



9 Nestles Avenue, Hayes

Hearing Statement

Client: Healey Development Solutions (Hayes) Ltd

i-Transport Ref: PH/VP/JN/IT14154-010a

Date: 22 July 2019

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Quality Management

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SECTION 1 INTRODUCTION

1.1 Context

- 1.1.1 Healey Development Solutions (Hayes) Ltd has lodged a planning appeal to the Planning Inspectorate (PINS) in respect of planning application reference 51175/APP/2018/4260 relating to the redevelopment of 9 Nestles Avenue for:

Demolition of existing building and redevelopment to provide a building up to 10 storeys, with 868 sqm. of commercial or community space (Use Class B1 or D1) at ground floor level and 81 (44 x 1-bed, 28 x 2-bed and 9 x 3-bed) residential units to the upper floors, with associated landscaping, access, car parking and cycle parking.

- 1.1.2 i-Transport LLP provided transport and highway advice to support the planning application including preparation of the Transport Assessment (TA), Framework Travel Plan (FTP) and Delivery and Servicing Plan (DSP).
- 1.1.3 i-Transport engaged with officers of London Borough of Hillingdon (LBH) as both local planning authority and local highway authority and also Transport for London (TfL) in their capacity for reviewing a referable planning application. This engagement included an accompanied site visit with a highways officer from LBH, following submission, as well as more formal engagement pre-submission including attendance at a pre-application meeting with LBH in August 2018 and attendance at a pre-application meeting with the Greater London Authority, which TfL also attended.
- 1.1.4 No comments were received from LBH in respect of transport during the determination period for this application and have only subsequently been identified through the officers report prepared to determine the application post-request for non-determination. TfL provided comments on the application in January 2019 and subsequently further comments were provided in May 2019 following the submission of a Transport Assessment addendum in April 2019.
- 1.1.5 LBH opted to refuse the application following the applicants submission of an appeal for non-determination. There were 11 reasons for refusal (RfR).

1.2 Scope

1.2.1 This Hearing Statement has been prepared in response to the three highways related reasons for refusal (Reasons, 6, 7 and 8)

1.2.2 The three reasons for refusal are:

Reason 6

The proposed development fails to provide sufficient car parking provision for the proposed development (residential and commercial) and would therefore result in an increase in on-street car parking in an area where such parking is at a premium thereby leading to conditions which would be detrimental to the free flow of traffic and to highway and pedestrian safety. The proposal is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

Reason 7

The proposed development, by virtue of its layout and servicing and delivery arrangements off a layby along Nestles Avenue, would compromise highway and pedestrian safety by virtue of the proposed vehicular access into the site and the servicing and delivery arrangements, giving rise to conditions prejudicial to the free flow of traffic and would be detrimental to highway and pedestrian safety. The development is therefore contrary to Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 2 and DMT 5 of the emerging Local Plan: Part 2 (March 2019), Policy 6.12 of the London Plan (2016) and Chapter 9 of the NPPF (2019).

Reason 8

The 4 proposed car parking spaces fail to provide a manoeuvring distance of 6m in accordance with Manual for Streets Standards. The proposed layout gives rise to conditions prejudicial to future users of these substandard car parking spaces and future occupants who are required to use the pedestrian footpath to access the residential and commercial entrances contrary to Policy AM7 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

1.3 i-Transport LLP

1.3.1 i-Transport LLP was formed in March 2005 and is now led by six Partners supported by a high calibre team of experienced technical staff totalling some 45 employees. We are an independent

consultancy and specialise in providing transport planning advice to the development industry for both private and public-sector clients. We have offices in London, Manchester, Leeds and Basingstoke and are currently one of the largest independent specialist transport planning consultancies in the UK (ref: New Civil Engineer Consultant's File).

1.3.2 Our skills are focused at the strategic, pre-planning and planning application stages including post submission negotiations and Legal Agreements. Our portfolio of transport, highway and infrastructure planning services includes:

- Undertaking feasibility studies, site appraisals and masterplanning for major development projects;
- Developing high quality integrated sustainable transport strategies including for residential, education, leisure, commercial and retail uses;
- Accessibility assessments;
- Feasibility stage highway design and junction improvements;
- Guidance in relation to Strategic allocation of sites within Local Plans and input to the EiP process;
- Preparing Transport Assessments and Travel Plans for strategic developments;
- Transport input to Environmental Statements;
- Traffic and parking studies; and
- Expert witness work for Public Inquiries.

1.4 Structure

1.4.1 This statement responds to each of the three reasons for refusal (noted above) in the following sections.

SECTION 2 REASON 6 – CAR PARKING

2.1 Context

2.1.1 Reason 6 states that the proposed development *'fails to provide sufficient car parking provision for the proposed development (residential and commercial) and would therefore result in an increase in on-street car parking in an area where such parking is at a premium thereby leading to conditions which would be detrimental to the free flow of traffic and to highway and pedestrian safety'*.

2.1.2 Accordingly, LBH state that the proposed development is contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2.2 LBH Policy

Policy AM7 Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012)

2.2.1 Policy AM7 states;

'THE LOCAL PLANNING AUTHORITY WILL CONSIDER WHETHER THE TRAFFIC GENERATED BY PROPOSED DEVELOPMENTS IS ACCEPTABLE IN TERMS OF THE CAPACITY AND FUNCTIONS OF EXISTING AND COMMITTED PRINCIPAL ROADS ONLY, AND WILL WHOLLY DISCOUNT ANY POTENTIAL WHICH LOCAL DISTRIBUTOR AND ACCESS ROADS MAY HAVE FOR CARRYING THROUGH TRAFFIC.

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PERMISSION FOR DEVELOPMENTS WHOSE TRAFFIC GENERATION IS LIKELY TO:

- i. UNACCEPTABLY INCREASE DEMAND ALONG ROADS OR THROUGH JUNCTIONS WHICH ARE ALREADY USED TO CAPACITY, ESPECIALLY WHERE SUCH ROADS OR JUNCTIONS FORM PART OF THE STRATEGIC LONDON ROAD NETWORK; OR***
- ii. PREJUDICE THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY OR PEDESTRIAN SAFETY; OR***
- iii. DIMINISH MATERIALLY THE ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY NEW OR IMPROVED ROADS; OR***

- iv. **INFILTRATE STREETS CLASSED AS LOCAL ROADS IN THE BOROUGH ROAD HIERARCHY UNLESS SATISFACTORY TRAFFIC CALMING MEASURES CAN BE INSTALLED.**

TRAFFIC CALMING SCHEMES SHOULD, WHERE APPROPRIATE, INCLUDE ENVIRONMENTAL IMPROVEMENTS SUCH AS HARD AND SOFT LANDSCAPING, AND SHOULD BE COMPLETED BEFORE THE DEVELOPMENT IS FIRST USED OR OCCUPIED.

Policy AM14 Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012).

2.2.2 Policy AM14 states;

NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT IS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED CAR PARKING STANDARDS AS SET OUT IN ANNEX 1.

LBH Adopted Parking Standards (Annex 1) - Unitary Development Plan Saved Policies (November 2012)

2.2.3 The relevant car parking standards for the land uses proposed are summarised in Table 2.1 below.

Table 2.1: LBH Car Parking Standards

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	Up to 1.5 spaces per dwelling
Offices and Light Industrial (Land Use B1)	Business Offices – 1 space per 100sqm Light Industry – 2 spaces up to 235sqm, plus 1 space per 100sqm for all floorspace in excess of 235sqm

Source: London Borough of Hillingdon Unitary Development Plan Saved Policies

2.2.4 Footnotes to the policy note that the;

'Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided.'

2.2.5 There is no reference to disabled parking provision in the LBH Adopted Parking Standards.

Adopted Supplementary Planning Document HDAS: Residential Layouts.

- 2.2.6 The LBH SPD on Residential Layouts provides supplementary information to policies contained within the UDP/Local Plan with regards to car parking, cycle parking and waste management. The document does not set any additional requirements in terms of the number of spaces to be provided, instead deferring to the UDP/London Plan.

2.3 Response**Parking Policy**

- 2.3.1 The proposed development would provide four off-street disabled parking spaces only (three spaces for the residential use and one space for the commercial use). All spaces would be enabled with electric vehicle charging points from the outset.
- 2.3.2 Section 4 of the TA (submitted as part of application 51175/APP/2018/4260) confirmed that the proposed parking provision is compliant with the parking standards of the adopted Hillingdon Local Plan insofar as the number of spaces does not exceed the maximum standard. The proposed parking provision is also compliant with both the London Plan and emerging London Plan (July 2019).
- 2.3.3 Table 2.2 overleaf provides a summary of relevant car parking policy together with maximum number of parking spaces permitted for the proposal by each policy. It can be seen the proposed number of spaces is below the maximum number of spaces. There is no minimum parking standard requirement in the LBH standards.

Table 2.2: Summary of Maximum Parking Standards

Policy Document	Parking Standard (Maximums)	Maximum Provision Allowed (based on Development Proposal)	Provision Proposed	Meets Standard?
Hillingdon UDP (Saved November 2012)	Residential – Up to 1.5 spaces per dwelling	122 Spaces	3 Spaces	✓
	B1 (unrestricted) – 1 space per 100sqm	8 Spaces	1 Space	✓
	D1 – On an individual basis	n/a	1 Space	✓
London Plan (March 2016)	Residential – Up to 1 space per unit	84 Spaces	3 Spaces	✓
	B1 (unrestricted) – 1 space per 100sqm – 600sqm	1 – 8 Spaces	1 Space	✓
	D1 – In PTAL 4-6, limited to operational needs/provision for disabled people	At least 1 disabled space	1 Space	✓
Emerging Hillingdon Local Plan Part 2 – Development Management Policies ¹	Residential – 1 – 2 Beds – 1 – 1.5 spaces per unit 3 Beds – 2 spaces per unit	126 Spaces	3 Spaces	✓
	B1 – 1 space per 50 – 100sqm	10 – 19 spaces	1 Space	✓
	D1 – On an individual basis	n/a	1 Space	✓

¹ Both the LBH Local Plan Part 2 and draft London Plan have been or are at the examination stage at the time of writing this document. Local Plan Part 2 was submitted to the Secretary of State on 18th May 2018 whilst the draft London Plan completed the hearing stage of the examination in May 2019.

Policy Document	Parking Standard (Maximums)	Maximum Provision Allowed (based on Development Proposal)	Provision Proposed	Meets Standard?
Emerging London Plan (July 2019) ²	Residential - All areas of PTAL 5 – 6 – Car Free with the exception of disabled persons parking	0 Spaces plus disabled parking	3 Spaces	✓
	B1 - Up to 1 space per 600sqm	1 Space	1 Space	✓
	D1 – In PTAL 4-6, limited to operational needs/provision for disabled people	At least 1 disabled space	1 Space	✓

Source – Policy Documents

- 2.3.4 Thus, the proposed parking meets the parking standards of the LBH and hence is compliant with Policy AM14.

PTAL

- 2.3.5 The car-free nature of the scheme is supported by the sites very good level of accessibility, scoring a Public Transport Accessibility Level of 4/5 (on a scale of 1 to 6b where 1 is the least accessible and 6b is the most accessible).

² Both the LBH Local Plan Part 2 and draft London Plan have been or are at the examination stage at the time of writing this document. Local Plan Part 2 was submitted to the Secretary of State on 18th May 2018 whilst the draft London Plan completed the hearing stage of the examination in May 2019.

- 2.3.6 At the present time, the site attains a PTAL 4/5 (the site is on the border of both PTALs). This is derived through access to rail services at Hayes and Harlington station (400m from the site) where approximately eight trains per hour operate between London Paddington and Reading/Didcot/Heathrow Airport, and access to eight local bus services (nearest stop in each direction being adjacent to the entrance of Hayes and Harlington station) connecting to a range of destinations including Northolt, Uxbridge and Heathrow Airport Terminal 5.
- 2.3.7 There will be an increase in rail services (an additional two trains per hour) at Hayes and Harlington station once the Elizabeth Line commences (as noted in the TA – para. 3.7.4). In addition, significant changes to the local bus network are proposed by TfL following introduction of Elizabeth Line. This will result in an additional three bus services (contributing an extra 15 buses per hour in each direction) serving nearby bus stops, including one service that is expected to extend along Nestles Avenue, past the site and make use of the bus turning head proposed within the Nestles Factory site.
- 2.3.8 The potential PTAL of the site has been re-calculated for the ‘future’ scenario by following the PTAL methodology with these additional bus and rail services included. This demonstrates the PTAL of the site increases to a rating of 5 meaning very good access to the public transport network. The calculation sheet (provided in the TA) is included at Appendix A.

Parking Demand

- 2.3.9 The proposed development is a ‘build-to-rent’ scheme, where all flats are to be let rather than sold.
- 2.3.10 Research³ in respect of parking requirements for Build to Rent use demonstrates that tenure has an impact on private car ownership levels. Tenants that occupy rented accommodation have on average up to 0.4 fewer cars per household than owner-occupied households in dwellings of a

³ Savills report ‘Unlocking the Benefits and Potential of Build to Rent’, on behalf of The British Property Federation (BPF) – <https://www.bpf.org.uk/sites/default/files/resources/BPF-unlocking-benefits-potential-build-to-rent-Feb17-FINAL-web.pdf>

similar size and type. It should be noted that these figures are for all household types (houses & flats) and all locations, therefore it is likely that car ownership for flats which are wholly rented and within an area of good accessibility would exceed the average reduction.

2.3.11 In addition, the research identified, through interviews with BTR providers, that car parking standards was identified as being one of the main regulations that requires flexibility in order to increase the number of units delivered and make efficient use of space, which could be used to maximise complementary on site facilities (e.g. an on-site gym).

2.3.12 Thus, BTR developments generally have a lower parking demand than owner occupied schemes.

Parking Control

2.3.13 The site is located within a Controlled Parking Zone (Zone HY2) which restricts parking in marked bays between 09:00 and 17:00 Monday to Friday to anybody other than permit holders.

2.3.14 Marked parking bays are primarily located on the south side of Nestles Avenue. These are frequently interspersed by dropped kerbs as a number of the existing residential properties on the south side of Nestles Avenue provide for on-site parking within driveways. Circa 150m east of the site, marked parking bays are available on both sides of the carriageway. There are single yellow line parking restrictions present where there are no marked bays.

2.3.15 Vehicles are able to park safely on street within marked bays as currently occurs. Those with permits can park at anytime whereas those without permits have restricted use. Accordingly, should the proposed development increase the number of parked vehicles this would not prejudice the free flow of traffic, as there are clear locations for vehicles to park. Therefore it is considered the proposals meet the requirements of Policy AM7(ii), which is the only part of the policy applicable to this RfR.

2.3.16 It should be noted that the existing CPZ on Nestle Avenue was introduced in 2018. The reason stated for the Order was that it "will prevent non-residential parking, improve access and promote road safety". A copy of the order and associated plans are provided at Appendix B.

2.3.17 Observations on site indicate that there is space available for parking within marked bays both during the controlled parking hours (09:00 and 17:00 Monday to Friday) and during other periods. Thus, there is the ability to accommodate additional parking demand on street should this arise from the development.

2.3.18 Notwithstanding the ability to park safely on street and as set out within Section 4 of the TA the applicant is willing to accept a planning Condition which would prevent all future occupiers from obtaining parking permits. Thus, new residents would not have unrestricted use of the on-street parking bays within the CPZ. This Condition could be controlled/enforced by the Council. A permit free approach is a well-established way of ensuring that car-free and low-car development in sustainable locations across London does not cause on-street or overspill parking issues.

2.3.19 The permit-free arrangement will be made clear to all new residents and business occupiers prior to their occupation and the need to live car-free will be set out clearly in all leases. As the proposed development is for rental only, all future occupiers will have sight of this restriction and will be of the understanding and awareness of this restriction prior to moving in, i.e. they will choose to live at this development fully aware of the need for car-free lifestyles.

2.3.20 Indeed, as was acknowledged by a Planning Inspector and accepted by the Secretary of State in appeal APP/I5240/V/17/3174139 for a development in Purley, London Borough of Croydon;

“Policy is geared towards persuading people to switch from private cars to public transport in order to try and reduce traffic. One of the best ways of achieving this is to limit parking provisions and one the best opportunities to persuade people to alter this aspect of their lifestyles is when they move home” (Page 53, APP/I5240/V/17/3174139).

2.3.21 Furthermore, Transport for London, the authority responsible for London’s transport network and who prepare comments relating to transport for all referable planning applications across London, strongly support a car-free approach, as set out in their comments on this planning application (dated 8th January 2019), provided at Appendix C, which state:

“The proposed car-free nature of the development is welcomed and strongly supported... all of which will have active electrical vehicle charging facilities which is welcomed, in line with draft London Plan Policy T6”

2.3.22 This position was confirmed by TfL following their response to a second application (planning ref: 51175/APP/2019/187) on the same site in which 51 parking spaces was proposed within which it is stated this level of provision is ‘**unacceptable**’ and ‘**should be reduced to at least draft London Plan maximum standards**’.

2.3.23 In addition to the above, notwithstanding the site’s location within a CPZ, the emerging London Plan (Policy T6 Para BA) acknowledges that;

'An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.'

2.4 Summary

2.4.1 LBH has decided to refuse the scheme in respect of car parking on the grounds that the level of parking did not meet adopted standards and an insufficient level of parking will lead to overspill parking in the local area to the detriment of highway safety contrary to the policies quoted at section 2.2.

2.4.2 Information set out within this section has demonstrated the proposed scheme:

- is compliant with the adopted parking standards which only set maximum parking requirements;
- is in a very accessible location (PTAL 5) which will promote use of sustainable modes and deter car-use, further supported by the site operating a Travel Plan;
- is a BtR development with residents who are likely to have lower car ownership/ use;
- is located in an area where if overspill parking does occur, it could be accommodated safely on street; and
- is able to restrict the ability to park on street by preventing occupiers from obtaining residential parking permits.

2.4.3 Further, it is noted that one of the best times to encourage a sustainable lifestyle is when future occupiers are selecting a new property.

2.4.4 The proposed development is therefore compliant with the following;

- Policy AM7 (Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012),
- Policy AM14 (Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012),
- LBH Adopted Parking Standards Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012)
- Adopted Supplementary Planning Document HDAS: Residential Layouts;

2.4.5 Accordingly, Reason for Refusal 6 does not represent a substantiated basis for refusal.

SECTION 3 REASON 7 – HIGHWAY SAFETY

3.1 Context

3.1.1 Reason 7 states that the proposed development ‘*by virtue of its layout and servicing and delivery arrangements [off] a layby along Nestles Avenue, would compromise highway and pedestrian safety by virtue of the proposed vehicular access into the site and the servicing and delivery arrangements, giving rise to conditions prejudicial to the free flow of traffic and would be detrimental to highway and pedestrian safety*’

3.1.2 LBH therefore state that the proposed development is contrary to ‘*Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 2 and DMT 5 of the emerging Local Plan: Part 2 (March 2019), Policy 6.12 of the London Plan (2016) and Chapter 9 of the NPPF (2019)*’.

3.2 Consideration LBH Policy Grounds

Policy AM7 (Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012))

‘THE LOCAL PLANNING AUTHORITY WILL CONSIDER WHETHER THE TRAFFIC GENERATED BY PROPOSED DEVELOPMENTS IS ACCEPTABLE IN TERMS OF THE CAPACITY AND FUNCTIONS OF EXISTING AND COMMITTED PRINCIPAL ROADS ONLY, AND WILL WHOLLY DISCOUNT ANY POTENTIAL WHICH LOCAL DISTRIBUTOR AND ACCESS ROADS MAY HAVE FOR CARRYING THROUGH TRAFFIC.

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PERMISSION FOR DEVELOPMENTS WHOSE TRAFFIC GENERATION IS LIKELY TO:

- i. UNACCEPTABLY INCREASE DEMAND ALONG ROADS OR THROUGH JUNCTIONS WHICH ARE ALREADY USED TO CAPACITY, ESPECIALLY WHERE SUCH ROADS OR JUNCTIONS FORM PART OF THE STRATEGIC LONDON ROAD NETWORK; OR**
- ii. PREJUDICE THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY OR PEDESTRIAN SAFETY; OR**
- iii. DIMINISH MATERIALLY THE ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY NEW OR IMPROVED ROADS; OR**
- iv. INFILTRATE STREETS CLASSED AS LOCAL ROADS IN THE BOROUGH ROAD HIERARCHY UNLESS SATISFACTORY TRAFFIC CALMING MEASURES CAN BE INSTALLED.**

TRAFFIC CALMING SCHEMES SHOULD, WHERE APPROPRIATE, INCLUDE ENVIRONMENTAL IMPROVEMENTS SUCH AS HARD AND SOFT LANDSCAPING, AND SHOULD BE COMPLETED BEFORE THE DEVELOPMENT IS FIRST USED OR OCCUPIED.

Policy DMT 2 of the emerging Local Plan: Part 2 (March 2019).

Development proposals must be compatible with the safe and efficient movement of the highway and therefore must ensure that:

- i. safe and efficient vehicular access to the highway network is provided to the Council's standards;***
- ii. they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;***
- iii. safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;***
- iv. impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and***
- v. there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.***

Policy DMT 5 of the emerging Local Plan: Part 2 (March 2019).

- i. Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:***
- ii. the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;***
- iii. the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;***
- iv. the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and***
- v. the provision of cycle parking and changing facilities in accordance with Appendix A C, Table 1 or, in agreement with Council.***

Policy 6.12 of the London Plan (2016)

- A. The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs;***

B. In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

- a. the contribution to London's sustainable development and regeneration including improved connectivity**
- b. the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced**
- c. how net benefit to London's environment can be provided;**
- d. how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved**

C. how safety for all is improved.

Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

Chapter 9 of the NPPF (2019)'.

3.2.1 Chapter 9 of the NPPF considers the promotion of sustainable transport. Namely, this section of the document sets the following three tests in relation to transport and highways matters:

"In assessing sites that may be allocated for development in plans, or specific applications for development, 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."* (ref: NPPF, Paragraph 108)**

3.2.2 The NPPF further states that 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." (ref: NPPF, Paragraph 109).

3.3 Response

3.3.1 Based on comments made by TfL and LBH in relation to the provision of a loading bay to serve the development, it is our understanding that the above reason for refusal relates to the associated delivery and servicing arrangement to and from the loading bay and their effect on the 'Nestle Avenue Sustainability Corridor'.

'Sustainability Corridor'

- 3.3.2 The proposed development offers up a 10m stretch along the whole site frontage, to LBH for creation of a new 'sustainability corridor'. General widths were provided at a pre-application meeting held in August 2018. Accordingly, a circa 350sqm area of the site frontage was to be reserved for a 'sustainability corridor'. The 10m width of the corridor is equivalent to 15% of the total site length (circa 75m).
- 3.3.3 The new corridor is proposed to route along the whole of Nestles Avenue and seeks to deliver a 4m wide 'parkland' space, 3m footway and 3m segregated cycle lane, all to be delivered within the site boundary, along with alterations to the current footway to deliver additional on-street parking bays⁴.
- 3.3.4 There are no details of the design of the 'sustainability corridor' and it has no policy basis. Accordingly, there is a reasonable prospect the 'sustainability corridor' may not come forward at least in the short term.

Loading Bay

- 3.3.5 The reduction in site area necessary to allow for a 'sustainability corridor' was one of the factors which contributed to the requirement for a loading bay for servicing and deliveries as there would be insufficient space on site to enable service vehicles to access, turnaround and egress safely.

⁴ There is no policy document or guidance available from the London Borough of Hillingdon as to the future form/alignment of the Nestles Avenue Sustainability Transport Corridor. The design presented within the planning application has been derived from drawings and submissions prepared for the Former Nestles Factory site adjacent to the development site (provided under planning ref: 1331/APP/2017/1883) – namely drawing 30710/5501/SK003 prepared by Peter Brett Associates which shows a bus turning head at the eastern end of Nestles Avenue – using this, a new i-Transport drawing, ITL14154-SK-007, provided at Appendix D, has been prepared to better illustrate the proposed arrangement to the front of the site. This demonstrates how a loading bay could be accommodated whilst a footway and cycleway are also deliverable. The parkland space would be to the north of the footway/cycleway.

- 3.3.6 The use of a loading bay where on-site servicing is impractical is recognised as the next preferential method of accommodating deliveries within the emerging London Plan (July 2019). Supporting text to Policy T7, Deliveries, Servicing and Construction reads;

'To reduce the pressure on London's streets, developments should provide for deliveries and servicing offstreet where possible, and through dedicated loading bays if not.'

'Where loading in the carriageway is unavoidable and the impacts can be made acceptable, it should be designed to minimise the impact on people walking or cycling and other road users.'

- 3.3.7 Thus, a loading bay is considered a reasonable and acceptable means of servicing.
- 3.3.8 Currently deliveries are permitted to be made to the single yellow line along the site frontage, which does not have any loading restrictions in place. Thus, a vehicle can park on Nestles Avenue and goods can be transported across the footway and into the site.
- 3.3.9 In the absence of a 'sustainability corridor' the proposed development would improve the existing access to modern design standards suitable for use by vehicles accessing the on site parking bays. For servicing, a loading bay is proposed (temporarily diverting the footway around the loading bay) with goods transported into the site via the footway as at present. This would provide a net benefit in terms of safety and the free flow of traffic compared to the existing situation as delivery vehicles would not need to stop within the carriageway.
- 3.3.10 The provision of a 'sustainability corridor' provides another reason in support of a loading bay. It is understood a 'sustainability corridor' would include a dedicated cycleway and area of high-quality public realm. Therefore, removing the need for larger vehicles (anything larger than a car) to cross the proposed footway/cycleway would reduce the frequency of conflict with pedestrians and cyclists to the benefit of highway safety.
- 3.3.11 This approach is completely in accordance with emerging policies DMT 2 and DMT 5 which seek safe and convenient access for pedestrians and cyclists via high quality public realm. The prevention of large vehicles crossing the 10m wide sustainability corridor significantly reduces the likelihood of conflict.
- 3.3.12 In the absence of detailed design guidance for a 'sustainability corridor', reference has been made to The London Cycling Design Standards which provides good practice guidance as to good cycle track design and its interaction with loading.

3.3.13 At Section 4.2.6, the document recognises that;

'... continuous separation between cycles and motorised vehicles can be achieved through positioning the cycle lane/track between parking or loading bays and the kerb... (i.e. carriageway edge) ... When compared to marking lanes on the offside of parking, this method requires little additional space, is unlikely to lead to any overall loss of parking and represents a high level of service for cyclists in terms of safety and comfort.'

3.3.14 There are numerous locations across London where this exact arrangement is in use. An example of such an arrangement can be found on Blackfriars Road in Central London where a cycle superhighway is separated from the carriageway by loading bays and other on-street furniture (including a bus stop) as shown in Plate 3.1 below.

Plate 3.1 – Loading Bay separating Cycle Lane and Carriageway



Source: i-Transport – Taken on Blackfriars Road, London showing a loading bay separating a two-way cycle lane and footway from the carriageway.

3.3.15 In addition, section 4.3.10 of the design standards, notes operating hours of loading bays need to be determined with reference to anticipated demand and to the conditions that cyclists may experience outside of the times of operation and therefore what times loading activities are permitted. This arrangement would wholly be within the gift of LBH to determine given the bay would be located within the public highway. Thus, loading could be restricted to avoid typical cycle flow peaks (likely to mirror typical highway network peaks of 7-10am and 4-7pm).

3.3.16 Section 4.2.6 of the document also makes reference to the type of goods likely to be delivered to/from the loading bay. With regards to the TA and DSP prepared in support of the application, it states a worst-case of 15 deliveries could be received per day. Two-thirds of these would be associated with the residential element of the proposals and would likely consist of parcel deliveries and online grocery shopping deliveries/takeaway food deliveries (i.e. small items that would likely be carried or moved by small trolley to/from the site). The remaining deliveries would be associated with the commercial unit with daily visits consisting of general supply deliveries (i.e. stationary, etc- again items that would be carried or moved by trolley).

3.3.17 Whilst there may be occasional deliveries of bulky goods such as furniture, and occasional visits by engineers providing services and repairs (e.g. telecommunications, central heating, plumbing and so forth), as a BTR scheme, the site is highly likely to offer furnished apartments, typical at a number of BTR schemes in London, as well as its own facilities management team (i.e. residents will not have to arrange central heating servicing/plumbing, etc, individually).

3.3.18 The proposal is therefore considered safe because it is considered safer for delivery vehicles to temporarily stop in a dedicated on-street loading bay, without obstruction to the free-flow of passing traffic, with the transfer of goods (primarily small items) by hand into the site, rather than large vehicles to be crossing a 'sustainability corridor' (inclusive of a parkland space) up to 30 times per day (15 movements in, 15 movements out) in conflict with both pedestrian and cyclist movements.

3.4 **Summary**

3.4.1 LBH resolved to refuse the scheme in respect of highway safety on the grounds that the proposals compromise highway and pedestrian safety by virtue of the proposed vehicular access into the site and the servicing and delivery arrangements, giving rise to conditions prejudicial to the free flow of traffic and would be detrimental to highway and pedestrian safety which is contrary to the policies quoted at section 3.2.

3.4.2 Information set out within this section has shown the proposed loading bay would :

- Represent an improvement to safety and free flow of traffic when compared with the current servicing arrangements;

- Provide a practical service arrangement in accordance with the emerging London Plan hierarchy;
- Alongside a 'sustainability corridor' accord with TfL's design guidance; and
- Minimise conflict between vehicles, pedestrians and cyclists to the benefit of safety

3.4.3 The proposals are therefore compliant with the following Policies:

- Policy AM7 (Hillingdon Unitary Development Plan Saved Policies (November 2012),
- Policy DMT 2 of the emerging Local Plan: Part 2 (March 2019),
- Policy DMT 5 of the emerging Local Plan: Part 2 (March 2019),
- Policy 6.12 of the London Plan (2016);
- Chapter 9 of the NPPF (2019)'; and
- Policy T7 of the emerging London Plan (July 2019).

3.4.4 Accordingly, Reason for Refusal 7 does not represent a substantiated basis for refusal.

SECTION 4 REASON 8 – HIGHWAY SAFETY (MANOEUVRABILITY)

4.1.1 LBH reason for refusal 8 states the proposed development fails *'to provide a manoeuvring distance of 6m in accordance with Manual for Streets Standards. The proposed layout gives rise to conditions prejudicial to future users of these substandard car parking spaces and future occupants who are required to use the pedestrian footpath to access the residential and commercial entrances'*.

4.1.2 The reason states that this is contrary to *'Policy AM7 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts'*.

4.2 Consideration LBH Policy Grounds

Policy AM7 of the Hillingdon Local Plan Part 2 - Unitary Development Plan Saved Policies (November 2012)

THE LOCAL PLANNING AUTHORITY WILL CONSIDER WHETHER THE TRAFFIC GENERATED BY PROPOSED DEVELOPMENTS IS ACCEPTABLE IN TERMS OF THE CAPACITY AND FUNCTIONS OF EXISTING AND COMMITTED PRINCIPAL ROADS ONLY, AND WILL WHOLLY DISCOUNT ANY POTENTIAL WHICH LOCAL DISTRIBUTOR AND ACCESS ROADS MAY HAVE FOR CARRYING THROUGH TRAFFIC.

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PERMISSION FOR DEVELOPMENTS WHOSE TRAFFIC GENERATION IS LIKELY TO:

- i. UNACCEPTABLY INCREASE DEMAND ALONG ROADS OR THROUGH JUNCTIONS WHICH ARE ALREADY USED TO CAPACITY, ESPECIALLY WHERE SUCH ROADS OR JUNCTIONS FORM PART OF THE STRATEGIC LONDON ROAD NETWORK; OR**
- ii. PREJUDICE THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY OR PEDESTRIAN SAFETY; OR**
- iii. DIMINISH MATERIALLY THE ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY NEW OR IMPROVED ROADS; OR**
- iv. INFILTRATE STREETS CLASSED AS LOCAL ROADS IN THE BOROUGH ROAD HIERARCHY UNLESS SATISFACTORY TRAFFIC CALMING MEASURES CAN BE INSTALLED.**

TRAFFIC CALMING SCHEMES SHOULD, WHERE APPROPRIATE, INCLUDE ENVIRONMENTAL IMPROVEMENTS SUCH AS HARD AND SOFT LANDSCAPING, AND SHOULD BE COMPLETED BEFORE THE DEVELOPMENT IS FIRST USED OR OCCUPIED.

Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012)

- 4.2.1 The relevant car parking standards for the land uses proposed are summarised in Table 2.1 below.

Table 2.1: LBH Car Parking Standards

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	Up to 1.5 spaces per dwelling
Offices and Light Industrial (Land Use B1)	Business Offices – 1 space per 100sqm Light Industry – 2 spaces up to 235sqm, plus 1 space per 100sqm for all floorspace in excess of 235sqm

Source: London Borough of Hillingdon Unitary Development Plan Saved Policies

Supplementary Planning Document HDAS: Residential Layouts.

- 4.2.2 The LBH SPD on Residential Layouts provides supplementary information in respect of policy contained within the UDP/Local Plan with regards to car parking, cycle parking and waste management.

4.3 Response

- 4.3.1 It is considered that this reason for refusal is erroneous.
- 4.3.2 Drawing ITL14154-SK-008 included at Appendix E provides a detailed mark up of the proposed site layout demonstrating that sufficient manoeuvring room of 6.8m from edge of parking bay to site boundary has been provided for within the design. This exceeds the 6m requirement as referred to in the RfR.
- 4.3.3 As can be seen from drawing no. ITL14154-SK-008 the access road is 5.5m wide located between the building and the eastern boundary. The parking spaces are **3.6m** wide and are set within the building line, providing a distance between the back of the bay and the eastern boundary of **6.8m**. The access road is intended to operate as a shared space with vehicles, cyclists and pedestrians all using the same space. Such arrangements are a common feature particularly

within residential developments across the country and are advocated by MfS. Given the site only gives access to four car parking spaces a short distance from the access, vehicular movements in this area will be very low and at a low speed. Thus, this arrangement would operate safely.

4.3.4 On this basis, the proposal is compliant with the policies referred to in RfR 8 as noted above.

4.3.5 Accordingly, Reason for Refusal 8 does not represent a substantiated basis for refusal.

SECTION 5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The National Planning Policy Framework (NPPF) sets the following three tests in relation to transport and highways matters:

“In assessing sites that may be allocated for development in plans, or specific applications for development, 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.” (ref: NPPF, Paragraph 108)***

5.1.2 The NPPF further states that 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.” (ref: NPPF, Paragraph 109).

5.1.3 This statement addresses each of the three reasons for refusal in turn providing justification and evidence as appropriate in respect of the three reasons raised.

Reason 6

5.1.4 LBH has decided to refuse the scheme in respect of car parking on the grounds that the level of parking did not meet adopted standards and an insufficient level of parking will lead to overspill parking in the local area to the detriment of highway safety contrary to the policies quoted at section 2.2.

5.1.5 Information set out at section 2.3 has demonstrated the proposed scheme is:

- compliant with the adopted parking standards which only set maximum parking requirements;
- in a very accessible location (PTAL 5) which will promote use of sustainable modes and deter car-use, further supported by the site operating a Travel Plan;
- a BtR development with residents who are likely to have lower car ownership/ use;

- located in an area where if overspill parking does occur, it could be accommodated safely on street; and
- able to restrict the ability to park on street by preventing occupiers from obtaining residential parking permits.

5.1.6 Further, it is noted that one of the best times to encourage a sustainable lifestyle is when future occupiers are selecting a new property.

5.1.7 The proposed development is therefore compliant with the following;

- Policy AM7 (Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012),
- Policy AM14 (Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012),
- LBH Adopted Parking Standards Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012)
- Adopted Supplementary Planning Document HDAS: Residential Layouts;

5.1.8 Accordingly, Reason for Refusal 6 does not represent a substantiated basis for refusal.

Reason 7

5.1.9 LBH resolved to refuse the scheme in respect of highway safety on the grounds that the proposals compromise highway and pedestrian safety by virtue of the proposed vehicular access into the site and the servicing and delivery arrangements, giving rise to conditions prejudicial to the free flow of traffic and would be detrimental to highway and pedestrian safety which is contrary to the policies quoted at section 3.2.

5.1.10 Information set out within section 3.3 has shown the proposed loading bay would:

- Represent an improvement to safety and free flow of traffic when compared with the current servicing arrangements;
- Provide a practical service arrangement in accordance with the emerging London Plan hierarchy;
- Alongside a 'sustainability corridor' accord with TfL's design guidance; and
- Minimise conflict between vehicles, pedestrians and cyclists to the benefit of safety.

5.1.11 The proposals are therefore compliant with the following Policies:

- Policy AM7 (Hillingdon Unitary Development Plan Saved Policies (November 2012),
- Policy DMT 2 of the emerging Local Plan: Part 2 (March 2019),
- Policy DMT 5 of the emerging Local Plan: Part 2 (March 2019),
- Policy 6.12 of the London Plan (2016);
- Chapter 9 of the NPPF (2019)'; and
- Policy T7 of the emerging London Plan (July 2019).

5.1.12 Accordingly, Reason for Refusal 7 does not represent a substantiated basis for refusal.

Reason 8

5.1.13 It is considered that this reason for refusal erroneous.

5.1.14 Plan ITL14154-SK-008 included at Appendix E provides a detailed mark up of the proposed site layout demonstrating that sufficient manoeuvring room of 6.8m from edge of parking bay to site boundary has been provided for within the design. This exceeds the 6m requirement as referred to in the RfR.

5.1.15 As can be seen from drawing no. ITL14154-SK-008 the access road is 5.5m wide located between the building and the eastern boundary. The parking spaces are **3.6m** wide and are set within the building line, providing a distance between the back of the bay and the eastern boundary of **6.8m**. The access road is intended to operate as a shared space with vehicles, cyclists and pedestrians all using the same space. Such arrangements are a common feature particularly within residential developments across the country and are advocated by MfS. Given the site only gives access to four car parking spaces a short distance from the access, vehicular movements in this area will be very low and at a low speed. Thus, this arrangement would operate safely.

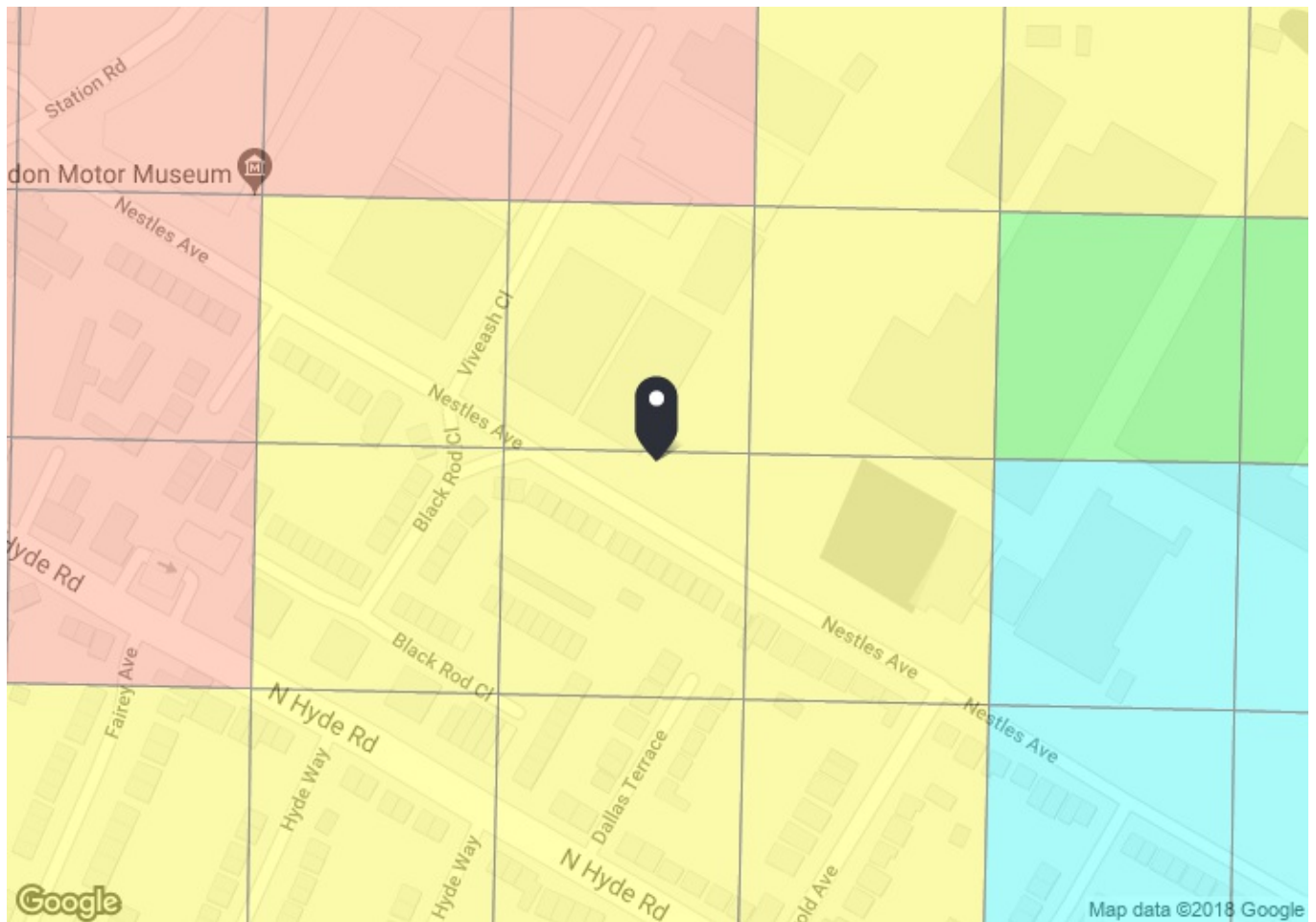
5.1.16 On this basis, the proposal is compliant with the policies referred to in RfR8 as noted above.

5.1.17 Accordingly, Reason for Refusal 8 does not represent a substantiated basis for refusal.

5.2 Conclusion

- 5.2.1 In conclusion, the proposed development complies with the relevant national, regional and local policies and is considered acceptable in transport terms. None of the highways reasons for refusal are accepted and the development should be permitted in accordance with the three tests of NPPF.

APPENDIX A. PTAL Calculation Sheet



PTAL output for 2021 (Forecast)

4

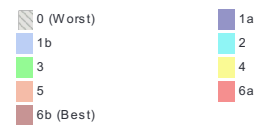
Stanford House, 9 Nestles Ave, Hayes UB3 4SA, UK
Easting: 509859, Northing: 179190

Grid Cell: 73752

Report generated: 16/11/2018

This information is produced using forecasting tools and is subject to uncertainty

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STATION RD NORTH HYDE RD	E6	458.08	6.21	5.73	6.83	12.56	2.39	0.5	1.19
Bus	STATION RD NORTH HYDE RD	U5	458.08	5.18	5.73	7.8	13.52	2.22	0.5	1.11
Bus	STATION RD NORTH HYDE RD	90	458.08	6.21	5.73	6.83	12.56	2.39	0.5	1.19
Bus	STATION RD NORTH HYDE RD	350	458.08	5.18	5.73	7.8	13.52	2.22	0.5	1.11
Bus	STATION RD NORTH HYDE RD	H98	458.08	7.76	5.73	5.86	11.59	2.59	0.5	1.29
Bus	STATION RD NORTH HYDE RD	U4	458.08	7.76	5.73	5.86	11.59	2.59	0.5	1.29
Bus	STATION RD NORTH HYDE RD	140	458.08	8.8	5.73	5.41	11.14	2.69	1	2.69
Bus	HAROLD AVENUE	195	296.64	5.18	3.71	7.8	11.51	2.61	0.5	1.3
Rail	Hayes & Harlington	'ABBEYW-HTRW4'	472.37	3.33	5.9	9.76	15.66	1.92	1	1.92
Rail	Hayes & Harlington	'SHENFLD-RDNGSTN'	472.37	2	5.9	15.75	21.65	1.39	0.5	0.69
Rail	Hayes & Harlington	'SHENFLD-MDNHEAD'	472.37	1.33	5.9	23.31	29.21	1.03	0.5	0.51
Rail	Hayes & Harlington	'HTRW4-SHENFLD'	472.37	1	5.9	30.75	36.65	0.82	0.5	0.41
Rail	Hayes & Harlington	'ABBEYW-MDNHEAD'	472.37	0.67	5.9	45.53	51.43	0.58	0.5	0.29
Rail	Hayes & Harlington	'WDRAITN-ABBEYW'	472.37	1.33	5.9	23.31	29.21	1.03	0.5	0.51
Rail	Hayes & Harlington	'WDRAITN-SHENFLD'	472.37	0.67	5.9	45.53	51.43	0.58	0.5	0.29
Rail	Hayes & Harlington	'RDNGSTN-ABBEYW'	472.37	0.33	5.9	91.66	97.56	0.31	0.5	0.15
Rail	Hayes & Harlington	'HTRW4-WWARS'	472.37	0.33	5.9	91.66	97.56	0.31	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P11'	472.37	2	5.9	15.75	21.65	1.39	0.5	0.69
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	472.37	2	5.9	15.75	21.65	1.39	0.5	0.69

Total Grid Cell AI: 17.49

PTAL Calculator

EDIT GREEN BOXES ONLY

Route Walk Distance Frequency Weight Walk Time SWT Total Access Time EDF AI

BUSES MAX 640m

H32	413	10	1	5.16	7	12.16	2.47	2.47
X140	413	12	0.5	5.16	8	13.16	2.28	1.14
278	413	15	0.5	5.16	9.5	14.66	2.05	1.02

Your Existing PTAL AI 17.49
Your Calculated PTAL AI 22.12

CHECK YOUR PTAL

AI	PTAL
0.01 - 2.50	1a
2.51 - 5.00	1b
5.01 - 10.00	2
10.01 - 15.00	3
15.01 - 20.00	4
20.01 - 25.00	5
25.01 - 40.00	6a
40.01+	6b

APPENDIX B. 2017 Order

LONDON BOROUGH OF HILLINGDON
THE HILLINGDON (WAITING AND LOADING RESTRICTION)
(CONSOLIDATION) ORDER 1994 (AMENDMENT) ORDER 2017
THE HILLINGDON(ON-STREET PARKING PLACES) (HAYES)
(RESIDENTS ZONE HY2) ORDER 2017

Hillingdon Council gives notice that it proposes to make these Orders which will:

- 1. Establish permit parking places (operational between '9.00am and 5.00pm Monday to Friday') in which a vehicle may be left during the permitted hours if it displays a valid Zone HY2 permit in the roads set out in Schedule 1 to this notice.**
- 2. Impose '9.00am and 5.00pm Monday to Friday' waiting restrictions and sections of double yellow lines to prevent obstructive parking in the roads set out in Schedule 1 to this notice.**
- 3. Impose 'at any time' waiting restrictions Viveash Close, Hayes - both sides, from the northeastern kerbline of Nestles Avenue northeastwards for a distance of 25 metres.**
- 4. Impose 'at any time' waiting restriction in Stonefield Way, Ruislip near to the northeastern most junction with Victoria Road.**

RESIDENTS PERMITS - £0 - 1st vehicle, all subsequent - £40 per annum.

VISITORS VOUCHERS - First book of 10 per household per annum- free. £5 - per book of 10 thereafter.

Copies of the notice of proposals, proposed Orders together with full details, plans and the Council's statement of reasons for the proposals can be seen at Botwell Green, Harlington and South Ruislip libraries and by appointment at, Civic Centre, Uxbridge during normal office hours until 23rd August 2017. Further information can be obtained by telephoning Residents Services on 01895 558294. If you wish to comment on, or object to the proposals please write by 23rd August 2017, stating grounds for objection and your home address to Transport & Projects, Residents Services, Civic Centre, Uxbridge, Middlesex UB8 1UW quoting reference 4W/06/GH/2/8/17.

Dated this the 2nd day of August 2017.

JEAN PALMER,

Deputy Chief Executive & Corporate Director of Residents Services.

SCHEDULE 1

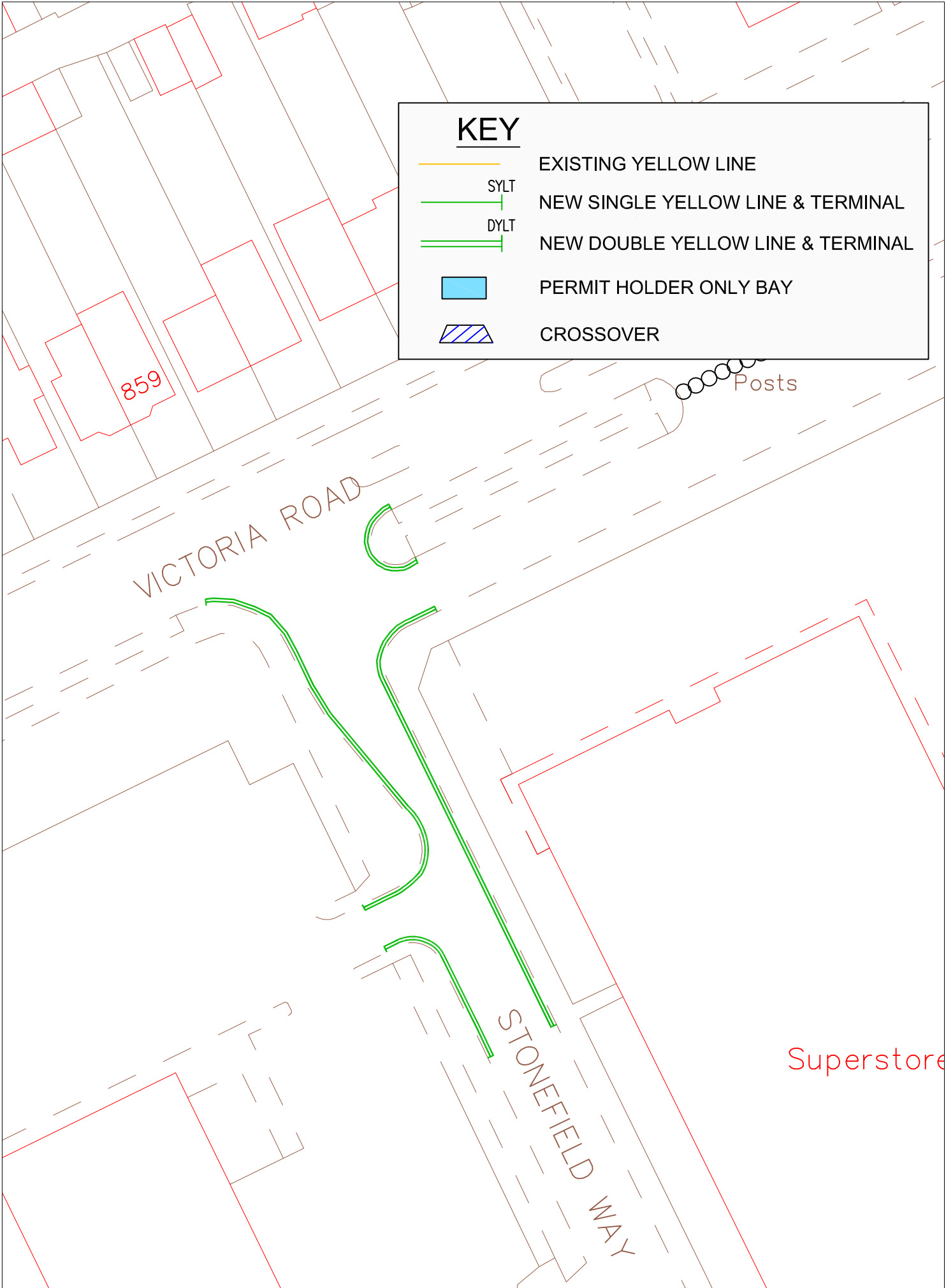
PROPOSED EXTENSION TO THE HAYES PARKING MANAGEMENT SCHEME ZONE HY2
BLACK ROD CLOSE, DALLAS TERRACE, GORDON CRESCENT, HAROLD AVENUE, NESTLES
AVENUE, NORTH HYDE GARDENS, SANDOW CRESCENT, SUTHERLAND AVENUE, HAYES

STATEMENT OF REASONS

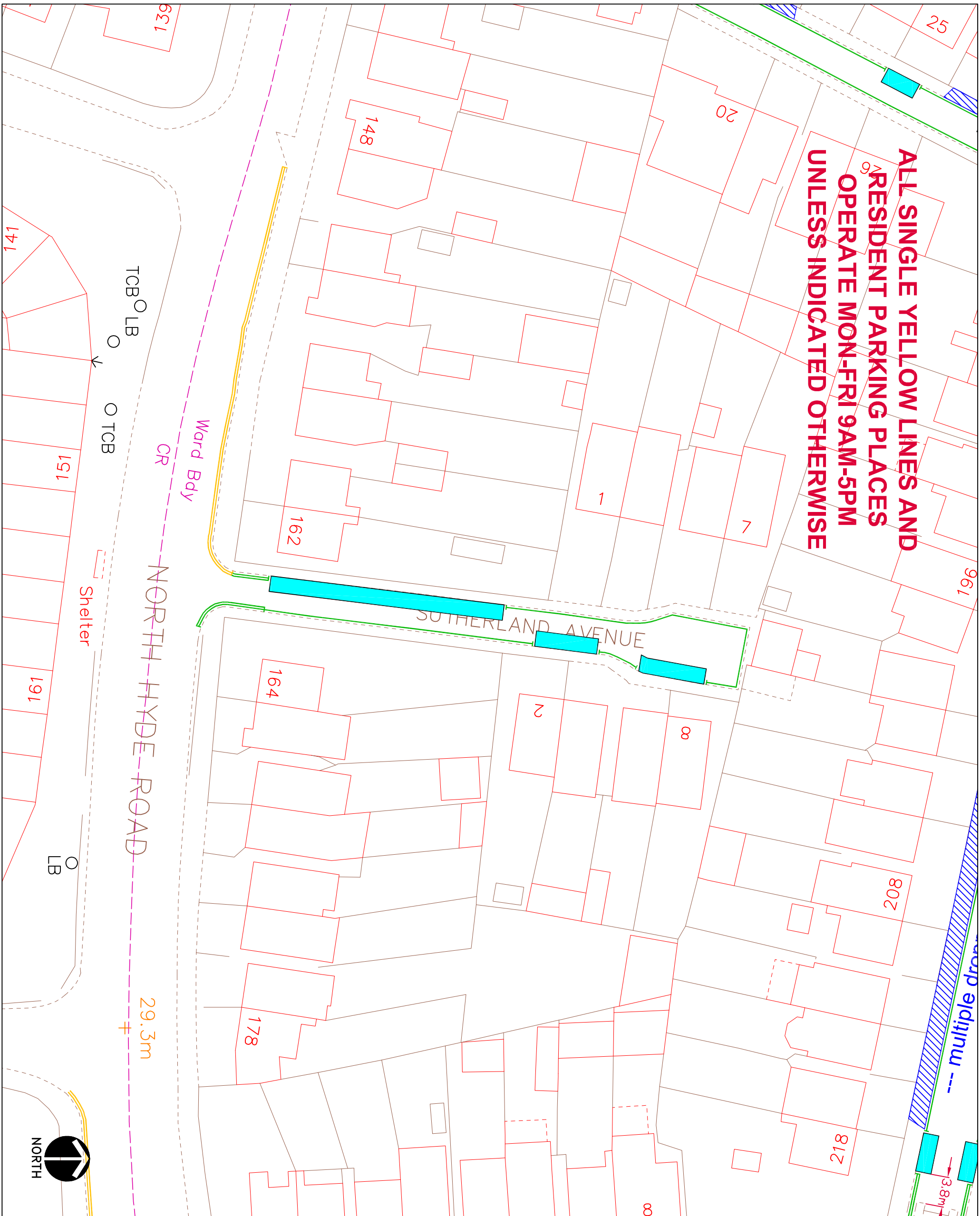
The proposed extension of the Hayes Parking Management Scheme in the above roads will prevent non-residential parking, improve access and promote road safety.

The proposed waiting restrictions in Stonefield Way, Ruislip will prevent obstructive parking and promote road safety.

Proposed 'At Any Time' Restrictions Stonefield Way

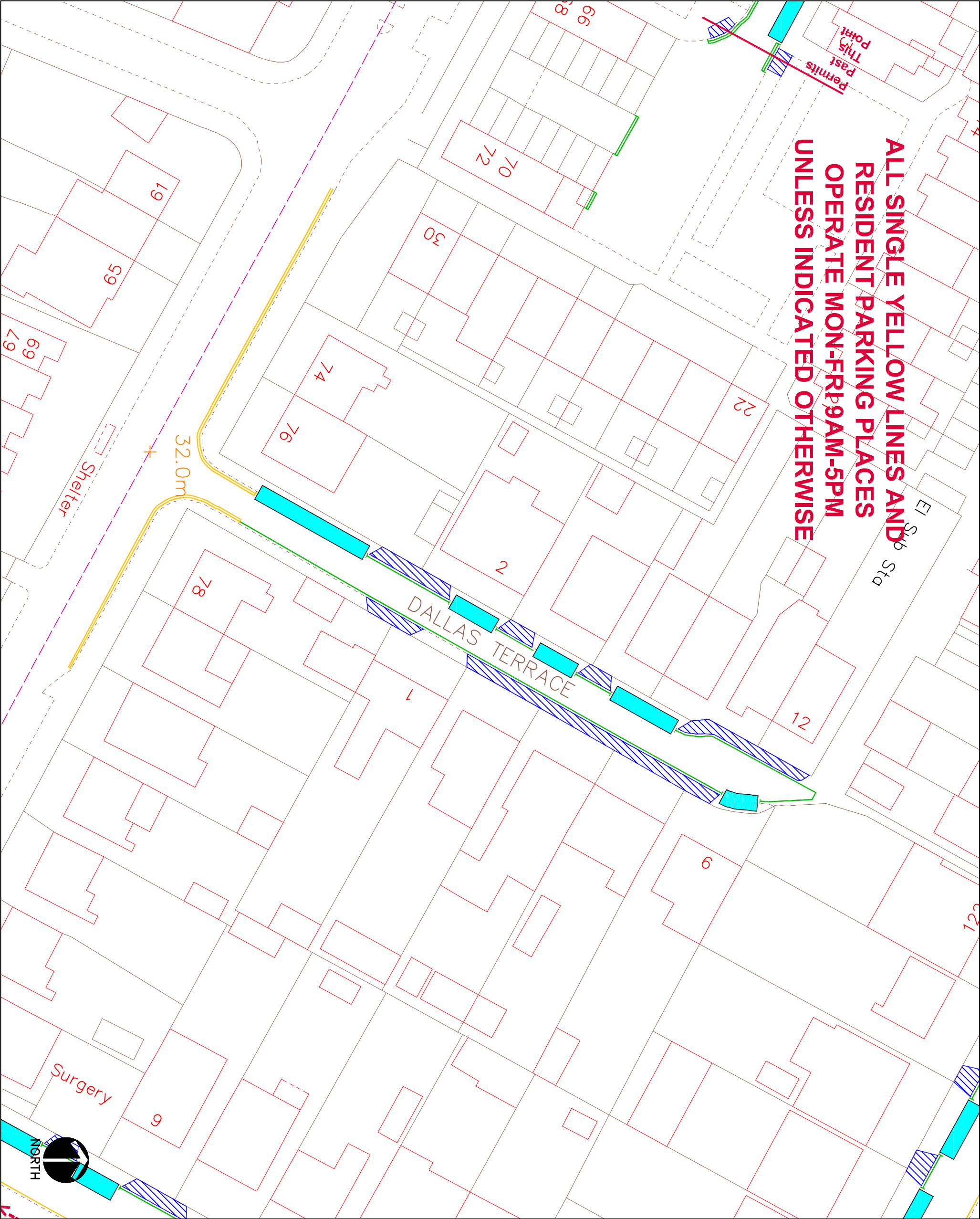


**ALL SINGLE YELLOW LINES AND
RESIDENT PARKING PLACES
OPERATE MON-FRI 9AM-5PM
UNLESS INDICATED OTHERWISE**



KEY	EXISTING YELLOW LINE SRL DML	NEW SINGLE YELLOW LINE & TERMINAL NEW DOUBLE YELLOW LINE & TERMINAL PAY AND DISPLAY AND PERMIT HOLDERS PERMIT HOLDER ONLY BAY PAY & DISPLAY BAY BUSINESS, PERMIT HOLDER ONLY BAY LOADING BAY DISABLED BAY MOTORCYCLE BAY CROSSOVER PERMIT HOLDER ONLY SIGN PERMIT OR TICKET HOLDER PAY AT METER – DISPLAY TICKET SIGN PAY HERE – DISPLAY TICKET SIGN BUSINESS PERMIT HOLDER SIGN DISABLED PARKING BAY SIGN LOADING ONLY BAY SIGN MOTORCYCLES ONLY BAY SIGN ZONE ENTRY SIGN ZONE EXIT SIGN PARKING PLACES ARE DISTANCED 10m FROM CORNERS UNLESS OTHERWISE STATED PARKING BAYS ARE 2m WIDE UNLESS NOTED EXTENT OF PRIVATE ROADS
This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Hillingdon 100019283 ©2011		
HILLINGDON LONDON TRANSPORT & PROJECTS PLANNING, ENVIRONMENT, EDUCATION AND COMMUNITY SERVICES DIRECTORATE CMC CENTRE 4W/05, HIGH STREET, UXBRODE, UXA 1UW Tel No. 01895 27706/01895 250676		
Project: Hayes Parking Management Scheme Extension (HY2)		
Description		
Sutherland Avenue		
Scale	Designed	Date
Project No.	Drawing No.	Rev.
	11	JUL'17

ALL SINGLE YELLOW LINES AND
RESIDENT PARKING PLACES
OPERATE MON-FRI 9AM-5PM
UNLESS INDICATED OTHERWISE



KEY

- EXISTING YELLOW LINE
- NEW SINGLE YELLOW LINE & TERMINAL
- NEW DOUBLE YELLOW LINE & TERMINAL
- PAY AND DISPLAY AND PERMIT HOLDERS
- PERMIT HOLDER ONLY BAY
- PAY & DISPLAY BAY
- BUSINESS, PERMIT HOLDER ONLY BAY
- LOADING BAY
- DISABLED BAY
- MOTORCYCLE BAY
- CROSSOVER
- PERMIT HOLDER ONLY SIGN
- PERMIT OR TICKET HOLDER
- PAY AT METER – DISPLAY TICKET SIGN
- PAY HERE – DISPLAY TICKET SIGN
- BUSINESS PERMIT HOLDER SIGN
- DISABLED PARKING BAY SIGN
- LOADING ONLY BAY SIGN
- MOTORCYCLES ONLY BAY SIGN
- ZONE ENTRY SIGN
- ZONE EXIT SIGN
- PARKING PLACES ARE DISTANCED 10m FROM CORNERS UNLESS OTHERWISE STATED
- PARKING BAYS ARE 2m WIDE UNLESS NOTED
- EXTENT OF PRIVATE ROADS

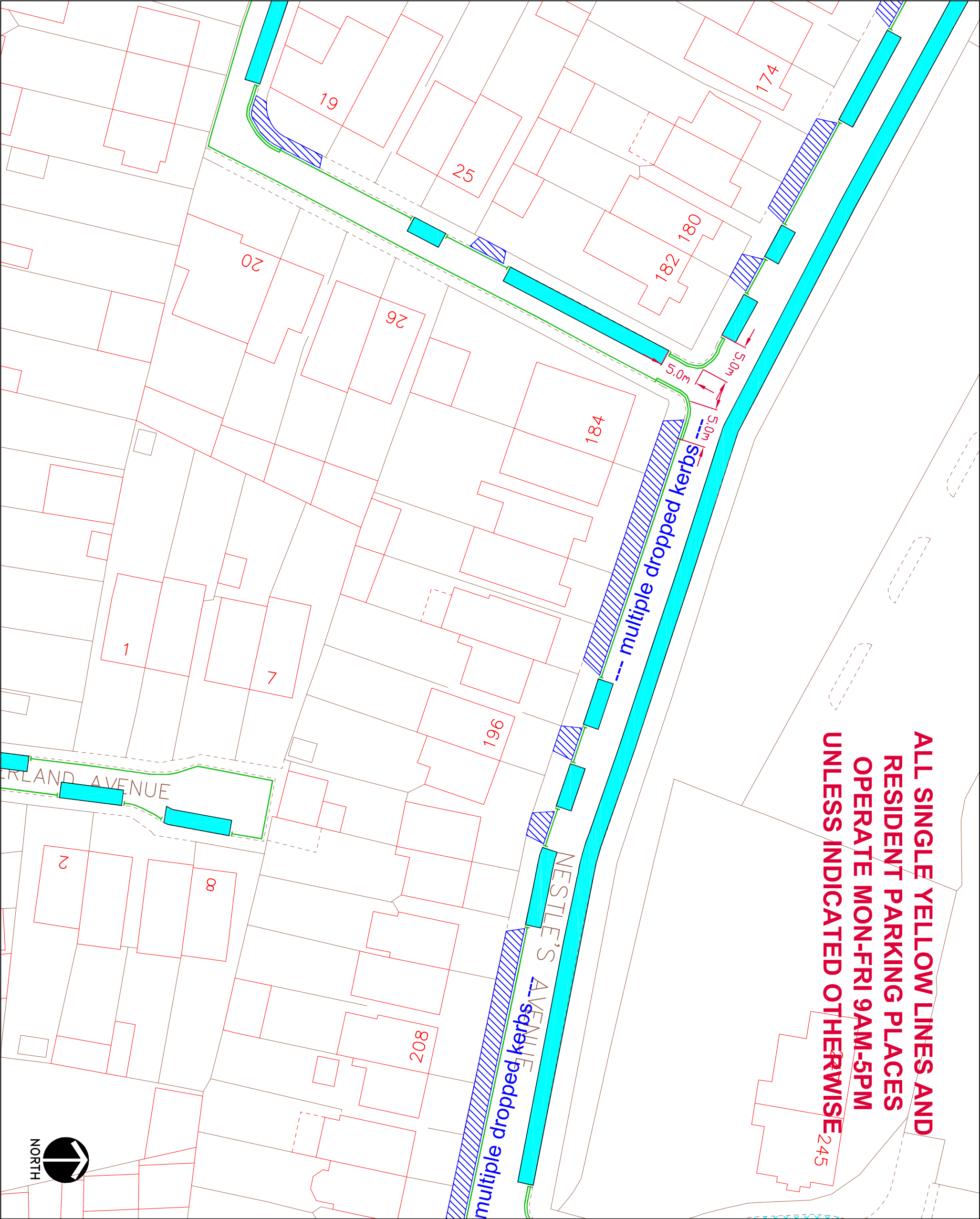
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HILLINGDON
TOWN
TRANSPORT & PROJECTS
PLANNING, ENVIRONMENT, EDUCATION AND
COMMUNITY SERVICES DIRECTORATE
Civic Centre 4W/05, HIGH STREET, UXBIDGE, URB 11W
Tel No. 01895 277008/01895 250876

Project
Hayes Parking Management Scheme
Extension (HY2)

Description
Dallas Terrace

Scale	Designed	Drawn	Date
Project No.	Drawing No.	Rev.	
	10		JUL'17

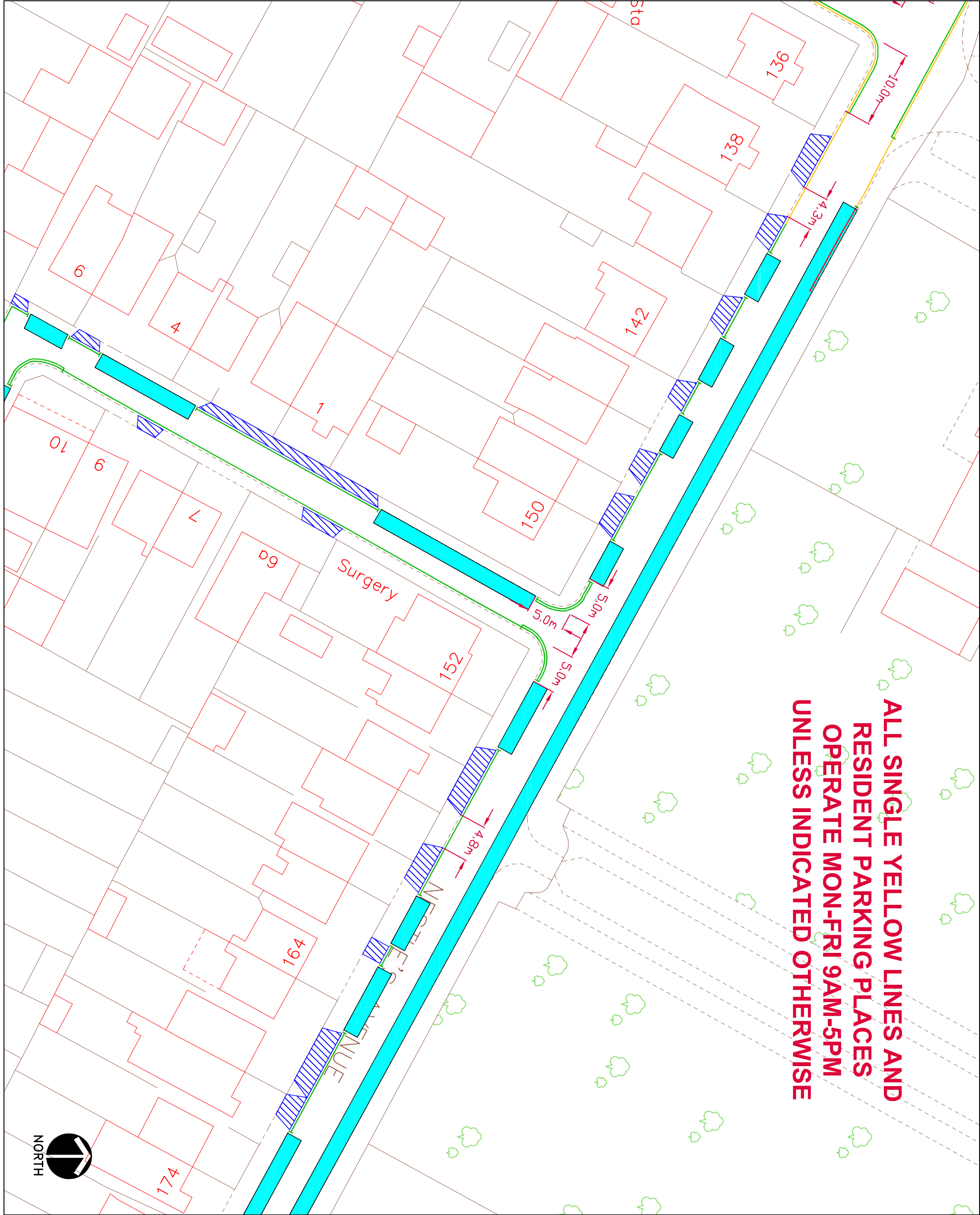


ALL SINGLE YELLOW LINES AND
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OPERATE MON-FRI 9AM-5PM
UNLESS INDICATED OTHERWISE



KEY EXISTING YELLOW LINE SIT DIT NEW SINGLE YELLOW LINE & TERMINAL NEW DOUBLE YELLOW LINE & TERMINAL PAY AND DISPLAY AND PERMIT HOLDERS PERMIT HOLDER ONLY BAY PAY & DISPLAY BAY BUSINESS, PERMIT HOLDER ONLY BAY LOADING BAY DISABLED BAY MOTORCYCLE BAY CROSSOVER PERMIT HOLDER ONLY SIGN PERMIT OR TICKET HOLDER PAY AT METER – DISPLAY TICKET SIGN PAY HERE – DISPLAY TICKET SIGN BUSINESS PERMIT HOLDER SIGN DISABLED PARKING BAY SIGN LOADING ONLY BAY SIGN MOTORCYCLES ONLY BAY SIGN ZONE ENTRY SIGN ZONE EXIT SIGN PARKING PLACES ARE DISTANCED 10m FROM CORNERS UNLESS OTHERWISE STATED PARKING BAYS ARE 2m WIDE UNLESS NOTED EXTENT OF PRIVATE ROADS				This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Hillingdon 100019283 ©2011				TRANSPORT & PROJECTS PLANNING, ENVIRONMENT, EDUCATION AND COMMUNITY SERVICES DIRECTORATE Civic Centre 4W/05, High Street, Uxbridge, UB8 3UW Tel No. 01895 277008/01895 250876 HILLINGDON LONDON Project Hayes Parking Management Scheme Extension (HY2) Description Nestles Avenue (5 of 6)				<table><tr><td>Scale</td><td>Designed</td><td>Drawn</td><td>Date</td></tr><tr><td>Project No.</td><td>Drawing No.</td><td>Rev.</td><td></td></tr><tr><td></td><td>7</td><td></td><td>JUL'17</td></tr></table>				Scale	Designed	Drawn	Date	Project No.	Drawing No.	Rev.			7		JUL'17
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ALL SINGLE YELLOW LINES AND
RESIDENT PARKING PLACES
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KEY

- EXISTING YELLOW LINE
- NEW SINGLE YELLOW LINE & TERMINAL
- NEW DOUBLE YELLOW LINE & TERMINAL
- PAY AND DISPLAY AND PERMIT HOLDERS
- PERMIT HOLDER ONLY BAY
- PAY & DISPLAY BAY
- BUSINESS, PERMIT HOLDER ONLY BAY
- LOADING BAY
- DISABLED BAY
- MOTORCYCLE BAY
- CROSSOVER
- PERMIT HOLDER ONLY SIGN
- PERMIT OR TICKET HOLDER
- PAY AT METER - DISPLAY TICKET SIGN
- PAY HERE - DISPLAY TICKET SIGN
- BUSINESS PERMIT HOLDER SIGN
- DISABLED PARKING BAY SIGN
- LOADING ONLY BAY SIGN
- MOTORCYCLES ONLY BAY SIGN
- ZONE ENTRY SIGN
- ZONE EXIT SIGN
- PARKING PLACES ARE DISTANCED 10m FROM CORNERS UNLESS OTHERWISE STATED
- PARKING BAYS ARE 2m WIDE UNLESS NOTED
- EXTENT OF PRIVATE ROADS

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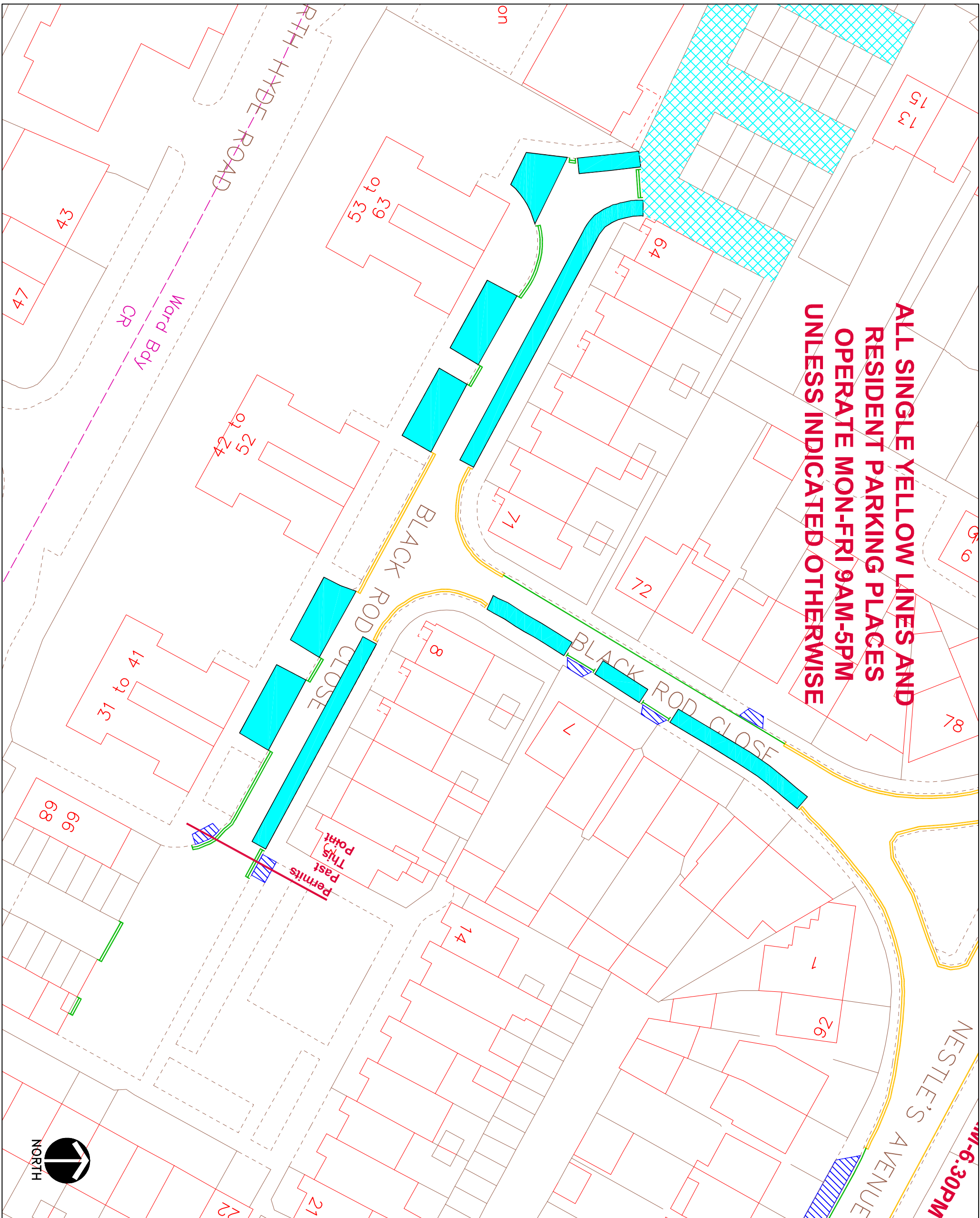
HILLINGDON
LONDON
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PLANNING, ENVIRONMENT, EDUCATION AND
COMMUNITY SERVICES DIRECTORATE
Civic Centre 4th/5th, High Street, Uxbridge, UB8 3HW
Tel No. 01895 277008/01895 250876

Project
Hayes Parking Management Scheme
Extension (HY2)

Description
Nestles Avenue (4 of 6)

Scale	Designed	Drawn	Date
Project No.	Drawing No.	6	JUL'17
	Rev.		

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Description			
Scale	Designed	Drawn	Date
Project No.	Drawing No.	Rev.	
Project Hayes Parking Management Scheme Extension (HY2) Black Rod Close			
TRANSPORT & PROJECTS PLANNING, ENVIRONMENT, EDUCATION AND AND COMMUNITY SERVICES DIRECTORATE CWC CENTRE 44/05, HIGH STREET, URBEDORE, URB 10W Tel No. 01895 277006/01895 230670 HILLINGDON LONDON  This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Hillingdon 100019283 ©2011			
KEY EXISTING YELLOW LINE NEW SINGLE YELLOW LINE & TERMINAL NEW DOUBLE YELLOW LINE & TERMINAL PAY AND DISPLAY AND PERMIT HOLDERS PERMIT HOLDER ONLY BAY PAY & DISPLAY BAY BUSINESS, PERMIT HOLDER ONLY BAY LOADING BAY DISABLED BAY MOTORCYCLE BAY CROSSOVER PERMIT HOLDER ONLY SIGN PERMIT OR TICKET HOLDER PAY AT METER – DISPLAY TICKET SIGN PAY HERE – DISPLAY TICKET SIGN BUSINESS PERMIT HOLDER SIGN DISABLED PARKING BAY SIGN LOADING ONLY BAY SIGN MOTORCYCLES ONLY BAY SIGN ZONE ENTRY SIGN ZONE EXIT SIGN PARKING PLACES ARE DISTANCED 10m FROM CORNERS UNLESS OTHERWISE STATED PARKING BAYS ARE 2m WIDE UNLESS NOTED EXTENT OF PRIVATE ROADS			

APPENDIX C. Tfl Comments



Your Ref: 51175/APP/2018/4260
Our ref: 18/4855

Zenab Haji-Ismael,
London Borough of Hillingdon,
Planning Department,
Sent via email only

8th January 2019

Dear Zenab,

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone 020 7222 5600
www.tfl.gov.uk

Re: Stanford House, 9 Nestles Avenue, Hayes

I write following notification of the above planning application on the 13th December 2018.

Please note that these comments represent the views of Transport for London officers and are made entirely on a “without prejudice” basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments do not necessarily represent the views of the Greater London Authority (GLA).

TfL understand that the application has been referred to the Mayor of London and transport comments in the stage 1 report will reflect the comments below. The contents of this letter relate solely to transport and do not prejudice any subsequent Mayoral Planning Decision.

Site Location and Context

The site is located on Nestles Avenue in the London Borough of Hillingdon, on land designated in Hillingdon’s Local Plan. The site is bound by the former Nestle Factory site (which has planning permission) to the east, Nestles Avenue to the south, the former Tarbiyyah Primary School to the west and Squirrels Trading Estate to the north. The nearest section of the Transport for London Road Network (TLRN) is The Parkway (A312) and Bulls Bridge Roundabout, approximately 800m to the east of the site, whilst the nearest section of the Strategic Road Network (SRN) is A4020 Uxbridge Road located over 2km to the north.

The site is located approximately 500m from Hayes and Harlington station, which is served by TfL Rail and National Rail services. Elizabeth Line services will also serve the station, once the line becomes operational. The nearest bus stops are located on Station Road approximately 400m to the west of the site, and are served by 8 bus routes.

Consequently, the site benefits from a Public Transport Access Level (PTAL) of 4, on scale of 0-6b, where 6b is excellent.

Site Access

The existing site access arrangement via a single vehicular crossover will be retained and enhanced as part of the proposals. This arrangement is deemed acceptable in strategic transport terms, although the London Borough of Hillingdon may wish to form their own view as highway authority.

Car Parking

The development is proposed to be car-free (except for disabled car parking), which is welcomed and supported, in line with draft London Plan policy T6. A total of 4 disabled bays are proposed, of which 3 will be for residential use and 1 for commercial use, all of which will have active electrical vehicle charging facilities which is welcomed, in line with draft London Plan Policy T6. Whilst this provision is in accordance with standards from the outset of development, in order to fully conform to draft London Plan policy T6.1, it should be demonstrated how up to 5 additional residential disabled parking bays can be provided in the future upon request. The applicant has stated that this can not be provided on site due to site constraints and has detailed alternative arrangements in accordance with Accessible London SPG guidance.

It is proposed to utilise existing car club parking, within the Nestles Factory site development, to address the shortfall in accessible car parking provision on site, however it is not clear if there will be sufficient capacity to meet this demand, nor if these spaces are accessible for disabled users. The applicant should therefore submit additional supporting information in order to persuade TfL that this is a viable alternative to the provision of disabled parking on site. If this were to be agreed, funding towards free car club membership for new disabled residents should be secured by S106 agreement.

The applicant has committed to ensuring that a 'permit-free' arrangement will be secured via S106 agreement in the surrounding CPZ, which is welcomed.

Cycle Parking

A total of 144 long stay cycle parking spaces are proposed, including 136 for residential use and 8 for the commercial unit. Whilst commercial long stay cycle parking is in conformity with draft London Plan minimum standards, an additional 4 residential long stay cycle parking spaces should be provided in order to conform to draft London Plan Policy T5.

It is noted that cycle parking will be located in dedicated stores accessed via residential cores, which is deemed acceptable for the residential use on site.

The commercial site use however, should have private cycle parking and supporting end of journey facilities such as lockers , showers and changing rooms in order to encourage cycling, in line with draft London Plan policy T5 and the London Cycle Design Standards (LCDS).

It is likely that two-tier racks will be used and in this case, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper levels as many people find using these spaces difficult. The product must also allow for double locking and minimum aisle widths, as set out in the LCDS, must be met in order to make these spaces usable. Furthermore, the draft London Plan requires proposals to demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people. This is an accessibility requirement. The LCDS requires at least 5% of spaces to be able to accommodate larger cycles and the easiest way to meet accessibility requirements is to provide a mix of types of cycle stands, preferably including Sheffield Stands.

It is noted that an additional 7 short stay cycle parking spaces (2 commercial and 5 residential) are proposed, which is in accordance with draft London Plan policy T5. Despite this, it is not clear where these spaces will be located and details of this should be provided. All short stay cycle parking should be conveniently located within the public realm, close to building entrances in a secure and covered location, in order to conform to draft London Plan policy T5.

Trip Generation and Modal Split

The trip generation has been calculated using the TRICS database for the residential use and using the Employment Density Guide 2015 for the Commercial use, as the TRICS database is limited for Industrial units, which is considered an acceptable approach. The proposed development is estimated to generate a total of 60 two-way trips during the AM peak hour (0800-0900) and 55 during the PM peak hour (1700-1800).

Of these trips, approximately 8 AM two-way movements and 8 PM two-way movements would be vehicular.

Buses

The development is proposed to generate an additional 23 trips on the bus network in each of the peak hours. Given the sites location in close proximity to a number of bus routes, the proposed trips can be accommodated on existing services, and therefore TfL does not request any financial contributions towards mitigating the impact of the development.

Walking, Cycling and Healthy Streets

Whilst details of the existing pedestrian and cycle have been provided, quality assessments such as PERS and CLoS audits have not been carried out as part of the application. It is recommended that this is undertaken, in order for assessment of the current local network, and if any potential improvements are required.

It is noted that as part of the nearby Nestles Factory Site scheme, improvements to the highway along Nestles Avenue are proposed, including a new cycleway, which will improve the local walking and cycle network.

TfL has launched the Healthy Streets Approach, which aims to improve air quality, reduce congestion and make attractive places to live, work and do business. There are ten Healthy Streets indicators which put people and their health at the heart of decision making, and aim to result in a more inclusive city where people choose to walk, cycle and use public transport. The applicant should undertake a Healthy Streets Check for Designers to demonstrate how the proposals will deliver improvements that support the ten Healthy Street indicators, in line with draft London Plan policy T2. In order to deliver improvements which support the ten Healthy Streets indicators, the applicant could provide places to stop and rest, shade and shelter and things to see and do, within the red line boundary.

Delivery and Servicing

It is proposed that servicing will be undertaken from a new half-on/half-off street loading bay on Nestles Avenue, which is not considered acceptable in strategic terms and is strongly opposed. It is likely that this proposal will impact on the proposed highway and cycleway improvements on Nestles Avenue. Nestles Avenue will be a gateway to the development and wider area, and should therefore provide exemplar streetscape, creating a place for all to enjoy. Furthermore, in order to conform to the Healthy Streets Approach and draft London Plan policy T2 and T7, the wider public realm should be protected and on-street vehicle dominance should be lessened, therefore servicing should be accommodated on-site.

Once delivery and servicing arrangements have been agreed, a finalised DSP should be secured by condition, in accordance with TfL's best practice guidance.

Construction

A full Construction Logistics Plan (CLP) should be submitted to the London Borough of Hillingdon, in accordance with TfL best practice guidance prior to commencement of works on site. This should consider measures such as a delivery booking system, off-site fabrication, consolidation of deliveries and co-operation between construction sites in the area (including common

procurement). This requirement should be secured by condition on any consent.

Travel Planning

A Travel Plan has been submitted which includes modal shift targets towards sustainable modes, in line with the Mayor's Transport Strategy (MTS). This document and funding required for implementation should be secured by condition/s106 agreement as appropriate on any consent.

Mayoral Community Infrastructure Levy (MCIL)

The Mayor of London introduced his Community Infrastructure Levy (MCIL) on 1st April 2012 to help implement the London Plan. The Mayor has arranged boroughs into three charging bands. The proposed development is in the London Borough of Hillingdon, where the charging rate is £35 per square metre of floorspace.

In June 2017, the Mayor published proposals for an MCIL2. This would be levied from April 2019 and would replace both MCIL and Crossrail S106 contributions scheme.

Summary

The proposed car-free nature of the development is welcomed and strongly supported, in line with draft London Plan policy T6. Additional supporting information should be provided in order to persuade TfL that the use of existing car club bays is a viable alternative to mitigate the inability to provide further disabled car parking. A permit free obligation in the local CPZ should be secured by S106 agreement. Cycle parking location should be confirmed and a PERS, CLoS and Healthy Streets audit should be submitted, in order for assessment of whether any financial contributions are required. Delivery and servicing arrangements should be reviewed in order for sufficient space to be provided off street, in line with the draft London Plan and the Healthy Streets approach. A finalised DSP, CLP and Travel Plan should be secured by condition on any consent.

APPENDIX D.Drawing ITL14154-SK-007A



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A	17.07.19	JMc	AREA FOR PARKLAND ADDED	JN	PH
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:			FOR INFORMATION		

TITLE:		POTENTIAL ARRANGEMENT ON NESTLES AVENUE	
PROJECT:		NESTLES AVENUE, HAYES	9 NESTLES AVENUE LIMITED

DRAWN:	CHECKED:	APPROVED:
JMc	JN	VP
SCALE @ A3:	DATE:	
1:250	08.05.19	
PROJECT No:		
ITL14154		
DRAWING No:	REV:	
ITL14154-SK-007	A	

APPENDIX E. Drawing ITL14154-SK-008



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CLIENT:

9 NESTLES AVENUE LIMITED

TITLE:

AILSE WIDTH

PROJECT:

NESTLES AVENUE, HAYES

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:					
FOR INFORMATION					
SCALE @ A3:		CHECKED:	APPROVED:		
1:100		VP	VP		
FILE REF:		DRAWN:	DATE:		
ITL14154-SK-006		JN	15.07.2019		
DRAWING No:			ITL14154-SK-008		
PROJECT No:				REV:	
ITL14154					



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