



Highway Planning Ltd

Highways & Transportation Consultants

**19 PEACHEY LANE,
UXBRIDGE,
UB8 3RX**

MR M PUREWAL

TRANSPORT STATEMENT

NOVEMBER 2020

59 Barnards Hill, Marlow, Bucks, SL7 2NX

Tel 01628 488444 – 07752 913058

E-mail dermot@highwayplanning.co.uk



1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Mr M Purewal to provide highway advice in respect of the proposals to extend and convert the dwelling at 19 Peachey Lane, Uxbridge to a 7 room HMO.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the south side of Peachey Lane and approximately 80m west of Abbots Close. The site currently comprises one half of a pair of semi-detached houses. There is no vehicular access or parking.
- 2.2 Peachey Lane is a local access road that forms part of a network of residential access roads to the east of the A408 High Road. It forms a junction with Church Road at its eastern end and Maygoods Lane at its western end. On-street parking in the vicinity of the site is restricted through double yellow lines and Controlled Parking Zone (Zone C1).
- 2.3 Bus services are available on Church Road and High Road and local facilities and shops are located on High Street. There is a cycle path (Kingdom Way) that links Peachey Lane to Station Road and Brunel University.
- 2.4 The proposed development comprises the extension and conversion of the existing dwelling to provide a 7 room House in Multiple Occupation.



3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The highway considerations for the proposed development relate to the requirements of Policy DMH5 of the Hillingdon Local Plan Part 2 – Development Management Policies January 2020. Therefore, this Statement will consider the accessibility of the site to local facilities and public transport.
- 3.2 The primary consideration of accessibility is the PTAL system which measures the accessibility to and availability of public transport. According to the TfL PTAL website the site has a PTAL rating of 1b which is “poor”. A copy of the TfL PTAL report is included at **Appendix 1**. However, the PTAL system only measures access to public transport against a defined set of parameters. It does not consider accessibility to local facilities and that is the first consideration under policy DMH5.
- 3.3 Advice on suitable walk distances to key local facilities is set out within the Chartered Institute of Highways and Transportation’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

- 3.4 Therefore, if a site is within 800m of a town centre (or other local centre), 2000m of public transport including stations and 1200m of all other destinations then it would be considered to be within the preferred maximum walking distances and would therefore be “accessible” to those facilities and destinations. If the walking distances



between the site and the destinations are less than the preferred maximum then the site becomes increasingly more accessible.

- 3.5 The following table summarises the walking distances to local facilities and destinations from the site.

Facility	Walk distance	Walk time (mins)
Bus stops Church Road (Routes U3, U5)	270m	3 ½
Brunel University	650m	8
Tesco Express, High Road	740m	9 ¼
Bus stops High Road (route 222)	740m	9 ¼
Local shops High Street	855m	11
Hillingdon Hospital	1.03km	13
West Drayton station	2.1km	26

- 3.6 The table shows that the site is within the “preferred maximum” walking distance for a wide range of local facilities and thereby complies with the requirements of policy DMH5 A(i).

- 3.7 It is important to consider the likely occupiers of the proposed HMO. Paragraph 4.13 of the Hillingdon DMP document states that “...*Large homes in multiple occupation (HMOs) and hostels can contribute to the overall supply of cheaper accommodation, particularly for students, young people and those on low income.*” The proximity of the site to



Brunel University and Hillingdon Hospital means that the HMO would be attractive to persons working at or attending the University or working at the hospital. Similarly, young people or those on low income are less likely to own a car.

- 3.8 The proposed HMO will not provide any car parking. The existing dwelling has a parking permit for use in Zone C1 of the Controlled Parking Zone. The car parking standards set out in Appendix C of the Hillingdon DMP document requires that the parking requirement for HMOs for more than 6 occupants should be assessed through a transport appraisal.
- 3.9 It is critical to the consideration of the proposals that due regard is given to the Permitted Development rights that allow the existing dwelling to be converted to a 6 room HMO without the need for a formal planning submission. As such, the consideration of the car parking requirements for the current scheme can only relate to the creation of a seventh room. It has been demonstrated that the site is well located to enable non-car access to local facilities and public transport. On-street parking in the vicinity of the site is regulated through double yellow lines and a Residents' Parking Permit scheme and therefore there is little risk of the proposals resulting in an unacceptable impact to highway safety (para 109 NPPF) from an increased demand for on-street parking that cannot be policed through the existing restrictions.
- 3.10 In support of the accessible location, the proximity to a dedicated cycle path and the nature of the likely residents the proposals include the provision of secure cycle parking with one space per room.



4.0 CONCLUSIONS

- 4.1 The proposals comprise the extension and conversion of an existing dwelling to a 7 room HMO. The dwelling benefits from permitted development rights for conversion to a 6 room HMO and therefore the highway impact of the proposals relate to the creation of a 7th room.
- 4.2 The proposals comply with policy DMH5 A(i) in that it has been demonstrated that the site has good accessibility to local amenities and public transport.
- 4.3 The good accessibility to public transport and local amenities and the nature of the proposed accommodation means that car parking is not required. This is underlined by the existing on-street parking controls and the inclusion of secure cycle parking within the proposals.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission

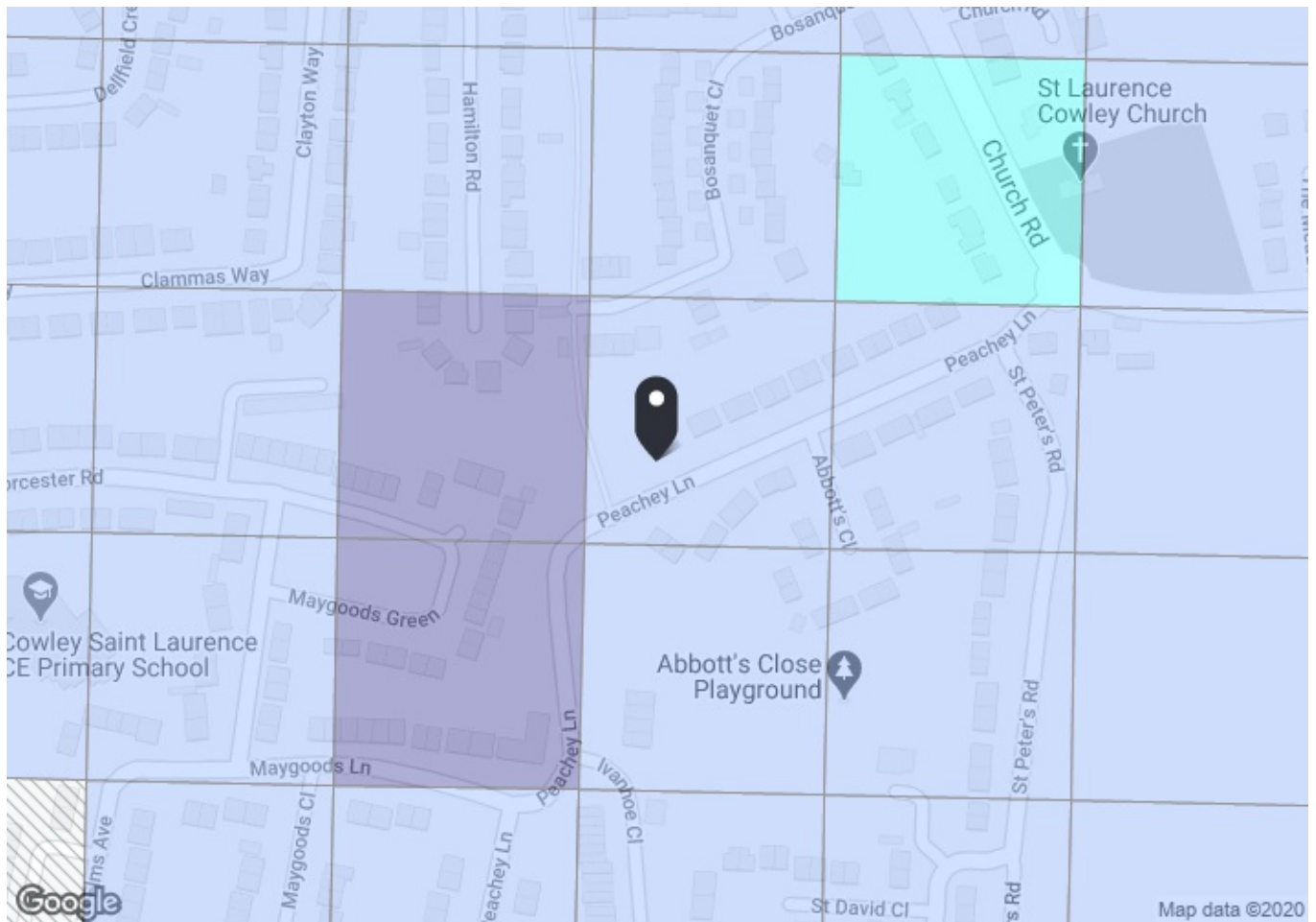


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APPENDIX 1



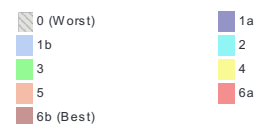
PTAL output for Base Year 1b

UB8 3RX
Peachey Ln, Uxbridge UB8 3RX, UK
Easting: 505325, Northing: 181928

Grid Cell: 87635

Report generated: 10/11/2020

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CHURCH ROAD PEACHEY LANE	U5	273.78	5	3.42	8	11.42	2.63	0.5	1.31
Bus	CHURCH ROAD PEACHEY LANE	U3	273.78	5	3.42	8	11.42	2.63	1	2.63
Total Grid Cell AI:										3.94