

NENE VALLEY

Transport Planning

OCTOBER 24, 2025

PARKING SURVEY REPORT

14 WILLOW TREE LANE, HAYES, UB4 9BB

NENE VALLEY TRANSPORT PLANNING LTD

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INTRODUCTION

- 1.1 Nene Valley Transport Planning Consultants Ltd (NVTP) has been commissioned to conduct a parking survey to support in support of the planning application for the proposed “change of use from a single-family dwelling (Use Class C3) to a 7-bedroom, 8-occupant House in Multiple Occupation (HMO)” at the site of 14 Willow Tree Lane, Hayes, UB4 9BB.
- 1.2 The purpose of this report is to provide a robust and evidence-based assessment of existing on-street parking conditions in the vicinity of the site, and to evaluate the likely parking impact of the proposed development. The assessment aims to address the comments raised by the London Borough of Hillingdon’s Highways Officer and to demonstrate compliance with relevant national, regional, and local transport and parking policies.
- 1.3 In accordance with Paragraph 116 of the National Planning Policy Framework (NPPF, 2023), development should only be prevented or refused on highways grounds if there would be an *unacceptable impact on highway safety* or if the *residual cumulative impacts on the road network* would be *severe* following mitigation. This report seeks to demonstrate that the proposed development would not result in such impacts and that the local highway network is capable of accommodating the associated parking demand without compromising safety or operational efficiency.
- 1.4 This report has therefore been prepared to:
 - Establish the existing on-street parking conditions within a defined survey area focused on Willow Tree Lane and its immediate surroundings;
 - Quantify available parking capacity using a robust methodology consistent with the Lambeth Methodology;
 - Determine whether the development would result in any adverse impacts on parking stress, highway safety, or the operation of the local road network.
- 1.5 This document will explain the methodology behind the survey, provide evidence and analyse the result of the survey.

METHODOLOGY

- 2.1 The Parking Beat Survey was conducted by NVTP in accordance with the Lambeth Methodology for parking surveys, which is widely recognised as industry best practice for assessing local parking demand and capacity. The methodology provides a robust framework for recording parking occupancy, turnover, and availability, ensuring that results are transparent, repeatable, and reliable for use in the planning process.
- 2.2 The survey was undertaken in relation to 14 Willow Tree Lane. In line with established practice, the survey area was defined as all available on-street parking spaces located within a 200-metre walking distance of the site. This distance represents a reasonable catchment for drivers seeking alternative parking opportunities and is consistent with accepted standards for assessing the effect of development proposals on surrounding highway conditions.
- 2.3 Surveys were undertaken at intervals designed to capture both daytime and night-time parking demand conditions, providing a comprehensive understanding of parking behaviour within the vicinity of 14 Willow Tree Lane. Data collection was carried out systematically using the beat survey method, whereby surveyors recorded the occupancy status of each individual parking space within the defined study area during each survey period.
- 2.4 Survey observations were conducted during the following time slots: 08:00–10:00, 12:00–14:00, 16:00–18:00, 20:00–22:00, and 00:30–02:30. These times were selected to represent a range of peak demand periods — including typical commuter, daytime residential, evening, and overnight conditions — to ensure that the results accurately reflect parking availability and usage patterns across the full daily cycle.
- 2.5 The findings of the survey provide an evidence-based assessment of the existing on-street parking environment, forming a robust basis for determining whether the retention of the proposed extensions would give rise to any material impacts on local parking capacity or the efficient operation of the highway network.
- 2.6 Figure 1 shows the extent of the survey which includes the following:
- Willow Tree Lane
 - Yeading Lane
 - Masfield Lane
 - Shakespeare Avenue
 - Reynolds Road
 - Harries Road
 - Norcott Close
 - Yeading Fork
 - Larch Crescent
- 2.7 The surveys have been carried out during term time to ensure that it demonstrates a true representation of parking availability within the vicinity of the site.

2.8 Parking capacity has been calculated using usable length of road this has then been divided by 5m to approximate the number of potential parking spaces. The following features have not been included as 'useable' road space:

- Dropped kerbs (whether for driveways or pedestrian crossings)
- Double yellow lines
- Solid centre lines (if parking would cause drivers to cross the line)
- Red lines
- Zig-zag markings
- Yellow boxes
- Clearways
- Bus stops and lay-bys
- Kerb build-outs
- Locations within 5m of junctions

2.9 Photographs were taken of each parking space with a clear timestamp showing the time, date and location of each space. The results have been plotted onto an OS base map and are highlighted green.

Figure 1 Site location and scope of survey



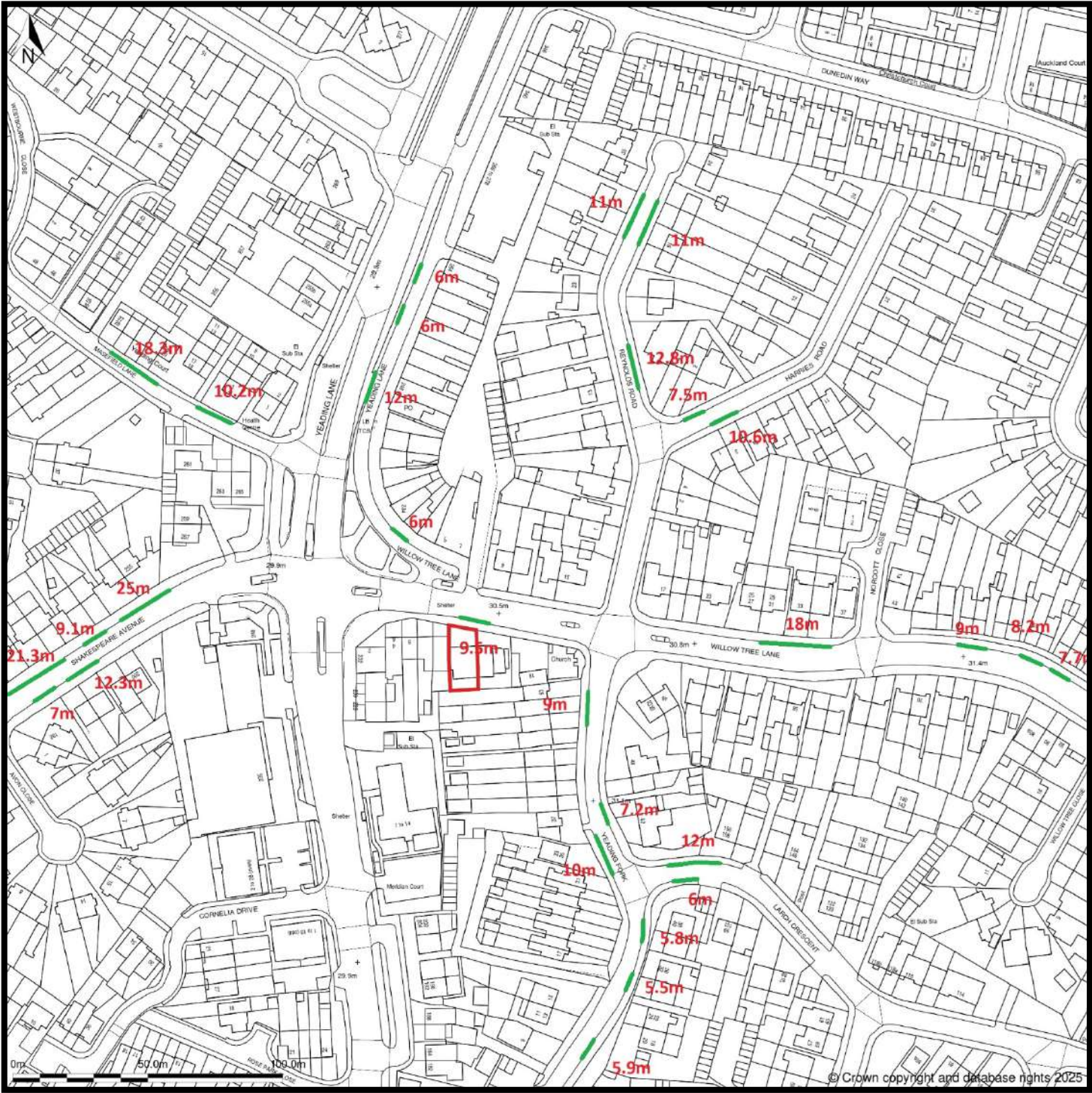
RESULTS

Survey 1: Tuesday 21st October 2025 16.00-18.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Willow Tree Lane	234	46	36	52.4	10	78
Yeading Lane	165	33	29	24	4	88
Masefield Lane	57	11	6	28.5	5	55
Shakespeare Avenue	127	25	11	74.7	14	44
Reynolds Road	77	15	9	34.8	6	60
Harries Road	79	15	12	18.1	3	80
Norcott Close	20	4	4	0	0	100
Yeading Fork	127	25	17	43.3	8	68
Larch Crescent	117	23	20	18	3	87
Total		197			53	73.1

Table 1 Survey results:: Tuesday 21st October 2025 16.00-18.00.

Figure 2 Survey 1 results. Available parking highlighted in green.



14 WILLOW TREE LANE, HAYES, UB4 9BB

Title: Parking Survey Plan

Scale: 1/1250 @ A4

Survey 2: Tuesday 21st October 2025 20.00-22.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Willow Tree Lane	234	46	32	60.9	12	74
Yeading Lane	165	33	27	33	6	82
Masefield Lane	57	11	6	25.3	5	55
Shakespeare Avenue	127	25	15	50.6	10	60
Reynolds Road	77	15	9	33.5	6	60
Harries Road	79	15	12	17.5	3	80
Norcott Close	20	4	4	0	0	100
Yeading Fork	127	25	15	55.7	10	60
Larch Crescent	117	23	16	38.2	7	70
Total		197			59	70

Table 2 Survey 2 results : Tuesday 21st October 2025 20.00-22.00.

Figure 3 Survey 2 results. Available parking highlighted in green.



14 WILLOW TREE LANE, HAYES, UB4 9BB

Title: Parking Survey Plan

Scale: 1/1250 @ A4

Survey 3: Wednesday 22nd October 2025 03.00-02.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Willow Tree Lane	234	46	39	39.9	7	85
Yeading Lane	165	33	18	75	15	55
Masefield Lane	57	11	11	0	0	100
Shakespeare Avenue	127	25	17	41	8	68
Reynolds Road	77	15	8	36.5	7	53
Harries Road	79	15	10	26.3	5	67
Norcott Close	20	4	4	0	0	100
Yeading Fork	127	25	19	31	6	76
Larch Crescent	117	23	22	6	1	96
Total		197			49	75.1

Table 3 Survey 3 results: Wednesday 22nd October 2025 03.00-02.00

Figure 4 Survey 3 results. Available parking highlighted in green.



14 WILLOW TREE LANE, HAYES, UB4 9BB

Title: Parking Survey Plan

Scale: 1/1250 @ A4

Survey 4: Wednesday 22nd October 2025 08.00-10.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Willow Tree Lane	234	46	28	91	18	61
Yeading Lane	165	33	28	25.8	5	85
Masefield Lane	57	11	11	0	0	100
Shakespeare Avenue	127	25	14	58.2	11	56
Reynolds Road	77	15	7	44.3	8	47
Harries Road	79	15	12	18.7	3	80
Norcott Close	20	4	2	10	2	50
Yeading Fork	127	25	19	30.7	6	76
Larch Crescent	117	23	15	40.8	8	65
Total		197			61	69

Table 4 Survey results : Wednesday 22nd October 2025 08.00-10.00

Figure 5 Survey 4 results. Available parking highlighted in green.



14 WILLOW TREE LANE, HAYES, UB4 9BB

Title: Parking Survey Plan

Scale: 1/1250 @ A4

Survey 5: Wednesday 22nd October 2025 12.00-14.00

Location	Total length of potential kerbside parking (m)	Number of spaces calculated	Observed number of parked cars	Available Parking (m)	Free capacity (spaces)	Parking Stress (%)
Willow Tree Lane	234	46	25	105.1	21	54
Yeading Lane	165	33	29	22.2	4	88
Masefield Lane	57	11	8	15	3	73
Shakespeare Avenue	127	25	15	53.8	10	60
Reynolds Road	77	15	1	73.8	14	7
Harries Road	79	15	12	16.2	3	80
Norcott Close	20	4	3	5.9	1	75
Yeading Fork	127	25	15	53.3	10	60
Larch Crescent	117	23	15	43	8	65
Total		197				62.4

Table 5 Survey results : Wednesday 22nd October 2025 12.00-14.00

Figure 6 Survey 5 results. Available parking highlighted in green.



14 WILLOW TREE LANE, HAYES, UB4 9BB

Title: Parking Survey Plan

Scale: 1/1250 @ A4

CONCLUSION

- 4.1 This Parking Survey Report has been prepared by Nene Valley Transport Planning Consultants Ltd to assess the adequacy of parking provision associated with the proposed “change of use from a single-family dwelling (Use Class C3) to a 7-bedroom, 8-occupant House in Multiple Occupation (HMO)” at the site of 14 Willow Tree Lane, Hayes, UB4 9BB. The survey has been undertaken using the recognised Lambeth Methodology, across multiple periods representing both daytime and night-time conditions, to ensure a comprehensive understanding of local parking demand and availability.
- 4.2 The results indicate that the average parking stress across the surveyed area is approximately 62%, which is comfortably below the recognised operational threshold of 85%, where parking becomes constrained. The data demonstrates that substantial spare capacity remains within the immediate and surrounding streets during all observed periods, including overnight, when residential parking demand is typically highest. The analysis therefore confirms that the surrounding road network has sufficient residual capacity to accommodate any additional demand arising from the proposed development without resulting in overspill or congestion.
- 4.3 In terms of policy compliance, Paragraph 116 of the National Planning Policy Framework (NPPF, 2023) clearly states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- Based on the results of the parking survey, there is no evidence of a severe or unacceptable impact on either parking capacity or highway safety. The proposed development would therefore accord with the intent of the NPPF, as it does not result in material harm to the operation or safety of the local highway network.
- 4.4 At the local level, the proposal has been assessed against the transport and parking policies of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020).
- Policy DMT 1, developments are required to meet their transport needs in a sustainable manner. The site benefits from two on-site parking spaces, and the survey confirms there is ample on-street parking capacity to accommodate any additional demand, satisfying this requirement.
 - Policy DMT 2 seeks to ensure that developments do not adversely affect highway safety, local amenity, or network efficiency. Given the moderate parking stress levels observed and the safe and efficient access to Willow Tree Lane, the proposal would not contribute to deterioration in safety or amenity.
 - Policy DMT 6 requires compliance with parking standards to manage congestion and promote sustainability. For HMOs with more than six occupants, parking provision is assessed through a transport appraisal. The analysis presented in this report demonstrates that, despite providing two off-street spaces, there is adequate on-street capacity within close proximity to the site to absorb residual demand, thereby satisfying the policy intent.
- 4.5 The London Plan (2021) does not prescribe specific parking standards for HMOs, instead promoting sustainable, low-car development in accessible locations. The site achieves this aim, benefitting from a Public Transport Accessibility Level (PTAL) of 2–3, which indicates a moderate level of accessibility. Willow Tree Lane and Yeading Lane are both served by frequent bus services connecting to Hayes

Town Centre, Uxbridge, Southall, and Ealing, offering viable alternatives to private car use. Furthermore, a range of local amenities—including shops, schools, open spaces, and healthcare facilities—are located within easy walking distance, supporting a sustainable pattern of living and reducing the need for car ownership.

4.6 The survey findings confirm that on-street parking demand is generally low during both daytime and night-time periods. The modest level of demand generated by the proposed HMO can therefore be comfortably accommodated within existing on-street capacity, without risk of obstruction or safety conflict. The site also benefits from suitable pedestrian and cycle infrastructure, providing safe and convenient access to local services and public transport, consistent with the objectives of sustainable development.

4.7 Taking all of the above into account, the proposed 7-bedroom HMO:

- Would not result in an unacceptable or severe impact on highway safety or the efficient operation of the road network, consistent with Paragraph 116 of the NPPF;
- Provides appropriate parking arrangements and safe access in accordance with Policies DMT 1, DMT 2, and DMT 6 of the Hillingdon Local Plan (Part 2, 2020)
- Aligns with the London Plan (2021) by supporting sustainable, low-car development in an accessible urban location; and
- Can be fully accommodated within the existing local parking capacity without causing overspill, congestion, or safety risks.

4.8 It is important to consider the proposal within the broader context of sustainable development and housing need. The proposed 7-bedroom HMO will contribute positively to the Borough's housing supply by providing high-quality, flexible accommodation that responds to the growing demand for affordable, shared housing. The development represents an efficient use of urban land in an area with established infrastructure and public transport connectivity.

4.9 Research supports the conclusion that HMOs typically generate lower car ownership and single-occupancy car journeys compared with traditional family dwellings. For example, a study undertaken by Bath & North East Somerset Council (2021) found that only 58% of HMO households had access to a car, with an average of 0.7 vehicles per household, compared to more than one vehicle per conventional dwelling. This lower level of car ownership is attributed to the demographic and lifestyle characteristics of HMO residents, who are more likely to rely on public transport, cycling, or walking.

4.10 Given the site's moderate PTAL rating, proximity to multiple bus routes, and its walkable access to essential amenities, it is reasonable to expect a low reliance on private car travel among future occupants. In the planning balance, the limited on-site parking provision (two spaces) is proportionate to the site's sustainable context and is further supported by the evidence of spare on-street capacity.

- 4.11 On this basis, the development accords with the NPPF (2023) and Local Plan objectives for sustainable growth, efficient land use, and the delivery of a balanced housing mix. The proposal would not give rise to any severe or unacceptable transport impacts, and the benefits of providing additional housing in a sustainable location significantly outweigh any limited residual parking impact.
- 4.12 It is therefore recommended that the proposal be supported on transport and parking grounds, as the evidence demonstrates compliance with both national and local planning policy, ensures no material harm to highway safety, and contributes positively to sustainable housing delivery within the London Borough of Hillingdon.
- 4.13 Date- and time-stamped photographs were taken for all parking spaces observed during the survey. Due to the large volume of images, these have not been included within this report; however, Nene Valley Transport Planning Ltd (NVTP) will retain the full photographic record for a period of 12 months. The Local Planning Authority may request access to this evidence at any time within this period.