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Site Address: 37 Crowland Avenue, Hayes, UB3 4JW

TRANSPORT ASSESSMENT

Change of use from Class C3 to Class C2 (Children's Residential Care Home).

1. Executive Summary

This Transport Assessment has been prepared in support of a planning application for the change of use of 37 Crowland Avenue, Hayes, UB3 4JW from an existing Class C3 dwellinghouse to a Class C2 children's residential care home. The home will accommodate up to three resident children with 24-hour care provided by rotating staff. The assessment concludes that the proposal will continue to operate with residential-scale traffic movements and will not result in an unacceptable impact on highway safety or parking.

2. Site Location and Accessibility

The site comprises a detached dwelling on Crowland Avenue within a predominantly residential area of Hayes. It benefits from an existing vehicular crossover and off-street parking. Bus services and Hayes & Harlington Station are accessible, allowing staff and visitors to travel by sustainable modes.

3. Existing C3 Use

The lawful use is a single dwellinghouse. Typical movements comprise commuting, education, domestic visitors, servicing, deliveries and refuse collection. These movements are unmanaged and vary according to household composition.

4. Proposed C2 Use

The proposed care home provides accommodation for up to three children. The submitted plans show a ground floor bedroom, two first floor bedrooms, a staff office, open plan kitchen/dining/living area, retained bathroom facilities, two on-site parking spaces with EV charging and dedicated cycle storage. Staff operate on staggered shifts and professional visits are pre-booked.

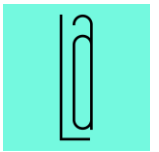
Trip Type	Estimated Daily Trips	Notes
Staff shift changes	6-8	Staggered
Professional visits	2-4	Pre-booked
Deliveries	1	Domestic scale

5. Parking Provision

The property retains two off-street parking spaces served by the existing access. Electric vehicle charging points are proposed and secure cycle storage is provided. The parking demand associated with the proposed use remains capable of being accommodated on site together with controlled visitor arrangements.

6. Operational Management

Measures include staggered staff shift changes, appointment-only professional visits, use of on-site parking by essential staff, encouragement of sustainable travel, and monitoring through an Operational Management Plan.



7. Highway Safety

The proposal utilises the existing access without alteration. No changes to the highway are required. Vehicle movements remain residential in nature and are not expected to prejudice pedestrian or highway safety.

8. Planning Policy

The proposal accords with the transport objectives of the Hillingdon Local Plan, London Plan transport policies and the National Planning Policy Framework by making effective use of existing infrastructure whilst avoiding unacceptable transport impacts.

9. Conclusion

The proposed change of use represents a low-intensity residential care use. Traffic generation is predictable and managed, parking demand is appropriately controlled, and the existing access arrangements remain suitable. There are no transport or highway reasons why planning permission should be withheld.