

PROPOSED RESIDENTIAL DEVELOPMENT

**23 COWLEY CRESCENT
HILLINGDON**

LONDON BOROUGH OF HILLINGDON



TRANSPORT ASSESSMENT

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HILLINGDON**

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1.0

INTRODUCTION AND BACKGROUND

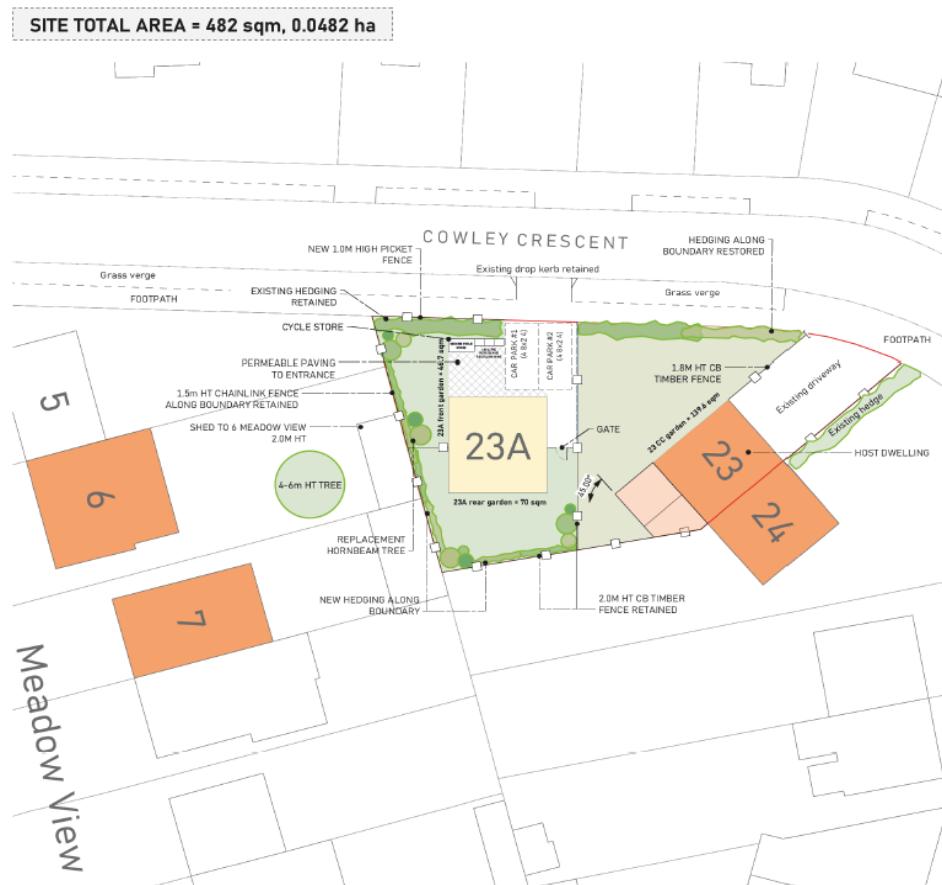
1.1

A planning application will be submitted at 23 Cowley Crescent, Uxbridge, UB8 2HE for the following;

Two storey, detached (2 bed, 4 person) dwelling with 2 no car parking, exisiting crossover to front and amenity space.

1.2

The existing site is within a residential area. This site has a large plot which accommodates an existing family dwelling and two outbuildings. The proposal, to split the existing plot into two sites, and accommodate a proposed 2 bedroom detached dwelling to the side of the existing house. The proposals include two car parking spaces for the proposed house and two replacement parking spaces for the existing house as shown in the extract below.



1.3

In terms of planning policy it is useful to consider some of the key planning issues.

1.4

At paragraph 14 of the NPPF the Framework states:

For decision-taking this means:

- *approving development proposals that accord with the development plan without delay; and*

- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *specific policies in this Framework indicate development should be restricted...*

1.5 In respect to transport, paragraphs 29 and 30 of the Framework's set out the objectives:

- to facilitate sustainable growth; and
- to support reductions in greenhouse gas emissions and congestion, promoting sustainable modes and where possible reducing the need for movement

1.6 Paragraph 32 of the NPPF states:

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

1.7 Paragraph 34 of the NPPF states:

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

1.8 The London Plan provides further policy guidance including parking standards as set out in the minor alterations to the London Plan March 2016.

1.9 Local policy requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies. Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation. Policy AM7 seeks to ensure that developments will not prejudice the free flow of traffic or conditions of general highway or pedestrian safety and requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient

functioning of existing roads. Policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

1.10 It is also useful to consider the emerging policies as set out in the Local Plan: Part 2 Development Management Policies (Revised Proposed Submission Version, October 2015). Policy DMT 1 requires development to meet the transport needs of the development and address its transport impacts in a sustainable manner. Policy DMT 2: require development proposals to be compatible with the safe and efficient movement of the highway. Policy DMT 5 requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network. And Policy DMT 6 requires development proposals to 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.

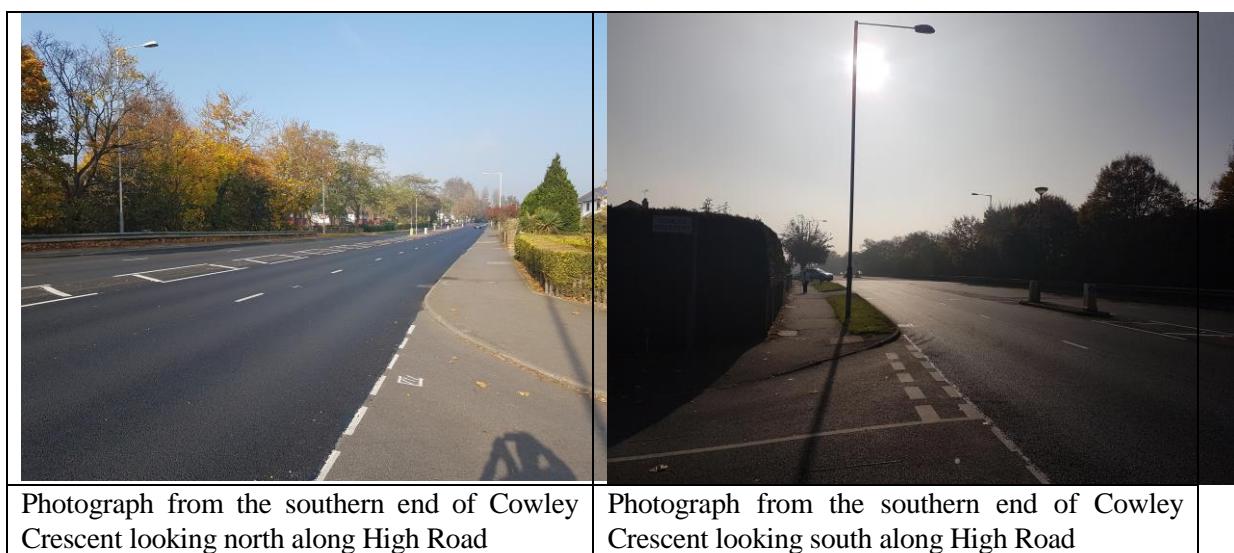
1.11 This report supports the Planning Application (to be submitted) and provides the necessary information to demonstrate that the proposed development is appropriate from a highway, traffic and transportation perspective. The report demonstrates that the residual cumulative impacts of development, having allowed for any mitigation measures, cannot be described as severe.

2.0 DESCRIPTION OF BASE NETWORKS

2.1 The proposed development is situated on Cowley Crescent which connects to the High Road (A408). High Road is subject to a 30 mph speed limit. At the southern end of Cowley Crescent, High Road is two lanes wide in both directions with central traffic island at regular intervals. At the northern end of Cowley Crescent, High Road has two southbound lanes and a single north bound lane with regular wide central islands. Easy access to the M40 can be gained via High Road, Cowley Road and Oxford Road. The M40 is around 3 miles from the site. Easy access can also be made to the M4 via High Road, Station Road, Sipson Road and Cherry Lane. Again the M4 is located around 3 miles from the site. It therefore can be seen that there is good access to the Primary Road Network.

2.2 Cowley Crescent is fairly narrow and parking only takes place on one side of the road. All properties on Cowley Crescent have off-street parking provision. All the houses on the road have sufficient parking for two or more cars. On-street parking does take place though there is still space capacity. The Councils Highway engineer states '*There are high levels of parking stress in Cowley Crescent as not all properties have off-street car parking which confirms the use of private cars in the area*'; **This is incorrect - all properties have off-street parking.**

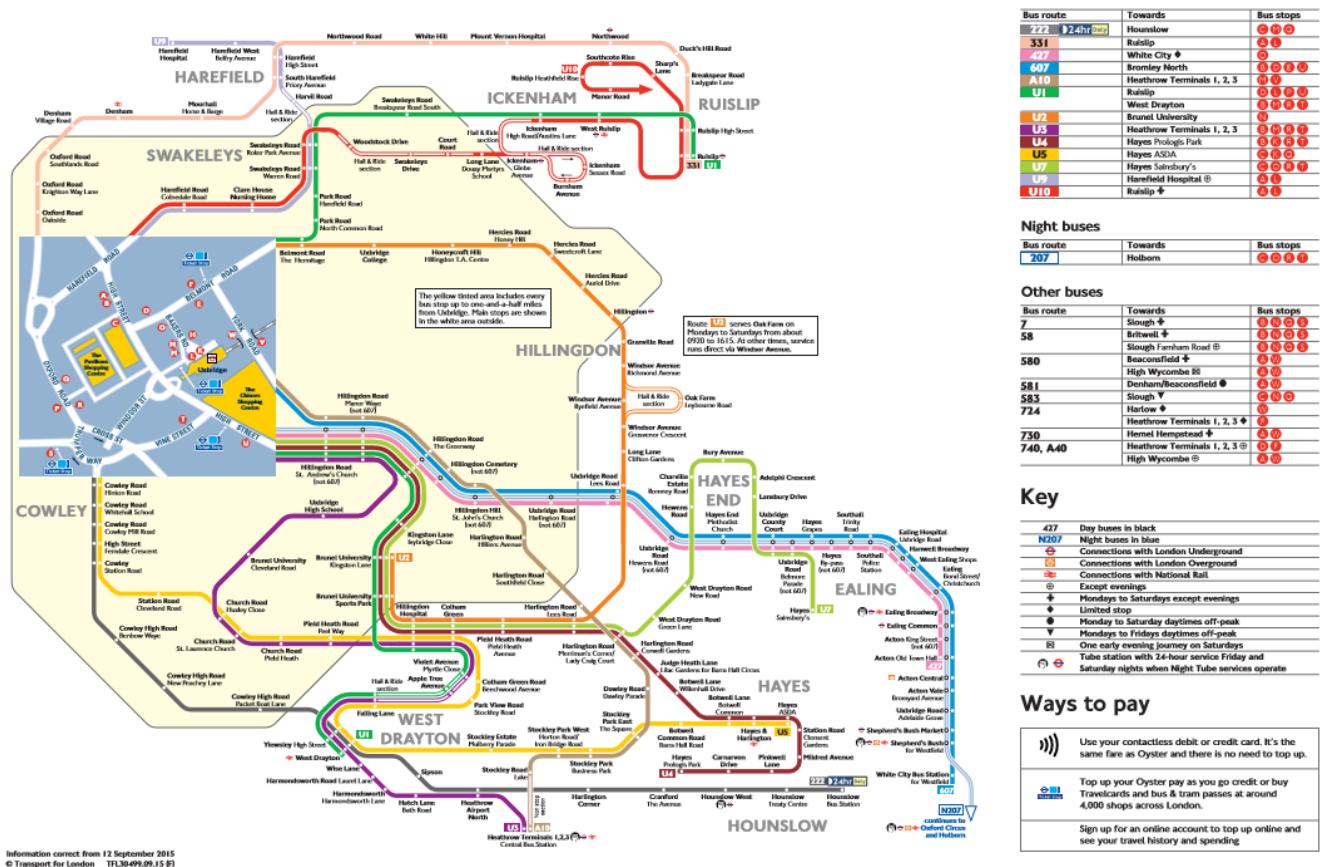
2.3 In order to assess on-street parking, two parking surveys were carried out. The first was during the day time and the second was in the evening after most residents would have arrived home from work etc. The survey showed that there were a total of around 27 parking spaces in Cowley Crescent. During the day time survey 12 cars were parked and there were 15 vacant spaces. During the evening survey there were 13 cars parked on the road and 14 spaces vacant. This demonstrates that there is significant spare capacity for on-street parking on Cowley Crescent and that the levels of parking stress in the road are not particularly high.



2.4

The site is served by the 222 local bus service with bus stops located around 200 metres from the site on High Street. The TfL bus spider map for Uxbridge provides details of the locations served by bus services. The 22 runs at 10 minute intervals and serves Uxbridge town centre, West Drayton, Heathrow and Hounslow.

Buses from Uxbridge



2.5

The nearest underground station is Uxbridge underground station which is about 1.7 miles from the site; an 18 minute trip on the 222 bus. Uxbridge station is on both the Metropolitan and Piccadilly Lines. The nearest train station is West Drayton (Elizabeth Line) which is around 1.2 miles from the site; an 8 minute trip on the 222 bus.

2.6

TfL WebCAT Planning Tool the Public Transport Accessibility Level (PTAL) is fairly low at Level 1b.

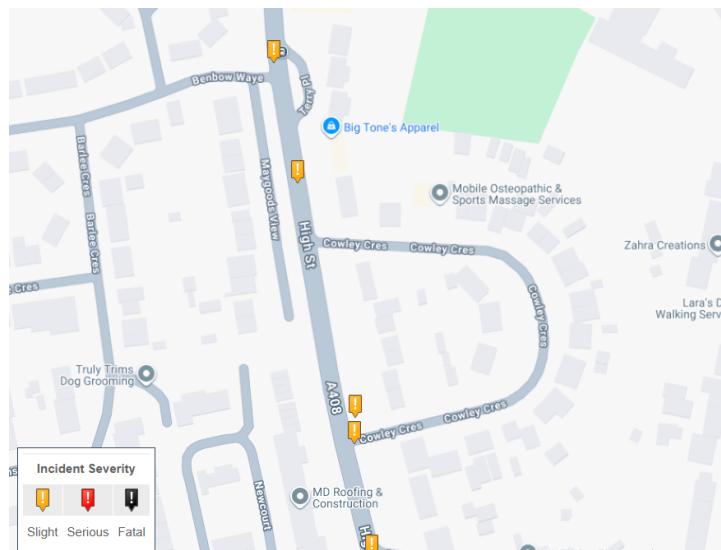
2.7

The pedestrian facilities in the vicinity of the site are reasonably good with a comprehensive network of footways and footpaths and the provision of pedestrian crossings facilities on High Street (see photograph below).



2.8 Details of the local cycle network can be found in the TfL Local Cycling Guide 6. There are routes to both the east (New Peachy Lane) and to the West (Grand Union Canal). Generally the provision and environment for cyclists in the area is good.

2.9 An analysis of the personal reported injury accidents on Cowley Crescent using CrashMap indicated that there were no reported injury accidents in the vicinity of the site during the last five years (2019-2023). There were some accidents on High Street though this is not unexpected due to the nature of the road. This is a relatively good road safety record. The proposals will not have a significant impact on accidents.



3.0

TRIP GENERATIONS AND MODAL SHARE

3.1

The proposed development will result in around 6 one-way vehicle trips per day (All data from the Greater London area in TRICS for privately owned houses and this consisted of seven sites (two in Kingston and one in Brent, K&C, Southwark, Westminster and Waltham Forest), involving seven days of surveys). This will not have a material effect on the road network. The additional public transport trips, pedestrian trips and cycle trips will be very low and the existing networks for these trip modes are sufficient to cater for any small increases in trips that may occur.

3.2

The deliveries to the new house will low and generally made by cars, small vans, couriers etc. The delivery to the existing houses and other properties along Cowley Crescent has not resulted in any significant problems nor has refuse collection. It is not proposed that either deliveries or refuse collection will be changed by the new proposals and therefore there should continue to be no significant issues.

4.0

PARKING PROVISION AND ACCESS

4.1

The existing house has a garage and sufficient space for a car to park in front of it. However, the garage is narrow (see photograph below) and would only be suitable for small cars. The proposal is to demolish the garage. However, replacement parking for two cars will be provide.



4.2

Two off-street parking spaces (2.4 metres x 4.8 metres) will be provided for the new house. Two car parking spaces will be provided. It is felt that this parking provision provides the correct balance (given the low PTAL) between trip end constraint and ensuring sufficient provision so that on street parking stress is not increased.

constraint and ensuring sufficient provision so that on-street parking stress is not increased.

4.3 The London Plan sets out maximum residential parking standards. For one and two bedroom units the parking provision should be less than 1 per unit. In developing their residential parking standards in the context of London Plan policy, outer London boroughs are able to take account of residents' dependency on the car in areas with low public transport accessibility (generally PTALs 0-1). In outer London a more flexible approach for applications may also be acceptable in some limited parts of areas within PTAL 2, in locations where the orientation or levels of public transport mean that a development is particularly dependent on car travel. In doing so, authorities should take account of the criteria set out in paragraph 39 of the NPPF which considers the availability of and an overall need to reduce the use of high-emission vehicles. As previously stated the site has a relatively low PTAL (Level 1b) and therefore this flexible approach to the London Plan Parking standard would be applicable. As such it is felt that the parking provision is compatible with the London Plan.

4.4 The Councils current maximum parking standards for 1-2 bedroom units is 1.5 spaces per unit. The proposed provision is marginally more than this maximum provision but takes into account the low PTAL, the Highways Engineers comments that two spaces should be provided.

4.5 Secure cycle parking space will be provided in accordance with the Council's standard.

5.0 CONCLUSIONS

5.1 The proposal scheme is to split the existing plot into two sites, and accommodate a proposed 2 bedroom detached dwelling to the side of the existing house. The site has good access to the main road network and fairly good pedestrian and cycle access. The Public Transport Accessibility Level is relatively low (Level 1b).

5.2 The proposed development has very low traffic generation. The proposed development will have no significant effect on the highway network or road safety or on public transport services.

5.3 Parking standards for the proposed development comply with the London Plan (given the flexibility for outer London Boroughs where there is a PTAL of 0-1) and are in accordance with the recommendation of the Council's Highway Engineer. One secure parking space cycles will be provided.

5.4 All the houses on the road have sufficient parking for two or more cars. Parking surveys demonstrated that there is significant spare capacity for on-street parking on

Cowley Crescent and that the levels of parking stress in the road are not particularly high.

5.5 From the above, it can be seen that the **proposed development will have no significant impact** on the existing highway network and that it complies with the relevant highway and transport development control standards.

5.6 **The proposals therefore comply with the Local Policy** requirements in relation to impacts on traffic demand, safety and congestion as set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (Policy AM2, Policy AM7, Policy AM9 and Policy AM14).

5.7 The proposals address its transport impacts in a sustainable manner and are compatible with the safe and efficient movement of the highway. The development proposals ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and the development complies with the parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. As such the proposals also comply with the emerging policies as set out in the Local Plan: Part 2 Development Management Policies (Revised Proposed Submission Version, January 2015)

5.8 The proposals are in accordance with Paragraphs 14, 29, 30, 32 and 34 of the NPPF. Paragraph 32 of the NPPF states: '**Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe**'. Clearly this is not the case in respect to the proposed development.