

# **Transport Statement**

**For change of use of the dwelling house into HMO**  
**at**  
**21 Green Lane, Uxbridge, UB8 3ED**



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## Introduction

This Transport Statement has been prepared in support of a full planning application for the change of use of a dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4) for up to five occupants at 21 Green Lane, Uxbridge, UB8 3ED. The application also includes the widening of the existing vehicular crossover.

The purpose of this statement is to assess the transport and highway implications of the proposal and to demonstrate that the development will not result in any unacceptable impact on highway safety or the surrounding transport network.

## Location

The application site is located on Green Lane within the Brunel Ward of the London Borough of Hillingdon. The surrounding area is predominantly residential in character, comprising detached and semi-detached dwellings.

Green Lane is a local residential road subject to low traffic speeds and volumes. The site benefits from good accessibility to local services, employment areas, and public transport, reducing reliance on private car travel.



## **Public Transport Accessibility**

The site has a Public Transport Accessibility Level (PTAL) of 2, reflecting a moderate level of public transport provision appropriate for a suburban residential location.

The site benefits from several bus services within walking distance, including:

- Green Lane bus stop (approximately 270m walk): routes H98 and U7;
- Merrimans Corner bus stop (approximately 485m walk): routes U4 and A10;
- Heath Road bus stop (approximately 550m walk): routes 427 and 278.

These services provide frequent connections to Uxbridge Town Centre and Uxbridge Underground Station, as well as to Hayes and Harlington, including access to Hayes & Harlington railway and Elizabeth Line services. Bus service frequencies range from approximately 2 to 7.5 buses per hour, providing regular and reliable public transport options throughout the day.

Access to Uxbridge Underground Station is readily available via frequent and direct bus services from stops within walking distance of the site.

In addition, the site is well connected by sustainable modes. Hayes Town Centre is located approximately a 14-minute cycle journey from the site and offers a wide range of shopping and services. Uxbridge Town Centre can be reached by bicycle in approximately 19 minutes. Local shops, services, and restaurants along Uxbridge Road, including Byron Parade and Marlborough Parade, are located within an 8–10 minute walk of the site.

This level of accessibility accords with the London Plan's emphasis on promoting sustainable travel choices in outer London locations and supports the suitability of the site for a small HMO use.

## **Existing and Proposed Use**

The property is currently used as a single dwellinghouse. The proposal seeks to change the use to a small HMO accommodating up to five unrelated individuals. The use remains residential in nature.

Small HMOs of this size typically generate vehicle movements comparable to those associated with a family dwelling. The proposal does not introduce any commercial activities or servicing requirements that would materially increase traffic levels.

### **Parking Provision**

The existing front driveway provides space for three vehicles. This level of parking provision accords with the London Borough of Hillingdon's parking standards for small HMOs.

The proposal includes widening the existing vehicular crossover to approximately 5 metres to improve access, visibility, and manoeuvring. Sections of the front boundary wall will be removed to provide the required pedestrian visibility splays.

The parking arrangement has been designed to ensure that vehicles can enter and exit the site safely and conveniently without affecting the free flow of traffic on Green Lane.

### **Vehicular Access and Highway Safety**

Vehicular access to the site will continue to be taken from Green Lane. The proposed widened crossover improves safety by enhancing visibility for both drivers and pedestrians.

The proposal will not adversely affect highway safety or pedestrian movement.

### **Sustainable Transport and Cycle Provision**

The site's location supports sustainable modes of travel, including walking, cycling, and public transport. Secure cycle storage is proposed within the building, accessed from the entrance lobby, in accordance with local standards.

The provision of cycle storage, combined with good public transport accessibility, encourages reduced car dependency among future occupants.

### **Trip Generation and Impact Assessment**

The proposed change of use is not expected to result in a material increase in trip generation when compared with the existing lawful use as a dwellinghouse. Vehicle movements associated with a five-person HMO are typically similar to those generated by a family household.

As such, the proposal will not place undue pressure on the local highway network or parking conditions in the area.

### **Conclusion**

This Transport Statement demonstrates that the proposed change of use to a small HMO for up to five occupants, together with the widening of the vehicular crossover, is acceptable in transport and highway terms.

The proposal provides adequate on-site parking, safe and convenient access, and promotes sustainable travel choices. It will not result in a detrimental impact on highway safety, parking conditions, or the operation of the local road network.

The development is therefore considered to comply with the relevant transport and highway policies of the London Borough of Hillingdon, and there are no transport-related reasons why planning permission should be withheld.