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Transport Assessment & Highways Impact Report

Proposed Change of Use from C3 Dwellinghouse to C2 – Children's Residential Care Home
Site Address: 13 Norwich Road, Northwood, HA6 1ND
Prepared for: Planning Application Submission
Prepared by: V-Design CAD Services LTD
Date: 14-01-2026

1. Executive Summary

This Transport Assessment has been prepared in support of a planning application for the change of use of **13 Norwich Road, Northwood** from an existing **C3 dwellinghouse** to a **C2 children's residential care home** accommodating up to **four children** with **24/7 staffing supervision**.

The report assesses the transport, traffic and parking implications of the proposal and compares the likely impacts of the existing **C3** use with those of the proposed **C2** use.

Key conclusions

- The existing **C3 dwellinghouse** generates typical residential vehicle movements associated with household commuting, visitors and deliveries.
- The proposed **C2 children's home** will generate **predictable and managed** movements, primarily associated with **staff shift changes** and **scheduled professional visits**.
- Children do not generate independent private car trips (they do not drive).
- Any increased activity compared with a typical C3 household is **controlled and capable of mitigation** through staggered staffing, appointment-only visiting and an enforceable Operational Management Plan (OMP).

- The proposal will not give rise to highway safety concerns and can operate without unacceptable parking stress, subject to management controls.
- The development complies with the transport objectives of the **Hillingdon Local Plan**, the **London Plan**, and the **NPPF**.

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2. Site Location and Accessibility

2.1 Site Location

13 Norwich Road is located within a predominantly residential area of Northwood, characterised by detached and semi-detached houses. The site fronts Norwich Road, a residential street with low traffic speeds and established on-street parking.

2.2 Public Transport Accessibility

- **PTAL Rating:** 2 (moderate accessibility)
- **Bus stops:** located within approximately 300–400 metres of the site
- **Rail / Underground:** Northwood Station is within reasonable walking distance, providing access to the Metropolitan Line
- **Pedestrian environment:** continuous footways exist on Norwich Road

The site is accessible by sustainable transport modes for staff, professionals and visitors.

3. Existing Use – C3 Baseline

3.1 Current Lawful Use

The property is currently a lawful **C3 dwellinghouse** occupied as a single household.

3.2 Existing Trip Generation (Typical Residential Pattern)

Typical vehicle movements associated with a single dwellinghouse include:

- commuting/education trips by household members
- social and personal visitors
- deliveries, servicing and refuse collection

Because C3 trip rates vary depending on household size, car ownership and working patterns, the existing baseline is best described as **typical household movement levels** with peaks often occurring in the morning and evening commuter periods.

Indicative baseline (typical C3 dwelling)

TRIP TYPE	TYPICAL DAILY TRIPS (IN/OUT COMBINED)	NOTES
HOUSEHOLD COMMUTING/EDUCATION	4–8	Household-dependent
VISITORS	1–3	Variable
DELIVERIES/SERVICING	0–1	Variable
TOTAL (APPROX.)	**5–12 trips/day**	Typical residential range

Key point: C3 movements are not normally "managed" (no set shift schedules), and can occur in peak commuter periods depending on household routines.

4. Proposed Development – C2 Use

4.1 Proposed Operation

The proposed C2 children's residential care home will comprise:

- **Up to 4 children** (non-drivers)
- **Day staff:** typically 2–3 staff on site (needs-led)
- **Night staff:** typically 2 staff (e.g., 1 waking night + 1 sleep-in/on-call)
- **Professional visits:** social workers, therapists, inspectors (pre-arranged only)
- **Family contact visits:** only where appropriate and managed via care plans (pre-booked)

4.2 Proposed Trip Generation

Children do not generate private vehicle trips. Vehicle movements relate primarily to staff travel and scheduled visits.

TRIP TYPE	ESTIMATED DAILY TRIPS (IN/OUT COMBINED)	NOTES
STAFF SHIFT CHANGES	**8**	Staggered shift model
PROFESSIONAL VISITORS (SOCIAL WORKERS / CLINICIANS ETC.)	**2–4**	Pre-booked only
DELIVERIES / REFUSE	**1**	Domestic scale
TOTAL (APPROX.)	**11–13 trips/day**	Predictable and managed

4.3 Trip Comparison Summary

USE	ESTIMATED DAILY TRIPS (IN/OUT COMBINED)	KEY CHARACTERISTICS
EXISTING C3 DWELLING	5–12 (typical range)	Household-dependent; unmanaged peaks possible
PROPOSED C2 (4 CHILDREN)	11–13	Structured; controlled by rotas and appointment-only visits

Conclusion:
The proposed C2 use may sit towards the upper end of a typical C3 daily movement range; however, critically, movements are **structured, scheduled and enforceable** through the OMP, meaning the proposal is **capable of operating acceptably** without highway safety or parking harm.

5. Parking Provision

5.1 Existing and Proposed Parking Context

- The property benefits from **existing on-plot/off-street parking within the curtilage** (typical forecourt/drive arrangement for this housing form), which should be retained for operational use.
- On-street parking is available on Norwich Road, subject to local controls and demand conditions.

5.2 Parking Demand Characteristics (C2)

Parking demand is principally associated with:

- staff vehicles (particularly night staff), and
- scheduled professional visitors.

Children do not drive and therefore do not create independent parking demand.

5.3 Policy Context (Parking)

Relevant parking and transport policies include:

Hillingdon Local Plan Part 2:

- **DMT 1 – Managing Transport Impacts**
- **DMT 2 – Highway Impacts**
- **DMT 6 – Vehicle Parking**

London Plan (2021):

- **T4** (transport impacts)
- **T6 / T6.1** (car parking)
- **T5** (cycling)

The proposal adopts a balanced approach to parking consistent with the site's accessibility and the managed nature of the use.

6. Parking and Movement Management Strategy (Operational Controls)

The following measures will be implemented to ensure parking demand remains predictable and controlled:

1. **Staggered staff shifts**
    - Shift changeovers are structured to avoid clustering and to reduce peak-period pressure.
2. **Controlled visitor attendance**
    - Visits are strictly **pre-booked** and scheduled to avoid overlap where practicable.
    - No "drop-in" visiting.
3. **On-plot parking priority**
    - On-site space(s) prioritised for **night staff** and essential professional visits where required.
4. **No idling and quiet arrivals/departures**
    - A frontage conduct policy to reduce disturbance and avoid unnecessary waiting on-street.
5. **Sustainable travel encouragement**
    - Staff encouraged to use public transport where practicable (PTAL 2), and car sharing where feasible.
6. **Embedding controls within the OMP**
    - Parking/arrival rules form part of the enforceable **Operational Management Plan**, including monitoring and corrective action.

These measures ensure the C2 use does not give rise to unmanaged parking outcomes.

7. Highway Safety Assessment

- Access is taken from an existing residential crossover/access arrangement.
- Vehicular speeds on Norwich Road are low and consistent with a residential street environment.
- The proposal does not require highway geometry alterations.

- Deliveries are domestic in scale and can be managed within reasonable hours.
- Emergency vehicle access will be maintained at all times.

Conclusion:
There is no evidence that the proposal would compromise pedestrian or vehicular safety, and the scale of the use is appropriate for a residential street.

8. Policy Assessment

8.1 Hillingdon Local Plan Part 2

Policy DMT 1 – Managing Transport Impacts
Development should not cause unacceptable transport impacts and should demonstrate appropriate mitigation.
✓ **Compliant** – impacts are low and managed through staffing controls and appointment-only visiting.

Policy DMT 2 – Highway Impacts
Development must not adversely affect highway safety.
✓ **Compliant** – low-intensity use with existing access; no highway works required.

Policy DMT 6 – Vehicle Parking
Development should provide appropriate parking and avoid unacceptable on-street stress.
✓ **Compliant** – parking demand is managed through enforceable operational controls and prioritisation.

8.2 London Plan (2021)

Policy T4 – Assessing and mitigating transport impacts
✓ **Compliant** – impacts assessed; mitigation secured via OMP.

Policy T6 / T6.1 – Car parking
✓ **Compliant** – appropriate and proportionate parking approach; managed operations reduce risk of overspill stress.

Policy T5 – Cycling
✓ **Compliant in principle** – cycle use encouraged where practicable; cycle storage can be confirmed on drawings and secured by condition if required.

8.3 NPPF (2024)

Promotes sustainable transport, safe access and proportionate assessment.
✓ **Compliant** – proposal uses existing infrastructure with controlled and minimal impacts.

9. Overall Transport Impact

FACTOR	ASSESSMENT
TRIP GENERATION	Predictable and managed (staff + scheduled visitors)
PARKING DEMAND	Controlled through OMP, staggered shifts, and visitor scheduling
HIGHWAY SAFETY	No adverse impact anticipated
AMENITY INTERFACE	Quiet arrivals policy; no congregation; delivery timing controls
POLICY COMPLIANCE	Compliant with Hillingdon, London Plan and NPPF transport objectives

10. Conclusion

This Transport Assessment demonstrates that:

- The proposed C2 use will generate **controlled and predictable** vehicle movements, primarily staff-related.
- The property's existing residential access and highway environment can accommodate the use safely.
- Parking demand can be **managed effectively** through the Operational Management Plan, including staggered shifts, pre-booked visits, and on-site parking prioritisation.
- The proposal is compliant with relevant **Hillingdon Local Plan (DMT policies)**, **London Plan (T policies)**, and **NPPF** transport objectives.

Recommendation

There are **no transport or highway grounds** on which planning permission should be refused. The application should be approved, subject to standard planning conditions securing implementation of the **Operational Management Plan** and associated parking/arrival management measures.

Figure 1: Site Location Map