

PARKING MANAGEMENT PLAN

49 Dawley Road, Hayes, UB3 1LU

Change of Use from C3 (Dwellinghouse) to C2 (Care Home)

Prepared by: 4D Planning

Planning Reference: 45406/APP/2026/1480

June 2026

1.0 Introduction

This Parking Management Plan (PMP) has been prepared by 4D Planning on behalf of the applicant, Investmentsrus, in support of a planning application for the change of use of 49 Dawley Road, Hayes, UB3 1LU from Use Class C3 (Dwellinghouse) to Use Class C2 (Care Home). The application reference is 45406/APP/2026/1480.

The purpose of this document is to set out how parking demand generated by the proposed use will be managed on and around the site so as to avoid harm to the free flow of traffic or the amenity of the surrounding residential area.

2.0 The Proposed Use

The property will operate as a small-scale supported accommodation care home for up to 3 vulnerable young people, operated by thencgroup (www.thencgroup.co.uk), an experienced care provider with over 30 years in the sector. The home will provide structured support, life skills development, and preparation for adulthood for young people placed by statutory authorities.

No external alterations are proposed to the property. The dwelling will retain its residential appearance and character.

3.0 Site and Accessibility

The property is a two-storey semi-detached dwelling on the west side of Dawley Road. It benefits from 2 existing off-street parking spaces to the front of the property.

The site is well served by public transport. Several bus routes operate nearby, including services 696, 698, and U4. Hayes and Harlington railway station is within walking distance, providing rail connections to central London and beyond. The surrounding road network is also conducive to cycling.

Within approximately 800 metres there is a commercial and retail parade, recreation ground, several schools, a medical centre, and a pharmacy. The site is therefore in a sustainable location that reduces reliance on private vehicles for both staff and residents.

4.0 Staffing and Parking Demand

4.1 Staffing Arrangements

The care home will operate on a 24-hour, 7-day-a-week basis. Staffing is structured as follows:

- Day shifts: 2 qualified Care Workers on duty between 8am and 8pm
- Night shifts: 1 sleep-in staff member on site overnight to attend to emergencies and resident needs
- Service Manager: present Monday to Friday, providing additional management and oversight support

All staff leave the property at handover. No staff members permanently reside at the property.

4.2 Resident Parking Demand

The 3 residents are vulnerable young people. Given their age and circumstances, none of the residents are expected to own or require access to private vehicles. Resident-generated parking demand is therefore nil.

4.3 Peak Staffing and Parking Demand

The maximum number of staff on site at any one time is 2 during the day shift. In practice, parking demand is expected to be significantly lower than this, as the majority of care staff currently travel by public transport rather than private car due to its convenience and accessibility. Typically, only managerial staff are expected to travel by car, meaning that for much of the week there is likely to be 1 or no staff vehicles parked at the property.

While shift handovers may occasionally result in a brief overlap between arriving and departing staff, any increase in vehicle numbers would be temporary and infrequent. The level of activity associated with the proposed use would remain modest and comparable to that of a large family dwelling.

Visitor demand will also be limited. Young people may receive occasional visits from social workers, healthcare professionals, or family members, which are generally pre arranged and infrequent. The home will operate a pre booked appointment system for professional visitors, with appointments staggered where necessary to avoid overlap and prevent congestion.

All staff and visitor vehicles will utilise the 2 existing off street parking spaces within the property's driveway. Given the low level of anticipated vehicle movements and the travel patterns of staff, the available parking provision is considered more than sufficient to serve the proposed use.

5.0 Parking Provision and Management

5.1 Off-Street Parking

The property provides 2 existing off-street parking spaces to the front. These spaces will be reserved for staff and visitor use during operational hours. Staff will be encouraged to use these spaces in preference to on-street parking at all times.

5.2 Cycle Storage

A secure bicycle storage area accommodating 4 cycles is provided within the site, as shown on the approved proposed floor plan. Staff who travel to work by bicycle will be directed to use this facility. The provision of secure cycle storage actively encourages sustainable travel and reduces dependency on private car use.

5.3 Travel Planning Measures

The following measures will be adopted to manage parking demand and promote sustainable travel:

- Staff will be informed of the site's public transport links as part of their induction, including proximity to Hayes and Harlington station and nearby bus routes
- Staff will be encouraged to travel by public transport, on foot, or by bicycle where practicable
- Car sharing between staff will be encouraged where staff travel from the same area
- Deliveries and supply vehicles will be directed to the off-street parking area to avoid obstruction of the public highway
- The operator will maintain a log of any parking-related concerns raised by neighbours or the Council and will respond promptly to address them

5.4 Refuse and Servicing

A dedicated bin storage area accommodating 3 x 360-litre bins is provided to the side of the property, as shown on the proposed floor plan. Refuse collection will take place from the kerbside on the designated collection day. Refuse vehicles will not be required to enter the site and will not cause undue obstruction to Dawley Road.

Any delivery vehicles attending the property will be small-scale and infrequent, consistent with the domestic-scale nature of the use. Deliveries will be scheduled to avoid peak highway times where possible.

6.0 Monitoring and Review

The operator, thecngroup, will monitor the implementation of this Parking Management Plan on an ongoing basis. If any parking or transport issues are identified by the operator, residents, neighbours, or the Council, the operator will take reasonable steps to address them promptly.

This plan may be reviewed and updated as the operation of the home develops, in consultation with the Local Planning Authority if required.

7.0 Conclusion

The proposed care home for up to 3 young people will generate a modest and manageable level of parking demand. With 2 existing off-street spaces, secure cycle storage for 4 bikes, and a well-connected public transport network, the site is well placed to accommodate the travel needs of staff and visitors without causing harm to the surrounding residential area or the public highway.

The measures set out in this plan will ensure that parking is managed responsibly and in a manner that respects the character and amenity of Dawley Road and its environs.