

Transport and Parking Statement

Proposed two child residential children's home

Planning application 48363 APP 2026 1427

This statement provides the quantified assessment requested by the Council. It assesses a maximum occupancy of two children, two staff per shift, one weekday Home Manager vehicle, one shared school taxi each way and limited professional visits. It demonstrates that routine parking demand can be contained within the two off street spaces.

Operational assumptions

Item	Confirmed operating position
Children	Maximum two, aged 8 to 17.
Shift staffing	Two staff on the day shift and two waking night staff on the night shift.
Shifts	7.00am–7.00pm and 7.00pm–7.00am.
Handovers	6.45am–7.00am and 6.45pm–7.00pm, inside the property.
Shift staff travel	No driving to work policy; walking, cycling, public transport or other non car travel.
Manager	Attends separately during weekday office hours; only routine staff driver.
Parking	Two off street spaces.
School transport	One shared pre booked Uber outward and return where required; no SEN transport.
Visitors	Normally one social worker visit weekly and one Regulation 44 visit monthly.
Deliveries and refuse	Normal household arrangements only.

Daily staff movements

Four shift workers attend across a 24 hour period, but they will not drive to work. Their arrivals and departures are therefore person movements rather than vehicle movements. The two 15 minute overlaps are necessary for safe care continuity and take place inside the property.

Time	Activity	People arriving	People departing	Routine vehicles
6.45am–7.00am	Morning handover	2 day staff	2 night staff	0
Weekday office hours	Home Manager	1	1 later that day	1 car
6.45pm–7.00pm	Evening handover	2 night staff	2 day staff	0

School and child transport

The children will attend mainstream education or receive virtual education. They do not have learning difficulties requiring SEN transport. Where a taxi is needed, one shared pre booked Uber will be used for both children where their education arrangements permit.

Movement	Vehicle activity at the property	Daily vehicle movements
Morning school journey	Taxi arrives to collect and departs	2
Afternoon return	Taxi arrives and departs after drop off	2
Total routine school taxi activity	One shared outward and return journey	4

Taxi activity is short stay pick up and drop off activity and does not create a parking requirement. Pick ups will be pre booked, children will be ready before the vehicle arrives, and staff will prevent waiting, engine idling, horn use or obstruction.

Professional visitors

Visitor	Expected frequency	Maximum movements per visit	Management
Social worker	Normally one visit per week	2	Pre arranged; virtual or off site meeting used where suitable.
Regulation 44 independent visitor	One visit per month	2	Scheduled and accommodated within an off street space.
Ofsted inspector	Infrequent and potentially unannounced	2	Second off street space available where the manager is present.
Other professionals	Only where required by a child's care plan	2	Appointments coordinated to avoid overlap where practicable.

Quantified weekday assessment

Source	Routine weekday vehicle movements	Peak parking demand
Shift staff	0	0
Home Manager	2	1 space
Shared school Uber	4	0 spaces
Routine total	6	1 space
One professional visit on an applicable day	+2	+1 space
Total with one visitor	8	2 spaces

A vehicle movement is counted whenever a vehicle arrives at or departs from the property. The routine weekday total is therefore six movements. On a day with one professional visitor, the assessment becomes eight movements. Visits will be diarised to avoid overlapping professional appointments. Both parking spaces remain sufficient in the assessed case.

Evenings weekends and exceptional journeys

There is no scheduled Home Manager commute or school taxi on weekends. Evening and weekend vehicle activity will therefore generally be lower. Children's medical appointments, leisure activities or emergencies may create occasional non-routine taxi movements, as can occur for a family household. These will not be continuous or cumulative daily movements.

Deliveries refuse and servicing

The home will not require commercial servicing, catering deliveries or a business waste contract. Online shopping, groceries and other deliveries will be limited to ordinary household needs. Refuse and recycling will use the London Borough of Hillingdon's existing household collection arrangements. Bins will be stored within the property and presented and returned in the same manner as neighbouring homes.

Parking and highway controls

- The two off street spaces will be retained and kept available for the manager and an appointed professional visitor.
- Shift staff employment and rota documents will communicate the no driving to work policy.
- Professional appointments will be coordinated to avoid overlapping demand.
- Taxis will be pre booked and used only for immediate pick up and drop off.
- No vehicle fleet, minibus, SEN transport operation, customer traffic or public access is proposed.
- Staff and visitors will be instructed not to idle, sound horns, block driveways or wait in the carriageway.

Cumulative impact

The assessed operation does not introduce continuous staff changes, public access or a fleet of vehicles. Routine activity is concentrated into one manager arrival and departure and two short taxi events on a school day. Existing school, bus and other traffic on Weymouth Road does not alter the limited number of movements generated by this proposal. With two off-street spaces, controlled appointments and no driving by shift staff, the proposal is not expected to cause overspill parking or a material effect on highway safety.