



TRANSPORT ASSESSMENT

PROPOSED CONVERSION TO A 6-ROOM HOUSE IN MULTIPLE OCCUPATION
(HMO) WITH RETENTION OF SELF-CONTAINED ANNEXE TO BE USED AS SEPEATE
FLAT/APARTMENT DWELLING
74 BIRCHWAY, HAYES, UB3 3PB

Transport Assessment

**Proposed Loft Conversion and Change of Use to a 6-Room House in Multiple Occupation (HMO)
with Retention of Self-Contained Annexe as Separate Dwelling**

Site Address: 74 Birchway, Hayes, UB3 3PB

London Borough of Hillingdon – Planning Department

1. Introduction

1.1 This Transport Assessment (TA) has been prepared in support of a planning application for the proposed loft conversion and change of use of the main dwelling at **74 Birchway, Hayes, UB3 3PB** to a **6-room House in Multiple Occupation (HMO)**. The proposal also includes the **retention of an existing self-contained annexe to be used as a separate flat/apartment dwelling**.

1.2 The purpose of this TA is to assess the transport and highway implications of the proposed development, including access, parking, trip generation, and sustainable transport considerations, in accordance with the National Planning Policy Framework (NPPF), the London Plan, and the London Borough of Hillingdon's local planning and parking standards.

1.3 This assessment demonstrates that the proposed development will not result in any material harm to the safety or operation of the local highway network and that the site is well served by sustainable transport modes.

2. Site Location and Existing Conditions

2.1 The application site is located on the eastern side of **Birchway**, a residential street within Hayes in the London Borough of Hillingdon. The surrounding area is predominantly residential in character, comprising a mix of single-family dwellings, converted properties, and small-scale HMOs.

2.2 Birchway is a local residential road subject to a **30 mph speed limit** and benefits from street lighting, footways on both sides, and on-street parking typical of suburban residential areas.

2.3 The site currently comprises a single residential property with an existing annexe. Vehicular access is taken directly from Birchway, and the site benefits from on-plot parking provision.

3. Description of the Proposed Development

3.1 The proposal comprises:

- A loft conversion to the main dwelling.
- Change of use of the main dwelling to a **6-bedroom House in Multiple Occupation (HMO)**.
- Retention of an existing **self-contained annexe** to be used as a **separate residential flat/apartment dwelling**.
- There are 3 spaces to the front of the development
- Secure cycle provision has been allowed for each tenant within the single occupied rooms

3.2 No changes are proposed to the existing vehicular access arrangements from Birchway. The development is residential in nature and is compatible with the established character of the surrounding area.

4. Planning Policy Context

4.1 This Transport Assessment has been prepared with reference to the following key policy documents:

- **National Planning Policy Framework (NPPF)** – particularly Paragraphs 110–113, which require development to provide safe and suitable access for all users and state that development should only be prevented on highway grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- **The London Plan (2021)** – including policies relating to sustainable transport, car-free and low-car development, and parking provision.
- **London Borough of Hillingdon Local Plan** – including policies on transport, parking standards, and residential development.

4.2 The proposed development accords with these policies by making efficient use of an existing residential site in a sustainable location.

5. Accessibility and Sustainable Transport

5.1 Public Transport

5.1.1 The site is well served by public transport. Local bus services operate within walking distance of the site along nearby main roads, providing connections to Hayes town centre, Uxbridge, Heathrow Airport, and surrounding areas.

5.1.2 **Hayes & Harlington Station** (Elizabeth Line and National Rail services) is located approximately within reasonable cycling distance and provides fast and frequent services to Central London, Heathrow Airport, and the wider rail network.

5.2 Walking and Cycling

5.2.1 The surrounding area benefits from a comprehensive network of footways, enabling safe and convenient pedestrian access to local shops, services, bus stops, and community facilities.

5.2.2 The relatively flat local topography and residential road network make the area suitable for cycling. Secure cycle storage can be accommodated within the site to encourage sustainable travel.

6. Parking Provision

6.1 The site benefits from existing off-street parking provision accessed from Birchway. On-street parking is also available along Birchway and surrounding residential streets, subject to local controls.

6.2 The proposed HMO is expected to accommodate residents who are more likely to rely on public transport, walking, and cycling, particularly given the site's accessibility and proximity to public transport links.

6.3 The level of parking demand generated by the proposed development is not expected to materially exceed that of the existing lawful residential use. The retained annexe will function as a small residential unit with limited car ownership potential.

6.4 Overall, the parking provision is considered appropriate and in line with the Council's maximum parking standards and sustainable transport objectives.

7. Trip Generation and Highway Impact

7.1 Residential HMOs typically generate a comparable or lower level of vehicular trips than a single large family dwelling, as trips are spread throughout the day and residents often share journeys or rely on non-car modes.

7.2 The proposed development represents an intensification of an existing residential use rather than the introduction of a new, high-traffic-generating use.

7.3 Given the modest scale of the proposal, the additional vehicle movements associated with the development will be minimal and will not result in a material impact on the operation or safety of the local highway network.

8. Highway Safety

8.1 No changes are proposed to the existing vehicular access arrangements. Visibility along Birchway is appropriate for a residential street, and vehicle speeds are low.

8.2 The proposal will not introduce any features that would adversely affect pedestrian or highway safety.

9. Construction and Servicing

9.1 Construction activities associated with the loft conversion are expected to be short-term and small-scale in nature.

9.2 Construction vehicles can be managed to minimise disruption to local residents and the highway network, with deliveries scheduled outside peak hours where practicable.

9.3 Refuse and recycling collection will continue to operate in accordance with the Council's established residential collection arrangements.

10. Conclusion

10.1 This Transport Assessment has demonstrated that the proposed loft conversion and change of use to a **6-room HMO**, together with the retention of a **self-contained annexe as a separate dwelling**, at **74 Birchway, Hayes, UB3 3PB**, is acceptable in transport and highway terms.

10.2 The site is located in a sustainable residential area with good access to public transport, walking, and cycling facilities.

10.3 The proposed development will not result in any severe or unacceptable impact on parking, highway safety, or the operation of the local road network.

10.4 It is therefore concluded that the proposed development complies with national, London-wide, and local transport policies, and should be considered acceptable by the London Borough of Hillingdon in transport planning terms.