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549 UXBRIDGE ROAD,
HAYES, UB4 8HP

TRANSPORT STATEMENT

June 2025

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Ref: File path P:\ P3055 549 Uxbridge Road Transport Statement June 2025

I.0 INTRODUCTION

I.1 Paul Mew Associates is instructed by Dr Prasenjit Kumar Singh in relation to the development on land rear of 549 Uxbridge Road, Hayes, UB4 8HP.

I.2 The local planning and highway authority is the London Borough of Hillingdon (LBH).

Site Location

I.3 The application site's location is presented on a map in Figure I of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

I.4 The site is located on the south side of A4020 Uxbridge Road, Hayes.

I.5 The area immediately adjoining the site mainly comprises of residential dwellings situated to the east and west of the site. To the south of the site are tennis courts, which are part of Rosedale Park. There are a small number of shops located 200 metres to the east of the site including a convenience store.

I.6 The site is not located within controlled parking zone (CPZ).

I.7 The site has a public transport accessibility level (PTAL) rating of 3 which is a 'moderate' rating as defined by Transport for London (TfL).

I.8 There are two bus stops located within close proximity of the site on the A4020 Uxbridge Road. No rail or underground services are available within the prescribed PTAL distance.

Existing Site

- I.9 The application site currently consists of a detached property which is in C4 planning use. The current property has accommodation over two floors and comprises two x bedrooms and communal facilities to the ground floor and four x bedrooms each with ensembles and a separate communal lounge on the first floor.
- I.10 The site is currently served by an existing vehicle crossover off Uxbridge Road, which provides access to three parking spaces.
- I.11 There is a westbound cycle lane on the pavement outside of the site.

Proposed Development

- I.12 The application seeks planning permission for the change of use from Class C4 (Small House in Multiple Occupation) to Sui Generis (Large House in Multiple Occupation) at no. 549 Uxbridge Road.
- I.13 No external alterations are necessary to facilitate the development although internal alterations will improve the layout and communal facilities resulting in a nine x bedroom / nine-person HMO.
- I.14 The existing parking arrangements are proposed to be maintained. In addition, a designated area at the front of the property will be set aside for bin storage, and secure lockable cycle parking will be installed to the side.
- I.15 It should be reiterated that the proposals do not seek to provide additional bedrooms, only provision of additional bathrooms.

Transport Statement

- I.16 The applicant has commissioned the preparation of this Transport Statement report to assess the traffic and parking impacts of the proposed development on

the adjoining highway for submission with a planning application, as described herein, to the local planning authority.

- I.17 The following chapter sets out the transport policy context relevant to this assessment.

2.0 POLICY CONTEXT

- 2.1 This section sets out the transport policy context in relation to this study at the local, regional and national level.

London Borough of Hillingdon

- 2.2 LBH's Local Plan is the overarching framework for development in the borough and sets out the overall level and broad locations of growth up to 2026.
- 2.3 The Local Plan sets out the priorities for the development of the borough and is used for making decisions on planning applications. It consists of a number of planning documents and guidance.
- 2.4 Local Plan Part Two, Development Management Policies (adopted 16th January 2020) outlines the policies for transport planning strategy within the borough. The policies seek to maximise the use of sustainable transport modes, ensure free flow of traffic, and ensure safety of the road network and public highway.
- 2.5 The following sections of policy have been copied herein for ease of reference:

"Policy DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
- iii) provide equal access for all people, including inclusive access for disabled people;*
- iv) adequately address delivery, servicing and drop-off requirements; and*
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a

satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2: Highways Impacts Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;*
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.*

Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.*

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues

relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

- 2.6 Parking standards for HMO's are provided within Appendix C, Table I of the document, copied herein for ease of reference:

CAR AND OTHER VEHICLE PARKING	BICYCLE PARKING
MAXIMUM REQUIREMENT	MAXIMUM REQUIREMENT (1 space per sqm of gross floorspace unless otherwise stated)
HOUSES IN MULTIPLE OCCUPATION	
For a HMO with up to 6 occupants: 1 space per 2 occupants. For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.	1 per occupant

- 2.7 In line with the above standard, for HMOs above six occupants, parking requirements should be assessed through an appraisal. Bicycle parking should be provided in line with one per occupant.

The London Plan

- 2.8 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), must produce a spatial development strategy (SDS) which has become known as the London Plan.

- 2.9 Chapter 10 of the London Plan relates to London's Transport. At the regional level the London Plan Policy T1 sets out the Mayor's strategic approach to transport as shown below:

"Policy T1 Strategic approach to transport

A Development Plans should support and development proposals should facilitate:

- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- 2) the proposed transport schemes set out in Table 10.1.*

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

- 2.10 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important feature of the London Plan. Policy T2 is extracted as follows:

"Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.*

- 2) reduce the dominance of vehicles on London's streets whether stationary or moving.*
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

2.11 Policies T5 and T6 of the London Plan relate to the provision of cycle parking and parking respectively in new development at the regional strategic level. The policies are extracted as follows:

"Policy T5 Cycling

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- 2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

"Policy T6 Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-

based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

2.12 Policy T6.1 of the London Plan provides advice specific to residential parking and is extracted as follows for ease:

"Policy T6.1 Residential Parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)*
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
- 4) count towards the maximum parking provision for the development*
- 5) be designed in accordance with the design guidance in BS8300vol.1*
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface."*

2.13 Tables 10.2 and 10.3 of the London Plan set out the minimum cycle parking standards and maximum car parking standards, extracts of which are set out below as they relate to this site and the residential aspect of the scheme:

Table 10.2 - Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3- C4	dwellings (all)	<ul style="list-style-type: none"> • 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings 	<ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • thereafter: 1 space per 40 dwellings

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car-Free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling

Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1-2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential Parking shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

2.14 The borough of Hillingdon is classified as an outer London borough and the site has a PTAL score of 3. There is no policy in relation to HMOs specifically within The London Plan. Assessing the HMO as if it were a one-bedroom dwelling, the expectation in accordance with the London Plan (March 2021) is that the new dwellings should be provided with up to a maximum of 0.75 spaces per one bedroom-dwelling. Up to seven parking spaces could therefore be provided as a maximum. In providing zero additional car parking spaces, the proposals are in line with the policy. Three parking spaces will be retained, which is also under the seven maximum allowed.

National Planning Policy Framework

2.15 On a national level, the National Planning Policy Framework (December 2023) sets out that:

"114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. safe and suitable access to the site can be achieved for all users; and*

- c. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

116. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter; and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

117. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.16 The following chapter sets out the site's accessibility.

3.0 SITE ACCESSIBILITY

Local Amenities

3.1 The nearest amenities to the site are located 200 metres to the east of the site, which includes a Nisa Local Convenience shop. Other shops further afield include:

- Tesco Hayes Uxbridge Rd Express: Located nearby, this offers groceries, household essentials, and has an ATM and Evri ParcelShop.
- The Discount Store: Situated on Uxbridge Road, this offers a variety of discounted goods.
- Lidl: A larger supermarket is located at 482 Uxbridge Road, offering a wide range of groceries and household items.
- Various other outlets along Uxbridge Road.

3.2 Therefore, a large range of local amenities are available within a short walking distance of the site which will reduce the need for new residents to own or travel by private car.



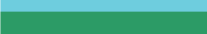





PTAL

3.3 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.

3.4 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times. The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.

- 3.5 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.
- 3.6 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 3 which is a 'moderate' accessibility rating as defined by TfL.
- 3.7 The full PTAL output file is presented in Appendix C. TfL's PTAL table is extracted as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 3.8 A total of six bus services with minimum peak hourly service frequencies of two buses per hour can be accessed from Uxbridge Road (Rosedale Park) and Lansbury Drive bus stops, which are located 60 metres and 300 metres to the east respectively. Refer to Figure 2 for the locations of the nearby bus stops and bus services and the walking routes to the bus stops.

Cycling & Pedestrian Accessibility

- 3.9 The walking and cycling environment in proximity to the site is of a high standard. The walk routes between the site and the nearest public transport nodes are direct and straightforward. There is a controlled pedestrian crossing to the west of the site, which connects the footpaths on the north and south side of the A4020 Uxbridge Road.
- 3.10 There are marked cycle lanes on either side of the carriageway of the A4020 Uxbridge Road, including directly outside of the site. This provides a bi-directional cycle lane.

- 3.11 The footways adjoining the site are in a good state of repair, well-lit and sufficiently wide.

Car & Parking Accessibility

- 3.12 The site is well connected by car. As explained the site is located on the A4020 Uxbridge Road which connects Uxbridge and Shepherd's Bush.
- 3.13 The site does not fall within one of Hillingdon's Controlled Parking Zones (CPZ), parking within proximity of the site is therefore unrestricted.
- 3.14 There is an existing vehicle crossover providing direct access to the site from the A4020 Uxbridge Road.
- 3.15 There are no existing car club vehicles in close proximity to the site.
- 3.16 In summary, the site has a good level of access to local public transport, including six bus services and is also in very close proximity to a cycle lane, which is provided in front of the site.

4.0 PARKING IMPACT AND LAYOUT

- 4.1 To further assist the application of the Council's parking standards and to project the demand for parking generated by residential development in specific parts of the Borough, local census data from the most recent survey in 2021 has been researched.
- 4.2 It should be reiterated that no additional bedrooms will be provided under the proposals, only additional bathrooms, therefore the following data should be assessed as a worst case.
- 4.3 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.
- 4.4 Data specific to HMOs is not available, therefore data in relation to flats has been researched in order to present a 'worst case' impact. Accommodation has been filtered to only include flats with one usual resident, which is the closest data as possible to the proposed HMO.
- 4.5 Table 1 presents the 2021 car or van ownership census data for the area adjoining the application site by household type.

Table 1. Middle Output Area; Car or Van Ownership by Tenure

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household (flat, maisonette, apartment etc.)	Hillingdon 024	
	MSOA (middle super output area)	
	Count	%
All Categories: Car or Van Availability	400	100%
No Cars or Vans in Household	218	55%
1 Car or Van in Household	177	44%
2+ Cars or Vans in Household	5	1%

Source: Office for National Statistics

- 4.6 Applying the Middle Layer Super Output Area (MSOA) car or van ownership census data the development will generate demand for four cars; refer to Table 2:

Table 2. Residential Car Ownership Projections

CPH	%	9 Bedrooms	Total Cars
0	55%	4.95	0
1	44%	3.96	3.96
2	1%	0.09	0.18
Total	100%	9	4.14

Notes:

CPH = cars per household

% = MSOA car ownership data

9 bedrooms = the proposed HMO development

Total cars = the projected parking demand

Arithmetic errors are due to rounding's

- 4.7 Accordingly, there is a worst-case projected demand for one additional kerb side parking space on the adjoining highway generated by the proposals, due to the three existing car parking spaces. The projection is referred to as 'worst-case' as the provision of no additional parking spaces provided on site is likely to act as a deterrent to vehicle ownership amongst future residents. Based on typical car ownership patterns for HMOs, the demand for parking is anticipated to be much lower when compared with typical one-bedroom private flat dwellings.
- 4.8 No additional parking on site is projected as such one vehicle is projected to overspill onto adjoining highways as a worst-case scenario.
- 4.9 The impact of the development on the roads adjoining the site is therefore anticipated to increase slightly. This tiny increase will likely fall within nightly fluctuations in parking patterns on the roads adjoining the site and therefore largely go unnoticed.
- 4.10 It should be noted that PMA previously undertook a parking survey at 1174 – 1184 Uxbridge Road, which is located 400 metres to the west of 549 Uxbridge

Road. The survey was undertaken in September 2024. The results indicated an over parking stress of 56% and 16% when looking at Uxbridge Road specifically. Whilst these surveys are not specific to this site, they provide an indication that parking stress on Uxbridge Road is not currently high.

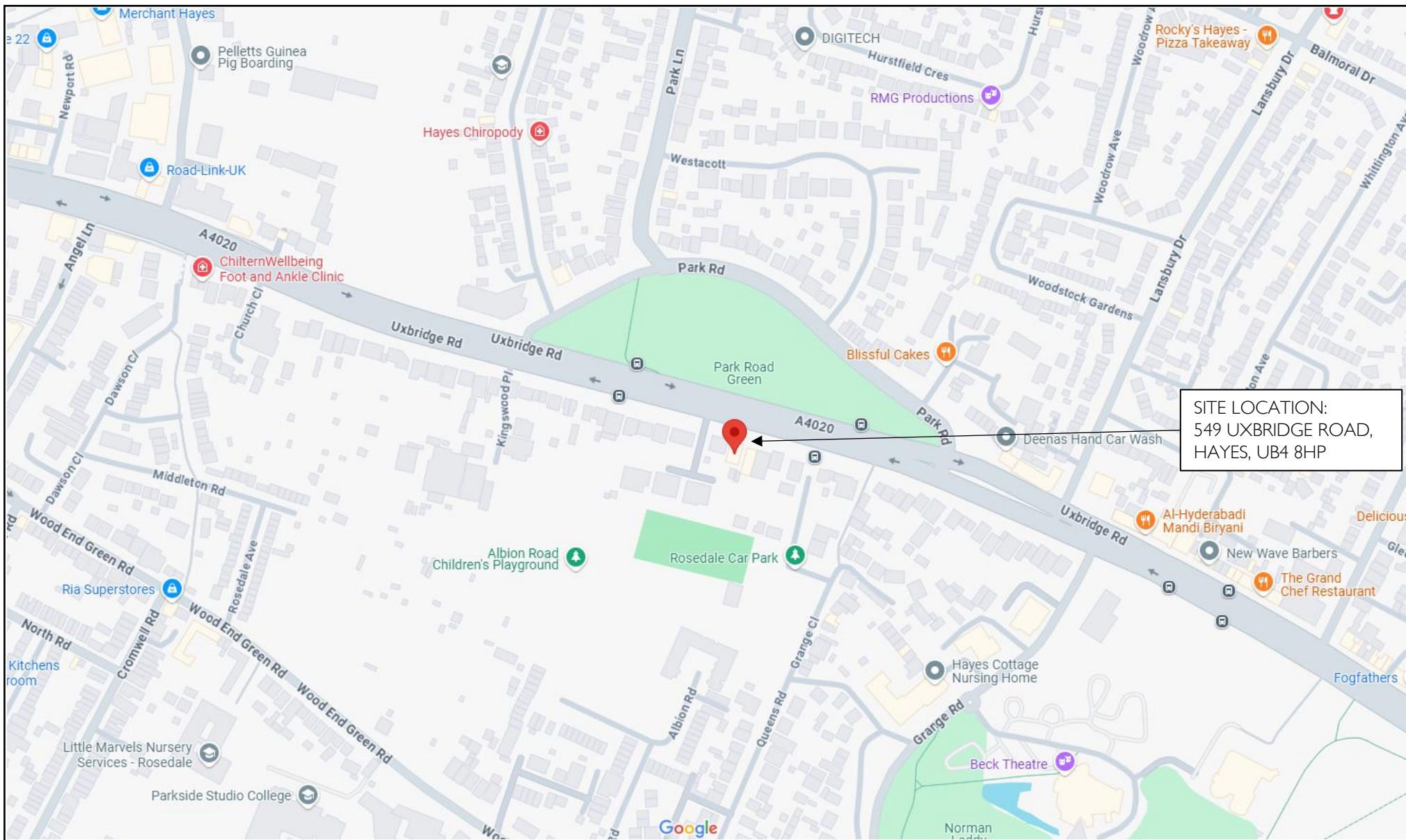
Parking layout

- 4.11 In order to test the parking layout, the layout has been tested through vehicle swept path analysis. The assessment can be seen within Figure 3. As can be seen, a typical family saloon car can access each of the three parking spaces. It should be noted that the parking layout will remain the same as existing. An aisle width of at least 6.2 metres will be retained.

5.0 SUMMARY

- 5.1 To summarise, the site currently consists of a detached, nine-bedroom property which is in C4 planning use. The application seeks to convert the existing dwelling into a nine-bedroom, nine-bathroom HMO, which is land use Sui Generis. No additional bedrooms are proposed.
- 5.2 Three parking spaces are currently provided on site. The proposals will maintain the same three parking spaces as per the existing arrangement.
- 5.3 As there are no additional bedrooms proposed when compared to the previous multiple occupancy use, no additional demand for parking is expected. However, in order to outline a worst case scenario, car ownership data for nine one person flats has been researched for comparison.
- 5.4 Census data from the 2021 census projects that the proposals will generate a demand for one additional kerb side parking space. It should be reiterated that this is a worst-case scenario as the provision of no additional parking spaces for other users is likely to act as a deterrent to vehicle ownership. An additional one car parking locally is expected to fall within nightly fluctuations.
- 5.5 The site has 'moderate' access to public transport, in line with TfL's definitions. The site has excellent access to the local cycle lane, which will encourage its use to future occupiers and therefore discourage the need for owning a car.
- 5.6 The development proposal is therefore considered to be entirely acceptable from a highways perspective.

FIGURES

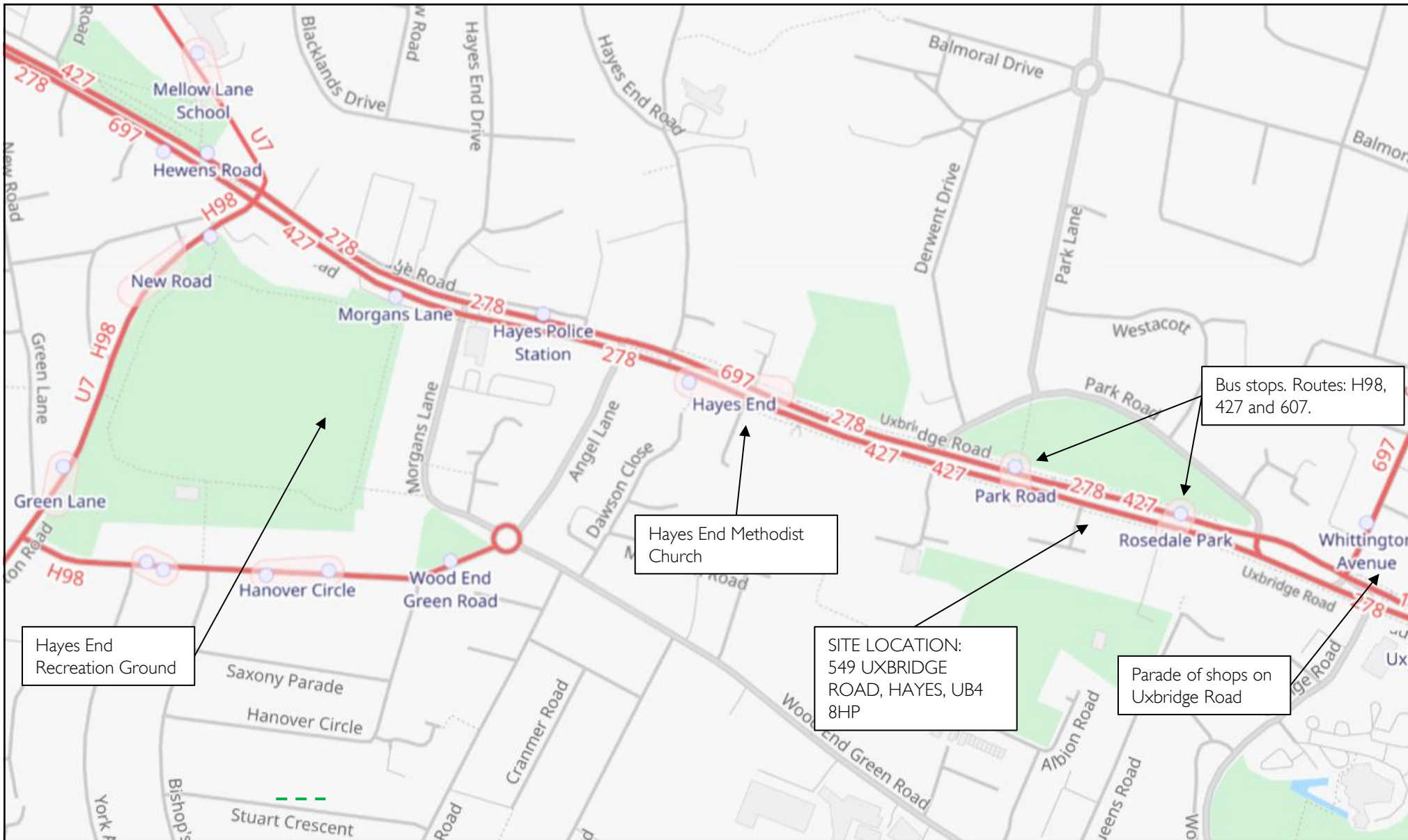


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Scale: NTS
Source: Google Maps
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P3055: 549 UXBRIDGE ROAD, HAYES, UB4 8HP

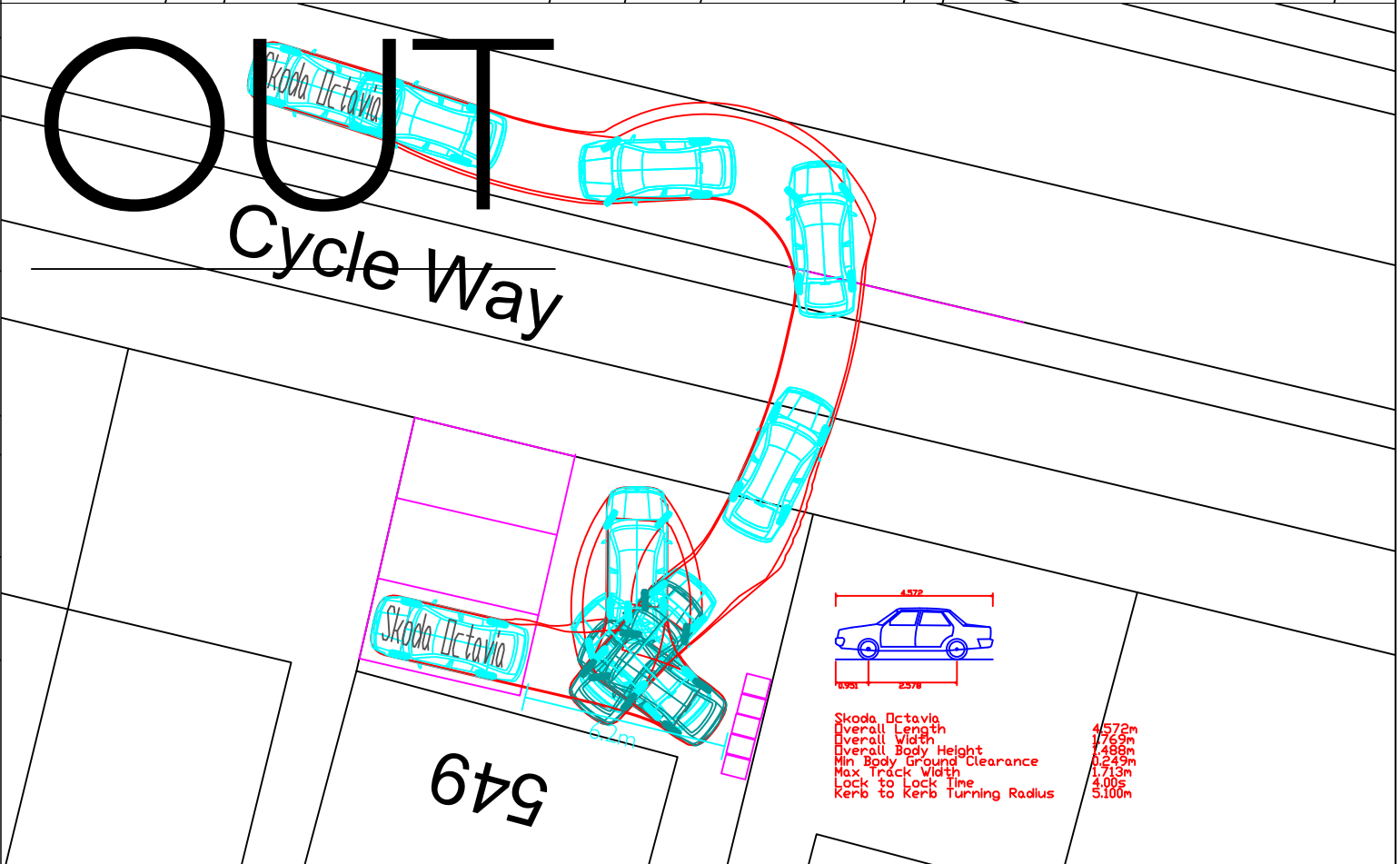
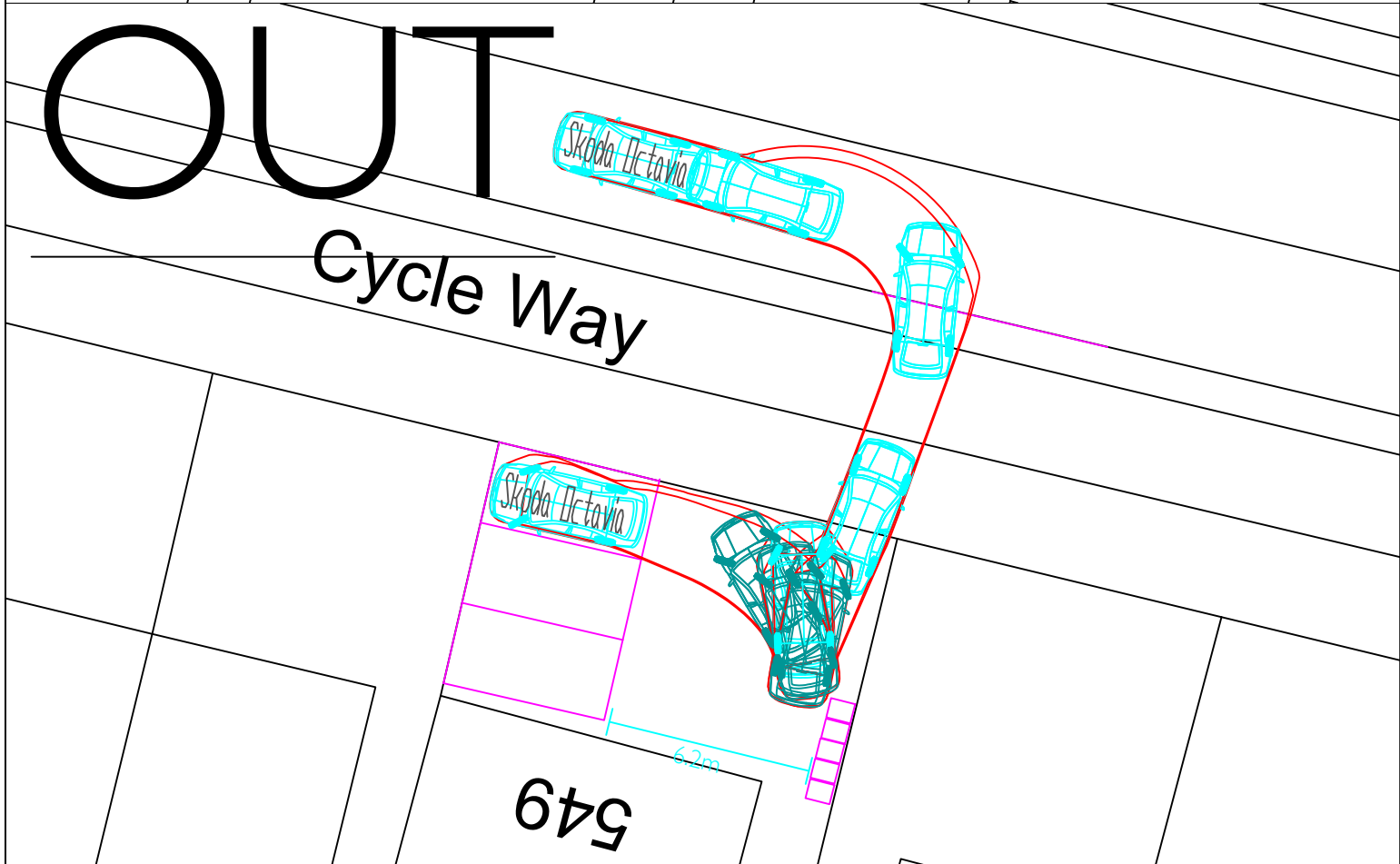
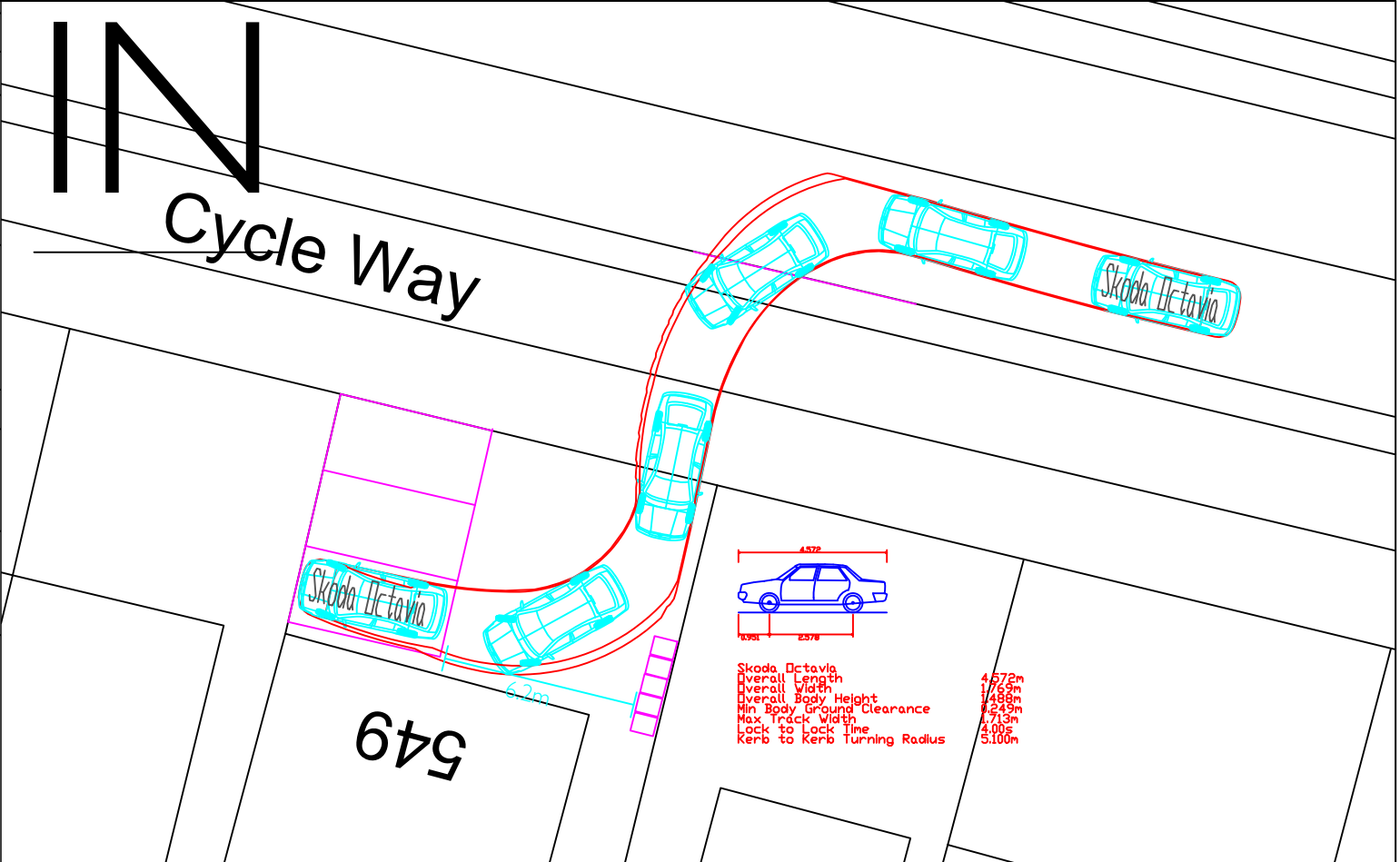
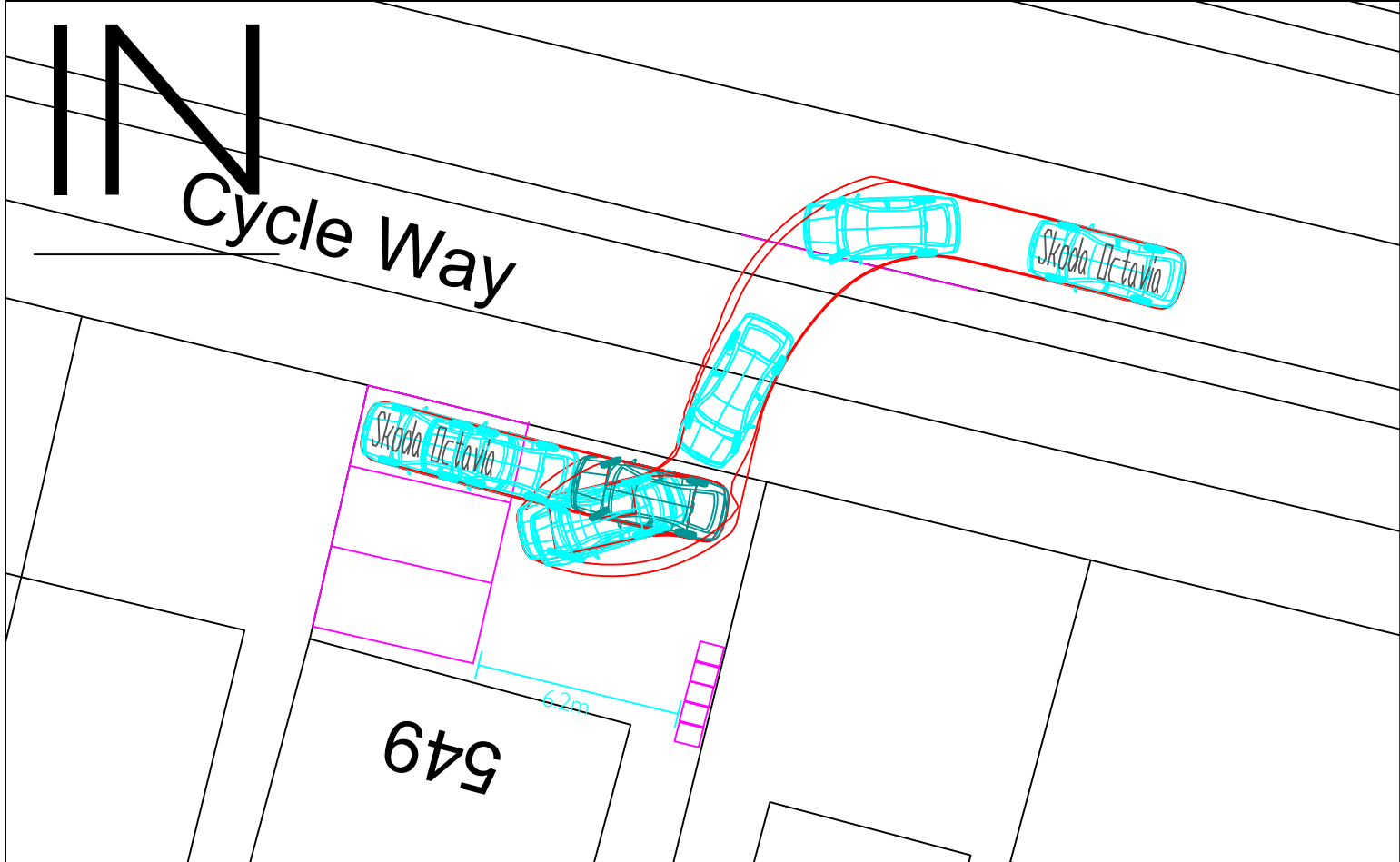
Figure 1
Site Location



Date: May 2025
Scale: NTS
Source: OpenStreetMap
Drawing No: P3055/TS/1



P3055: 549 UXBRIDGE ROAD, HAYES, UB4 8HP
Figure 2
Local Amenities & Public Transport Accessibility Map



APPENDIX A

Site Boundary

Location Plan

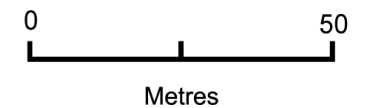
Site Address: 549, Uxbridge Road, Hayes, UB4 8HP

Date Produced: 25-Mar-2025

Scale: 1:1250 @A4



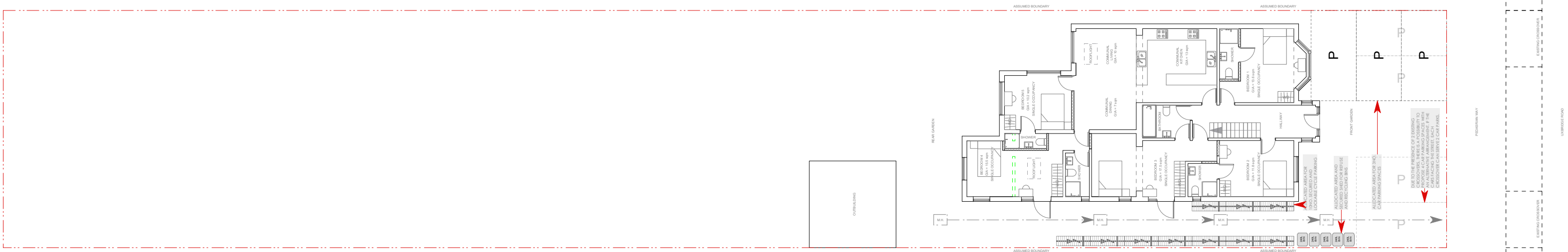
Planning Portal Reference: PP-13889285v1



APPENDIX B

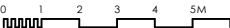
Proposed Site Plan

NOTE: ALL PROPOSED
MATERIALS TO MATCH
EXISTING



1
EX-10

SITE PLAN
Scale: 1/200



Revision.	Description
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You Architecture Ltd.

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Project:
**549 Uxbridge Road
Hayes UB4 8HP**

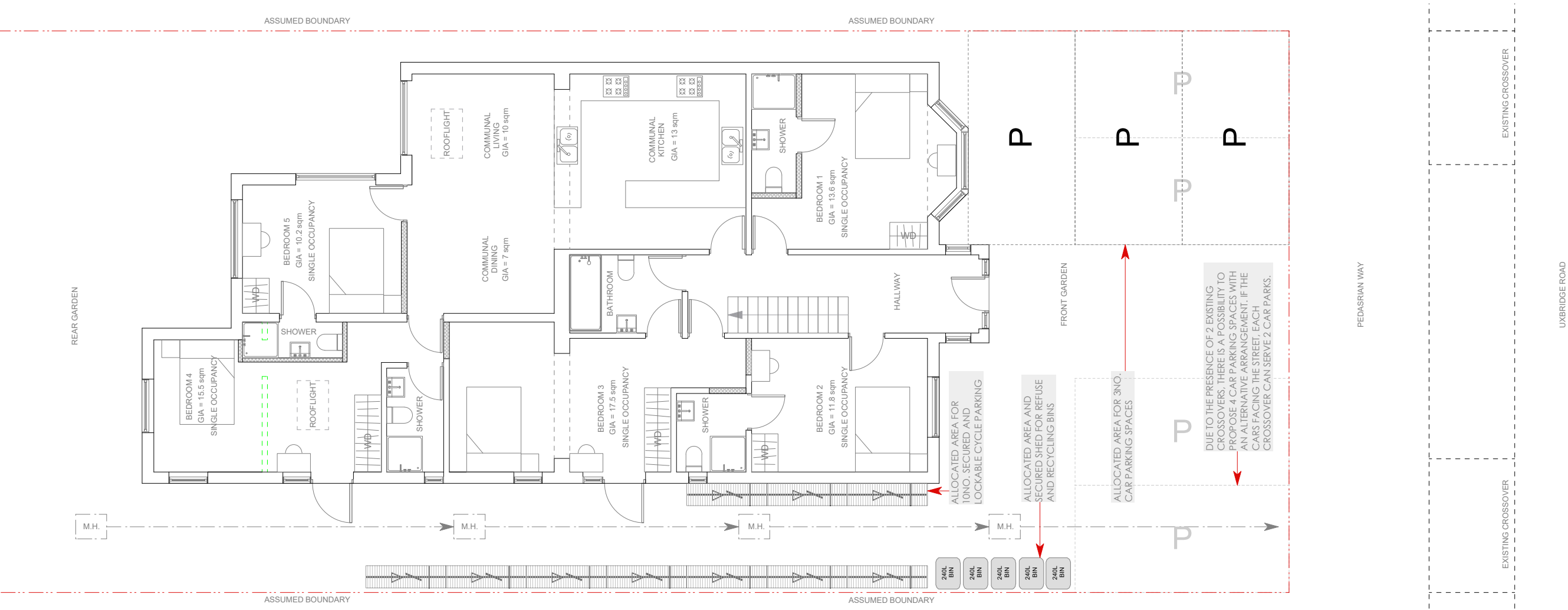
Drawing Title:
Proposed First Floor

Dwg no: 0217-PR-01	Revision: A	Date: 21.03.2025
Scale: 1:200@A3p	Drawn by:	Checked by:

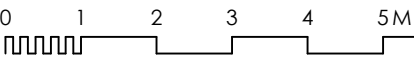
NOTE: ALL PROPOSED MATERIALS TO MATCH EXISTING

NO EXTENSION OR EXTERNAL ALTERATIONS

NO ELEVATION DRAWING NEEDED



1 GROUND FLOOR PLAN
EX-10 Scale: 1/100



General Notes.
Contractors must verify all dimensions/levels and carry out all necessary exploratory works on site and confirm existing structure, temporary support or setting out before commencing any works. Do not scale off the drawings. If in doubt or any missing info please ask, do not assume. Any discrepancies to be reported to us.

No construction work before all Local Authority consents, Planning Permission, Building Control approval and structural engineer confirmation.

You Architecture Ltd is not liable for any work undertaken without Planning Consent or Building Regulations Approval before or after our involvement. Any unauthorised works without all necessary approvals from Local Authority are entirely at the risk of the owner/builder.

If any variation is made to design without our permission, we accept no liability for the entire design.

All structural elements inc. loadbearing walls, joists, beams and columns to be confirmed by structural engineer. All drawings are to be read in conjunction with all relevant drawings and specifications.

All work is to be carried out in accordance with the manufacturer's guidelines, the latest British standards Codes of Practice, regulation 7 of Building Regs and recognised working practices. All work and materials should comply with Health and Safety legislation.

Local Water Authority consent to be obtained when building over or near to public sewers.

Highways Authority Consent to be obtained when building over or near to highways.

CDM REGULATIONS 2015
The client must abide by the CDM Regulations 2015 and you may have a requirement under the CDM Regulations 2015 to notify the Health & Safety Executive.

The Health and Safety Executive is to be notified as soon as possible before construction work starts if the works:

(a) Last longer than 30 working days and has more than 20 workers working simultaneously at any point in the project. (b) Exceeds 500 person days.

If the contract exceeds the above then it is the client's duty to appoint a Principal Designer & Principal Contractor. In accordance with the guidelines of CDM2015 we confirm we are not the principal designer and this role will be carried out by others, unless otherwise is agreed with us in writing. You should be aware of the responsibilities of the client and principal designer in accordance with CDM2015. If you are not please let us know and we can provide you guidelines.

PARTY WALL ACT
The owner, should they need to do so under the requirements of the Party Wall Act 1996, has a duty to serve a Party Notice on any adjoining owner if building work on, to or near an existing Party Wall involves any of the following:

(a) Various work that is going to be carried out directly to an existing party wall or party structure

(b) New building at or astride the boundary line between properties

(c) Excavation within 3 or 6 metres of a neighboring building(s) or structure(s), depending on the depth of the hole or proposed foundations.

We confirm that we do not accept any responsibilities regarding the boundary line or party wall matters or any issues raised by neighbours unless otherwise is agreed with us in writing.

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Drawing Title:

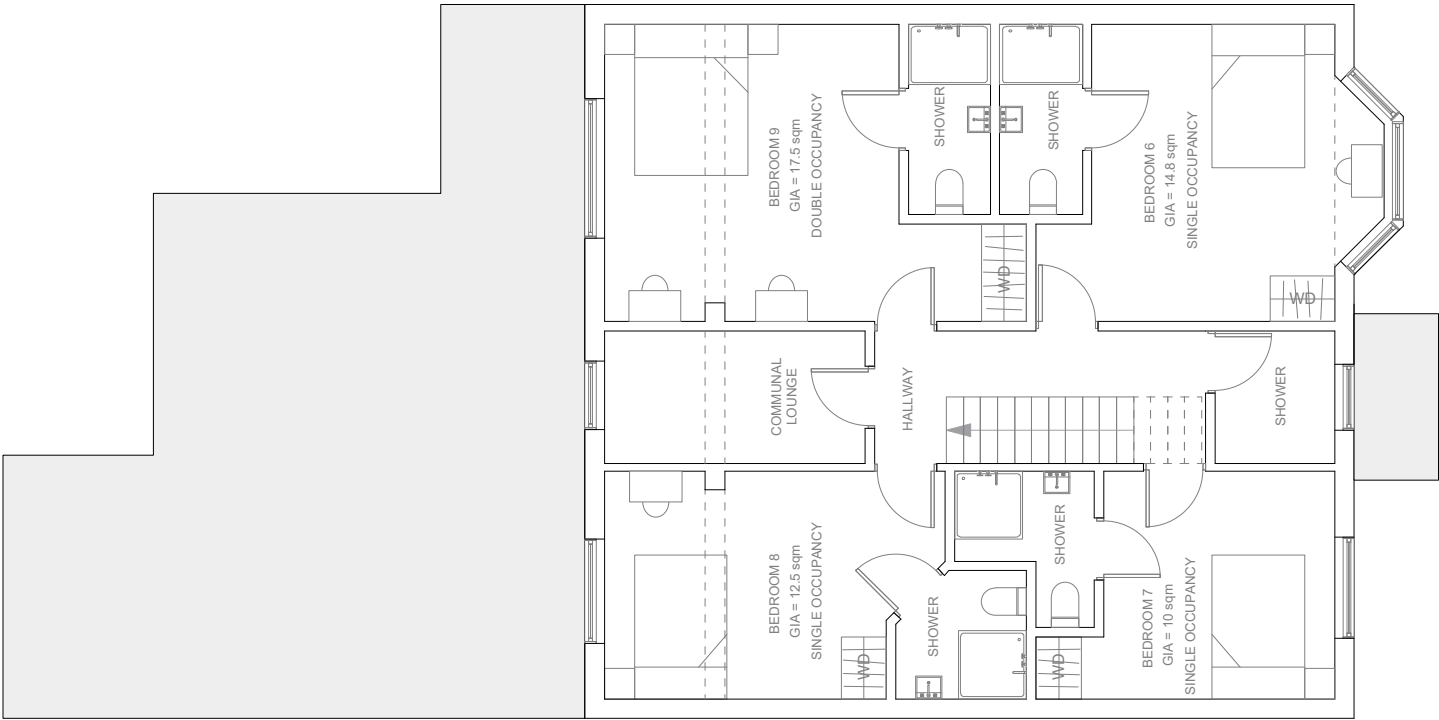
Proposed Plans

Dwg no: 0217-PR-10	Revision. A	Date: 21.03.2025
Scale: 1:100@a3p	Drawn by:	Checked by:

NOTE: ALL PROPOSED MATERIALS TO MATCH EXISTING

NO EXTENSION OR EXTERNAL ALTERATIONS

NO ELEVATION DRAWING NEEDED

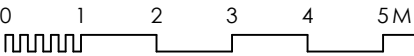


ASSUMED BOUNDARY

ASSUMED BOUNDARY

1
EX-10

FIRST FLOOR PLAN
Scale: 1/100



Issue.

Planning Application
Not for construction
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Revision.	Description
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Drawing Title:

Proposed Plans

Dwg no: 0217-PR-11	Revision. A	Date: 21.03.2025
Scale: 1:100@a3p	Drawn by:	Checked by:

APPENDIX C

TfL PTAL Output File

WebCAT PTAL Report

=====

Site Details

Grid Cell: 86147

Easting: 509345

Northing: 181652

Report Date: 19/05/2025

Scenario: Base Year

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)
SWT (mins)		TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE	RD ROSEDALE PK H98	73.1	7.5	0.91
4.34	0.5	2.17			6
Bus	UXBRIDGE	RD ROSEDALE PK 427	73.1	7.5	0.91
4.34	1	4.34			6
Bus	UXBRIDGE	RD ROSEDALE PK 607	73.1	6	0.91
3.79	0.5	1.9			7
Bus	LANSBURY	DR UXBRIDGE RD U7	334.25	2	4.18
1.42	0.5	0.71			17
Bus	LANSBURY	DR UXBRIDGE RD 90	334.25	6	4.18
2.68	0.5	1.34			7
Bus	LANSBURY	DR UXBRIDGE RD 195	334.25	5	4.18
2.46	0.5	1.23			8

Total Grid Cell AI: 11.69

PTAL: 3