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TRANSPORT ASSESSMENT

44 Ash Grove, Harefield, Middlesex, UB9 6EY

May 2026

1. Introduction

This Transport Assessment supports the planning application for the change of use of 44 Ash Grove from a C3 dwellinghouse to a 6-room House in Multiple Occupation (HMO) within Class C4, incorporating a single storey rear extensions and loft conversion.

The assessment addresses:

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

2.1 Site Location

44 Ash Grove is located within a residential area, on the western side of Harefield. The site is 750m to the west of Breakspear Road, one of two routes connecting Harefield with the more built up areas of the borough.

2.2 Access to Local Amenities

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

- Areas of local public open space – 100-250m from the site
- Harefield Secondary School – 175 metres to the north
- Harefield Post Office – 700m to the south west*
- Harefield Local Centre – 850m to the north west
- Harefield GP Surgery – 850m to the west
- Harefield Hospital – 900m to the west
- Place of worship – 1100m to the south west*

*On direct bus route from closest bus stop to 44 Ash Grove

3. Public Transport Accessibility

The site is within 300 metres walking distance of bus stops served by three routes, one of which connects to three Metropolitan Line stations, running three services per hour from Monday to Saturday and two services per hour on Sundays. The site has a PTAL rating of 1 reflecting its location beyond the end of the Metropolitan Line. However, the site is served by several bus routes which connect to local facilities in Harefield, as well as London Underground stations including Uxbridge. Occupiers of 44 Ash Grove will be able to access 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 44 Ash Grove

Route	Distance from application site	Key Destinations	Weekday Frequency	Saturday Frequency	Sunday Frequency
331	150m (westbound) 175m (eastbound)	Ruislip Station, Northwood Station, Mount Vernon Hospital, Uxbridge town centre	3 per hour	2 – 3 per hour	2 per hour
R1	150m (westbound) 175m (eastbound)	Maple Cross, Rickmansworth, Mount Vernon Hospital	Five services daily (Mon, Wed, Thu), Four services daily (Thu)	Five services daily	
R2	150m (westbound) 175m (eastbound)	Maple Cross, Mount Vernon Hospital, Watford, Chorleywood	3 – 7 times per hour	Two services daily	
U9	980m (west bound) 1020m (southbound)	Uxbridge town centre, Uxbridge station, Harefield Hospital	3 – 7 per hour	3 – 6 per hour	1 – 2 per hour

4. Walking and Cycling Accessibility

The site benefits from pedestrian access from both sides of Ash Grove and is within a five-minute walk of buses serving Harefield and other destinations. The proposal includes parking for six bicycles and is located approximately 1.25 miles from a part of the National Cycle Network connecting Harefield to Uxbridge and Rickmansworth along the Grand Union Canal, as well as a section of the London Loop between Uxbridge and Harefield.

Figure 1. Part of National Route 4, National Cycle Network: Uxbridge to Rickmansworth via Harefield West

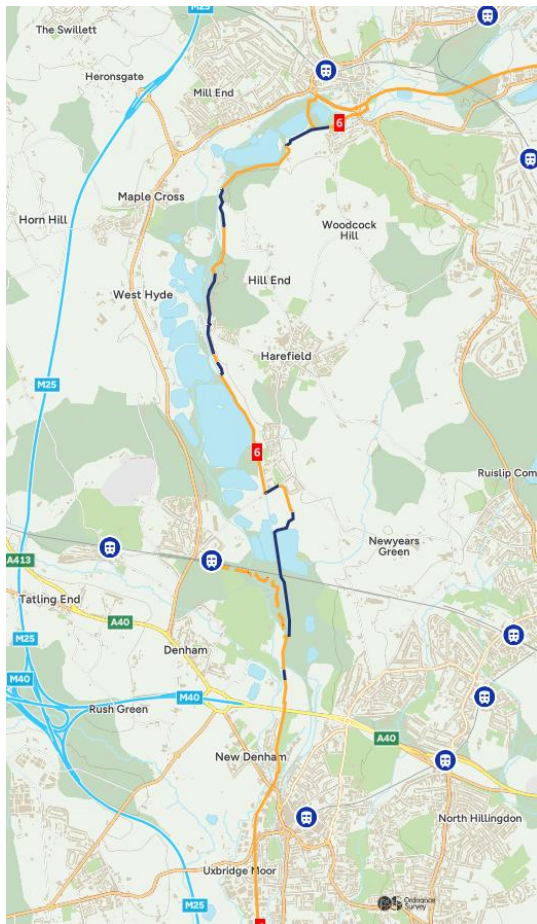


Figure 2. London Loop Section 12 (Uxbridge to Harefield West)



5. Car Parking and On-Street Parking Conditions

5.1 On-Site Parking

The property is presently one of the few dwellings on Ash Grove without off-street parking but the proposal includes the provision of two off-street car parking spaces. There are no on-street parking restrictions on Ash Grove. 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.

5.2 Policy Context

Local Plan Policy DMT 6 and Appendix C of the Local Plan Part 2 (Development Management Policies) require a maximum of 1 space per 2 occupants, the policy allowing variation from maximum parking standards where the absence of on-site parking would not lead to harmful impacts on on-street parking, congestion or local amenity.

The existing property has no off-street parking but this would be addressed as part of the application. The site has a good level of accessibility to local shops, services and bus routes and it

should be noted that HMO tenants typically have lower car-ownership levels, as reported in the findings from a recent TfL Car Ownership Trends Focus Report¹, 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)

The Council's cycle parking standards set a maximum requirement of 1 space per occupant.

The provision of two off-street spaces, together with six cycle spaces, is considered to provide a level of off-street parking which would not lead to a harmful local impact.

5.3 Highway Safety

The front kerb outside 44 Ash Grove will be lowered. A significant number of properties on Ash Grove, which is not a classified road, have dropped kerbs including both adjoining houses. The application is not considered to raise any highway safety concerns.

6. Conclusion

The proposed HMO at 44 Ash Grove is well located for access to local services and public transport, with several bus routes within a short walk providing connections to Harefield, Uxbridge and various Metropolitan Line stations. Secure cycle parking is provided, supporting sustainable travel.

The introduction of two off-street parking spaces represents an improvement over the existing situation and is sufficient to avoid harmful impacts on on-street parking or local amenity. The new dropped kerb reflects the established pattern along Ash Grove and raises no highway safety concerns.

Overall, the proposal provides appropriate parking, good access to sustainable transport options and would not adversely affect the local highway network.

¹ Travel in London 2024 Focus report: Car ownership trends
<https://content.tfl.gov.uk/travel-in-london-2024-car-ownership-trends-acc.pdf>