

## 8. TRANSPORT & AVIATION

### BACKGROUND

8.1 Part 1 of Hillingdon's Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole of length journeys, reduces car dependency, supports the economy, encourages active travel and improves the quality of life. The framework also aims to reduce congestion and smooth traffic flow by directing growth to locations that are near public transport interchanges, encouraging walking and cycling, improving existing public transport and ensuring ease of access for all.

8.2 Hillingdon both benefits from and is in turn affected by, Heathrow Airport and the M4 corridor, its proximity to the M25 and access to the UK motorway network. Other important transport infrastructure includes RAF Northolt, the Marylebone-Chiltern line to Birmingham which bisects the north of the Borough, the Metropolitan, Piccadilly and Central Underground lines and Crossrail which is under construction. Additionally, key transport networks in Hillingdon with opportunities for greater utilisation include the Grand Union Canal, the strategic footpath network and cycling routes.

8.3 Hillingdon faces a number of challenges in relation to managing the impacts from land based and aviation transport, both which significantly affect large parts of the Borough. Its outer London location and limited north-south strategic transport network have resulted in high car ownership - 53% of Hillingdon residents travel to work by private vehicle (car or van)<sup>10</sup> compared to an average of 38.1% for other outer London boroughs or an average of 12.7% of inner London boroughs. Uxbridge, its Metropolitan town centre, is deficient in good public transport links to London and centres outside London. Current levels of cycling and walking are low.

8.4 Noise affects a number of areas in the Borough, particularly near to the motorway and major arterial roads, rail corridors and within the vicinity of the airport. An Air Quality Management Area (AQMA) is declared over the Borough south of the Marylebone-Chiltern rail line. Further transport challenges include planning for the growth which is proposed in the London Plan for that part of Hillingdon in the Heathrow Opportunity Area, which identified 12,000 new jobs and 9,000 new homes.

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<sup>10</sup> ONS Map 2.3 Method of Travel Census 2011 ONS website June 2013

8.5 Overarching transport strategy objectives for the whole of London are contained in the Mayor's Transport Strategy which is delivered at the local level through Hillingdon's Local Implementation Plan. Hillingdon's Air Quality Action Plan also establishes a number of transport related measures designed to reduce emissions from road transport.

### **Managing Transport Impacts**

8.6 The Council will ensure that new development in Hillingdon is adequately managed and integrated with its transport networks, including public transport, pedestrian and cycle networks, to enable it to accommodate growth in a sustainable manner, so that it does not contribute further to air quality deterioration, increased noise and congestion.

8.7 Transport Assessments/Statements will be required so that transport impacts of development proposals can be properly identified and addressed. Traffic modelling may be required to demonstrate that the proposed development does not have an impact on road safety and the flow of traffic. Impacts on the local and wider environment should be assessed including impacts on amenity, air quality and noise. Developers should also ensure that they have taken full account of the needs of all users, including disabled people.

8.8 Mitigation of transport impacts may include measures to support pedestrian and cycle access, improve public transport, provide safe and convenient drop off points, and improve highways safety and traffic flows.

8.9 Travel Plans should follow the guidelines and good practice issued by Transport for London. The plans should demonstrate how measures will be implemented, such as new local bus stops and cycle ways with cycle storage, and soft measures such as discounts on season tickets or by providing advice on individual journey planning. These measures should be integrated into the marketing and occupation of the development, with remedial measures implemented if outcomes are not achieved.

### **Policy DMT 1: Managing Transport Impacts**

**A)** Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i)** be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii)** maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii)** provide equal access for all people, including inclusive access for disabled people;
- iv)** adequately address delivery, servicing and drop-off requirements; and
- v)** have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

**B)** Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments<sup>11</sup> that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

### **Highways Impacts**

8.10 Managing traffic that arises from new development is a priority for the Borough. The Local Infrastructure Plan identifies that the strategic road network is at capacity, causing high levels of congestion and environmental impacts in the surrounding residential areas as well as delays which have a negative impact on the Borough's economy. Map 9.1 in the Local Plan Part 1 identifies congestion hotspots within the Borough. In addition, the Borough's

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<sup>11</sup> Major Development: Residential development of 10 dwellings or more, any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

strategic transport networks are generally east-west in nature, and north-south movements by all modes are very constrained.<sup>12</sup>

8.11 Development proposals will be expected to include measures that do not contribute further to congestion and where possible, reduce car use. The Local Plan Part 1 states that options for addressing road congestion do not include new road construction, and the extent of new growth will depend upon the implementation of other measures, such as highway improvements and more efficient public services.<sup>13</sup>

8.12 Highways works may be required as part of development proposals to mitigate traffic impacts, provide public and active transport facilities or improve safety. Measures to mitigate traffic impacts may include the use of Planning Obligations (s106) to deliver travel plans and highways agreements under Section 38 or 278 of the Highways Act 1980. The use of these measures would be expected to reduce peak hour traffic congestion on local roads and the strategic road network, including road junction capacity, whilst at the same time reducing levels of carbon and local air quality emissions through greater use by public transport and active transport. Certain public transport measures (usually for buses) may be included in highways layout design where integral to the acceptability of the proposal.

8.13 The Council will not support development which will unacceptably contribute to traffic movements, deleteriously impact on the highway network or road user safety (including to pedestrians) or, affect residential amenity including by noise, congestion or inadequate parking provision. Proposals which are likely to generate through traffic should avoid the use of local distributor and access roads. Development proposals must provide safe and adequate vehicular access, servicing and parking areas.

8.14 Development proposals for new or altered vehicular access on the Borough's higher order roads will be required to demonstrate no suitable alternative access point and no deleterious impact on highway or pedestrian safety and movement. Proposals that affect highways administered by Transport for London Route Network or the Highways Agency will be required to seek the approval of the relevant authority. For car parks, vehicles must be able to enter and exit the site in forward gear. For dwelling houses which have access onto a classified highway, vehicles must be able to enter and exit in a forward gear. The layout and visibility for the vehicular access and associated crossover must be in accordance with the Council's standards.

<sup>12</sup> Local Implementation Plan April 2011, London Borough of Hillingdon p 9 para 3.20

<sup>13</sup> Local Plan Part 1 2012 p 140

8.15 Internal roads must be constructed in accordance with Council standards for that development, and be suitable and safe for the vehicles that will use it, including any service vehicles. For larger developments that generate higher amounts of traffic (for example large residential sites), safe and direct pedestrian and cycle access, separate to vehicles, should be provided internally within the site linking to the highway.

#### **Policy DMT 2: Highways Impacts**

**Development proposals 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.**

#### **Road Safeguarding**

8.16 Planning permission has been granted for the Pump Lane Link Road to serve the Southall Gas Works development site. The route of this link will continue to be safeguarded in the Plan until it is constructed in accordance with approved plans.

#### **Policy DMT 3: Road Safeguarding**

Permission will not be granted for development that would prejudice the implementation of the Hayes By-Pass link to the former gas works site, Southall.

## Public Transport

8.17 Hillingdon is serviced by a network of rail, underground and bus services including the long-distance coach interchange at Heathrow. Rail services are available from Heathrow, Hayes, West Drayton, West Ruislip and South Ruislip. There are 13 underground stations and bus services which principally serve the towns and district centres within the Borough.

8.18 Part 1 of the Local Plan identifies a number of specific issues in regard to public transport namely:

- The need for improvements in north-south public transport links
- Slow and deficient public transport access between Uxbridge and central London and other key centres
- The delivery of planned public transport improvements at Uxbridge, Heathrow, Hayes, West Drayton and West Ruislip
- The high dependency on private vehicles and the low proportion of trips made by walking, cycling and public transport.

8.19 Improvements to public transport, in particular north-south links, public transport interchanges and integration with walking and cycling, are considered necessary to support planned growth during the life of the Plan and reduce private car use. Development proposals that are considered to have a significant impact on public transport or require additional facilities may be required to upgrade public transport facilities, include public transport measures in highway proposals, or provide a contribution towards improved service or facilities as part of development proposals.

8.20 Improvement works to stations and other public transport interchanges should be well designed and integrated into the surrounding area, with due consideration to the public realm and any impacts on traffic and pedestrian movements.

8.21 Development proposals will be required to ensure that they are well integrated with public transport facilities and adjoining land uses and that they provide safe and convenient pedestrian and cyclist movement for all users. Impacts such as noise, vibration, and security issues should be designed out of the proposals at the earliest stage.

**Policy DMT 4: Public Transport**

**A) The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:**

- i) improvements to address inclusive access;**
- ii) ensuring that bus stops are conveniently located for passengers;**
- iii) implementation of bus priority and bus stop accessibility measures;**
- iv) providing for bus route requirements and associated road layouts;**
- v) improvements to the network of services; and**
- vi) improvements to infrastructure to support cycling.**

**B) Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal.**

**Pedestrians and Cyclists**

8.22 Walking and cycling are sustainable methods of travel, which free up space on public transport and roads and thereby help to address issues relating to capacity and congestion. They also help to improve air quality, local amenity and reduce noise nuisance. In accordance with the London Plan, development proposals should take account of TfL's Legible London programme, where possible.

8.23 The London Plan 2016 Policy 6.9: Cycling aims to increase cycling in London so that it accounts for at least 5% of modal share by 2026. Policy 6.10 identifies actions to bring about an increase in walking and the following are relevant to Hillingdon:

- identification, promotion and completion of the London Outer Orbital Path (LOOP) strategic walking routes which run north-south in the Borough;
- the need to identify and implement accessible safe and convenient routes to town centres, transport nodes and other key destinations; and
- the encouragement of a high quality pedestrian and street environment.

8.24 The Council will seek to improve the pedestrian and cycle network in the Borough (as identified on Local Plan Part 2 Map 9.1 - Transport Infrastructure), including links to Hillingdon's canal and rivers network where appropriate.

8.25 All development proposals are required to provide good connectivity for pedestrians and cyclists and good permeability within the site where relevant. Connections are required to be of high quality, with safety and ease of access in mind. Development proposals must ensure that any existing pedestrian or cycle access is retained without deterioration to convenience or usability. Public routes must comply with the principles of Secured by Design through consultation with Hillingdon's Designing Out Crime Officer. They must comply with the principles of inclusive access and meet the requirements of the Accessible Hillingdon SPD.

8.26 Development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Employment uses should include facilities for safe and secure cycle storage and changing facilities.

#### **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.<sup>14</sup>

8.28 The Mayor of London's Town Centres SPG<sup>15</sup> states that in planning for parking standards local authorities should take into account the following considerations:

- 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 2016 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.<sup>16</sup>

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

<sup>14</sup> Mayor's Transport Strategy May 2010 p109

<sup>15</sup> Town Centres SPG London Plan GLA , July 2014,

<sup>16</sup> Part1Hillingdon Draft Local Plan p30

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.

#### **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.<sup>17</sup>

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.

<sup>17</sup> Local Implementation Plan April 2011, London Borough of Hillingdon p28

**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 that:**

- i) they are conveniently located to enable direct routing to the strategic road network; and**
- ii) there is no deleterious impact on residential areas, local air quality levels, local amenity or the highway network.**

**B) The Council will in principle support the use of the Blue Ribbon Network for rail and freight transport subject to compliance with other policies of this Local Plan.**

**AVIATION**

8.35 Heathrow, the UK's main international airport has two runways, five terminals and approximately 90 scheduled airlines flying to 176 destinations around the world.<sup>18</sup> RAF Northolt is an active military airport which also accommodates a proportion of commercial flights with planes of around 30 passenger capacity<sup>19</sup>

8.36 Although differing in size and scale of operations, both airports have similar issues which impact on development management, namely:

- Impacts on residents and those working in the Borough from aircraft noise - this has resulted in restrictions on certain aircraft movement at both airports;
- Safety requirements in terms of building and structure heights and controls over certain buildings and structures such as turbines which affect navigation;
- From airport operations and land transport congestion affecting noise and air quality; and
- Poor air quality.

<sup>18</sup> Heathrow Air Quality , Together Towards Sustainability, Heathrow Air Quality Strategy, 2011 – 2020, BAA p11

<sup>19</sup> News article 29 /04/13 Royal Air Force RAF Northolt website 28/06/13

8.37 While both of these airports have certain permitted development rights, the Council is consulted on these referrals and it will expect proposals to comply with its policies even if it is not the decision-making authority.

### **Safe Operation of Airports**

8.38 Government Circular 1/2003 sets out advice to local planning authorities on safeguarding aerodromes. Safeguarding for airports in Hillingdon has been identified and shown on the Policies Map. Within this area, the Council will consult the airport operator on development where the height of any building, structure, erection or works would affect the operation of the airport or the safe movement of aircraft (i.e. potentially penetrate the protected surface).

8.39 A new building, structure or extension (because of its size, shape, location or construction materials) can also affect navigational and radio aids and telecommunications systems equipment. Lighting elements of a development also have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and the aircraft approach paths and must also be considered as part of development proposals.

8.40 Wind-powered generator turbines can present a physical obstacle to air navigation, affect radar and other electronic aids to air navigation from radio frequency interference. Safeguarding requirements in the Borough include areas within which the Airport Operator must be consulted for proposed wind turbine development. Additionally the Civil Aviation Authority, NATS En Route Ltd and the Ministry of Defence may be required to be consulted and a navigational impact assessment study may be required.

8.41 Public safety zones are identified for land extending outwards from the end of airport runways at Heathrow. Circular 1/2010 sets out a general presumption against new or replacement development, or changes of use of existing buildings within these zones. Transport infrastructure is therefore considered for Public Safety Zone policy purposes as if it is residential, commercial or industrial development. However, certain forms of development which involve a very low density of people coming and going may be acceptable within it. The Council will therefore consult the airport operator on proposals in the Public Safety Zone.

8.42 Although there are no Public Safety Zones defined at RAF Northolt, it is the practice of the Council to consult the Ministry of Defence in respect of development which might interfere with the safe and efficient operation of the airport.

8.43 In addition to the requirements related to public safety zones and to the height and type of buildings and structures, the Council is also required to consult the airport operator before granting permission which might endanger

the safety of aircraft by attracting large numbers of birds. Such developments include refuse tips, reservoirs, sewage disposal works, nature reserves or a bird sanctuary, as well as landscaping proposals linked to other developments.

8.44 Legal agreements will be used to deal with aspects of a development (such as implementation of a Bird Hazard Management Plan), which cannot be satisfactorily covered by planning conditions.

**Policy DMAV 1: Safe Operation of Airports**

**A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.**

**B) In consultation with the Airport Operator, the Council will ensure that:**

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and**
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.**

**HEATHROW AIRPORT**

8.45 Heathrow is the world's busiest international airport. In 2010 it handled some 66 million passengers on approximately 460,000 flights.<sup>20</sup> In 2011, Heathrow handled nearly a quarter of all air transport movements at UK airports, approximately a third of all terminal passengers and two-thirds of all air freight, which is mainly transported in passenger aircraft.<sup>21</sup> However, Heathrow's urban location and the size of its operations have led to a number of local amenity and environmental issues. Both land and air transport activity at and around Heathrow Airport are a significant contributor to traffic congestion, noise and emissions. There is pressure for airport operations to expand, having the potential to impact on the Borough. The airport is a major source of all three air pollutants (NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>), making up between

<sup>20</sup> Heathrow Air Quality , Together Towards Sustainability, Heathrow Air Quality Strategy, 2011 – 2020, BAA p11

<sup>21</sup> Aviation Policy Framework, March 2013 Page 26 para1.43

36% and 54% of total emissions from within Hillingdon.<sup>22</sup> Aircraft noise from Heathrow severely affects some areas of the Borough.

8.46 Measures are in place to tackle noise, pollution emissions and congestion. Development directly related to the airport should be controlled to locate within the boundary and not outside it. Unrelated development which occurs within the airport boundary has the ability to result in pressure for development on Green Belt and other off-airport sites to cater for directly related needs as well as contributing to congestion. The Council seeks to protect “airport related uses” by restricting development for non-essential activities and ensuring that ancillary facilities (such as shops), are limited to those needed for airport users only and do not become major attractors to the non-travelling public in their own right. Development not directly related to the operation of the Airport will not be supported within its boundary.

8.47 Additionally, the 2004 planning permission for Terminal 5<sup>23</sup> included a number of conditions managing Heathrow’s operation. Aircraft movements are capped at 480,000 per year, noise capped at an area of 145km<sup>2</sup> for noise contour level 57dB(A) Leq 16 hr (0700-2300) and a cap of 42,000 car parking spaces with no more than 17,500 available to employees. At a borough level, the Council implements its Air Quality Action Plan and is carrying out cycling improvements in the Uxbridge-Heathrow area as part of its Biking Borough programme.<sup>24</sup> Additionally, BAA has published its Heathrow Air Quality Strategy 2011-2020.

8.48 The Council’s policies aim to ensure that development related to the current operation of the airport is managed to reduce environmental impacts. This also includes proposals related to the airport but operating outside the boundary (such as car parking) that contribute to air quality issues and traffic congestion. The Council will work with the Government, the Mayor’s Office, Transport for London, the Heathrow Area Transport Forum including Heathrow Airport Limited and other stakeholders to reduce the environmental impacts of Heathrow Airport.

8.49 Proposals should, where required, address traffic, water cycle, air quality and noise impacts and identify mitigation measures to be implemented by the developer. An environmental impact assessment may be required and a transport assessment or statement and travel plan should be submitted if appropriate. Mitigation measures may include the use of planning obligations (s106) to address issues that cannot be resolved by conditions.

<sup>22</sup> Air Quality Action Plan Progress report 2012, London Borough of Hillingdon, p11

<sup>23</sup> Planning application: Ref 47853/APP/2002/1882

<sup>24</sup> Local Implementation Plan London Borough of Hillingdon, April 2011, p22

8.50 The Airports National Policy Statement was designated by the Secretary of State for Transport on 26 June 2018. This sets out the policy framework for expansion at Heathrow Airport and primary basis for decision making on any development consent application for a new north-west runway.

**Policy DMAV 2: Heathrow Airport**

**A) Development proposals within the Heathrow Airport boundary will only be supported where:**

- i) they relate directly to airport related use or development\*;**
- ii) there is no detrimental impact to the safe and efficient operation of local and strategic transport networks;**
- iii) they comply with Policy DMEI 14: Air Quality;**
- iv) there are no other significant adverse environmental impacts; where relevant, an environmental impact and/or transport assessment will be required with appropriate identification of mitigation measures; and**
- v) they comply with all other relevant policies of the Local Plan.**

**RAF Northolt**

8.51 RAF Northolt is an active military airfield with a number of commercial flights using smaller aircraft. Current air operations at RAF Northolt result in a significant and intermittent level of noise disturbance. Traffic movement is halted on West End Road during the operation of the runway by the use of signals.

8.52 The RAF has recently announced that its 7,000 commercial movements per year is to be increased to 12,000 gradually over the next three years with military movements expected to remain at around 5,500 per year. Commercial movements are currently restricted to quieter aircraft and the airfield is closed to commercial traffic overnight, Saturday evenings and Sunday mornings<sup>25</sup>.

<sup>25</sup> 29 /04/13 Royal Air Force RAF Northolt website 28/06/13

\* Airport related uses or development" is to be taken as any use or development that falls within the following: offices, air cargo transit sheds, hire facilities, flight catering, freight forwarding and airport industry and warehousing and, is development in connection with the provision of services and activities relating to the movement or maintenance of

8.53 Any significant increases in aircraft movements can result in more noise nuisance and impact on air quality. Such increases, particularly during peak hour traffic, also have the potential to cause traffic congestion on the network and any increase in flight numbers must address this issue. The Council will work with the RAF to mitigate impacts on residential amenity, traffic and noise.

**Policy DMAV 3: RAF Northolt**

**Development proposals within the RAF Northolt boundary will only be supported where:**

- i) they relate directly to the military base and/or aerodrome related use or development\*;**
- ii) there is no decrease in residential amenity through noise from aircraft and hours of operations;**
- iii) there is no increase in traffic congestion during highway network peak hours on West End Road through the operation of RAF Northolt's traffic signals;**
- iv) any transport impacts from the development are managed through the implementation of appropriate mitigation measures identified in a transport assessment or statement and/or travel plan; and**
- v) there is consistency with other policies of the Local Plan.**

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aircraft or with embarking, disembarking, loading, discharge or transport of passengers, livestock or goods. It also includes the provision of services and facilities for any staff employed to provide these functions.