

PARKING SURVEY TRANSPORT TECHNICAL NOTE

PROJECT P2506.9 14 WILLOW TREE LANE, HAYES, UB4 9BB

DATE JULY 2025

REASON PLANNING

AUTHOR ALEXANDER OSBORN BSc Hons, PG Dip, AMICE, CMILT, FCIHT, FIHE, MTPS

1. INTRODUCTION

KRONEN has been instructed to prepare this Technical Note to accompany planning application “5516/APP/2025/1725” which has been submitted at 14 Willow Tree Lane, Hayes, UB4 9BB (in the London Borough of Hillingdon).

2. SITE INFORMATION

The existing site comprises a semi-detached house.

The site has a dropped kerb vehicles access that serves hardstanding and a garage that could accommodate a number of car parked off-street.

3. PLANNING HISTORY

The site was recently the subject of a planning application seeking alterations and extensions and to create an 8-bedroom House in Multiple Occupation (HMO).

The proposed site plan indicated 2 x off-street parking spaces.

The application was application “5516/APP/2025/686” for the “Change of use from Class C3 (Dwelling) to an 8 bedroom Sui Generis (Large HMO)”.

The application was refused in May 2025.

Reason for refusal item 3 was:

“3 In the absence of a robust transport appraisal and travel plan demonstrating that sufficient off-street parking has been provided, as required by the local parking standard for the proposed level of occupancy, the proposal has the potential to lead to undue on-street parking displacement to the detriment of parking capacity and safety on the local public highway, contrary to Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 (Appendix C) and Policy T4, T5 and T6 of the London Plan (2021)”.

4. CURRENT PROPOSAL

As discussed this Technical Note has been prepared to accompany planning application “5516/APP/2025/1725” for the “Change of use from C3 dwelling house to 8 bedroom / maximum 8 person HMO Use Class Sui Generis”.

The proposal seeks alterations and extensions and to create an 8-bedroom HMO. The proposed site plan indicated 2 x off-street parking spaces.

5. ASSESSMENT

Given the similarities between recently refused “5516/APP/2025/686” and the current proposal this Technical Note has been prepared to address vehicle parking provision.

6. ON-STREET PARKING CONDITIONS

A parking survey was commissioned to assess existing parking conditions in detail.

The survey work was carried out by Countsequential Surveys.

Existing on-street parking “stress” was assessed by carrying out 2 x overnight weekday manual parking surveys between 12.30am and 5.30am in July 2025.

The parking surveys were undertaken with reference to procedures outlined in Lambeth Council Parking Survey Guidance Note (Lambeth Council, 2021), the most established / used parking survey methodology.

The extent of the survey area covered within the parking assessment was approximately 200m walking distance from the site allowing for adjustments to junctions.

The survey area includes:

- Yeadng Lane
- Yeadng Lane (service road)
- Masefield Lane
- Shakespeare Avenue
- Willow Tree Lane
- Reynolds Road
- Harries Road
- Norcott Close
- Yeadng Fork
- Larch Crescent

For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5m.

Parking “beats” in the survey area were undertaken at 1.45am Tuesday 8 July 2025 and 1.15am Wednesday 9 July 2025.

The time of the beats is in accordance with Lambeth Council Parking Survey Guidance Note (Lambeth Council, 2012).

Surveys were carried out before schools’ academic year concluded and Summer holidays began.

Countsequential Surveys survey mapping and results are provided in Enclosure 1.

Using the results it is calculated that average parking "stress" is 57% (average of 113 cars parked in 199 spaces) during overnight conditions when residents would be expected to be home and parked up for the night.

In transport planning terms a 57% parking stress is considered moderate, as a general rule of thumb 90% figures are considered high or at "operational capacity" ("Degree of Saturation", "Ratio to Flow Capacity" etc. measures).

7. HMO PARKING DEMAND

As discussed in the officer's report for recently refused "5516/APP/2025/686", there is no prescribed maximum parking standard for an 8-bedroom HMO.

Overarching new London Plan policy seeks restrained off-street parking.

Policy T6 clauses A to D are considered most relevant (p.422).

"Policy T6 Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans."

With regards to clause D, Policy T6 .1 Residential Parking states (clauses A to E, p. Policy T6.1 clauses A to E are considered most relevant (p.425).

"Policy T6.1 Residential parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free."

With regards to clause A Table 10.3 provides maximum parking standards of: up to 0.75 spaces per 1- and 2-bedroom dwellings and up to 1 space per 3-bedroom plus dwellings for Outer London PTAL 2-3 locations

Per Table 10.3 the existing 3-bedroom house could have up to 1 parking space with a PTAL 2 score.

Table 10.3 does not include standards for HMO uses.

However, as above, Policy T6.1 clause E states: "Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free." It is considered that the broad residential "other sui generis residential uses" is relevant to the proposal.

Based on policy the proposed 8-bedroom HMO with 2 x off-street parking spaces is considered acceptable given the parking standards vacuum.

With regards to levels of residential car ownership and parking "National Planning Policy Framework" states "local car ownership levels" amongst other considerations should be taken into account (Ministry of Housing, Communities and Local Government, 2024).

Local car ownership data can be extracted from Census data.

There is a 2021 Census dataset available that shows car or van ownership by number of rooms at Ward level. This is considered to provide a good insight for projection work as it is size of dwelling specific.

This 2021 Census data has been obtained to assess car or van ownership by number of rooms in the site's 2021 Census Yeading Ward.

Within the Census data a "room" does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage but all other rooms, for example, kitchens, living rooms, bedrooms, utility rooms, studies and conservatories are counted.

For the Census analysis the proposed plans show 1 x 8 or more rooms dwelling.

The data projects the 0.98 cars car ownership for 8 or more rooms or more dwellings.

The data is provided in Enclosure 2.

Based on the Ward size-specific Census data the HMO could be projected to generate a demand for 1 x car / parking space.

This could be accommodated on site.

Should additional car ownership and parking demand be generated by the HMO this could be accommodated on site.

In addition parking surveys have found moderate parking stress and a reasonable reserve capacity of approximately 80 x unoccupied parking spaces.

Based on the above the proposal's parking is considered acceptable and not objectionable.

With regards to transport impacts Paragraph 116 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

The proposals' impact is not considered unacceptable or severe in this context.

In addition, as discussed, London Plan Policy T6 clause C states the following and the site is not in a Controlled parking Zone (p.422):

"Policy T6 Car parking

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."

7. CONCLUSION

Previous application "5516/APP/2025/686" for the "Change of use from Class C3 (Dwelling) to an 8 bedroom Sui Generis (Large HMO)" was refused in part due to the absence of a robust transport appraisal regarding parking (reason for refusal 3).

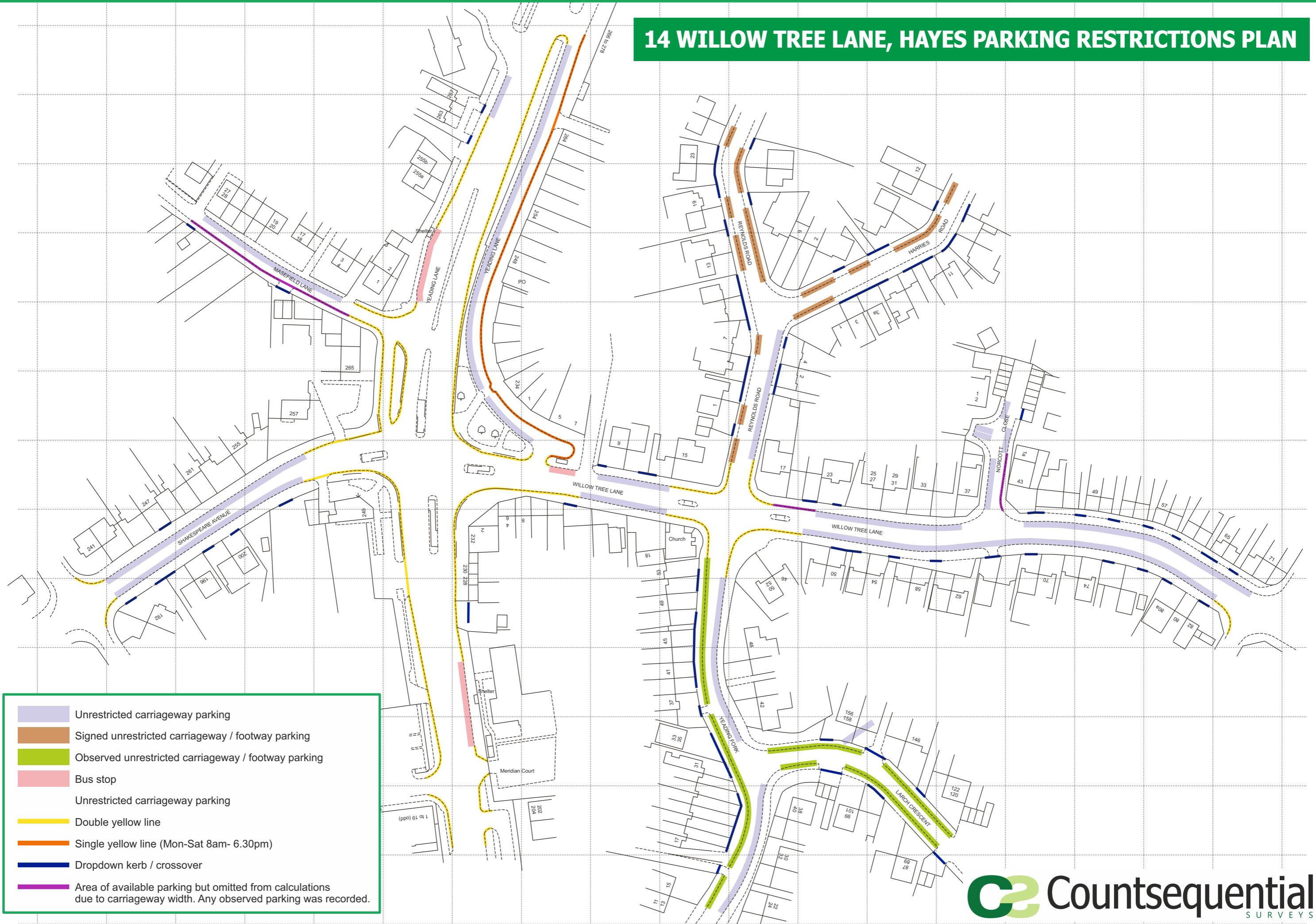
A parking survey, Development Plan assessment and Census data car ownership analysis has been prepared to accompany the current proposal.

Based on this work it is considered that the proposal would accommodate likely parking demand and regardless parking conditions on streets surrounding would allow for an element of overspill without have unacceptable or severe impacts.

Accordingly with regards to vehicle parking provision the proposal is considered acceptable.

ENCLOSURES

14 WILLOW TREE LANE, HAYES PARKING RESTRICTIONS PLAN



STREET NAME	Unrestricted Parking					Single Yellow Parking						
	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
YEADING LANE (W)	193	12	2	0	0%	0	0	0				
YEADING LANE (E)	248					0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
YEADING LANE SERVICE ROAD (W)	176	159	31	6	19%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
YEADING LANE SERVICE ROAD (E)	188					172	33	5	15%	0	0	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
MASEFIELD LANE (N)	87	57	11	9	82%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
MASEFIELD LANE (S)	83					0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
SHAKESPEARE AVENUE (N)	108	77	14	6	43%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
SHAKESPEARE AVENUE (S)	109	50	9	4	44%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
WILLOW TREE LANE (N)	246	113	20	13	65%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
WILLOW TREE LANE (S)	265	121	21	17	81%	1	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
REYNOLDS ROAD (W)	135	54	9	5	56%	1	1	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
REYNOLDS ROAD (E)	125	77	14	11	79%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
HARRIES ROAD (W)	77	63	13	5	38%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
HARRIES ROAD (E)	85	16	3	2	67%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
NORCOTT CLOSE (W)	36	30	6	7	117%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
NORCOTT CLOSE (E)	38	10	2	2	100%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
YEADING FORK (W)	146	41	7	5	71%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
YEADING FORK (E)	146	86	17	11	65%	1	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
LARCH CRESCENT (N)	92	64	10	5	50%	0	0	0				
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking				
LARCH CRESCENT (S)	82	53	10	2	20%	0	0	0				

TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %
199	110	55%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %	TOTAL CROSSOVER PARKING	TOTAL DOUBLE YELLOW PARKING	TOTAL EXCLUDED PARKING
33	5	15%	3	1	0

STREET NAME	Unrestricted Parking					Single Yellow Parking				
	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking		
YEADING LANE (W)	193	12	2	1	50%	0	0	0		
YEADING LANE (E)	248					0	0	0		
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
YEADING LANE SERVICE ROAD (W)	176	159	31	7	23%					
STREET NAME	Total kerb length (m)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	Single yellow parking stress (%)	No of vehicles parked on crossovers
YEADING LANE SERVICE ROAD (E)	188					172	33	5	15%	0
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
MASEFIELD LANE (N)	87	57	11	10	91%					
STREET NAME	Total kerb length (m)					No of vehicles parked on crossovers	No of vehicles parked on double yellow lines	No of vehicles parked on excluded areas of parking		
MASEFIELD LANE (S)	83					0	0	0		
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
SHAKESPEARE AVENUE (N)	108	77	14	6	43%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
SHAKESPEARE AVENUE (S)	109	50	9	5	56%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
WILLOW TREE LANE (N)	246	113	20	14	70%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
WILLOW TREE LANE (S)	265	121	21	17	81%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
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STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
NORCOTT CLOSE (W)	36	30	6	6	100%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
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STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
YEADING FORK (W)	146	41	7	6	86%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
YEADING FORK (E)	146	86	17	10	59%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
LARCH CRESCENT (N)	92	64	10	5	50%					
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)					
LARCH CRESCENT (S)	82	53	10	3	30%					

TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %
199	116	58%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %	TOTAL CROSSOVER PARKING	TOTAL DOUBLE YELLOW PARKING	TOTAL EXCLUDED PARKING
33	5	15%	4	0	0

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WILLOW TREE LANE HAYES

SHEET - CENSUS 2021 DATA - CAR OR VAN OWNERSHIP BY NUMBER OF ROOMS IN THE YEADING WARD

	NUMBER OF DWELLINGS							
	DWELLING TYPE	DWELLING TENURE	DWELLING ROOMS	TOTAL VEHICLES	NO VEHICLES	1 VEHICLE	2 VEHICLES	3+ VEHICLES
RAW CENSUS	HOUSE	SHARED / RENTED	8 OR MORE	632	154	355	104	19
ANALYSIS	HOUSE	SHARED / RENTED	8 OR MORE ROOMS	632	154	355	104	19
PROPORTION				1.00	0.24	0.56	0.16	0.03
VEHICLES					0.00	0.56	0.33	0.09
SUM								0.98

SOURCE: ONS