

TRANSPORT STATEMENT

CONVERSION OF EXISTING DWELLING INTO 2 SELF-CONTAINED FLATS INCLUDING SINGLE-STOREY AND FIRST FLOOR REAR EXTENSIONS AND LOFT CONVERSION WITH REAR DORMER (AND ASSOCIATED ROOFLIGHTS)

at
37 Grange Road, Hayes, London UB3 2RP

Prepared by **Design Endeavours**
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1. Introduction

This Transport Statement has been prepared for the proposed conversion of the existing dwelling at 37 Grange Road, Hayes, London UB3 2RP into two self-contained residential flats, including single-storey and first floor rear extensions together with a loft conversion incorporating a rear dormer and associated rooflights.

The application site is located within an established residential area in the London Borough of Hillingdon and currently benefits from existing vehicular and pedestrian access from Grange Road. The site also benefits from existing off-street parking provision within the front driveway area capable of accommodating up to two vehicles. The surrounding area is residential in character and benefits from unrestricted on-street parking within the nearby road network. Secure cycle parking provision is also proposed within the site to support sustainable travel patterns.

The purpose of this Transport Statement is to assess the accessibility of the site and demonstrate that the proposed development would not result in any material impact on the surrounding highway network, parking conditions or highway safety. The report also considers opportunities for sustainable travel by walking, cycling and public transport and demonstrates that the scale of development is appropriate within its suburban residential context.

2. Site Location and Accessibility

2.1. Site Location

The proposed development is located at 37 Grange Road, Hayes, London UB3 2RP within the London Borough of Hillingdon. The site is situated within an established residential area characterised predominantly by semi-detached and terraced dwellings with associated front gardens and off-street parking provision. The surrounding area is primarily residential in nature, with local roads including Queens Road, Grange Close and Wood End providing connections to the wider highway network. The site is shown on Figure 1 below together with the surrounding residential context and local highway network.



Figure 1 Surrounding residential and highways

2.2. Local Highway Network

Grange Road is a local residential road within a built-up urban area and is subject to a 20mph speed environment typical of surrounding residential streets. The road primarily serves local residential traffic and benefits from existing footways, street lighting and on-street parking provision. The surrounding highway network comprises residential streets connecting to Coldharbour Lane and Uxbridge Road, which provide access to the wider strategic road network including the A312, A40 and M4 motorway.

The surrounding roads are residential in nature and primarily accommodate local traffic associated with nearby dwellings and community facilities. Traffic flows within the area are considered typical for a

suburban residential environment and the local highway network is considered suitable to accommodate the limited additional vehicle movements associated with the proposed development.

2.3. Public Transport Accessibility

The site benefits from access to local bus services operating within the surrounding area, providing connections to nearby town centres and transport interchanges. Nearby bus stops include Uxbridge County Court (F), located approximately 240m from the site, which is served by routes 278, H98, SL8, 427 and N207, and Whittington Avenue (C), located approximately 280m away, which is served by routes U7, 90 and 195. Lilac Gardens (SB), located approximately 680m from the site, is also served by routes 278, H98 and SL8. These services provide regular connections to destinations including Uxbridge, Southall, Hayes Town Centre, Heathrow Airport and Hounslow.

In addition to bus accessibility, Southall Station is located approximately 1.3km from the site, while Hayes & Harlington Station is located approximately 1.5km away. Both stations provide Elizabeth Line services connecting to Central London, Canary Wharf and Heathrow Airport. The site therefore benefits from access to a range of sustainable transport opportunities despite its relatively low Public Transport Accessibility Level (PTAL), which reflects the suburban residential nature of the area.

2.4. Walking and Cycling

The surrounding area benefits from an established pedestrian network including footways along Grange Road and adjacent residential streets, allowing safe pedestrian movement throughout the surrounding area and providing convenient access to nearby bus stops, local amenities and railway stations.

The surrounding highway network is also suitable for cycling and the proposal includes secure cycle parking provision within the site to encourage sustainable travel choices for future occupants and reduce reliance on private vehicle use for short local journeys.

2.5. Highway Safety

The proposed development retains the existing vehicular access arrangement from Grange Road and does not involve alterations to the public highway. Given the limited scale of the proposal and the modest level of anticipated vehicle movements, the development is not expected to result in any material highway safety concerns or unacceptable impacts on the operation of the surrounding road network.

2.6. Local Amenities and Facilities

The application site is located within an established residential area with access to a range of local amenities and day-to-day facilities. Nearby facilities include convenience stores, schools, cafes, restaurants, pharmacies and other local services located within Hayes Town Centre and the surrounding area.

Hayes Town Centre is located approximately 1.0km south-east of the site and provides a range of retail, commercial and community facilities accessible by walking, cycling and public transport. Healthcare facilities, including local GP surgeries and pharmacies, are also located within the wider Hayes area and are accessible from the site via the surrounding pedestrian and highway network.

3. Development Proposals

3.1. Proposed Development

The proposed development comprises the conversion of the existing dwelling at 37 Grange Road into two self-contained residential flats together with single-storey and first floor rear extensions and a loft conversion incorporating a rear dormer and associated rooflights.

The development will provide two two-bedroom residential units within the existing residential plot and represents a modest residential intensification within an established suburban residential area. The scale and nature of the proposal remain consistent with the prevailing residential character of the surrounding area.

3.2. Car Parking Provision

The site benefits from an existing front driveway capable of accommodating two off-street parking spaces. The existing vehicular access arrangement from Grange Road will remain unchanged as part of the proposed development and no alterations to the public highway are proposed. In addition to the on-site parking provision, unrestricted on-street parking is also available within the surrounding residential roads. If required parking stress survey can be provided.

3.3. Cycle Parking Provision

Secure cycle parking facilities are proposed within the site to support sustainable travel patterns for future occupants. A total of four-cycle parking spaces is proposed, with two spaces allocated to each residential unit.

3.4. Existing Access Arrangement

Vehicular and pedestrian access to the site will continue to be taken from Grange Road using the existing access arrangement. No alterations to the public highway or access geometry are proposed as part of the development.

4. Transport Impact

4.1. Traffic Generation

Given the modest scale of the proposal, the development is expected to generate only a limited increase in vehicle movements over the existing residential use. The proposal would generate typical day-to-day vehicle trips associated with small-scale suburban housing. The level of traffic associated with the development is not considered significant and would not materially impact the operation or capacity of the surrounding highway network. Vehicle movements associated with the development would be dispersed throughout the day and are expected to remain consistent with the prevailing residential character of the area.

4.2. Parking Impact

The application site benefits from existing off-street parking provision within the front driveway area capable of accommodating up to two vehicles. The existing parking arrangement is retained as part of the proposed development and is considered appropriate for the scale and nature of the scheme.

In addition to the on-site parking provision, the surrounding roads benefit from unrestricted on-street parking with no Controlled Parking Zone (CPZ) restrictions operating within the immediate area. Given the modest scale of the development and the availability of both off-street and on-street parking, the proposal is not expected to result in unacceptable parking stress or overspill parking within the surrounding residential area.

4.3. Highway Safety Considerations

The proposed development retains the existing vehicular access arrangement from Grange Road and does not require any alterations to the public highway or access geometry. The retained access arrangement is considered suitable to accommodate the limited level of vehicle movements associated with the proposed residential use.

5. Conclusion

The proposed development is modest in scale and is not expected to generate a material increase in traffic movements or parking demand over the existing residential use. No changes to the existing access arrangement or public highway are proposed and the retained access arrangement is considered suitable for the scale of development.

The proposal benefits from access to local bus services and nearby Elizabeth Line stations including Hayes & Harlington Station and Southall Station, supporting opportunities for travel by sustainable modes of transport including walking, cycling and public transport.

Overall, the proposed development would not result in any unacceptable impact on highway safety, parking conditions or the operation of the surrounding highway network and is therefore considered acceptable in transport terms. It is therefore concluded that the proposal accords with the relevant transport objectives of the National Planning Policy Framework and local planning policy.