



FREEMAN & MASON

EXPERIENCE THAT MOVES PROJECTS FORWARD

Transport Statement Mead House, Hayes

**3rd Floor, 86-90 Paul Street,
London, EC2A 4NE**



Dear Mike Kemp,

Following receipt of the Council's comments regarding the Transport Statement (TS) and Air Quality Assessment (AQA), we have reviewed the trip generation assumptions.

The previously submitted assessments referred to 23 units and assumed 78 daily vehicle movements. Both were incorrect.

The scheme now offers 21 units, the residents do not own or operate vehicles; all resident trips are undertaken by public transport.

The scheme operates with one on-site staff vehicle entering and exiting once per 24-hour period (2 movements/day). Visitors by car are not expected. On an occasional basis, a second out-of-hours staff attendance may occur, raising daily movements to a maximum of 8, this considers professional visitors i.e. social workers etc., see Trip table
Accordingly, the corrected daily traffic input is a maximum of 4 vehicle movements per day, with a sensitivity of 8 per day. This is significantly lower than the 78 movements/day previously assumed.

We request that the Section 106 calculation be revisited on this corrected basis.

We will also provide a Travel Plan and confirm passive EV charging provision to support sustainable transport, which should enable a reduction in any residual contribution in line with your officer's advice.

Yours sincerely,

Peter Kandola

Transport Statement – Mead House, Hayes (LB Hillingdon)

1. Introduction

This Transport Statement has been prepared in support of the planning application for the redevelopment of Mead House, Hayes End Road, Hayes, UB4 8EW. The proposal comprises 21 supported living units for adults with learning disabilities and/or mental health needs. This Statement considers accessibility, parking, trip generation and policy compliance, and addresses the comments received from the Local Planning Authority.

2. Policy Context

National Policy

The National Planning Policy Framework (NPPF, 2023) requires developments to promote sustainable transport. Paragraph 111 notes that development should only be refused on transport grounds where impacts would be severe. Paragraph 112 requires developments to prioritise sustainable modes. The proposal is compliant as it generates only two daily vehicle trips and relies primarily on public transport.

London Plan (2021)

The London Plan establishes the mayor's strategic transport objectives. Policies T1–T6 require developments to minimize car use, provide for active travel, and include EV charging. The scheme accords with these policies by being car-free for residents, providing passive EV provision for staff, and ensuring negligible traffic impact.

Hillingdon Local Plan – Part 1 (2012)

Relevant policies include T1 (Accessible Local Destinations), T2 (Public Transport Interchanges), T3 (North–South Sustainable Transport Links), and CI1 (Community Infrastructure). The proposal directly supports these policies by locating a community facility in a sustainable location and ensuring resident trips are entirely by public transport.

Hillingdon Local Plan – Part 2 (2020)

Key policies include DMT1 (Managing Transport Impacts), DMT2 (Highway Impacts), DMT6 (Vehicle Parking), DMT7 (Cycling), and DMCI1 (Community Infrastructure). The development complies with these requirements as it will generate only two daily vehicle movements, incorporate passive EV charging, and provide cycle storage.

Hillingdon Local Implementation Plan (2019–2041)

The LIP sets out how Hillingdon will deliver the Mayor's Transport Strategy, emphasising walking, cycling, public transport, and reducing car dependency. The scheme supports these goals by reducing reliance on private cars, encouraging sustainable staff travel, and minimising emissions.

Planning Obligations SPD (2020)

Section 106 obligations must be necessary, directly related, and related in scale and kind. With only two daily vehicle trips generated by the scheme, any contribution must be proportionate.

The corrected transport impact justifies a substantial reduction from the previously requested £226,967.

3. Site Context and Accessibility

Mead House is located on Hayes End Road within Hayes. The site is served by the A4020 Uxbridge Road, with connections to the A312 and M4. Public transport accessibility is rated PTAL 2.

The site is within walking distance of several bus routes, including services to Uxbridge, Ealing, Heathrow, and Hayes & Harlington Station (Elizabeth Line). The site is therefore suitably located for sustainable transport.

4. Development Proposals

The proposal comprises 21 supported living units. Residents will not own vehicles; parking is provided for staff only. The maximum staff presence is around seven during the day and four at night.

One staff vehicle is expected to enter and leave per 24-hour period. Occasional visitors are anticipated arriving by public transport. Car-borne visitors are rare.

5. Trip Generation

Item.	Basis	Arrivals	Departures.	Two-way Movements
Staff (day or night)	1 Staff Vehicle per day	2	2	4
Professional Visitors.	Medics & social workers (avg 2-3 per month)	1	1	2
Residents	All use public transport	0	0	0
Other Visitors	Occasional family long distance (rare)	1	1	2

Accordingly, the development will generate a maximum of 8 daily vehicle movements (this is a maximum arrival and departure scenario, taking into account professional visitors are only expected on average 2 or 3 times per month and not daily).

6. Sustainable Transport Measures

The scheme will promote sustainable travel through the following measures:

- Passive EV charging provision for staff bays.
- Cycle storage for staff use.
- Staff induction and travel information on bus/rail connections.
- Commitment to a Travel Plan with monitoring and review.

These measures further mitigate the already negligible transport impact.

7. Air Quality and Section 106

The Air Quality Assessment previously used 78 daily trips, which significantly overstated the transport impact. With corrected trip generation of only 8 daily movements, the scheme is effectively air quality neutral with respect to transport. With EV provision and a Travel Plan, residual impacts are negligible. Any Section 106 contribution must therefore be proportionate and materially lower than the figure originally identified.

8. Conclusion

This Transport Statement demonstrates that the proposed development at Mead House is acceptable in transport terms. It complies with the NPPF, London Plan, and Hillingdon Local Plan policies. The scheme will generate negligible vehicle traffic, provide for sustainable travel, and incorporate EV and cycle facilities. The proposal will not cause adverse transport impacts and supports the Council's sustainable transport objectives.

Travel Plan

To further strengthen the sustainability credentials of the development, a Travel Plan will be implemented. This will set clear objectives and monitoring to minimise car use. Measures include:

- Staff travel induction, providing information on bus, rail and cycle routes.
- Secure cycle parking and promotion of active travel.
- Passive electric vehicle (EV) charging for staff spaces.
- Encouragement of staff car sharing where car use is unavoidable.
- Monitoring of staff travel behaviour with surveys every two years.
- Visitor management strategy prioritising public transport use.

The Travel Plan will be secured by condition or obligation and reviewed periodically.

Air Quality and Section 106 Justification

The Air Quality Assessment originally assessment should be based on a trip generation of only 6 daily vehicle movements, rising to a sensitivity maximum of 8. On this basis the scheme is effectively air quality neutral with respect to traffic emissions.

The Planning Obligations SPD confirms that Section 106 obligations must meet the statutory tests of necessity, direct relevance, and proportionality. With such negligible traffic impacts, any air quality contribution must be proportionate and significantly reduced compared to the figure previously requested.

Policy Compliance Summary

The development complies with the relevant transport policies at all levels:

- NPPF (2023) para 111 – development should only be refused on transport grounds if residual impacts are severe. This scheme generates negligible trips and therefore no severe impacts.
- London Plan Policies T1–T6 – require minimising car use, supporting sustainable modes and EV provision. The scheme is car-free for residents and includes passive EV charging.
- Hillingdon Local Plan Part 1 (2012) Policies T1, T2 and CI1 – require community facilities in accessible, sustainable locations. The development accords fully with these requirements.
- Hillingdon Local Plan Part 2 (2020) Policies DMT1, DMT2, DMT6 and DMT7 – require developments not to worsen congestion, to provide proportionate parking, and to support cycling. The negligible trips, EV and cycle facilities demonstrate compliance.
- Hillingdon Local Implementation Plan (2019–2041) – seeks mode shift towards walking, cycling and public transport. This scheme aligns entirely with these objectives.

Local Accessibility

The site has a PTAL rating of 2, reflecting moderate public transport access. It is served by bus routes along Hayes End Road and Uxbridge Road providing links to Uxbridge, Ealing, Heathrow and Hayes & Harlington station. Hayes & Harlington station (Elizabeth Line) provides direct connections to central London and Heathrow. These links ensure the site is well connected and accessible without reliance on private car use.

Additional Supporting Information

This Transport Statement has been reviewed and re drafted by Freeman & Mason Ltd, planning consultants, for Reliant Care Limited (hereinafter referred to as the 'applicant' or 'client'), in support of an application for a change of use from a medical care facility, into an Assisted Co-living facility, in relation to at Mead House Lane, Hayes End, Hayes, UB4 8EW (the 'Site').

The Site

The Site under consideration is the former Mead House Lane Medical Centre. The Site is located on the eastern side of Mead House Lane, within the local neighbourhood of Hayes End, to the north of Hayes.

The full address of the Site is Mead House, Mead House Lane, Hayes End, Hayes, UB4 8EW.

London Borough of Hillingdon ('LBH') is therefore the Local Planning Authority ('LPA'), as well as being the Local Highway Authority ('LHA'). Transport for London ('TfL') administer the wider regional transport networks, including bus, rail, alongside the Red Route arterial road network.

The Scheme

It is proposed to change the use of the existing Class E structure on the Site into 21 Co- living units, designed as affordable supported housing for clients with learning disabilities and mental health issues.

It is also proposed to retain car parking for 8 cars, as well as to provide 10 long-term cycle parking spaces. 2 of the car parking spaces are to be larger in size, and one each is to be allocated for disabled users (as Blue Badge spaces) and as a Brown Badge space. The car parking spaces allocated to the development will share active Electric Vehicle ('EV')

Charging infrastructure.

Policy T4 of the LP states that:

"A) Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle/e network), at the local, network-wide and strategic level, are fully assessed.

Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed Developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be considered and mitigated.

Development proposals should not increase road danger."

Whilst the proposed use does not fall under the formal C2 Care Homes or C3 Residential category, it is understood that the trip generation and parking requirements will be in line to these uses.

All major residential developments of ten dwellings or more (but under 80 dwellings) 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.

Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that: safe and efficient vehicular access to the highway network is provided to the Council's standards.

They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents.

safe, secure, and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes.

Impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and 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.

Policy DMT 5 on Pedestrians and Cyclists 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, including: the retention and, where appropriate, of any existing pedestrian and cycle routes.

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. the Provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and the provision of cycle parking and charging facilities in highlighted within the site plan

Policy DMT 6 on Vehicle Parking requires development proposals to comply with the parking standards. To facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when: . he variance would not lead to a deleterious impact on street parking provision, congestion, or local amenity; and/or a transport appraisal and travel plan has been approved, and parking provision is in accordance with its recommendations.

Active Travel

The immediate pedestrian environment outside the Site is typical of an Outer London suburban Site with good quality and wide footways on and on Hayes End Road.

To the south, the Hayes End and Whiteleys Parade local centres on Uxbridge Road are both accessible on foot via Hayes End Road, whereas the retail facilities at the Uxbridge town are also easily access available via active travel or public transport modes, also off Uxbridge Road.

The local roads are all lit and typically include dropped kerb facilities at desire lines crossing points for mobility impaired users.

The cycling network routes via Uxbridge Road, through h London Cycle Network Route 39, which is a part on-street, [art off-street shared surface route.

Various sitting benches, signalised crossing points, and sets of cycle stands are available within the nearby local centres, to support active travel users. Both TfL and Cycle streets have online cycle journey planners available for determining suitable local cycle routes. The likely numbers of pedestrians and **cyclists, and their effect on the local network is covered in Section 5 which describes the impact of the development.**

Site Access

The Site will retain its existing access arrangement for all users via the Hayes End Road and mini roundabout, which served as the access into the Site for staff and visitors to the former facility on the site.

Access for vehicles will also be made, as it is at present, via the mini-roundabout junction of this road with Hayes End Road with

As shown in Section S Traffic flows from the development are expected to be lower than the existing use and therefore the use of the existing access will remain satisfactory.

Cycle Facilities

The proposals include secure cycle storage (long-stay cycle Parking spaces) within the development for cycles.

Cycle storage is proposed within 4 secure and covered cycle shed units located the western Dart of the site frontage, which also include 3 wider stands (6 spaces) for larger non-standard cycles.

Car Parking

The scheme proposes the provision of car parking spaces 8 in total within the Site, in line with policy requirements for residential and for care home uses (after accounting for staff requirements).

Space for an emergency vehicle to turn and wait within the site is provided to the western side of the main building frontage.

Sustainability Assessment

The Site is in a sustainable location with easy access to all necessary day-to-day facilities. It is within walking distance of local centre, to the southwest, and within easy reach of the retail and leisure facilities located at Uxbridge Town Centre to the west, as well as to Central London and other regional destinations.

The Site has a PTAL of 2 and is also within 400 metres of circa 30 bus services per hour during peak hours.

The Site is therefore considered to be in a sustainable location and is suitable for those with no access to a car as there are many alternative means of accessing services. This is evidenced within the local car ownership statistics, which show that many residents do not keep access to a private vehicle.

Parking

A total of 8 car parking spaces is proposed for the development. If the Site would require the provision of a handful of staff, it is assumed that circa 2 staff spaces will be required between the support workers, and therapeutic staff. The remaining 6 spaces would be available for use by visitors, medical and social workers, who are only expected to attend site 2 or 3 times per month.

All the parking spaces are in the open car park area to the front of the development. Access to the car parking area is from the existing access onto of the car parking spaces are allocated for disabled use. These spaces are to the dimensions required for disabled use and are clearly marked as such.

Furthermore, the car parking spaces will also be available for use by electric vehicles for charging purposes.

Based upon the extrapolated trip rates, it would be expected that the former medical centre was generating 25 trip (25 arrival and 25 departures) in the AM peak hour, and 26 trips (26 arrivals and 26 Departures) during PM hours. This is based on clinician appointment times, circa 100 trips per day, in comparison to a maximum of 8 now being proposed.

Trip Generation — Proposed Use

Trip generation has been recalculated to reflect the specific operation of the site. In practice, the development will generate a maximum of only 8 daily vehicle movements (4 arrival and 4 departure), with a sensitivity allowance of up to 8 movements per day in exceptional circumstances. This is substantially below generic TRICS database outputs, which are not representative of this specialist scheme.

It is worth adding that residents living on site would not be allowed to drive vehicles due to their medical conditions. All vehicular trips to and from the site will be made by staff to the site and not by the residents

Trip generation has been recalculated to reflect the specific operation of the site. In practice, the development will generate only 8 daily vehicle movements (4 arrival and 4 departure), with a sensitivity allowance of up to 8 movements per day in exceptional circumstances. This is substantially below generic TRICS database outputs, which are not representative of this specialist scheme.

Conclusion

This Transport Statement, incorporating additional site-specific information, demonstrates that the redevelopment of Mead House is fully acceptable in transport and highways terms. The scheme provides 21 supported living units with no resident car ownership. Staff and visitors will travel predominantly by sustainable modes, with only 8 daily vehicle movements generated by the site.

Parking provision is limited, controlled, and includes passive EV charging. The local pedestrian, cycle and public transport networks are accessible and suitable for the proposed use. The development complies with the NPPF, London Plan and Hillingdon Local Plan, and supports the objectives of the Hillingdon Local Implementation Plan.

The corrected evidence demonstrates that the earlier assumed Section 106 contribution was disproportionate; any obligation must reflect the very low level of traffic impact. On this basis, the proposal should be supported without undue mitigation requirements, as it accords with policy and delivers important community benefits in a sustainable manner.



FREEMAN & MASON