to have a school travel plan	All developments to have a school travel plan
D1 higher and further education	< 20 staff < 2500m ²	> 20 staff < 2500m ²	> 2500m ²
D1 Museum	< 20 staff < 100,000 visitors annually	> 20 staff < 100,000 visitors annually	> 100,000 visitors annually
D1 Places of public worship	< 20 staff < 200 members/ regular attendees	> 20 staff < 200 members/ regular attendees	> 200 members/ regular attendees
D2 Assembly and Leisure (other than stadia)	< 20 staff < 1000m ²	< 20 staff < 1000m ²	> 1000m ²
D2 Stadia	<20 staff <1500 seats	>20 staff <1500 seats	> 1500 seats

Source: Transport for London: Guidance for workplace travel planning for development .

AIR QUALITY

5.10 The following guidance on planning obligations for air quality relates to matters that have not been accommodated as part of an integrated package of planning obligations to address transportation issues. The Mayor's Air Quality Strategy and Hillingdon's Air Quality SPG provide guidance on the submission of air quality assessments as part of planning applications and their assessments.

Qualifying Developments

5.11 Planning obligations may be sought for developments that are either in the AQMA or adjacent to the AQMA and considered likely to impact on the objectives to improve air quality. The Council's Air Quality SPG (para 2.6) outlines the following matters to be considered in the acceptability of a development from an air quality perspective:

- The scale of the emissions;
- Whether the emissions caused by the development would impede the London Borough of Hillingdon's overriding objective to improve air quality in the area;
- Whether significant public exposure occurs; and
- Ground level concentrations.

5.12 Obligations may be sought to ensure no detrimental impacts on air quality and/or to ensure compliance with the objective of the AQMA. The following circumstances may establish a requirement for planning obligations:

- As a recommendation of an air quality assessment;
- To mitigate the impacts from emissions from new development where these cannot be resolved through other means such as planning conditions, travel plans or statutory licences;
- To mitigate impacts on new development where floor space is to be occupied for significant parts of the day, such as residential, where located in an area of poor air quality; and
- To mitigate air quality impacts during the construction phase where these cannot be controlled through conditions or other statutory licences.

Types of Obligations Sought

5.13 The following obligations may be sought to improve air quality:

- Use of low emission fuel technology and other measures to minimise emissions;
- Tree and other planting where directly relevant to mitigating the impact of emissions;
- Restrictions on certain types of vehicles;
- Use of cleaner fuels for energy and heating;
- Use of combined heat and power and community heating systems where appropriate;
- Encourage company use of environmental management systems and air quality strategy; and
- Any other appropriate measures to meet the objective of the Air Quality Action Plan.

5.14 In some cases, air quality monitoring may be required to ensure these standards can be met and maintained. As such contributions towards the establishment and ongoing maintenance of this may be required if necessary.

NOISE

5.15 As-stated in Hillingdon's SPD on Noise, the Council exercises its land use planning controls to seek the physical separation of noise and noise sensitive development. Planning obligations may be applied if separation or planning conditions cannot be used to control or reduce noise levels or to mitigate the impact of noise. The Mayor's Ambient Noise Strategy and Hillingdon's Noise SPD

provide guidance on noise issues and assessments as part of planning applications.

5.16 This section provides guidance on planning obligations for noise that have not been accommodated as part of an integrated approach to address transportation and accessibility issues.

Qualifying Developments

5.17 The Council's Noise SPD sets out requirements to be considered in the assessment of noise. Planning obligations may be sought in the following circumstances:

- Where a development would cause nearby residential development to be affected by noise exposure categories B – D and/or Table 2 (Residential Noise Criteria) as outlined in the Noise SPD to be exceeded;
- Where a development would cause exceedences of 60 LAeqTdB upper limit as outlined in Noise SPD for schools and hospitals;
- Where there would be exceedences of internal noise criteria for school and offices as outlined in Table 3 of the Noise SPD;
- To mitigate impacts on the character of an area, of sites of importance for nature conservation or to ensure the welfare of livestock or other animals;
- Where there would be exceedence of noise limits prescribed in Annex 2 of Mineral Policy Statement 2 (MPS 2);
- To control noise at source where planning conditions or other statutory licences are not applicable; and
- As a result of a noise measurement survey or noise management plan.

Type of Obligations Sought

5.18 Planning obligations to address noise and vibration issues may include the following:

- Measures to reduce noise at source such as vehicle fleet selection, quiet beepers and other administrative or work place practices.
- Mitigation measures such as noise barriers and sound insulation of residential properties and other noise sensitive receptors
- Provision of off-site landscaped buffers
- Road and other surfaces incorporating provision of quieter surfaces such as porous asphalt
- The preparation and implementation of noise management plans.

5.19 These noise control measures should complement noise control measures available through normal planning and other statutory procedures. In certain cases monitoring may be required to ensure standards can be met and maintained. As such contributions towards the establishment and ongoing maintenance of this may be required if necessary.