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Our ref: 12/1598

Dear Karl

North Hyde Gardens Bulls bridge Hayes – TfL's initial comments

I write following receipt of the Transport Assessment (TA) report, dated May 2012, submitted to TfL in support of the above referable planning application. While the proposed scheme was the subject of pre-application discussions with GLA in July 2012, no pre application discussions were however specifically held with TfL.

As such, please note that these comments represent an officer level view from Transport for London Borough Planning and are made entirely on a "without prejudice" basis. This is because of Borough Planning's role in providing independent advice to the Mayor on whether the transport aspects of strategic planning application comply with the London Plan. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this project. These comments also do not necessarily represent the views of the Greater London Authority, which should be consulted separately.

The following transport comments are based on information provided by the applicant within the TA. Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge their requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway works required during the construction phase of the development.

Site and Surroundings

This is a former Powergen site which has been cleared and has no existing use. The site is bounded by the Grand Union Canal Paddington Branch to the east, the Great Western railway to the north, Yeading Brook to the west and the access road to the canal to the South. It also lies partially underneath the Parkway which is part of the Transport for London Road Network (TLRN). Access to the Parkway is from Bulls Bridge Roundabout, less than 1km away.

Hayes & Harlington rail station is located approximately 1.6km west of the site, providing frequent services into central London and Reading/Oxford and Heathrow.

MAYOR OF LONDON



VAT number 756 2770 08

This station will also benefit from Crossrail services from 2019. There are no London Underground services within a reasonable walking distance of the site. This site is served by 2 bus routes (195 and E6) providing services towards Hounslow and Ealing. The nearest bus route is 700m away from the site with stops on NorthHyde Road. As such, the Public Transport Accessibility Level (PTAL) of the site is 1 (based on a scale of 1 to 6 where 1 is lowest and 6 is highest) which equates to a very poor level of accessibility to public transport.

Car Parking

The development proposes to provide a total of 76 parking spaces, with 4 spaces for blue badge holders. This is in line with London Plan Policy 6.13 "Parking" and is therefore acceptable. There is however no mention of Electrical Vehicle Charging Points (EVCP). To be in line with London Plan Policy 6.13 "Parking" there will need to be 8 active and 7 passive places supplied. It would be expected that the number of EVCP should be secured by condition and the use of these parking spaces be monitored through the employment Travel Plan, as further discussed below.

Trip Rates

As this is an unusual land use, TfL agrees that it is acceptable to use first principles and data from existing comparable sites. However, TfL would have expected further information to be supplied in support of those and the proposed trip generation. Similarly, no information was presented with regard to modal share for employees.

As the previous planning application for site has now lapsed, the assessment should have been carried out as if the site was considered as a brown field site.

However, and notwithstanding the above comments, given the nature, scale and location of the proposals, TfL considers that from initial assessment the approach to trip generation presented in the TA is acceptable and therefore compliant with London Plan Policy 6.3 'Assessing effects of development on transport capacity'.

Impact on Highway Network

The TA contains junction modelling for the local road network. The extent of the modelling is acceptable. However, there is no evidence that the modelling has followed TfL Best Practice modelling guidance. This will have to be provided including providing evidence of validation of the base years as well as selection of peak periods before TfL can confirm the acceptability of the results. Further comments may be forthcoming once this model has been submitted to the Borough and to TfL.

However, notwithstanding the above comments and due to the type of proposed development, the initial assessment would also suggest that this development would have any adverse impact on the highway network. The Parkway and Bulls Bridge Roundabout are heavily congested. Even though this development would not have an impact on this part of the network, TfL would expect to see good incentives to encourage use of more sustainable means of staff travel and movements of Heavy Goods vehicles through the Travel Plan and Delivery and Servicing Plan.

Cycle and Walking

Within the London Plan there is no comparable standard for this type of land use. Therefore the level of cycle parking requested is associated with a mode share of around 10%, hence a request for at least 6 cycle parking spaces. It is also recommended that these facilities be located in accessible, secure and well lit location with lockers and showers facilities provided.

No Pedestrian Environmental Review System (PERS) audit of the pedestrian facilities in the vicinity of the development site had been carried out. It is therefore recommended that an audit be carried out and that any improvements identified in this audit are implemented by the developer and secured through s106 or s278 agreements. These will be required to comply with London Plan Policy 6.10. 'Walking'

Public Transport and Infrastructure

Notwithstanding the comments made above on trip generation and based on the figures presented in the TA, it is accepted that there should be sufficient capacity on existing passenger transport services to accommodate the forecast increase in bus and rail trips likely to be generated by the proposed development.

Travel Plans

No Travel Plan for the entire development was submitted as part of the application, this will need to be submitted to the Borough and TfL for approval, to ensure conformity with London Plan Policy 6.3. Once approved, the travel plan is expected to be secured, monitored, reviewed, and enforced through the s106 agreement.

Delivery and Construction

The inclusion of a Construction Logistic Plan (CLP) within the TA is supported and is in line with London Plan Policy 6.14 "Freight". TfL recommends that this should be further secured through a planning condition.

Similarly, a Delivery Servicing Plan (DSP) for the whole site, as referred in the London Freight Plan should be produced and submitted to the Borough and TfL for approval, in line London Plan policy 6.14. This is welcomed.

Community Infrastructure Levy

In accordance with London Plan policy 8.3 '*Community Infrastructure Levy*', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The proposed development is in the Borough of Hillingdon, where the charge is £35 per square metre.

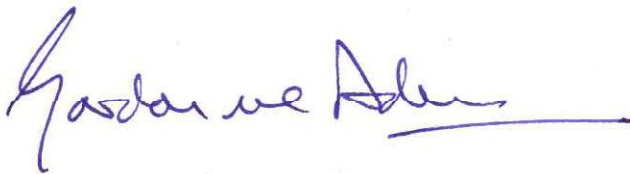
Summary

TfL requires that the applicant address the following matters in order for the application to be considered acceptable and compliant with the transport policies of the London Plan:

- The inclusion of 8 active and 7 passive EVCP and the monitoring of their use.
- At least 6 cycle parking spaces need to be provided along with safe storage and showers for employees.
- All conclusions from the PERS audit will need to be delivered as part of the s106 agreement.
- A Travel Plan will need to be submitted following TfL guidelines
- A Framework Delivery Servicing Plan will need to be submitted following TfL guidelines but TfL is content for this to be secured through planning condition.
- Any subsequent mitigation measures to be secured through s106
- CIL payment

I trust this provides you with a better understanding of TfL's current position on the proposals. However, if you have any questions, or require clarification on any of the points raised above, please don't hesitate to contact me.

Yours sincerely

A handwritten signature in blue ink, reading "Gordon Adam", followed by a horizontal line.

Gordon Adam
Principal Technical Planner

Cc Sukhi Khull - GLA PDU;