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## **TRANSPORT ASSESSMENT**

**35 Angel Lane, Hayes, Middlesex, UB3 2QZ**

**April 2026**

## **1. Introduction**

This Transport Assessment supports the planning application for the change of use of 35 Angel Lane from a C3 dwellinghouse to a 6-room House in Multiple Occupation (HMO) within Class C4, incorporating single storey rear extensions and loft conversion.

The assessment addresses:

- Local transport accessibility and Public Transport Accessibility Level (PTAL).
  - Walking and cycling conditions, including cycle parking provision.
  - Car parking and on-street parking considerations.
  - The site's relationship with local services, amenities, and public transport.
  - Sustainable transport opportunities.
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## **2. Existing Site Conditions**

### **2.1 Site Location**

35 Angel Lane is located within a predominantly residential area, immediately south of Uxbridge Road (A4020) and approximately 120 metres from Hayes End Local Parade. The nearby section of Uxbridge Road is a dual carriageway with a more commercial, mixed-use character and functions as part of a major east-west corridor within the borough's local road network linking Uxbridge, Hayes, Southall, Ealing and Acton.

### **2.2 Access to Local Amenities**

The property is within easy walking distance of various local facilities including:

- Hayes End Local Parade – convenience shops, pharmacy, cafés etc, 120m to the north
  - Hayes End Methodist Church – 275 metres to the west
  - Hayes End Park – 350 metres to the west
  - Uxbridge Road, Hayes Minor Town Centre – 850m to the east
  - Hillingdon Heath Local Centre – c.950m to the west
  - Parkview GP Surgery – 800 metres to the west
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## **3. Public Transport Accessibility**

The site is within walking distance of bus stops served by six routes which operate throughout the week (Monday to Sunday) and serve a number of different destinations. The buses connect to multiple stations inside and outside of the borough including Uxbridge (Metropolitan and Piccadilly lines), Hayes & Harlington and Southall (Elizabeth Line), Hounslow West Station (Piccadilly Line) and White City (Central Line), as summarised in Table 1 below. The site has a PTAL rating of 2, reflecting its proximity to local bus services. Occupiers of 35 Angel Lane will be able to access all key local facilities by bus without reliance on a private car.

The Hillingdon Local Implementation Plan (LIP) refers to new bus routes along the A4020 serving the Elizabeth Line; since publication of the LIP in 2019, both the Elizabeth Line and the SL8 ‘Superloop’ express bus service have opened, boosting connectivity between Hayes, Southall, central London and beyond.

**Table 1. Bus connections to 35 Angel Lane**

Route	Distance from application site	Key Destinations	Weekday Frequency	Saturday Frequency	Sunday Frequency
427	150m (eastbound) 200m (westbound)	Uxbridge station and town centre, Hillingdon, Hayes End, Southall	8-12 min	8-12 min	10-15 min
278	150m (eastbound) 200m (westbound)	West Ruislip, Hillingdon, Ickenham, Hayes and Harlington Stations, Hayes Town Centre, Heathrow	8-12 min	8-12 min	10-15 min
N207 (night bus)	150m (eastbound) 200m (westbound)	Uxbridge, Hayes, Southall, Ealing, Acton, Central London	15 min	10 min	10 min
H98	175m	Hounslow town centre, Hounslow West Station, Cranford, Harlington, Hayes and Harlington Station, Hayes End	2-12 min	10-15 min	12-15 min
SL8	150m (eastbound) 200m (westbound)	Uxbridge station and town centre, Ealing, Ealing Station, Ealing Common Station, Acton, Acton Central Station, Shepherds Bush Market Station, White City	12 min	12-15 min	12-15 min
U7	600-650m	Uxbridge station and town centre, Brunel University, Hillingdon Hospital, Lombardy Retail Park	30 min	30 min	30 min



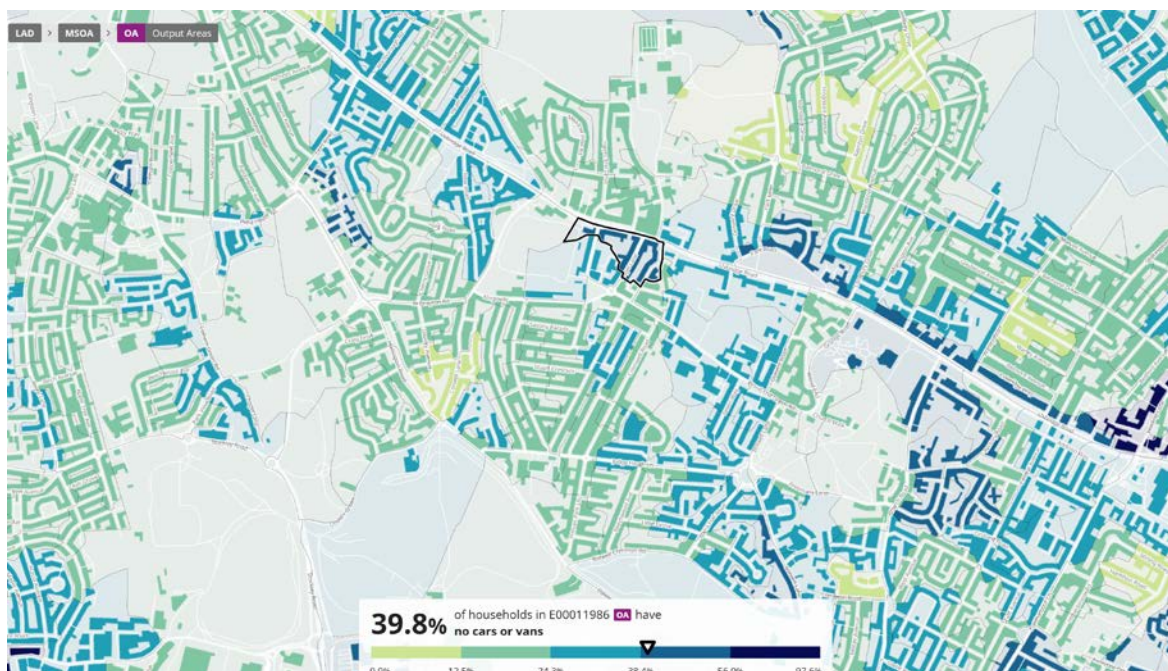
parking, and nearby residential streets also have no parking controls. A shared access between Nos. 29 and 33 is also used for off-street parking.

The proposed HMO would accommodate six adults. However, the property could be extended under permitted development rights to create a similar level of accommodation for a single C3 household, which could equally include multiple adult drivers.

Although approximately 60% of households in the Hayes End Middle Layer Super Output Area own at least one vehicle, car ownership levels in the Lower Super Output Areas along Uxbridge Road between Hayes and Southall are significantly lower, reflecting local socio-economic characteristics (See Figure 2). The demographic of HMO tenants typically comprises individuals on lower incomes, who have lower car-ownership levels. This aligns with findings from TfL's Car Ownership Trends Focus Report, which notes that:

*the increase in the proportion of people living in car-free households was greatest in the lower- to middle-household income bands and for households comprised of single parents or where residents are not related, both of which tend to be lower-income households. (Emphasis added)*

**Figure 2. Census data showing car ownership levels in of households in LSOA E00011986**



## 5.2 Policy Context

Local Plan Policy DMT 6 allows variation from maximum parking standards where the absence of on-site parking would not lead to harmful impacts. The existing property has no off-street parking, and given the site's accessibility to local shops, services and public transport, together with the typical socio-economic profile of HMO tenants, car ownership is not expected to differ significantly from the property's use as an extended C3 dwelling. The absence of on-site parking also acts as a natural deterrent to car ownership.

### **5.3 Highway Safety**

No changes to existing on-street or off-street parking arrangements or access are proposed. As such, the development raises no highway safety concerns.

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### **6. Conclusion**

This Transport Assessment concludes:

- The site benefits from good public transport accessibility with the having excellent walkability to local facilities nearby.
- The site is within two minutes' walk of key bus routes offering high-frequency connections to major destinations including Uxbridge, Southall, Hayes, Heathrow, Ruislip and Hillingdon.
- The development includes secure cycle parking, consistent with the cycle parking requirements in the Local Plan.
- On-street parking on Angel Lane remains unrestricted on one side, with further unrestricted streets nearby.
- The site already has no on-site parking, and the proposal retains this without worsening local conditions.
- Car ownership levels for the socio-economic demographic typically living in a small HMO will be lower than the borough average.

The development will not create an unacceptable impact on local parking, congestion or highway safety.