



# Transport Assessment & Travel Plan

31 Spencer Avenue  
Hayes UB4 0QX

# Part 1

## Design

### 1. Introduction

This Transport Assessment and Travel Plan is one of a series of documents supporting the planning application for the conversion of the existing C3 property into a high-quality C4 HMO at 31 Spencer Avenue, Hayes, UB4 0QX. The proposed internal configuration optimises the usable residential space while ensuring strict adherence to local authority space standards.

### 2. Site Context

The application site comprises a two-storey semi-detached dwelling located at the south-western side of Spencer Avenue.

The site does not fall within a conservation or designated residential area. There are no trees that are subject to a Tree Preservation Order within the site or on adjoining land. The site lies in Flood Zone 1.



Site shown in red

## 3. Existing

The application site comprises a two storey, semi-detached dwelling located to the south western side of Spencer Avenue. The pebble dash rendered dwelling is set back from the highway by an area of hard standing which serves as off-street car parking spaces. The property benefits from a conservatory and a single storey side structure.

The surrounding area is residential in character and appearance. Number 29 Spencer Avenue is an adjoining property located to the south-east of the site. Number 33 Spencer Avenue is a two-storey semi-detached property located to the north-west of the site.

## 4. Proposal & Development Intent

The proposal is to convert the existing dwelling (C3) into a house in multiple occupation (C4). There are no changes to the existing layout and external fabric of the dwelling.

The layout utilises 4 dedicated bedrooms. The travel patterns generated by this HMO profile differ fundamentally from a traditional family home, heavily skewing toward sustainable, non-car transit modes.



Existing Site Plan

# Part 2

## Transport Assessment & Travel Plan

### 5. Baseline Transport Conditions & Accessibility

#### 5.1 Local Accessibility (PTAL)

The site is situated in a well-established residential area of North Hayes. While suburban London locations typically post a baseline Public Transport Accessibility Level (PTAL) of 1b to 2, the actual on-the-ground sustainable connectivity is high due to the site's proximity to strategic transport spines.

#### 5.2 Bus Corridors

The site sits within easy walking distance (approx. 600m) of the **A4020 Uxbridge Road**, which acts as a major public transport artery:

- **Route SL8 (Express Superloop):** Provides high-frequency express links eastward to Southall, Ealing Broadway, and White City, and westward to Uxbridge.
- **Route 427:** Delivers high-frequency local services linking Uxbridge, Hayes, and Southall.
- **Route U7:** Connects North Hayes directly to Uxbridge and Hayes & Harlington Station.

#### 5.3 Rail Connectivity

- **Hayes & Harlington Station (Elizabeth Line):** Located south of the site, accessible via a short cycle or direct bus transfer. The Elizabeth Line provides rapid, high-capacity rail infrastructure straight through central London hubs (Bond Street, Farringdon, Liverpool Street) and westward to Heathrow Airport and Reading.

Transport Node / Stop Name	Distance from Site	Primary Services	Key Destinations Served
<b>Belmore Parade Stops (NW / SE)</b>	~600m (8 min walk)	Buses 427, SL8 (Superloop)	Uxbridge Station, Southall, Ealing Broadway, White City

<b>Craven Close Stop (E)</b>	~650m (8 min walk)	Buses 427, SL8	Southall, Shepherd's Bush
<b>The Grapes Stop (N)</b>	~700m (9 min walk)	Buses 90, 427, SL8	Heathrow Airport, Feltham, Northolt
<b>Church Road Stops (SE / NW)</b>	~750m (9 min walk)	Bus U7	Hayes & Harlington Station, Uxbridge
<b>Hayes &amp; Harlington Station</b>	~2.0 km (7 min cycle / 12 min bus)	<b>Elizabeth Line</b>	London Paddington (18 mins), Bond Street (24 mins), Heathrow Airport (10 mins)

## 6. Parking Policy & Assessment

### 6.1 Car Parking

The London Borough of Hillingdon maintains strict controls regarding overspill parking on suburban residential streets like Spencer Avenue.

- **Existing Asset:** The property benefits from off-street parking capacity for up to **3 vehicles** on the front forecourt/driveway.
- **HMO Allocation:** To prevent any localized stress on the public highway, the developer will enforce a strict policy where no more than 3 vehicles belonging to residents may be kept on site. Tenants will be informed prior to signing tenancy agreements that street-parking permits are unavailable/restricted, encouraging a car-free or car-capped residency.

### 6.2 Cycle Parking Strategy (London Plan Policy T5)

In line with the London Plan's standard of providing a minimum of 1 secure space per occupant/bedroom for HMO developments, a comprehensive cycling provision is integrated.

- **Infrastructure:** A secure, weatherproof, and lockable cycle storage unit is provided within the private rear amenity space, accessible via the ground floor communal area or side access.
- **Capacity:** The facility will provide safe storage for at least **6 to 8 bicycles**, ensuring every resident has an independent, secure anchoring option to promote active travel.

### 6.3. Active Travel Mapping Analysis

- **Pedestrian Infrastructure:** Spencer Avenue feeds directly into local footways that intersect with the Uxbridge Road strategic transit corridor. The entire walking catchment features paved pedestrian pathways and signalised pedestrian crossings over major intersections (e.g., near The Grapes junction).
- **Cycling Route Integration:** The localised network connects easily to quieter residential roads running parallel to the A4020. This allows residents to cycle safely southward toward Hayes & Harlington station and the Grand Union Canal towpath cycle network without relying on heavy arterial roads.
- The property functions as a highly connected hub for sustainable travel, supporting a car-capped HMO development pattern.

## 7. Trip Generation & Traffic Impact

A comparative analysis of traffic volumes demonstrates that the change of use will not result in any severe or cumulative impact on the local road network:

Factor	As a Single-Family Dwelling (C3)	As a 4-Bedroom HMO (C4)
<b>Vehicle Ownership</b>	High probability of family vehicles with school-run peak demands.	Lower statistical car ownership; residents are typically independent young professionals.
<b>Peak Hour Trips</b>	High concentration of morning/evening highway traffic.	Staggered, predominantly non-vehicular, walking, and transit-based trips.
<b>Highway Impact</b>	Baseline residential traffic.	<b>Neutral/No material increase</b> in net vehicular trip generation.

## 8. The Travel Plan (Sustainable Measures)

To actively discourage private car reliance, the operator will implement a site-wide Travel Plan framework:

- **The Tenant's 'Green' Welcome Pack:** Upon tenancy commencement, residents will be issued a digital welcome pack highlighting:
  - Walking and cycling times to the Uxbridge Road bus links and Hayes & Harlington station.
  - A map of local cycle routes and the location of the on-site secure cycle store.
  - Details for digital transit apps (e.g., TfL Go, Citymapper) to monitor live bus and Elizabeth Line times.
- **Physical Provision:** The landlord guarantees the permanent retention and maintenance of both the off-street parking bays and the rear garden cycle storage infrastructure.

## 9. Servicing, Waste & Deliveries

- **Servicing/Deliveries:** Online deliveries and courier services will utilize the existing off-street driveway space temporarily, avoiding any direct blockage or double-parking on Spencer Avenue.
- **Waste Management:** In line with Hillingdon's waste protocols, dedicated domestic wheelie bin storage will be maintained on the front/side forecourt, clear of the public pedestrian footway, and presented on designated collection days.

## 10. Summary & Conclusion

The transport impacts of converting **31 Spencer Avenue** into a 4-bedroom HMO have been thoroughly assessed against local policy constraints:

1. The layout limits the development to a controlled residential density, preventing undue strain on local infrastructure.
2. The existing **3 off-street parking spaces** comfortably absorb baseline vehicular requirements without creating overspill on Spencer Avenue.
3. A dedicated **rear cycle store** provides immediate compliance with London Plan sustainable travel targets.
4. Excellent local bus corridors and Elizabeth Line rail access provide an optimal framework for a successful, sustainable, non-car-reliant development.

The transport and highways aspect of this proposed scheme is fully compliant with sustainable planning objectives and should be looked upon favourably by the Local Planning Authority.

# Part 3

## Relevant Policies

### **Local Authority Statutory Framework (London Borough of Hillingdon)**

- Hillingdon Local Plan: Part 2 – Development Management Policies (2020):
  - Policy DMH 5 (Houses in Multiple Occupation): Governs operational standards, amenity protection, and infrastructure baselines for C4 conversions.
  - Policy DMT 1 & DMT 2 (Managing Highways and Transport Impacts): Criteria utilised to assess local traffic generation risk and net highway capacity.
  - Policy DMT 5 (Pedestrians and Cyclists): Standard enforcing active travel provisions.
  - Policy DMT 6 (Vehicle Parking) & Appendix C: Defines the local parking ratio threshold for small HMO developments (requiring up to 1 space per 2 occupants, aligning with the 3 off-street space asset profile).
- Borough-Wide Article 4 Direction (Hillingdon Council, Enacted Late 2025): Policy update removing permitted development rights for C3-to-C4 conversions, mandating formal full planning permission assessment.

### **Regional Planning Policy (Greater London Authority)**

- The London Plan (2021 / Ongoing Spatial Updates):
  - Policy T5 (Cycling): Establishes the spatial design envelope and baseline ratios for secure residential cycle storage.
  - Policy T6 (Car Parking) & Policy T6.1 (Residential Parking): Governs maximum car-parking allowances, outer London PTAL flexibilities, and standard-setting for car-capped/car-free operational frameworks.
  - London Cycling Design Standards (LCDS): Technical design constraints (0.7 to 1.4 square meters per bike rule of thumb) applied to the covered rear cycle store specifications.