

TRANSPORT NOTE
PROPOSED RESIDENTIAL DEVELOPMENT
25 YEADING LANE, HAYES, UB4 0EL
MAGNA REF: 25/846/A, 16 JANUARY 2026

1.0 Introduction

- 1.1 this Transport Note has been prepared in support of a planning application for the redevelopment of 25 Yeading Lane, Hayes, within the London Borough of Hillingdon. The site currently accommodates a single residential dwelling. The proposal seeks to redevelop the site to provide a three-storey building (including ground floor) comprising five self-contained residential flats, made up of three 1-bedroom units, one 2-bedroom unit and one 3-bedroom unit.
- 1.2 The purpose of this Transport Note is to provide a proportionate assessment of the transport and highway implications of the proposed development, having regard to relevant national, regional and local planning and transport policy, the accessibility characteristics of the site, access arrangements, parking provision and the likely impact on the surrounding highway network.
- 1.3 At a national level, the assessment has been undertaken with regard to the National Planning Policy Framework (NPPF), most recently amended in December 2024. The NPPF promotes sustainable development and seeks to ensure that transport considerations are integral to planning decisions. In particular, it encourages development in locations that can be made sustainable, limits the need to travel, and requires that development should only be refused on highway grounds where the residual cumulative impacts would be unacceptable in terms of highway safety or severe in terms of network capacity.
- 1.4 At a regional level, the proposal has been assessed against the policies of the London Plan (2021). The London Plan places strong emphasis on reducing reliance on the private car, promoting sustainable modes of travel, and ensuring that parking provision is aligned with Public Transport Accessibility Levels (PTAL). The site has a PTAL rating of 3, which indicates a moderate level of accessibility by public transport and informs the appropriate level of car parking provision for residential development.

1.5 At a local level, the assessment has had regard to the adopted policies of the London Borough of Hillingdon Local Plan (adopted in 2012), including those relating to transport, parking, and sustainable development. These policies seek to ensure that new development does not have an adverse impact on highway safety or the operation of the local road network, while supporting development that is appropriately located and accessible by a choice of transport modes.

2.0 Site Context and Connectivity

2.1 The site is located on Yeading Lane, a residential road within Hayes. The surrounding area is characterised primarily by residential development, with local shops, services and community facilities available within the wider Hayes area. The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



2.2 Yeading Lane forms part of the local highway network and is subject to a 30 mph speed limit, consistent with its function.

2.3 Yeading Lane provides direct vehicular access to the site and forms part of the wider local highway network, facilitating movement within Hayes and to surrounding areas. The road runs broadly in a north-south direction, connecting approximately 2.2 kilometres to the north with the A312 The Parkway and approximately 160 metres to the south with the A4020 Uxbridge Road, both of which provide onward connections to the strategic and local road networks.

2.4 CIHT's Planning for Walking guidance identifies that a typical walkable neighbourhood catchment extends to approximately 800 metres. Within this distance of the site, there are a range of everyday services, facilities and destinations that can reasonably be accessed on foot. These are as follows:

- Lombardy Retail Park
- McDonald's Restaurant
- Lidl store
- Number of restaurants and cafes
- Newsagents
- Sainsbury's Superstore
- Bus Stops
- Yeading Junior School
- Yeading Infants & Nursery School

2.5 When considered in the context of its surrounding highway network, proximity to services, walkable catchment and public transport availability, the site is demonstrably well located to support sustainable patterns of movement. The combination of local accessibility, strong pedestrian connectivity and integration within an established residential area ensures that the site performs well in transport terms and is entirely consistent with the principles of sustainable development promoted at national, regional and local policy levels.

3.0 Accessibility and Sustainable Transport

3.1 The accessibility of the site has been assessed using the Department for Transport's Connectivity Tool Lite, which provides a relative measure of connectivity by walking, cycling and public transport. The tool assigns a numerical score on a scale from 1 to 100, where higher scores indicate stronger connectivity, and groups locations into Local Authority Bands from A to J, with Band A representing the highest levels of connectivity and Band J the lowest.

3.2 For walking, the site records a connectivity score of 77, placing it within Local Authority Band A. This indicates that, when benchmarked across the London Borough of Hillingdon, the site performs strongly in terms of pedestrian accessibility. This reflects the presence of residential streets, local facilities, bus stops and community services within a reasonable walking catchment, consistent with the established urban character of the area.

- 3.3 For cycling, the site achieves a connectivity score of 81, corresponding to Band A. This demonstrates a good level of cycling connectivity at a borough-wide level and reflects the ability to access local centres, services and public transport nodes within typical cycling distances. The surrounding road environment, which is largely residential in nature, is conducive to shorter cycle trips and local movements.
- 3.4 The public transport connectivity score is 87, placing the site within Band A for Hillingdon. This reflects reasonable access to bus services within walking distance and onward connections to the wider public transport network. While the site is not located within a central London or high-frequency rail corridor, this level of performance is typical of established outer London residential areas and is consistent with the site's PTAL rating of 3.
- 3.5 When considered collectively across non-car modes, the site records an overall connectivity score of 83, corresponding to Local Authority Band A. This confirms that, in borough terms, the site benefits from relatively strong sustainable transport accessibility and is appropriately located within the existing urban structure of Hayes.
- 3.6 The Connectivity Tool Lite also presents results in percentile form, illustrating how the site compares against locations nationally. Based on the percentile benchmarks, an overall connectivity score of 83 places the site within the upper national percentile range, approaching the 90th percentile. This indicates that the site performs significantly better than the majority of locations nationally in terms of combined walking, cycling and public transport accessibility. Such performance is consistent with an established outer London suburban location, benefiting from a dense local street network, access to frequent bus services and proximity to a wide range of everyday facilities.
- 3.7 Importantly, this high national percentile performance provides strong evidence that the site is well suited to support non-car travel for a meaningful proportion of everyday trips, notwithstanding its PTAL rating of 3. While PTAL reflects public transport availability alone, the Connectivity Tool captures a broader and more holistic measure of accessibility, including walking and cycling. When considered together, these indicators demonstrate that the proposed level of car parking provision is appropriately restrained but entirely policy-compliant, and that the development will not give rise to unsustainable travel patterns or undue reliance on the private car.

4.0 Proposed Development

4.1 The proposed development comprises the replacement of a single dwelling with five flats, made up of three 1-bedroom units, one 2-bedroom unit and one 3-bedroom unit.. While this represents an intensification of residential use, the scale of the proposal remains modest and compatible with the surrounding residential context.

4.2 The nature of the use remains residential, and the development does not introduce any uses that would generate atypical or concentrated trip patterns.

5.0 Access Arrangements

5.1 The access to the site will continue to be taken from Yeading Lane. The existing access will be retained but widened to approximately 4.7 metres.

5.2 The widened access will improve the ease and safety of vehicle movements, allowing more comfortable two-way movement and reducing the likelihood of vehicles needing to wait within the carriageway when entering or exiting the site.

5.3 The visibility splays at the site access are illustrated in drawing, provided in Appendix 1.

5.4 The access arrangement is appropriate for the scale of development proposed and reflects standard practice for small residential flatted schemes.

6.0 Parking Provision

Cycle Parking

6.1 In accordance with the London Plan standards, 10 cycle parking spaces will be provided for the residents of the development, with additional two spaces for visitors.

Car Parking

6.2 A residential development located within a PTAL 3 area would typically be expected to provide car parking in accordance with the London Plan standards, as follows:

- 1 to 2 bedroom units = maximum of 0.75 spaces per dwelling
- 3+ bedroom units = maximum of 1 space per dwelling

6.3 Based on these standards, the proposed development could be provided with up to $(3 \times 0.75) + (1 \times 0.75) + (1 \times 1) =$ four car parking spaces.

6.4 As such, four car parking spaces are provided on site, which accord with the maximum London Plan standards.

6.5 The swept path assessment using large car is provided in Appendix 2.

7.0 Servicing and Refuse Collection

7.1 On-street refuse collection will take place in the same manner as the existing residential developments on Yeading Lane. The residents of the development would simply place their bins adjacent to the public highway on the day of collection.

7.2 The on-site forecourt area can accommodate typical delivery vans, as demonstrated in Appendix 2.

8.0 Trip Generation and Highway Impact

8.1 Residential developments of this scale generate relatively low levels of vehicle movements, with trips generally spread throughout the day. Flatted developments, in particular, typically generate fewer vehicle trips per unit than houses.

8.2 The replacement of one dwelling with five flats is not expected to result in a material increase in traffic movements that would adversely affect the operation or safety of the local highway network.

8.3 Given the modest scale of the proposal, the nature of the surrounding road network, and the improved access arrangements, there is no requirement for detailed junction capacity assessments.

9.0 Encouraging Sustainable Travel and Reducing the Need to Travel

9.1 Notwithstanding the very low level of traffic generation associated with the proposed development, measures will be implemented to encourage residents to make use of sustainable travel options where practical. Each dwelling will be provided with a Welcome Travel Pack, containing information on local walking and cycling routes, public rights of way, bus services, and rail connections, as well as details of nearby local services and facilities within Haslemere.

9.2 In addition, broadband connectivity will be made available to each dwelling. This will enable residents to work from home where appropriate and reduce the need for regular commuting trips, particularly during peak periods. In the context of a modest residential development,

the provision of reliable digital connectivity represents a practical and effective measure to minimise unnecessary travel and support more flexible, low-carbon travel behaviour.

10.0 Conclusions

- 10.1 This Transport Note has been prepared to assess the transport and highway implications of the proposed redevelopment of 25 Yeading Lane, Hayes, to provide five residential flats. The assessment has been undertaken in accordance with relevant national, regional and local planning and transport policy, including the National Planning Policy Framework, the London Plan and the London Borough of Hillingdon Local Plan.
- 10.2 The site is located within an established residential area and benefits from a PTAL rating of 3, supported by strong walking, cycling and public transport connectivity. The application of the Department for Transport's Connectivity Tool Lite demonstrates that the site performs within the highest Local Authority Band and within the upper national percentiles for overall accessibility, confirming that it is well suited to support non-car travel for a meaningful proportion of everyday trips.
- 10.3 The access to the site will be retained from Yeading Lane and widened to improve functionality and safety. The access arrangements are appropriate for the scale of the development and will operate without detriment to the safety or efficiency of the local highway network.
- 10.4 The cycle parking provision accords with the minimum standards set out in the London Plan. The car parking provision accords fully with the maximum standards set out in the London Plan for a PTAL 3 location.
- 10.5 The proposed development is modest in scale and residential in nature. As such, it will generate low levels of traffic, with vehicle movements dispersed throughout the day. The replacement of a single dwelling with five flats is not expected to result in any material impact on highway safety or the operation of the surrounding road network, and no junction capacity mitigation is required.
- 10.6 Measures to encourage sustainable travel will be implemented, including the provision of Welcome Travel Packs and high-quality broadband connectivity to support home working and reduce the need to travel. These measures are proportionate to the scale of development and align with the objective of minimising unnecessary travel.

- 10.7 Overall, the proposed development is considered acceptable in transport terms. It accords with the relevant planning and transport policy framework and will not result in any unacceptable impact on highway safety or network operation.

Appendix 1. PROPOSED SITE ACCESS – VISIBILITY SPLAYS



-	13.01.26	ORIGINAL ISSUE	KJ	AP	AP
Rev	Date	Description	Drn	Chk	App



Client

Project
25 YEADING LANE,
HAYES

Drawing Title
EXISTING SITE ACCESS
VISIBILITY SPLAYS

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date JAN 2026	Scale 1:250	Size A2
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Drawing No. 25-846-SK01	Rev -
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Appendix 2. SWEPT PATH ASSESSMENT



YEADING LANE

YEADING LANE

Posts

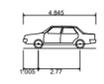
Posts

YEADING LANE

YEADING LANE

Posts

Posts



Large Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.495m
 Min Body Ground Clearance 0.256m
 Track Width 1.750m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 4.950m

Rev	Date	Description	Drn	Chk	App
-	16.01.26	ORIGINAL ISSUE	KJ	AP	AP



Client

Project
25 YEADING LANE,
HAYES

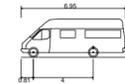
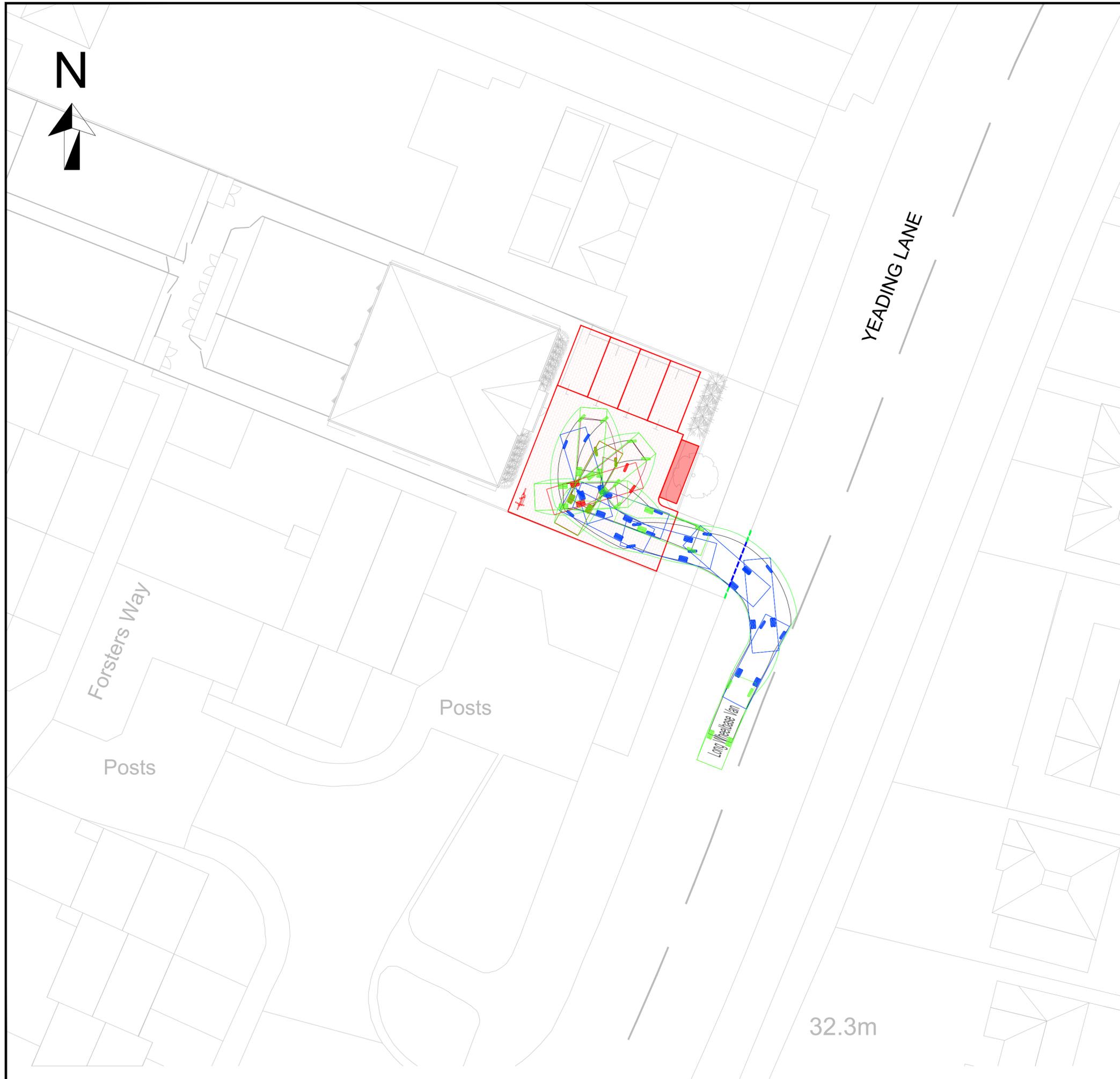
Drawing Title
SWEEP PATH ANALYSIS
LARGE CAR

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date JAN 2026	Scale 1:200	Size A2
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Drawing No. 25-846-TR01	Rev -
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N



Long Wheelbase Van
 Overall Length 6.950m
 Overall Width 1.950m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.965m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.500m

-	16.01.26	ORIGINAL ISSUE	KJ	AP	AP
Rev	Date	Description	Drn	Chk	App



Client
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Project
25 YEADING LANE,
HAYES

Drawing Title
SWEEP PATH ANALYSIS
DELIVERY VAN

Drawing Status
FOR INFORMATION

Drawn KJ	Designed	Date JAN 2026	Scale 1:200	Size A2
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Drawing No. 25-846-TR02	Rev -
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32.3m