PARKING & TRANSPORT STATEMENT

26 Warwick Road, West Drayton, UB7 9BZ
Proposed change of use from Class C3 dwellinghouse to Class C4 HMO
5 bedrooms | Maximum 5 occupants

Application site	26 Warwick Road, West Drayton, UB7 9BZ
Proposed use	5-person House in Multiple Occupation (Use Class C4)
Off-street parking	2 spaces within the front curtilage
Cycle parking	5 secure, covered cycle spaces
Refuse/recycling	Dedicated front-curtilage storage, clear of parking and pedestrian access

1. Purpose and Scope

This statement supports the proposed change of use of 26 Warwick Road from a dwellinghouse (Use Class C3) to a small House in Multiple Occupation (Use Class C4) for a maximum of five residents. It considers vehicular access, off-street parking, cycle parking, refuse and recycling storage, and pedestrian access.

The transport arrangement has been developed to provide practical residential access while retaining dedicated space for cycles, waste storage and pedestrians within the front curtilage.

2. Site Access and Forecourt Arrangement

Warwick Road adjoins the eastern side of the site. Vehicles access the front curtilage directly from Warwick Road. The proposed site layout defines the vehicle access, highway relationship and two parking spaces within the front curtilage.

The front curtilage is irregular in shape and widens towards the northern part of the frontage. The layout uses this geometry to separate vehicle parking from cycle and refuse storage while maintaining a direct pedestrian route to the principal entrance.

3. Car Parking

Two off-street car parking spaces are provided within the front curtilage, arranged for direct access from Warwick Road along the eastern boundary of the site.

Appendix C of the Hillingdon Local Plan Part 2: Development Management Policies (2020) sets a standard of one car parking space per two occupants for HMOs of up to six occupants. For the proposed maximum occupancy of five residents, this equates to three spaces. The proposal provides two spaces, resulting in a numerical difference of one space from the standard.

Policy DMT 6 allows parking provision to be considered against its effect on the surrounding road network. The proposed arrangement retains two off-street spaces while also safeguarding the space required for secure cycle parking, refuse/recycling storage and safe pedestrian access. The one-space numerical difference is considered in the context of the five-person occupancy, the two on-site spaces and local parking conditions.

4. Parking Stress

YES Transport Services Limited undertook an independent overnight on-street parking survey for 26 Warwick Road, using the Lambeth Methodology within a 200 m walking distance of the site. Surveys were undertaken at 01:30 on Tuesday 6 October 2026 and Wednesday 7 October 2026. The results are reported in YES Transport Services Limited, Parking Survey Report, project 26285 (October 2026), which should accompany this application.

Across the surveyed streets, including Warwick Road, Lantern Way, Brandville Road and Furzeham Road, the report identifies 172 on-street parking spaces. The recorded overnight parking stress was 67.44% on 6 October and 66.86% on 7 October. The survey indicates 56 and 58 available marked spaces respectively. This indicates material spare on-street capacity within the surveyed area at the times assessed and provides evidence relevant to the one-space difference between the two on-site spaces proposed and the three-space numerical standard.

Table 1. YES Transport overnight parking survey – summary

Survey date / time	On-street spaces	Vehicles parked	Parking stress	Available spaces (reported)
6 Oct 2026, 01:30	172	116	67.44%	56
7 Oct 2026, 01:30	172	115	66.86%	58

Survey data note: YES Transport confirms that the total number of vehicles parked includes vehicles outside designated on-street spaces (for example across crossovers or on waiting restrictions). On 7 October 2026, one such vehicle was recorded, so the 115 vehicles observed do not equate to 115 occupied designated spaces. The published 58 free marked spaces is correct, and the original independent survey figures are retained.

The on-street availability is supporting evidence, not a substitute for providing the two spaces shown on site. Taken with a maximum occupancy of five persons, five dedicated cycle spaces and management arrangements that discourage obstructive parking, the observed overnight spare capacity supports consideration of the one-space departure under Policy DMT 6. The decision on policy compliance and highway impacts remains for the local planning and highway authorities.

5. Cycle Parking

Appendix C requires one cycle parking space per HMO occupant. The proposal therefore provides five cycle spaces for the maximum five residents.

Five cycle spaces are located within a secure, covered store in the front curtilage. The position provides direct access from Warwick Road, avoids the need to take bicycles through the dwelling and remains accessible independently of the two car parking spaces.

6. Refuse and Recycling

Dedicated refuse and recycling storage is provided within the front curtilage, close to Warwick Road for convenient collection. The storage area is positioned separately from the car parking spaces, cycle store and pedestrian route so that the different functions of the frontage can operate without conflict.

The enclosure will be appropriately screened and bins will be presented for collection in accordance with the Council's collection arrangements.

7. Pedestrian Access

A clear pedestrian route is maintained from Warwick Road to the principal entrance. The route remains available when both parking spaces are occupied and does not require residents or visitors to pass through the cycle or refuse storage areas.

The arrangement therefore provides a clear separation between pedestrian movement and the principal parking/storage functions of the frontage.

8. Highway Safety and Residential Servicing

The proposed use remains residential in character, with a maximum of five occupants. It does not introduce commercial servicing or regular large-vehicle movements. Domestic deliveries and refuse collection will continue to operate from Warwick Road.

The site layout coordinates the parking spaces, vehicle access, pedestrian route, cycle store and refuse/recycling area as a single frontage arrangement.

9. Planning Policy

Policy / Standard	Requirement	Proposal
Appendix C	HMO up to 6 occupants: 1 car space per 2 occupants	2 spaces for 5 occupants; one-space numerical difference
Appendix C	1 cycle space per HMO occupant	5 secure, covered cycle spaces
DMT 5	Safe, direct and inclusive pedestrian and cycle access	Direct pedestrian route and accessible cycle store
DMT 6	Parking standards apply unless a deviation would not harm the surrounding road network	Local parking conditions to be addressed by parking-stress evidence

10. Conclusion

The proposed five-person HMO provides two off-street parking spaces, five secure and covered cycle spaces, dedicated refuse/recycling storage and a clear pedestrian route within the front curtilage. Vehicular access is directly from Warwick Road along the eastern side of the site.

The two on-site spaces are one space below the three-space numerical standard cited in Appendix C for five HMO occupants. However, the completed independent YES Transport overnight survey, conducted on 6 and 7 October 2026, recorded 67.44% and 66.86% parking stress respectively across 172 spaces within a 200 m walking distance. It reported at least 56 available spaces on each survey night (as explained by the survey methodology). This provides site-specific evidence of spare overnight kerbside capacity when considering the one-space difference, alongside the retained two off-street spaces and five secure covered cycle spaces.

On the basis of the evidence presented, the proposed parking and frontage arrangements are considered capable of accommodating the five-person residential use without an unacceptable impact on local parking conditions, subject to the Council's assessment of the survey and proposed layout. The independent parking survey should be submitted alongside this statement, and the consultant's written clarification of the 7 October methodology retained with the application.

References

London Borough of Hillingdon, Local Plan Part 2: Development Management Policies (adopted January 2020), Policies DMT 5 and DMT 6 and Appendix C Parking Standards.

Transport for London, London Cycling Design Standards.
YES Transport Services Limited, Parking Survey Report: 26 Warwick Road, West Drayton, UB7 9BZ, project 26285, survey dates 6–7 October 2026 (October 2026; free-space figures confirmed in written correspondence from Kathryn Backhouse, Transport Director).

Supporting Document

YES Transport Services Limited – Parking Survey Report

Project reference: 26285

Site: 26 Warwick Road, West Drayton, UB7 9BZ

Survey dates: 6–7 October 2026

The independent Parking Survey Report is submitted as a separate supporting document and should be read alongside this Parking & Transport Statement.

The survey assessed 172 designated on-street spaces and recorded 56 free spaces on 6 October and 58 free spaces on 7 October 2026, with parking stress of 67.44% and 66.86% respectively. These findings provide evidence of spare overnight parking capacity within the surveyed area.

YES Transport Services Limited has confirmed that the number of vehicles recorded includes vehicles parked outside designated on-street spaces (such as across crossovers or on waiting restrictions). Consequently, the reported 58 available spaces on 7 October is correct and the original consultant figures are retained.