



COTSWOLD
TRANSPORT
PLANNING

TP Property Company Limited

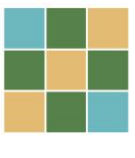
Unit 4, Crown Road, Hillingdon, HA4 0AF

Travel Plan

May 2021

TP Property Company Limited
UNIT 4, CROWN ROAD, HILLINGDON, HA4
0AF

Travel Plan

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1 INTRODUCTION

- 1.1 TP Property Company Limited has developed a Travel Plan (TP) to set out a strategy for promoting sustainable travel and practices in support of a planning application for a change of use at Unit 4, Crown Road, Hillingdon, HA4 0AF.
- 1.2 Planning permission was granted at the application site on 16th September 2020 for the change of use of Unit 4 from B8 (storage & distribution) to B2 (general industrial), B8 (storage & distribution) and E(g)(iii) (for industrial processes only) (ref: 67708/APP/2020/1568).
- 1.3 Planning condition 10 of the Decision Notice, attached at **Appendix A**, states:

‘Within 6 months of occupation a robust Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The TP shall detail the strategies and steps that will be followed in promoting effectively modal shift and the usage of clean vehicles namely electric cars, euro 6/VI and above by the users/staff of the proposed development and quantify, wherever appropriate, the reduction of emissions achieved. As a minimum the TP shall include clear and effective strategy to encourage staff to:

- i) Use public transport;*
- ii) Cycle / walk to work where practicable;*
- iii) Enter car share schemes;*
- iv) Purchase and drive zero emission vehicles. The measures in the agreed scheme shall be maintained throughout the life of the development’.*

- 1.4 The unit will be occupied by CCF, a distributor of insulation and interior building products.
- 1.5 The principle aim of this TP is to minimise unnecessary single occupancy vehicle trips, for both staff and customers, where appropriate.
- 1.6 The TP should be viewed as a long-term strategy, based on the promotion of sustainable measures intended to achieve this goal.
- 1.7 The following sections of this document outline the existing infrastructure surrounding the site to facilitate sustainable travel, the proposed monitoring process as part of the TP and the measures to be adopted towards the aim of minimising car-based travel to and from the unit.
- 1.8 The TP should be viewed as a long-term strategy, based on the promotion of sustainable measures intended to achieve this goal.

- 1.9 TP Property Company Limited recognises that travel to and from the site, by staff and customers, will have an impact upon the environment and local communities.
- 1.10 Part of the Travis Perkins Group, TP Property Company Limited Environment Policy commits the business to using transport efficiently. The Environment Policy can be obtained from the group Travis Perkins web page www.travisperkinsplc.com.

2 EXISTING TRAVEL PATTERNS

Introduction

- 2.1 The success of the TP, in achieving the desired travel reduction of single occupancy car use, will be judged against available travel data for the area. The TP will therefore need to be monitored, once the site is occupied, to ensure it is still relevant, up-to-date and having an effect on sustainable travel use on the site.

The Site and Surrounding Area

- 2.2 The site is located off Crown Road and is bound to the south by a railway line and in all other directions by light industrial / retail land uses. The location of the site is demonstrated indicatively in **Figure 2.1**.



Figure 2.1 – Site Location Plan

- 2.3 Crown Road is an access road providing access to other industrial / retail land uses in the vicinity of the application site. It is subject to a 30mph speed limit and, in the vicinity of the application site, has an illuminated footway on the northern side of the carriageway.

Existing Travel Patterns

- 2.4 Method of travel to work data has been obtained from 2011 Census Data for the area the site is located within, output area Hillingdon 033. The data demonstrates the method of travel to the area from surrounding output areas.

- 2.5 The existing method of travel to work modal splits for this area are set out in **Table 2.1**.

Method of Travel to Work	Percentage (%)
Driving a car or van	60.04%
On foot	14.14%
Bus, minibus or coach	8.19%
Underground, metro or light rail	6.94%
Cycle	3.54%
Passenger in a car or van	3.16%
Train	2.67%
Motorcycle, scooter or moped	0.86%
Taxi	0.46%
Total	100%

Table 2.1 – Method of Travel to Work

- 2.6 **Table 2.1** demonstrates that currently 60.05% of people travelling to Hillingdon 033 for work do so by driving, 38.64% travel by sustainable means, whilst 16.68% travel by non-vehicle transport modes (walking and cycling).

3 LOCAL ACCESSIBILITY AND OPPORTUNITIES FOR SUSTAINABLE TRAVEL

- 3.1 To ensure that the development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes.
- 3.2 Given the nature of the proposed use, i.e. a trade counter selling insulation and building supplies, most customers are likely drive to the site, so the real opportunity to promote sustainable travel with revolve around employee travel.

Walking and Cycling

- 3.3 Paragraph 4.4.1 of Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.4 Located within 2km of the application site is a Lidl, a Sainsbury's, a coffee shop and a public house, as well as connections to bus and rail links. It is considered that the provision of such amenities will reduce the need for staff to travel to further destinations by car, during lunch breaks.
- 3.5 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'

- 3.6 It is therefore considered, and substantiated by DfT, that cycle trips of up to 8km for commuting purposes are acceptable.
- 3.7 Due to its central location within Ruislip, there is a large amount of residential land use located within 2km and 8km, indicating that there is a significant potential for staff members, and to some extent, customers, to walk or cycle to the application site.

Pedestrian and Cycle Infrastructure in the Vicinity of Site

- 3.8 The existing pedestrian infrastructure in the vicinity of the site is suitable and it is likely that walking and cycling trips could be made to the site by staff (and potentially customers) living in the surrounding residential areas.
- 3.9 Illuminated footways provide access from the application site to Victoria Road to the north. From this point, there are footways on both sides of the carriageway providing access to various facilities and residential areas in the vicinity of the site.

- 3.10 It is recognised, however, that despite the walking and cycling infrastructure being very good and the site being sustainably located within walking distance of existing residential areas and services, the number of customers walking or cycling to the trade store will be low due to the bulky nature of many goods.
- 3.11 Walking and cycle trips by customers would only be likely to occur if the customer intended to purchase small items that were light enough to carry home.
- 3.12 Traditionally, the purchase of heavier, bulkier items would be likely to attract a vehicular trip as the need to provide transport for larger items was accepted.
- 3.13 Notwithstanding this, adequate cycle parking spaces will be provided to encourage cycle trips to the site by staff and customers.

Public Transport

- 3.14 The nearest bus stops in relation to the development site are 'Civic Way (Stop P)' and 'Queens Walk (Stop J)', located on Victoria Road, approximately 250m from the application site.
- 3.15 The 114 service operates from these stops, providing access between Ruislip and Edgware. Services depart in each direction frequently, with buses operating approximately every ten minutes. Services operate 05:29 – 01:48, Monday – Thursday, 05:29 – 00:18, Friday, and 24-hours a day during weekends. It is therefore considered that the level of existing bus provision is suitable for commuting purposes.
- 3.16 South Ruislip Railway Station is situated approximately 1km from the site and is accessible by walking and cycling. South Ruislip Railway Station provides direct services to London Marylebone and High Wycombe.

Public Transport Accessibility Level (PTAL)

- 3.17 PTAL is a measure of the accessibility of a specified point within a development site to the public transport network, taking into account walk access times and service availability.
- 3.18 A site specific PTAL assessment has been undertaken using the TfL WebCAT database. The output is contained in **Appendix B** of this report. This identifies that the existing site has a PTAL of 1a. Whilst this is a low PTAL rating, it has been demonstrated that there is still sufficient public transport availability within 1km of the application site.

Accessibility Summary

- 3.19 The site has been assessed to be sustainably located, relative to the nature of its commercial purposes. The site is within acceptable walking and cycling catchments of local residential areas, and local bus and rail services are present. It is therefore feasible that some customers, but mainly employees, will be able to travel by sustainable modes to access the site.
- 3.20 Opportunities to enhance and maximise sustainable travel to and from the site, are considered in further detail in this TP.

4 TRAVEL PLAN ADMINISTRATION AND MONITORING

- 4.1 CCF will appoint a Travel Plan Co-ordinator (TPC) for the site to implement and administer the TP. The local highway authority will be notified of the name of the TPC once it has been formally agreed – this will be within three months of occupation.
- 4.2 The TPC will be responsible for:
- i) Acting as a point of contact with the council;
 - ii) Marketing and promoting the TP;
 - iii) Providing sustainable travel information to staff;
 - iv) Liaising with the council, transport operators and specialist groups; and
 - v) Arranging for travel surveys to be undertaken by staff.
- 4.3 Due to the nature and operation of the development, it is considered that the role of TPC will be carried out by the CCF branch manager, and they will be able to oversee the TP process alongside their other daily duties.

Travel Plan Monitoring and Review

Objectives

- 4.4 The aim of this TP is to determine a range of actions to encourage employees of the proposed development to use more sustainable transport modes to access the site. The principal objectives of the TP are set out below:
- i) To raise awareness of transport issues amongst future staff and reduce the impact of traffic to and from the proposed development on the local environment and air pollution;
 - ii) To achieve the minimum number of single occupancy car traffic movements to and from the proposed development;
 - iii) To reduce the need to travel to and from the site;
 - iv) To maximise the proportion of journeys to and from the proposed development by sustainable modes of transport such as walking, cycling and public transport; and
 - v) Address the access needs of site users, by supporting walking, cycling and public transport.

Monitoring of Staff Travel Patterns

- 4.5 In order to establish the travel patterns of staff, a staff questionnaire survey will be carried out within three months of the site being occupied, and then monitored over a five-year period. An example questionnaire sheet has been attached to this report as **Appendix C**.
- 4.6 New staff will receive the travel questionnaires on commencement of employment and their results will be entered onto a database. Staff leaving employment will be removed from the database. All data will be treated with confidentiality.
- 4.7 Sample surveys among customers may also be conducted to gauge their attitudes towards travel to the site.
- 4.8 One of the key findings of the questionnaire is the existing modal split for travel to work among colleagues. This data will help the TP achieve a clear direction to best influence sustainable travel.

Review

- 4.9 Using the results of the surveys, the TPC will seek to address the barriers to the adoption of sustainable transport modes among colleagues.
- 4.10 The TPC will produce an annual progress report for a five-year period after occupation. The report will include results from the staff and customer travel surveys and will be sent to the local highway authority.

5 TRAVEL PLAN MEASURES

- 5.1 A TP is effectively a set of measures, directed at both staff and customers, intended to maximise sustainable travel for journeys to the site. To achieve these changes, it is important that the following measures are implemented at the site.

Travel Plan Measures

- 5.2 The proposed TP measures focus on, where possible, maximising the site's accessibility and sustainability as part of the development proposals.
- 5.3 Marketing and promotion of the TP will form part of its implementation, and this will include the distribution of Travel Information Packs (TIPs) to new staff members upon commencement of employment.
- 5.4 TIPs will include travel information, with the intention of encouraging new staff members to engage in more sustainable modes of transport. The TIP will include:
- i) Local facilities information;
 - ii) Bus / rail timetables and a map showing bus stop / railway station locations;
 - iii) Information on local taxi services;
 - iv) Information on car sharing schemes;
 - v) Information on marketing and promotional events at a national and local level; and
 - vi) TPC name and contact details.

Car Users

- 5.5 The TPC shall be responsible for mitigating the use of the private car. Measures to achieve this include:
- i) Creating / promoting a car share scheme;
 - ii) Promote existing car share networks such as liftshare.com/uk/; and
 - iii) Promoting all forms of sustainable travel as detailed below.
- 5.6 The TPC will encourage car sharing amongst staff and will assist in finding suitable partners for those wishing to take up this option through the promotion of the car share scheme liftshare.com/uk/. The scheme allows users to identify other car drivers travelling to the same destination, as well as providing details on cost savings.

- 5.7 Using business.liftshare.com, the TPC shall offer car sharing services to businesses, this includes initial promotion of the scheme, monitoring and reporting, and ongoing marketing through marketing material and promotional event packages.
- 5.8 To aid staff in achieving a change to sustainable modes of transport, the TPC will provide details of local taxi / private hire companies to encourage the provision of a guaranteed ride home service in the case of emergencies (for which TP Property Company Limited will fund). This measure is particularly significant in relation to car sharers. Below is a list of local taxi / private hire companies:
- i) Alfa Cars – 01895 623777
 - ii) Ruislip Taxis – 01895 599999
- 5.9 In accordance with guidance contained within the National Planning Policy Framework, a total of seven active electric vehicle (EV) charging points will be made available within the site. A future three parking bays will be equipped with passive EV charging facilities for future installation.

Public Transport Use

- 5.10 Good public transport provision is important to achieving a high sustainable transport modal split. By encouraging new staff members to use existing bus and rail services, additional revenue will be generated, and the quality of services should improve.
- 5.11 Public transport use will be encouraged by the introduction / promotion of the following measures by the TPC:
- i) Provision of current information on bus / rail routes and bus / rail times;
 - ii) Promotions and bulk-buy ticket offers;
 - iii) Production of an on-site display of public transport timetables;
 - iv) Providing staff with clear directions / maps to the most local bus stops (maps in welcome pack); and
 - v) Advertising public transport websites including travelinesw.co.uk and nationalrail.co.uk.

Walking and Cycling

- 5.12 The TPC shall be responsible for encouraging travel by walking and cycling. Measures to achieve this may include:
- i) Providing staff with information and advice regarding safe pedestrian and cycle routes to and from the development site;

- ii) Providing secure and convenient cycle parking; and
 - iii) Providing storage for clothing and personal effects of employees, and showers.
- 5.13 Staff will be encouraged to participate in sustainable travel events such as Walk to Work Week and Bike Week.
- 5.14 CCF should provide a Cycle to Work Scheme, allowing for savings to be made on cycle purchases. This scheme will be promoted to staff, demonstrating the cost and health benefits of choosing to cycle.
- 5.15 A total of 40 secure, covered cycle parking helps ensure staff have peace of mind when working, that their cycles are safe and secure. An additional four cycle parking spaces will be provided at the front of the branch for customer use.
- 5.16 Useful information on walking and cycling will be promoted to all staff and can be found at:
- i) walkit.com
 - ii) livingstreets.org.uk
 - iii) sustrans.org.uk
 - iv) cyclestreets.net

Measures Aimed at Customers

- 5.17 CCF aims to minimise unnecessary customer trips to branches via the following measures:
- i) A UK wide delivery service being available for customers for all goods;
 - ii) Customers can place orders over the telephone and on the CCF web site for delivery or collection; and
 - iii) CCF will endeavour to provide information relating to the availability and frequency of local bus services, pedestrian / cycle routes to the branch.

Recruitment

- 5.18 New members of staff will be informed from the outset of the commitments made within this TP. It is considered that the implementation of sustainable travel habits from the outset will provide a greater potential shift to sustainable modes of transport.

Travel Plan Promotion

- 5.19 The TPC will make all existing and new staff aware of the TP and its objectives. Awareness will be raised via team meetings and promotional material in staff rest areas.

6 CONCLUSION

- 6.1 The objective of the TP is to encourage colleagues and customers to travel to the site by alternative means of transport to single occupancy vehicle trips.
- 6.2 It is intended to achieve this objective by incorporating specific elements within the design of the site to facilitate trips on foot, by cycle and by public transport.
- 6.3 Given the nature of the products sold at the site, the TPC will promote the use of the delivery services and the web / telephone ordering system to reduce unnecessary customer journeys.

**APPENDIX A – 67708/APP/2020/1568 Decision
Notice**



Andy Ryley
24 Church Street West
Woking
GU21 6HT

Application Ref:
67708/APP/2020/1568

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **GRANTS** permission for the following:-

Description of development:

Change of Use of Unit 4 from B8 (storage & distribution) to B2 (general industrial), B8 (storage & distribution) and B1c/E (For Industrial Processes Only) uses including the construction of a dock pit and cycle shelter, and alterations to the elevations and parking area.

Location of development: Unit 4, Victoria Retail Park, Crown Road Ruislip

Date of application: 10 June 2020

Plan Numbers: See attached Schedule of plans

Permission is subject to the condition(s) listed on the attached schedule:-

Head of Planning, Transportation and Regeneration

Date: 16 September 2020

- NOTES:
- (i) Please also see the informatives included in the Schedule of Conditions.
 - (ii) Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.
 - (iii) This decision does not convey any approval or consent which may be required under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

Application Ref: 67708/APP/2020/1568

SCHEDULE OF CONDITIONS

- 1 · The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 · The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

11240_PL_210 Site Layout Plan Proposed
11240_PL_211 Proposed Elevations Dock Levellers
11240_PL_100 Rev A Landscape General Arrangement Plan
11240_PL_121 Rev. A Proposed Floor Plans

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

- 3 · The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Preliminary Risk Assessment parts 1-4 dated May 2020; ref 20-0699.01
Planning Statement dated May 2020 ref 11240
Noise Impact Assessment ref CJA4375/20149/Rev0
Flood Risk assessment dated May 2020-ref EEL.8243.R05.001
Air Quality Assessment, dated 20.05.2020 ref A3899/AQ/003
Energy and Sustainability Statement dated 18/5/20 ref 5703/CBC/IF/Z/002
Design and Access Statement
Transport Assessment dated 19th Aug 2020
Landscape management and Maintenance Plan ref 11240-12 rev 0

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of the Hillingdon Local Plan Part 1 (2012) and Local Plan Part 2 (2020).

SCHEDULE OF CONDITIONS

- 4 · The development hereby permitted for Use Class B1c/E shall be solely for Industrial Processes only, notwithstanding the changes to the Use Classes Order in relation to Use Class E. No other 'E' use call is permitted without seeking full planning permission.

REASON

To protect adjoining residential amenity in accordance with policy DMHB11 of the Local Plan Part 2 (2020) and to prevent a detrimental impact on the local highway network, in accordance with policies DMT 1 and DMT2 of the Local Plan Part 2 (2020) and to ensure town centre uses are retained with the designated town centre locations.

- 5 · Prior to above ground works, details of a clear and effective low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be restricted to:
- a) Be clean by design as per the London Sustainable Design and Construction Supplementary Planning Guidance,
 - b) provision of an electric vehicle fast charging bay. This is to be implemented as part of the proposal with the minimum requirements as per the London Plan.
 - c) a clear and effective strategy, aligned with the Travel Plan, to encourage staff and guest of the site to
 - i) use public transport;
 - ii) cycle/walk to work where practicable;
 - iii) enter car share schemes;
 - iv) enter cab share schemes to and from the airport and or home/work locations; and
 - iv) purchase and drive to work zero emission vehicles.

Measures to support and encourage modal shift, will include but be not restricted to incentives for residents to use public transport to reduce their car ownership. The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

As the application site is within an Air Quality Management Area and to reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DME1 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), London Plan 2016 Policy 7.14, and paragraph 170 of the National Planning Policy Framework (2019).

- 6 · The development hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority should the development be subdivided. The parking allocation scheme shall, as a minimum, include the appropriate level of provision for each use class and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Chapter 6 of the London Plan (2016).

SCHEDULE OF CONDITIONS

- 7 · No contaminated soils or sub-soils shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to the Local Planning Authority for approval. Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

- 8 · No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:
- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii. include a timetable for its implementation; and
 - iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
 - v. provide details of how rain and grey water will be recycled and reused in the development.
- Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2016) Policy 5.12.

SCHEDULE OF CONDITIONS

- 9 · Prior to above ground floor work, a scheme to show the following shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include: -

- 1) 65 car parking spaces including 5 accessible spaces on site with 3 active and 3 passive electrical vehicle charging points;
- 2) Layouts for 2 motorcycle spaces on site;
- 3) 44 new cycle parking spaces on site

The consented car parking layout shall be laid out prior to the first occupation of the development hereby permitted and shall be retained for the lifetime of the development.

REASON: To ensure that the proposed development will provide adequate facilities in compliance with policies DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

- 10 · Within 6 months of occupation a robust Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The TP shall detail the strategies and steps that will be followed in promoting effectively modal shift and the usage of clean vehicles namely electric cars, euro 6/VI and above by the users/staff of the proposed development and quantify, wherever appropriate, the reduction of emissions achieved. As a minimum the TP shall include

- 1) a clear and effective strategy to encourage staff to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2016) Policies 6.1 and 6.3.

- 11 · Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies DMHB 11 of the Local Plan: Part Two Development Management Policies (2020).

SCHEDULE OF CONDITIONS

- 12 · Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy [specify] Hillingdon Local Plan Part 2 (2020)

- 13 · The cladding proposed to be used on the exterior of this building shall meet with and accord with the most up to date fire regulation requirements.

REASON

To ensure that the development accords with the London Plan Fire Safety policy D12 of the Intend to publish London Plan (2019).

INFORMATIVES:

- 1 · The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 · The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMEI 9	Management of Flood Risk
DME 1	Employment Uses in Designated Sites
DMHB 12	Streets and Public Realm
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMHB 14	Trees and Landscaping
DMT 6	Vehicle Parking
OE1	Protection of the character and amenities of surrounding properties and the local area
DMHB 11	Design of New Development
LE2	Development in designated Industrial and Business Areas
LPP 4.1	(2016) Developing London's economy

SCHEDULE OF CONDITIONS

LPP 4.4 (2016) Managing Industrial Land and Premises

- 3 . Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-
- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents.
- You are advised to consult the Councils Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.
- 4 . In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.
- 5 . There is a possibility that some contaminating substances are present in the ground at depth. We have some recent information (ref: Preliminary Risk Assessment dated May 2020) concerning potential ground conditions at the property and we would advise persons working on site to take basic precautions in relation to any contamination they may encounter. Precautions should be taken to minimise the mixing of any excavated materials with any clean soils that are to remain on site.

REASON

The advice is provided on the basis of Health and Safety of ground workers on site, and to ensure the appropriate restoration of the site when ground works are complete, and to minimise risk to occupants of the site.

- 6 . Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement

SCHEDULE OF CONDITIONS

within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

- 7 . The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

END OF SCHEDULE

Address:

Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250230
www.hillingdon.gov.uk

GRANT OF PLANNING PERMISSION

Application Ref.No.: 67708/APP/2020/1568

SCHEDULE OF PLANS

Covering letter 20 May 2020 - received 20 May 2020

Planning Statement May 2020, PRC Ref: 11240 - received 20 May 2020

Air Quality Assessment 20.05.2020, A3899/AQ/003 - received 20 May 2020

Preliminary Risk Assessment May 2020, 20-0699.01 - Part 1 - received 20 May 2020

Planning Noise Impact Assessment CJA4375/20149/Rev. 0 - received 20 May 2020

Flood Risk Assessment May 2020, EEL.8243.R05.001 - received 20 May 2020

11240_PL_211 Proposed Elevations Dock Levellers - received 28 Jul 2020

11240_PL_220 Site Layout Plan Existing - received 28 Jul 2020

11240_PL_221 Ground and First Floor Plans Existing - received 28 Jul 2020

11240 May 2020 DAS Reconfiguration of External Areas - received 28 Jul 2020

11240_PL_121 Rev. A Proposed Floor Plans - received 29 Jul 2020

Preliminary Risk Assessment May 2020, 20-0699.01 - Part 2 - received 20 May 2020

Preliminary Risk Assessment May 2020, 20-0699.01 - Part 3 - received 20 May 2020

Preliminary Risk Assessment May 2020, 20-0699.01 - Part 4 - received 20 May 2020

11240_PL_111 Site Layout Plan Existing - received 20 May 2020

Energy and Sustainability Statement 18/05/2020, 5703-CBC-IF-Z-002 - received 10 Jun 2020

11240_PL_222 Existing Roof Plan - received 28 Jul 2020

Landscape Management and Maintenance Plan, 11240_12_Landscape Maintenance & Management Plan/ REV * - received 28 Jul 2020

11240_PL_100 Landscape General Arrangement Plan - received 28 Jul 2020

11240_PL_200 Site Location Plan - received 28 Jul 2020

11240_PL_210 Site Layout Plan Proposed - received 28 Jul 2020

Technical Note 2: Highways and Transport 19th August 2020 - received 25 Aug 2020

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424). Appeal forms can be downloaded from the Planning Inspectorate's website at [**www.Planning-inspectorate.gov.uk**](http://www.Planning-inspectorate.gov.uk)

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.

Further details are available at [**www.gov.uk/government/collections/casework-dealt-with-by-inquiries**](http://www.gov.uk/government/collections/casework-dealt-with-by-inquiries)

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

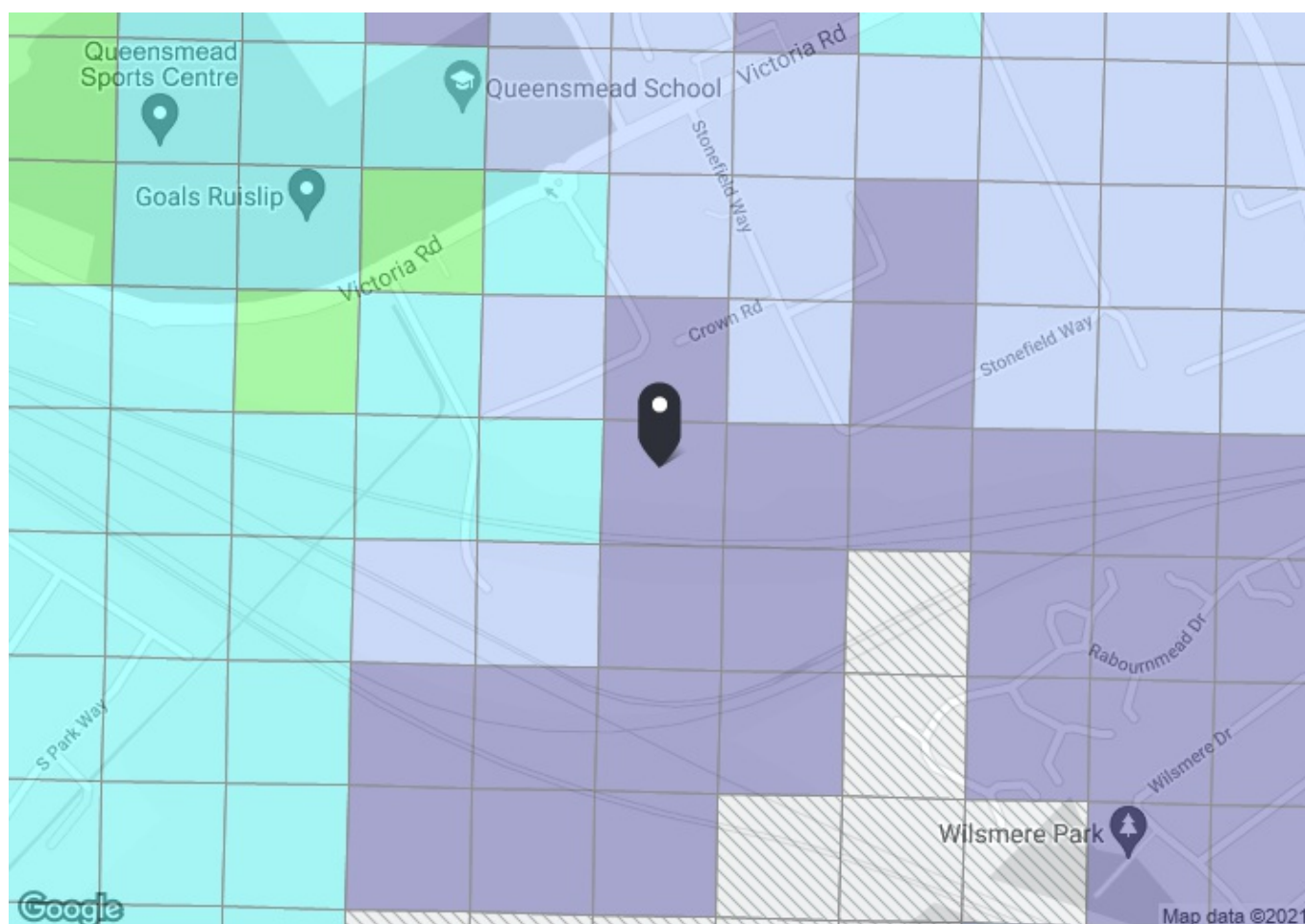
In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

APPENDIX B – PTAL Report



PTAL output for Base Year 1a

Unit 4/Victoria Retail Park/Crown Rd, Ruislip HA4 0AF, UK
Easting: 511944, Northing: 185255

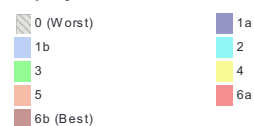
Grid Cell: 105151

Report generated: 27/05/2021

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

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	VICTORIARD QUEENS WALK	114	547.55	6	6.84	7	13.84	2.17	1	2.17
Total Grid Cell AI:										2.17

APPENDIX C – Example Staff Survey

STAFF TRAVEL SURVEY

1. Name:

Town:

Street:

Post Code: (optional)

2. Distance from Home to Work:

- Under 1 mile ☐
- 1 mile-3 miles ☐
- 3 miles- 10 miles ☐
- Over 10 miles ☐

3. How do you normally travel to work?

(Please tick only one box):

- Walk ☐
- Cycle ☐
- Public Transport ☐
- Car (on your own) ☐
- Car (with / as passenger) ☐
- Other ☐

Please State:

4. Would you consider either walking or cycling to work if changing facilities showers, cycle storage etc. was available

☐ YES ☐ NO

5. Would you consider using a bus to travel to work if you could have discounts on bus season tickets?

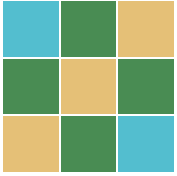
☐ YES ☐ NO

6. Would you consider car-sharing lift with someone if you could be guaranteed that arrangements could be made for you to have a lift home in an emergency?

☐ YES ☐ NO

7. If you drive a car to work, are there any special reasons why you have to drive to work.
(*ie. Are you disabled and cannot walk or use a bus*)?

8. Do you work a shift, which would make walking or catching a bus unsafe, or impractical? Please specify



COTSWOLD
TRANSPORT
PLANNING

Cotswold Transport Planning Ltd

Please visit our website at:
www.cotswoldtp.co.uk

Office locations in:
Bedford
Bristol
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