



# Highway Planning Ltd

Highways & Transportation Consultants

**15 DICKENS AVENUE,  
UXBRIDGE,  
UB8 3DH**

## **TRANSPORT STATEMENT**

**FEBRUARY 2023**

59 Barnards Hill, Marlow, Bucks, SL7 2NX

Tel 01628 488444 – 07752 913058

E-mail [dermot@highwayplanning.co.uk](mailto:dermot@highwayplanning.co.uk)



## 1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed to provide highway advice in respect of the development of 15 Dickens Avenue, Uxbridge to provide a 7 room House in Multiple Occupation (HMO).
- 1.2 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

## 2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the south side of Dickens Avenue and on the east side of Thackeray Close. The site comprises a 3 bedroomed dwelling with frontage access and parking to Dickens Close. There is also a secondary access to Thackeray Close. There is an access track that runs along the rear boundary of the site that links Thackeray Close to Peggotty Way. This access track provides access to rear parking (garages) for properties fronting Dickens Avenue.
- 2.2 Dickens Avenue is a residential access road that forms a link between Goulds Green and the A437 Harlington Road. Dickens Avenue has a typical estate road layout with a single carriageway, footways on both sides and street lighting. The junction onto Harlington Road includes a right turn lane. Dickens Avenue does not have on-street parking controls other than double yellow lines around junctions. Most properties have off-road parking facilities.



---

2.3 The site is located within an established residential area. The PTAL rating for the location is 1B (poor) with the nearest bus stops being on Harlington Road approximately 365m walk distance from the site. Advice on acceptable walking distances is set out in the CIHT's document "*Guidelines for Providing Journeys on Foot*" which recommends the following walking distances.

	Town Centres (m)	Commuting/ School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

2.4 The site is 1100m walk distance from Hillingdon Heath Local Centre (A4020 Uxbridge Road) and 1500m walk distance from Hillingdon Hospital. These destinations are within the preferred maximum distances considered by the CIHT advice. As such and notwithstanding the low PTAL rating. The site is accessible by walking to key destinations.

2.5 The proposed development comprises the extension of the existing dwelling and its conversion to provide 7 rooms with shared kitchen facilities i.e. an HMO.

### 3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:

- Access arrangements
- Site specific issues



---

3.2 These issues will be considered in detail below.

***Access arrangements***

3.3 The existing dwelling has an access onto Dickens Avenue in the form of a standard crossover. This leads to an open frontage area that is used for parking. There is a secondary access to Thackeray Close that leads to a garage.

3.4 The proposed site plan shows the retention of the access to Dickens Avenue and parking on the site frontage for 2 vehicles. At the rear of the site there will be a new access created to the access track and this will serve 3 parking spaces.

3.5 The access to Dickens Avenue will be unaltered and so there can be no issues with this. The proposed rear access will be a new element. The access track links Thackeray Close to Peggotty Way and is used by several properties that front Dickens Avenue. It has a single width and therefore operates on a uni-directional basis. The addition of a new access to serve the site will not result in a severe increase in traffic activity. The proposed site plan illustrates how the section of the site boundary that will run along the side of the parking space closest to Thackeray Close will be kept open and not fenced. This will improve visibility at the access track for pedestrians and drivers. This is an improvement to pedestrian safety as the existing boundary fence does not enable intervisibility between pedestrians and drivers.

***Site Specific Issues***

3.6 The proposed development will result in the creation of 7 rooms within an HMO. The site plan shows the provision of 5 car parking spaces and secure cycle storage for 8 cycles.



---

3.7 Policy T6.1A of the London Plan 2021 states,

*“New residential development should not exceed the maximum parking standards set out in Table 10.3.”*

3.8 Policy T6.1E states,

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

3.9 Table 10.3 identifies that developments in Outer London Boroughs with PTAL of 0 – 1 should provide up to 1.5 spaces per 1 and 2 bed unit.

3.10 The development of an HMO provides purpose-built shared living as envisaged by Policy T6.1E but the proposal is not “large scale”. Nevertheless, the intention is clear from the Policy that this type of development should not be car-dependant. The standard in Table 10.3 is expressed as a maximum requirement and therefore provision below the maximum remains policy compliant.

3.11 The proposed development will provide 5 parking spaces for the proposed 7 rooms. This is a provision of 0.71 spaces per unit which does not exceed the maximum requirement as set out in Policy T6.1A. The parking layout includes EV charging points for the spaces to the front of the building. This can be extended to the spaces at the rear of the site and secured by a suitably worded condition. This complies with Policy T6.1C.

3.12 The minimum cycle parking requirement is set out in Table 10.2 of the London Plan 2021 and this identifies a minimum provision of 1 cycle space per studio – there is no specific standard for HMO developments. The proposed provision of 8 spaces for 7 rooms complies with the London Plan standard.



---

3.13 The layout of the 2 parking areas will allow all vehicles to enter and leave the site conveniently. In most cases, vehicles will be able to turn within the layout and enter the highway in forward gear.

#### **4.0 CONCLUSIONS**

4.1 The site is within an established residential area where access to public transport and local destinations is convenient for pedestrians and cyclists.

4.2 The proposed car parking provision complies with the maximum requirements of the London Plan and reflects the type and scale of the accommodation that will be provided.

4.3 The development will provide secure cycle parking in compliance with the London Plan.

4.4 Overall, there are no highway related reasons why the development should not receive planning permission.