

Policy DMT 5: Pedestrians and cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;**
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;**
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and**
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.**

B) Development proposals located next to or along the Blue Ribbon network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

Vehicle Parking

8.27 The Mayor's Transport Strategy acknowledges the role of the car in outer London particularly for medium to longer distance trips but it also recognises that different areas of London require different policy interventions. In outer London, proposals need to acknowledge the role of the car, especially low emission cars.¹⁷

8.28 The Mayor of London's Town Centres SPG¹⁸ states that in planning for parking standards local authorities should take into account the following considerations:

¹⁷ Mayor's Transport Strategy May 2010 p109

¹⁸ Town Centres SPG London Plan GLA , July 2014,

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- making the most effective use of scarce business/housing land;
- encouraging use of public transport; and
- parking standards should not disadvantage outer London in competition with the wider South East.

8.29 London Plan Policy 6.13: Parking identifies the need for an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. It sets out parking standards that should be used but offers some flexibility for town centres and for outer London boroughs.

8.30 Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses. The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level. Uxbridge is a key centre for the office market in West London and more generous levels of parking are necessary in order to compete with neighbouring local authorities outside London.¹⁹

8.31 In order to ensure a high standard of public amenity and to meet objectives of inclusion and accessibility, the Council will ensure that car parking areas have bays of appropriate dimensions and with sufficient manoeuvring space; are well lit, safe and secure; and landscaped to a high standard, with provision for electric vehicle parking.

8.32 Car parking must accommodate spaces for wheelchair users and for those with restricted mobility and be designed in accordance with the relevant standards as outlined in the Accessible Hillingdon SPD and BS 8300. In addition to "blue badge" parking, the Council also operates a "brown badge" scheme for older residents with restricted mobility. In accordance with the Accessible Hillingdon SPD, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, with at least one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided.

¹⁹ Part1Hillingdon Draft Local Plan p30

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or**
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.**

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

Freight

8.33 The movement of freight by road is recognised as a contributor to air quality and noise issues in the Borough. While this may be in part attributed to the proximity of the motorway network and through traffic, freight movement in the Borough originates from industry and commercial operations which may include mineral workings and waste management. Heathrow Airport is recognised as a significant generator of freight traffic especially from areas to the west of the Borough.²⁰

8.34 The Council will encourage new development proposals to locate in appropriate locations with safe and convenient access to the strategic road network and avoid lower classification of roads to minimise impacts on local amenity and air quality. Proposals should include, where relevant, delivery and servicing plans (DSP) and construction and logistic plans (CLP) as part of the transport appraisal and travel plan requirement. These plans should aim for the efficient and consolidated movement of goods with minimum disruption to local amenity.

Policy DMT 7: Freight

(A) Development proposals that generate a high number and/or intensity of transport and movements such as those relating to logistics and distribution or freight will be required to demonstrate

²⁰ Local Implementation Plan April 2011, London Borough of Hillingdon p28