

TRANSPORT STATEMENT

Proposed 4-Bedroom Class C4 HMO with Shared Communal Lounge

8 Paget Road, Uxbridge
Hillingdon Council
Pre-Application Reference: 79552/PRC/2026/102

1. INTRODUCTION

1.1 Purpose of the Statement

This Transport Statement has been prepared in support of the proposed change of use of **8 Paget Road, Uxbridge, UB10 0SW** from a Class C3 dwellinghouse to a **Class C4 House in Multiple Occupation (HMO)**.

The proposal has been revised following the Council's pre-application advice and now comprises a **4-bedroom HMO with a maximum occupancy of 4 persons**.

The purpose of this Transport Statement is to address the highways, parking, access and transport matters identified by the London Borough of Hillingdon within its pre-application response.

The Council specifically identified the need for further information regarding:

- proposed vehicle parking arrangements;
- availability of off-street parking;
- cycle parking provision;
- anticipated vehicle ownership;
- parking demand;
- highway safety;
- transport impacts; and
- implications for the local highway network.

The Council advised that a Transport Statement/Assessment should accompany any formal application to enable a full assessment of the proposal's impact on parking demand, highway safety and the operation of the local highway network.

This Statement has therefore been prepared to provide a clear and proportionate assessment of these matters in relation to the **revised four-person HMO scheme**.

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Revised Proposal

The application proposes the change of use of the existing dwellinghouse to a **Class C4 House in Multiple Occupation accommodating a maximum of four persons**.

The proposal has been reduced from the larger HMO arrangement considered during the pre-application process.

The revised scheme comprises:

- 4 bedrooms;
- maximum occupancy of 4 residents;
- shared kitchen facilities;
- shared communal lounge;
- 2 on-site vehicle parking spaces;
- 4 dedicated cycle parking spaces;
- existing vehicle crossover retained;
- 3 × 240-litre waste/recycling bins; and
- approximately 25m² of garden/amenity space.

The submitted revised site plan identifies the two existing parking spaces, four cycle parking spaces, waste/recycling provision and the route for bins on collection day.

2.2 Maximum Occupancy

For the purposes of this Transport Statement, the development is assessed strictly on the basis of a:

Maximum occupancy of 4 persons.

This is an important revision to the scheme considered within the Council's pre-application response.

The pre-application response describes the proposal as a 5-bedroom C4 HMO and refers in parts of its assessment to the potential for up to 6 individuals.

The formal proposal has subsequently been reduced to four bedrooms and a maximum of four occupiers.

Accordingly, the transport assessment contained within this Statement is based upon the **revised four-person occupancy** and should not be assessed against the higher occupancy scenarios referred to in the pre-application report.

3. EXISTING SITE AND TRANSPORT CONDITIONS

3.1 Site Location

The application site is located at:

8 Paget Road, Uxbridge, UB10 0SW.

The property is an existing two-storey end-of-terrace dwellinghouse situated on the western side of Paget Road.

The property benefits from an existing frontage providing off-street vehicle parking and an established vehicle crossover.

The Council's pre-application response confirms that the property benefits from off-street parking accessed via an existing vehicle crossover.

3.2 Existing Access

Vehicular access to the property is provided from Paget Road through the existing vehicle crossover.

The proposed development does not require the creation of a new vehicular access.

The existing access arrangement will therefore remain substantially unchanged.

3.3 Public Transport Accessibility

The Council's pre-application response identifies the site as having a **Public Transport Accessibility Level (PTAL) of 2**.

The Council considers this to represent relatively limited public transport accessibility when compared with other areas of London.

The PTAL rating has been taken into consideration in establishing the proposed level of vehicle parking.

However, the site's PTAL rating does not remove the availability of alternative sustainable travel options, including walking, cycling and public transport.

The provision of four dedicated cycle spaces further supports residents undertaking appropriate journeys by bicycle.

4. PLANNING POLICY CONTEXT

4.1 National Planning Policy Framework

Paragraph 116 of the National Planning Policy Framework (2024) states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or where the residual cumulative impacts on the road network would be severe.

Paragraph 117 seeks to ensure that development creates safe, secure and attractive places which minimise conflicts between pedestrians, cyclists and vehicles.

These principles are specifically identified within Hillingdon's pre-application response.

4.2 London Plan

The Council identifies the following London Plan policies as relevant:

- Policy T2 – Healthy Streets;
- Policy T4 – Assessing and Mitigating Transport Impacts;
- Policy T5 – Cycling;
- Policy T6 – Car Parking; and
- Policy T6.1 – Residential Parking.

Policy T2 seeks development patterns which facilitate shorter and regular trips by walking and cycling.

Policy T4 requires consideration of the cumulative impacts of development on public transport and the road network and states that development should not increase road danger.

Policy T6.1 relates specifically to residential parking provision and requires new residential development to comply with the applicable maximum parking standards.

4.3 Hillingdon Local Plan

The relevant Hillingdon Local Plan policies include:

- Policy DMT 1 – Managing Transport Impacts;
- Policy DMT 2 – Highways Impacts;
- Policy DMT 5 – Pedestrians and Cyclists; and
- Policy DMT 6 – Vehicle Parking.

Policies DMT 1 and DMT 2 require consideration of traffic generated by development and its effect upon highway and junction capacity, traffic flows and highway/pedestrian safety.

Policy DMT 5 requires safe, direct and inclusive pedestrian and cycle access.

Policy DMT 6 seeks to ensure that development complies with the Council’s parking standards unless a departure can be demonstrated not to result in a detrimental impact upon the surrounding road network.

5. VEHICLE PARKING

5.1 Proposed Parking Provision

The revised proposal provides **two dedicated off-street vehicle parking spaces** within the existing frontage.

The submitted site plan identifies the spaces as:

2 No. car parking spaces retained as existing

Each space measures approximately:

2.4m × 4.8m.

The spaces are accessed directly from the existing vehicle crossover.

The proposed parking provision is summarised below:

Parking Matter	Proposed Provision
HMO bedrooms	4
Maximum occupants	4
Maximum assumed vehicle ownership	2 cars
On-site car parking	2 spaces
Individual space dimensions	2.4m × 4.8m
Existing crossover	Retained
Reliance upon on-street parking	None anticipated

5.2 Parking Standard

The Council’s pre-application response confirms that Policy DMT 6 permits up to **three car parking spaces for an HMO accommodating up to six occupiers.**

The proposed two-space arrangement is therefore within the maximum level identified by the Council.

The proposal provides:

2 parking spaces for a maximum of 4 occupants.

This equates to:

0.5 parking spaces per occupant.

The proposal does not seek to maximise parking provision but instead provides a level of parking directly related to the anticipated maximum vehicle ownership.

5.3 No Reliance Upon On-Street Parking

The maximum vehicle ownership assumed within this assessment is **two cars**.

The site provides **two dedicated off-street parking spaces**.

Consequently, the theoretical maximum resident vehicle demand can be accommodated entirely within the application site.

There is therefore no anticipated requirement for residents to rely upon surrounding streets for routine parking.

This directly addresses the Council's concern that the previous submission did not demonstrate the availability of off-street parking or the proposed parking arrangements.

6. VEHICLE OWNERSHIP AND TRAVEL INFORMATION

6.1 Maximum Vehicle Ownership

For the purposes of this Transport Statement, vehicle ownership has been assessed on the basis of a maximum of:

2 private cars.

This assumption provides a robust assessment because it represents a vehicle demand that can be fully accommodated by the two proposed on-site spaces.

The assessment therefore does not depend upon residents finding parking elsewhere.

6.2 Parking Management

The two parking spaces should remain available for use by residents of the HMO.

The spaces should not be used for permanent storage, refuse storage or other purposes that would prevent vehicles from being parked.

The HMO Management Plan can reinforce these arrangements and require residents to utilise the designated on-site parking provision.

6.3 Resident Travel

The four residents will undertake normal residential journeys associated with:

- employment;

- education;
- shopping;
- leisure;
- appointments;
- social activities; and
- other day-to-day activities.

The proposal does not introduce an employment, retail, commercial or other high-traffic generating use.

The scale of vehicle activity associated with four residents is consequently expected to remain modest.

7. VEHICLE CROSSOVER AND ACCESS

7.1 Existing Crossover

The existing vehicle crossover will be retained.

The Council has confirmed that the existing property benefits from off-street parking accessed through an existing vehicle crossover.

No new vehicular access onto Paget Road is proposed.

7.2 Vehicle Access

Vehicles will continue to enter and leave the site from Paget Road using the existing crossover.

The two parking spaces are positioned within the existing frontage.

The proposed arrangement therefore provides an established means of accessing the site without requiring vehicles to stop or wait within the carriageway to access off-street parking.

7.3 Highway Safety

The development does not introduce:

- a new highway junction;
- a new vehicular crossover;
- a new access road;
- a significant alteration to Paget Road; or
- a significant increase in vehicle activity.

The existing access arrangement will continue to operate.

Given the limited scale of the development and the maximum occupancy of four persons, the proposal is not anticipated to create an unacceptable impact upon highway safety.

8. CYCLE PARKING

8.1 Proposed Provision

The revised site plan now provides **four dedicated cycle parking spaces**.

This provision has been designed to correspond with the maximum occupancy of four residents.

Accordingly:

4 residents = 4 cycle spaces.

The cycle parking is located within the site and is intended to provide residents with a convenient alternative to private car travel.

8.2 Cycle Parking Arrangement

The site plan identifies dedicated cycle parking provision fixed to the ground.

The cycle spaces will be retained for resident use and should remain accessible at all times.

The provision will allow residents to securely store bicycles on the site rather than within the dwelling or on the public highway.

8.3 Sustainable Travel Benefit

The provision of four cycle spaces is particularly beneficial given the site's PTAL 2 rating.

Although the Council identifies the site's public transport accessibility as relatively limited, residents will have the opportunity to undertake appropriate journeys by bicycle, thereby reducing reliance upon private vehicles.

The provision also responds directly to the Council's request for cycle parking information within the formal planning application.

9. PARKING DEMAND ASSESSMENT

9.1 Maximum Demand

The revised scheme provides:

- maximum occupancy: 4 residents;

- maximum vehicle ownership: 2 cars; and
- available parking: 2 spaces.

Therefore:

Maximum vehicle demand = 2 vehicles

On-site capacity = 2 vehicles

The proposed parking provision therefore accommodates the maximum vehicle demand assumed within this assessment.

9.2 Parking Stress

Because the maximum assumed resident vehicle ownership can be accommodated within the site, the proposal should not create additional routine parking pressure on Paget Road as a consequence of resident parking.

This is an important difference from a scenario where vehicle ownership exceeded the available off-street parking capacity.

The proposal has instead been designed around a maximum of two vehicles and two dedicated spaces.

9.3 Visitor Parking

Visitors to the property will be occasional and will not represent a permanent parking demand.

The development does not provide dedicated visitor parking.

Visitors should therefore be managed through the HMO Management Plan and encouraged to use available legal parking arrangements without obstructing the footway, crossover or highway.

The anticipated level of visitor activity associated with a four-person HMO is not considered sufficient to result in a material highway impact.

10. HIGHWAY IMPACT

10.1 Traffic Generation

The proposed development would not introduce a materially traffic-generating commercial use.

The site would remain residential in character, albeit with a Class C4 HMO use.

With a maximum of four residents and two assumed vehicles, the overall level of vehicle activity is expected to remain modest.

10.2 Distribution of Trips

Resident journeys would occur throughout the day depending upon individual employment, education, shopping and leisure requirements.

The development would not generate concentrated commercial deliveries or servicing activity.

Occasional domestic deliveries and visitor movements would be consistent with normal residential use.

10.3 Local Highway Network

The proposal does not require any physical alteration to the surrounding highway network.

There is:

- no new highway;
- no new vehicular junction;
- no new commercial servicing arrangement;
- no significant increase in parking demand; and
- no requirement for routine resident parking on the public highway.

The level of traffic generated by four residents is therefore not expected to materially affect the capacity or operation of the local highway network.

11. PEDESTRIAN AND CYCLIST SAFETY

The existing pedestrian access arrangements will be maintained.

The proposal does not introduce any new highway infrastructure that would create additional conflict between vehicles and pedestrians.

The existing vehicle crossover will continue to serve the site.

The provision of four dedicated cycle spaces will support cycling as an alternative mode of transport.

The proposal therefore provides an appropriate relationship between pedestrian, cycle and vehicular movements and is consistent with the objectives of Hillingdon Policy DMT 5 regarding safe, direct and inclusive pedestrian and cycle access.

12. SUSTAINABLE TRANSPORT

The development will support a range of travel modes.

12.1 Walking

Residents will be able to undertake suitable local journeys by foot.

Walking will provide an alternative to the private car for shorter journeys.

12.2 Cycling

Four dedicated cycle parking spaces are provided.

This ensures that each resident can have access to dedicated cycle parking and encourages cycling for suitable journeys.

12.3 Public Transport

The site has a PTAL rating of 2.

While this represents relatively limited public transport accessibility, public transport remains an available travel option for residents.

12.4 Private Vehicle

Private vehicle use is appropriately managed through the provision of two on-site spaces and the assessment of maximum vehicle ownership at two cars.

The proposal therefore provides a balanced approach to transport, recognising the site's PTAL rating while also encouraging alternative modes of travel.

13. REFUSE AND SERVICING

The revised site plan identifies:

3 × 240-litre waste and recycling bins.

A defined route for the movement of bins on collection day is also shown.

The refuse provision is therefore accommodated within the site rather than requiring permanent storage within the public highway.

The development does not generate commercial servicing requirements.

Deliveries will be limited to normal domestic deliveries and occasional maintenance or household-related activity.

14. SITE LAYOUT AND TRANSPORT PROVISION

The revised site plan demonstrates that the principal transport-related requirements can be accommodated within the existing site.

The site provides:

- two vehicle parking spaces;
- four cycle spaces;
- an existing vehicle crossover;
- refuse storage;
- a defined refuse collection route; and
- approximately 25m² of garden/amenity space.

The site plan therefore demonstrates the availability and location of the proposed parking and cycle parking provision, directly addressing the information deficiency identified within the Council's pre-application response.

15. RESPONSE TO HILLINGDON COUNCIL'S HIGHWAYS COMMENTS

The Council's pre-application response identified insufficient information regarding the proposed parking arrangements, off-street parking, cycle parking, anticipated vehicle ownership and transport impacts.

The revised proposal addresses each matter as follows:

Council Concern	Response
Parking arrangements	2 dedicated on-site spaces
Off-street parking availability	2 spaces retained within existing frontage
Parking dimensions	2.4m × 4.8m each
Vehicle ownership	Maximum 2 cars assumed
On-street parking	No routine resident reliance anticipated
Vehicle crossover	Existing crossover retained
Cycle parking	4 dedicated cycle spaces
Maximum HMO occupancy	4 residents
Parking demand	Maximum demand of 2 vehicles accommodated by 2 spaces
Highway safety	Existing access retained; no new crossover
Local highway network	No significant adverse impact anticipated

Council Concern	Response
Sustainable transport	4 cycle spaces and access to public transport
Refuse	3 × 240L bins and collection-day route

The Council's requested information is therefore addressed through both this Transport Statement and the revised site plan.

16. PARKING AND TRANSPORT MANAGEMENT

The following arrangements are recommended to ensure that the transport provision continues to operate effectively:

Vehicle Parking

1. The two on-site parking spaces will be retained for resident parking.
2. Residents will be encouraged to use the designated spaces.
3. Parking spaces will not be used for permanent storage.
4. Residents will be instructed not to park on the footway.
5. The HMO manager/landlord will respond to any parking-related complaints.

Cycle Parking

6. The four-cycle spaces will be retained for resident use.
7. Cycle parking will remain accessible and free from obstruction.
8. Residents will be encouraged to use bicycles for appropriate local journeys.

Refuse

9. The three 240-litre bins will remain within the designated refuse storage area.
10. Bins will only be moved to the collection point on collection days.

These measures can be incorporated into the property's HMO Management Plan.

17. TRANSPORT PROVISION SUMMARY

Transport Matter	Proposed Provision
Development	Class C4 HMO
Bedrooms	4
Maximum occupancy	4 persons
PTAL	2
Maximum vehicle ownership	2 cars
Car parking	2 spaces

Transport Matter	Proposed Provision
Parking dimensions	2.4m × 4.8m
Existing crossover	Retained
On-street resident parking	Not required
Cycle parking	4 spaces
Refuse storage	3 × 240L bins
Garden/amenity	Approx. 25m ²
New highway access	None
New highway works	None
Commercial servicing	None

18. CONCLUSION

This Transport Statement has been prepared in direct response to the highways and transport matters identified by the London Borough of Hillingdon within its pre-application response.

The proposal has subsequently been **materially revised and reduced to a 4-bedroom Class C4 HMO with a maximum occupancy of four persons.**

This reduction is an important consideration in assessing the transport implications of the proposal. The transport demand associated with four residents will be materially lower than that associated with the larger occupancy scenario considered within parts of the pre-application assessment.

The revised scheme provides **two dedicated off-street vehicle parking spaces**, each measuring approximately **2.4m × 4.8m**. The two spaces are accessed from the existing vehicle crossover and are capable of accommodating the **maximum assumed vehicle ownership of two cars.**

As a result, the proposal does not rely upon surrounding streets to accommodate resident vehicles.

The revised site plan also provides **four dedicated cycle parking spaces**, providing one space for each proposed resident. This provides residents with a realistic alternative to private car travel and directly addresses the Council's request for cycle parking information.

The existing vehicle crossover will be retained and no new vehicular access or significant highway alteration is proposed.

In terms of highway safety, the proposal will continue to utilise an established access arrangement and does not introduce a new junction or significant increase in vehicle

movements. The maximum four-person occupancy and two-vehicle assessment further limit the potential for transport-related impacts.

In terms of parking demand, the maximum anticipated resident vehicle demand of two cars can be accommodated entirely within the two on-site spaces. The development therefore does not require routine resident parking on Paget Road.

In terms of the local highway network, the proposed HMO will generate normal residential movements associated with four occupants. The development does not introduce a commercial use, significant servicing activity or a substantial increase in traffic generation. The resulting level of vehicle activity is expected to be modest and is not considered likely to materially affect the operation or capacity of the local highway network.

The proposal also incorporates appropriate sustainable transport measures through the provision of four-cycle spaces and continued access to public transport, walking and cycling opportunities.

The transport arrangements therefore directly address the information deficiencies identified by Hillingdon Council in relation to:

- parking provision;
- off-street parking;
- vehicle ownership;
- parking demand;
- cycle parking;
- vehicle access;
- highway safety; and
- local highway network impacts.

The revised proposal provides a proportionate and appropriately managed transport solution for a **four-person HMO**.

It is therefore considered that the proposal would **not result in an unacceptable impact on highway safety**, nor would it give rise to **severe residual cumulative impacts on the local highway network**.

On the basis of the information and assessment contained within this Transport Statement, the proposed development is considered to be acceptable in highway and transport terms and accords with the relevant transport principles of the **National Planning Policy Framework, London Plan Policies T2, T4, T5, T6 and T6.1, and Hillingdon Local Plan Policies DMT 1, DMT 2, DMT 5 and DMT 6**.

Accordingly, there are considered to be **no transport or highway grounds that would warrant refusal of the proposed development**.