

Hillingdon Council
Planning Department

Property Address: 847 Uxbridge Road Hayes UB4 8HZ

Proposal: Conversion of 2 storey maisonette (Class C3) to form a House in Multiple Occupation (C4).

Transport Plan

1. Introduction

This Transport Statement supports the proposed subdivision of the existing maisonette at 847 Uxbridge Road, Hayes to form a 4-bedroom HMO. It assesses the transport implications of the development and demonstrates that the proposal is acceptable in transport, accessibility, and highway terms.

2. Planning Policy Context

Hillingdon Local Plan: Part 2 (2020)

Policy DMT 1: requires development proposals to meet their transport needs and address transport impacts in a sustainable manner.

Policy DMT 2: requires that development proposals ensure:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to deterioration of air quality, noise, local amenity, or safety of road users and residents;
- iii) safe, secure and convenient access for cyclists and pedestrians is provided;
- iv) impacts on local amenity and congestion are minimised by directing traffic via the most appropriate routes to the strategic highway network; and
- v) suitable mitigation measures are provided where necessary to address any transport impacts on capacity and function of existing roads and junctions.

London Plan (2021)

Policy T6: states that car-free development should be the starting point for development proposals in locations that are well-connected by public transport, with "car-lite" development appropriate elsewhere.

3. Site Accessibility

The site is located on Uxbridge Road, Hayes, a highly accessible urban corridor served by frequent bus services and local amenities.

The site benefits from:

- Frequent bus services along Uxbridge Road providing access to Hayes, Southall, Uxbridge and surrounding areas
- Proximity to local shops and services within a designated minor centre
- Reasonable access to Hayes & Harlington railway station (Elizabeth Line and Great Western Railway services)

Whilst the site's PTAL rating of 2 reflects a moderate level of public transport accessibility, this is supplemented by its location within a well-established urban area where a range of shops, services and public transport opportunities are available within walking distance. Consequently, the site provides realistic opportunities for travel by walking, cycling and public transport, thereby reducing the need for private car use and supporting the objectives of sustainable development.

4. Car Parking and Travel Demand

In accordance with London Plan Policy T6, no off-street car parking is proposed as part of the development. A car-free approach is considered appropriate given the site's accessible location and the modest scale of the proposal. The development will accommodate a maximum of four occupants and therefore represents only a limited increase in residential intensity when compared to the lawful use of the property as a dwellinghouse. Indeed, a typical family dwelling could reasonably accommodate a similar number of occupants, meaning that the proposed use is not expected to generate a materially greater level of travel demand than the existing use.

Given the small scale of the proposal, any additional trips generated are likely to be minimal and dispersed throughout the day, such that there would be no discernible impact on the operation of the local highway network or on local parking conditions. Furthermore, the site benefits from convenient access to public transport services, local shops, community facilities and employment opportunities. As a result, future residents will be able to meet many of their day-to-day needs by walking, cycling or using public transport, reducing reliance on private vehicles and supporting a sustainable pattern of development.

In light of the above, the proposed development is considered to accord with the objectives of London Plan Policy T6 and represents an appropriate form of car-free development in this location.

5. Cycle Parking

Secure cycle storage will be provided within the site for the use of future occupiers. The provision of dedicated cycle parking will encourage sustainable travel choices and promote active modes of

transport, reducing reliance on private vehicles. The proposal therefore supports the objectives of Policy DMT 2(iii) by providing safe, secure and convenient facilities for cyclists.

6. Trip Generation and Highway Impact

The proposal involves the subdivision of an existing residential unit to create a 4-bedroom HMO and therefore represents only a modest increase in residential occupancy. Any additional trips generated by the development are expected to be limited in number and dispersed throughout the day, rather than concentrated during peak periods. Consequently, the proposal is not anticipated to result in any material impact on the capacity, operation or performance of the local highway network.

7. Highway Safety and Access

No alterations are proposed to the existing access arrangements serving the property. The development will continue to utilise the existing access and will not compromise pedestrian or vehicular safety. Furthermore, the proposed cycle and refuse storage facilities have been designed to ensure that they do not obstruct the public highway or impede pedestrian movement. As such, the proposal complies with the requirements of Policy DMT 2 in relation to highway safety, accessibility and the efficient functioning of the local highway network.

8. Conclusion

The site is located in a highly accessible urban area with strong public transport links and access to local amenities. In accordance with Hillingdon Local Plan Policies DMT 1 and DMT 2 and London Plan Policy T6, the development adopts a sustainable, car-free approach.

The proposal will not result in any material adverse transport or highway impacts and is therefore fully acceptable in planning terms.