

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 developments¹¹ 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

¹¹ 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.¹²

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.¹³

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.

¹² Local Implementation Plan April 2011, London Borough of Hillingdon p 9 para 3.20

¹³ 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.