

**Job No:** 2023-4859  
**File Ref:** N01-CM-Transport Note (240208)  
**Date:** 8<sup>th</sup> February 2024  
**Job Title:** 1 Hurstfield Crescent, Hayes

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**Subject:** Transport Appraisal - Proposed change of use from a 6 to 7 room HMO

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## Overview

1. TTP Consulting has been retained to provide highways and transport advice in relation to the development proposal at 1 Hurstfield Crescent in the London Borough of Hillingdon (LBH). The proposals seek the change of use of the existing building from a 6 room HMO (use class C4) to a 7 room HMO (Sui Generis). The 7<sup>th</sup> room would be located in the top floor of the building in an area that is currently used for storage. The room includes an ensuite bathroom and a new communal kitchen will also be provided on this floor.
2. A planning application (*61118/APP/2023/1151*) was submitted to the LBH in April 2023 for the proposals detailed. The submitted material showed one existing car parking space on the site frontage. The application was subsequently withdrawn to enable officer comments to be considered and addressed. The Council's highway officer advised that;

*"Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020 requires that development proposals must comply with the relevant parking standards. For a development of this a 7no. bedroom, 7no. person HMO in a location with a PTAL ranking of 2 a transport appraisal and travel plan would be needed, which has not been submitted. Furthermore, the Highway Authority believes that up 3no. cars could be displaced onto the highway and a parking stress survey would be required to properly assess the impact from the development. This would have been included in a transport appraisal. The proposal will not be providing any electric vehicle charging points. For a development of this type to be within policy 1no. dual socket electric vehicle charging would need to be provided with passive provision for the rest. This contradicts the published London Plan 2021 Policy T6.1 Residential Parking which requires that '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. "*

and

*"There are highway objections to this proposal because it would not be in accordance with the published London Plan Policy T6.1 Residential Parking and published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020.*

*All in all I believe the parking situation at the site needs to be addressed in a new application, perhaps then a on balance recommendation could be made. Parking issues may also requiring a widening of the dropped kerb so that the proposed parking space is safely accessible – instead of a angled approach."*

3. This note considers the transport matters identified and demonstrates how the matters identified have been addressed by the current proposal.

## Existing Situation

4. The application site is located at the corner of Hurstfield Crescent and Balmoral Drive in the London Borough of Hillingdon. The site contains a semi-detached house with one off-street parking space, which is accessed by a crossover that also provides access to Hurstfield Crescent. An existing site layout plan is attached at **Appendix A**.
5. In the vicinity of the site, Hurstfield Crescent is a single carriageway two-way road that is subject to a 20mph speed limit. Parking is unrestricted and signage indicates that cars can park with two wheels on the footway.
6. The closest bus stops are located 280 metres to the south west of the site on Lansbury Drive which provide access to routes 90, 195, 696, 697 and U7. Hayes and Harlington is the closest train station located approximately 3.1km south of the site. The site has a Public Transport Accessibility Level (PTAL) of 2, representing a below average level of accessibility by public transport. A copy of the PTAL report is provided at **Appendix B**.

## Proposed Situation

7. The proposal results in the building on site increasing from a 6 room HMO to a 7 room HMO. The property currently has one car parking space accessed from a single crossover. Given the Council's comments regarding parking, it is proposed that a second car parking space be provided on site and the existing crossover widened to suit. An electric vehicle charging point will be provided, which could be used by a car parked in either space. Plans showing the existing and proposed on site parking arrangement are provided at **Appendix C**.
8. The additional parking has space and proposed crossover works has been designed to accord with LBH's Domestic Vehicle Crossover Policy in that:
  - Total width of the flat section of the crossover serving the property is 5 metres wide;
  - Pedestrian visibility splays are provided in accordance with the guidance;
  - Vehicle visibility splays are provided in accordance with Manual for Streets; and
  - Pedestrian access to the front door of the property from the street is not obstructed.

9. The increase in on site parking means that if the occupant of the additional room was to own a car, it could be parked on site. As such, the development proposals would not result in an increase in demand for on street parking.
10. Secure covered cycle parking will be provided at the front of the site in accordance with the Council's cycle parking standards.

## Travel Plan

11. A Travel Plan has been produced for the development in the form of a Travel Pack, which provides residents of the site with information on local public transport facilities and the merits of travelling by active modes of transport cycling and walking. The Travel Pack will be provided to all residents of the site and given to any new residents when they move in.

## Summary and Conclusion

12. The development proposals result in the change of use of the property from a 6 bedroom HMO (class C4) to a 7 bedroom HMO (suis generis). The proposals include secure cycle parking for all residents and an increase in on site car parking from one to two spaces. As such, any increase in demand for parking as a result of the proposals can be accommodated on site. A Travel Pack has been prepared to inform residents of their options for sustainable non car modes of travel.
13. It is therefore considered that the proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF at paragraph 115, which states that:

*"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."*

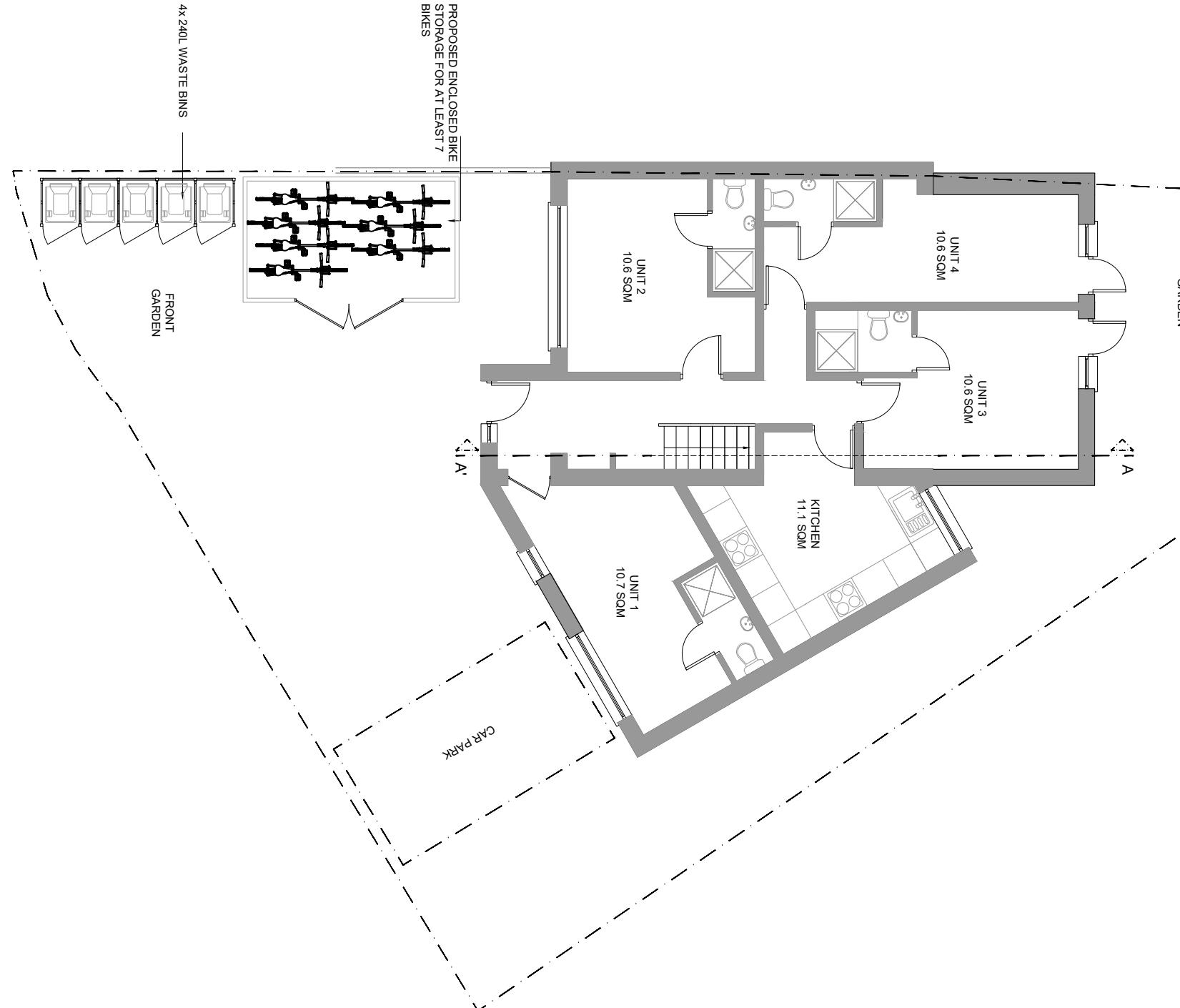
## **APPENDIX A**

SIGNATURE PLANS LTD.

45 STAMFORD HILL, LONDON N16 5SR

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INFO@SIGNATUREPLANS.CO.UK


 PROPERTY ADDRESS:  
**1 HURSTFIELD CRES, HAYES  
UB4 8DN**

PROJECT TITLE:

**PROPOSED HMO PLANS**

SHEET TITLE:

**EXISTING SITE PLAN**

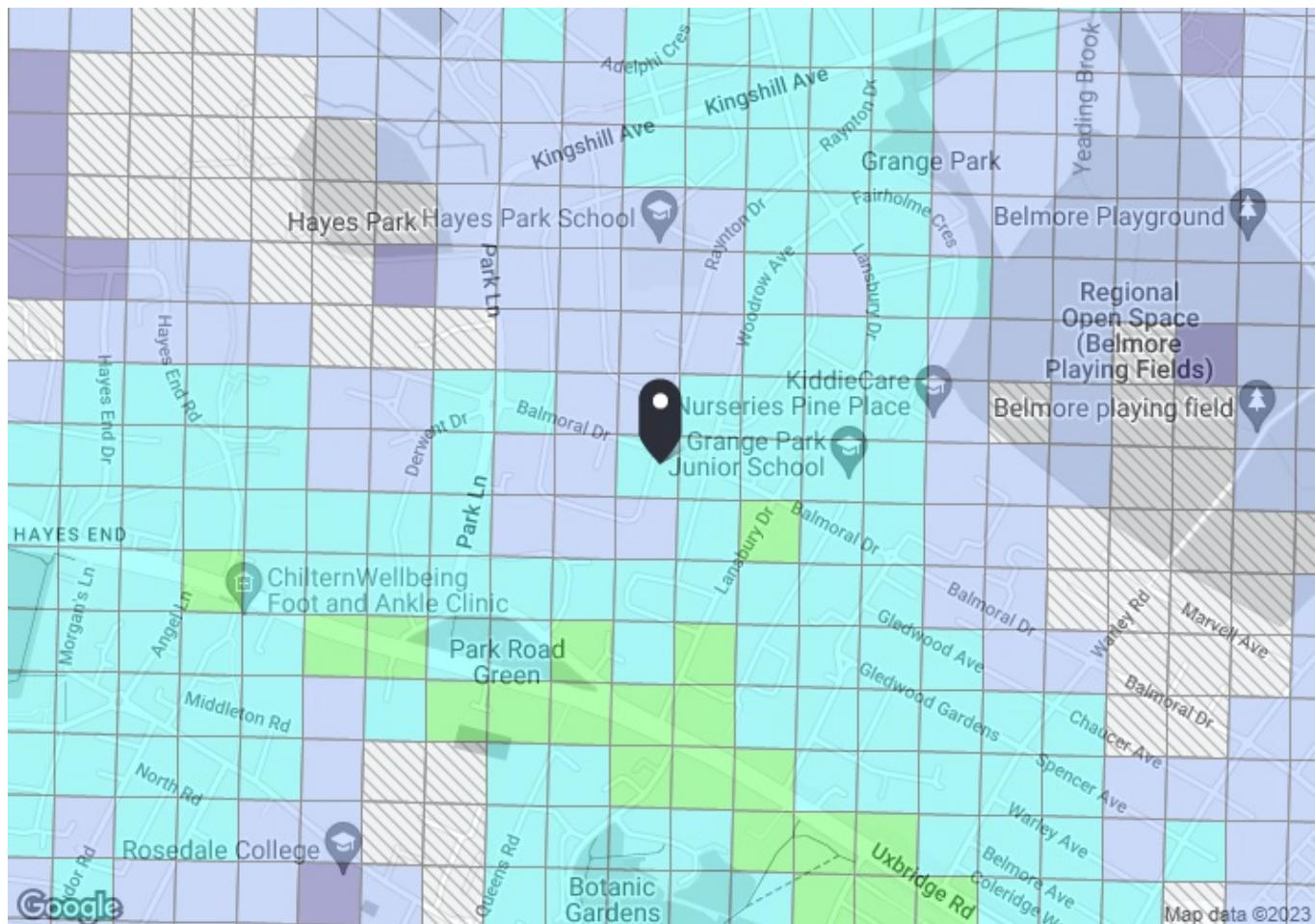
DATE: 30 March 2023

REVISION: RV00

SCALE: 1:100 @A3

PAGE NO: 08 OF 09

## **APPENDIX B**



PTAL output for Base Year	
2	
1 Hurstfield Cres	
1 Hurstfield Cres, Hayes UB4 8DN, UK	
Easting: 509667, Northing: 182042	
Grid Cell: 88178	
Report generated: 31/08/2023	
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

#### Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

#### Map layers

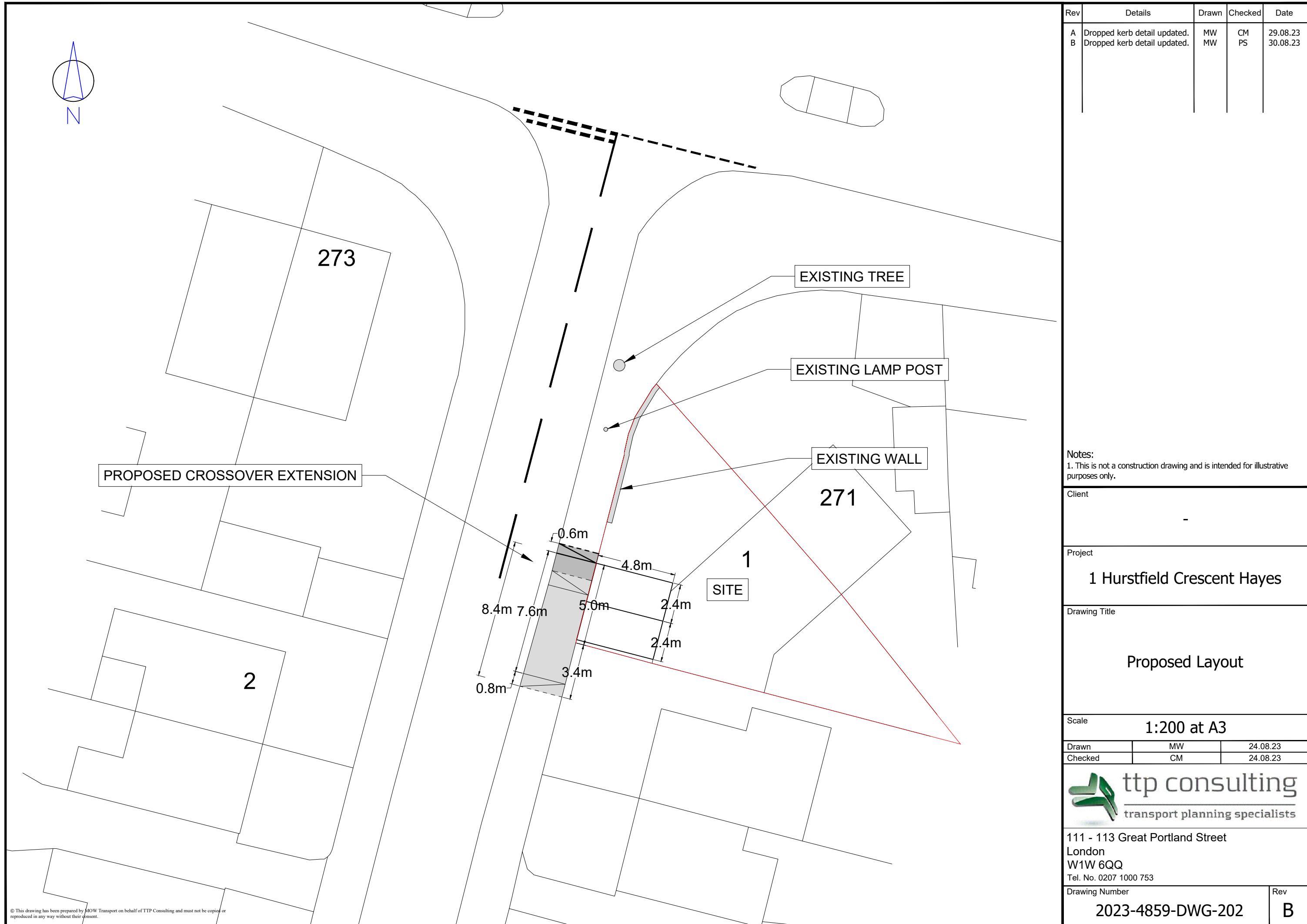
PTAL (cell size: 100m)

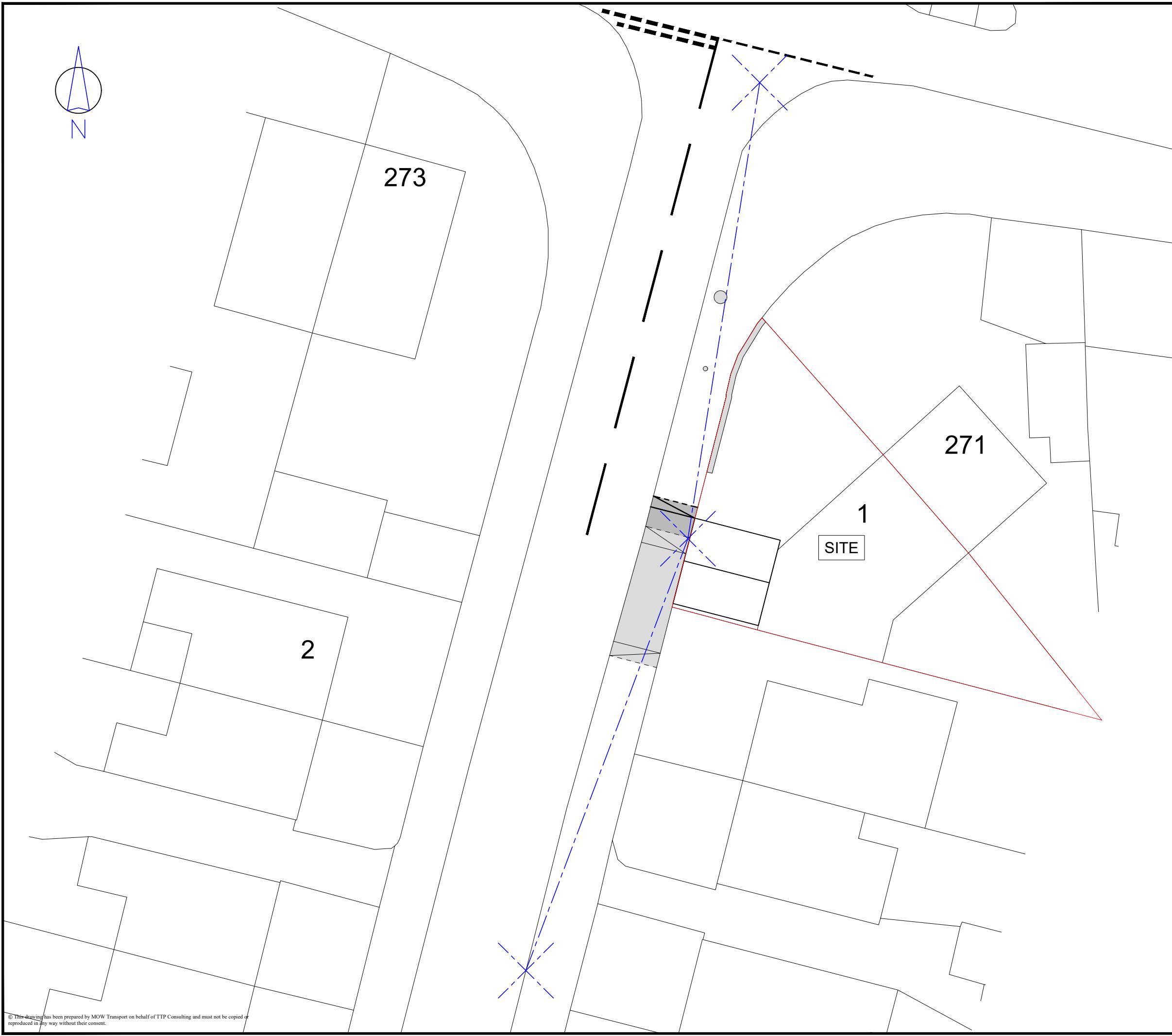
## Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	LANSBURY DR BALMORAL DR	U7	248.01	2	3.1	17	20.1	1.49	0.5	0.75
Bus	LANSBURY DR BALMORAL DR	90	248.01	6	3.1	7	10.1	2.97	1	2.97
Bus	LANSBURY DR BALMORAL DR	195	248.01	5	3.1	8	11.1	2.7	0.5	1.35
Total Grid Cell AI:										5.07

## **APPENDIX C**







Rev	Details	Drawn	Checked	Date
A	Dropped kerb detail updated.	MW	CM	29.08.23
B	Dropped kerb detail updated.	MW	PS	30.08.23

**Notes:**  
1. This is not a construction drawing and is intended for illustrative purposes only.

**Client**  
-

**Project**  
1 Hurstfield Crescent Hayes

**Drawing Title**  
2.4m x 25m Visibility Splays

**Scale**  
1:200 at A3

Drawn	MW	24.08.23
Checked	CM	24.08.23

**ttpl consulting**  
transport planning specialists

111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

**Drawing Number**  
2023-4859-DWG-203

**Rev**  
**B**

