



TRANSPORT ASSESSMENT & HIGHWAYS IMPACT REPORT

**Change of Use from C3 Dwellinghouse to C2 Children's Residential Care
Home (Up to 4 Children)**

5 Barnhill Lane, Hayes, UB4 9HD

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1. Executive Summary

This Transport Assessment and Highways Impact Report has been prepared by V-Design CAD Services Limited in support of a planning application at 5 Barnhill Lane, Hayes, UB4 9HD. The proposal is the change of use of an existing C3 dwellinghouse to a small C2 children's residential care home accommodating no more than four children.

The submitted V-Design drawings (Job Ref. 26101V, PL-01 to PL-06, July 2026) show two off-street car parking spaces on the frontage hardstanding, active and passive electric-vehicle charging provision, secure storage for four bicycles in the rear garden, and dedicated refuse storage. The internal plans show four en-suite children's bedrooms, a ground-floor staff office of 8.00 sqm and a staff rest area of 10.00 sqm.

TRANSPORT CONCLUSION

On the stated operating assumptions, the proposal is forecast to generate approximately 11-13 person/vehicle movements per day, compared with a reasonable residential baseline range of approximately 5-12 movements per day. The likely net change is small, dispersed through the day and below a level that would materially affect highway capacity. With the parking and movement controls in Section 6, the development is not expected to create an unacceptable highway-safety impact or a severe residual cumulative network impact.

The trip figures are planning estimates rather than survey-derived TRICS outputs. They should be read as a transparent operational scenario and secured through the final Operational Management Plan (OMP). If staffing, occupancy, school transport or visitor arrangements materially differ, the forecast should be reviewed.

2. Site Location and Accessibility

Site context

The site is an established dwelling on Barnhill Lane in the Hayes/Yeading urban area. The street is residential in character and connects to the wider network via local streets leading toward Yeading Lane, Stratford Road and the Uxbridge Road corridor. The submitted plans retain the existing frontage access arrangement and show the two parking spaces wholly within the site.

Public transport accessibility

The site lies in an area of low-to-moderate public transport accessibility. The planning brief identifies PTAL 2/1b; this is treated as a boundary/rounding range because TfL WebCAT values are grid-cell based and can change across a site or with dataset updates. Before determination, the applicant or Council should retain a dated WebCAT printout for the exact site centroid. TfL explains that PTAL combines walking time to services with service wait time and advises site-specific checking where a location falls near a cell boundary.

Mode / service	Accessibility and relevance
Bus	Routes E6, 90, 140 and 195 are available on the wider Yeading Lane/Uxbridge Road network. TfL's Hayes bus map shows the 90, 140 and 195 serving the Yeading Lane corridor and the E6 serving Yeading/Greenford connections. Stops and walk routes should be confirmed on the day of travel.
Hayes & Harlington	Elizabeth line and National Rail interchange. Reachable by bus/cycle/taxi from the site; it provides direct strategic access toward Paddington, central London, Heathrow and beyond.
South Ruislip	Central line and National Rail station to the north-east, accessible by connecting bus, cycle or taxi.
Northolt	Central line station to the north-east, accessible by connecting bus, cycle or taxi.
Walking/cycling	Local streets provide access to neighbourhood services. Four secure cycle spaces materially exceed the likely routine staff demand and support short local journeys.

The site is therefore not highly accessible in PTAL terms, but it is not isolated. The combination of buses, nearby rail hubs, walking/cycling opportunities and controlled use of staff vehicles provides a realistic multi-modal travel choice for a small residential care operation.

3. Existing Use - C3 Baseline

The lawful baseline is an ordinary C3 dwellinghouse. Daily movement varies materially with household size, car ownership, school/work patterns, deliveries and visitors. In the absence of a site survey or TRICS extract, the following is a proportionate planning estimate for a family dwelling and is deliberately presented as a range.

Baseline activity	Typical daily two-way movements
Resident commuting / education	2-6
Shopping, escort and personal trips	2-4
Visitors, deliveries and servicing	1-2
Indicative total	5-12

A movement is one arrival or one departure. The baseline is not a measured count and should not be interpreted as a guaranteed daily maximum. It provides a transparent comparison for the modest scale of the proposed use.

4. Proposed Development - C2 Use

Operational assumptions

The assessment assumes a maximum of four resident children; two to three day staff on site; two night staff on site; planned shift handovers with limited overlap; and visitors only by prior arrangement. Professional visits, family contact, deliveries and maintenance would be managed through the OMP. Children would not generally drive, and travel to education, appointments and activities would be coordinated by staff, school transport, taxi, walking, cycling or public transport as appropriate.

C2 activity	Assumption	Daily two-way movements
Day staff	2-3 staff; staggered or shared travel where practicable	4-6
Night staff	2 staff; handover managed to limit overlap	4
Children's escorted travel	Grouped/linked journeys; not every child generates a separate vehicle	1-2
Visitors / deliveries	Pre-booked and consolidated	1
Indicative total	Typical operational day	11-13

Comparison

Scenario	Indicative daily movements	Assessment
Existing C3 dwelling	5-12	Normal residential variability
Proposed C2 home	11-13	Small, managed and dispersed operational demand
Indicative change	Approximately -1 to +8	Not a material capacity effect on the local network

The upper end of the net range is intentionally conservative. The operational profile is expected to be flatter than a commuter household peak because shifts, appointments and visits occur at different times. The OMP should prevent simultaneous staff changeover, visiting and servicing from creating short-duration parking pressure.

5. Parking Provision

Drawing PL-06 shows two off-street car spaces on the frontage hardstanding, active and passive EV charging points, four secure bicycle spaces in the rear garden and a dedicated bin store. The spaces are intended primarily

for operational staff, with visitors instructed to pre-book and use sustainable modes or lawful off-site parking where on-site capacity is unavailable.

Provision	Drawing / operational position	Assessment
Car parking	2 off-street spaces	Proportionate to a four-child home if staff travel and shift overlap are controlled; avoids relying on the highway as routine operational parking.
EV charging	Active and passive provision shown	Consistent with London Plan T6.1's direction that residential parking provide EV infrastructure; final specification should meet current electrical and Building Regulations requirements.
Cycle parking	4 secure spaces in rear garden	Supports London Plan T5 and exceeds likely routine staff demand. Store should be covered, lit, accessible and capable of locking the frame and wheel.
Refuse	Dedicated store shown	Bins can be kept off the footway except on collection day; movements should not obstruct access or sight lines.

Policy assessment

Hillingdon Policies DMT 1 and DMT 2 require transport impacts to be addressed sustainably and development not to prejudice highway capacity, amenity or safety. DMT 6 expects parking provision to accord with Appendix C unless a justified departure would not harm the road network. There is no bespoke adopted parking ratio for this small C2 children's home, so operational need and demonstrable impact are the appropriate tests.

London Plan T4 requires proportionate assessment and mitigation; T5 requires convenient, secure cycle parking; T6 applies a restraint/minimum-necessary approach; and T6.1 provides a relevant residential benchmark, including EV infrastructure, rather than a directly determinative C2 standard. The NPPF promotes sustainable transport and states that refusal on highway grounds is justified only where safety effects are unacceptable or residual cumulative network impacts would be severe.

6. Parking and Movement Management Strategy

The following six controls should be embedded in the approved Operational Management Plan and maintained for the lifetime of the use.

1. Occupancy and staffing cap: no more than four resident children, normally two to three day staff and two night staff, with any exceptional staffing increase managed within the two-space parking capacity.
2. Shift and parking allocation: publish a rota that staggers changeovers, assigns the two on-site spaces and prevents routine staff or visitor displacement parking.
3. Visitor booking: family, social worker, health, education and regulatory visits by appointment only, avoiding staff handovers and school-transport peaks; maintain a visitor log.
4. Resident travel coordination: group compatible education, appointment and activity journeys; promote walking, cycling and public transport where safe and suitable; use taxis/school transport efficiently.
5. Servicing, refuse and deliveries: consolidate non-urgent deliveries, avoid anti-social hours, keep bins within the designated store and place them out only for collection.
6. Monitoring and corrective action: record parking/travel complaints, review travel patterns quarterly for the first year and annually thereafter, and revise rotas/booking arrangements if overspill or conflict is identified.

7. Highway Safety Assessment

Vehicle access and crossover

The proposal uses the existing frontage access/crossover serving the dwelling. Drawing PL-06 shows two parking spaces on the hardstanding. Before occupation, the applicant should confirm space dimensions, gate clearance (if any), crossover width, drainage and that parked vehicles do not overhang the footway. Drivers should enter and leave cautiously, giving priority to pedestrians.

Traffic environment and manoeuvring

Barnhill Lane is a residential street where low approach speeds are expected. The small number of operational movements would be comparable with domestic activity and dispersed across the day. There is no evidence in the supplied material of a collision cluster or geometric constraint attributable to the proposal; however, no formal personal-injury collision data search, speed survey or visibility survey was commissioned. This assessment therefore does not make quantified collision-rate claims.

Emergency and service access

Emergency vehicles would continue to approach from the public highway as for the existing dwelling. The frontage must remain unobstructed and the OMP must prevent double parking or blocked access. Refuse collection should operate on the established domestic arrangement, with bins moved to the collection point without obstructing pedestrians.

8. Policy Assessment

Policy	Requirement / relevance	Compliance conclusion
Hillingdon DMT 1	Manage transport impacts sustainably; consider all modes and environmental effects.	Complies through low trip scale, four cycle spaces, EV provision and OMP controls.
Hillingdon DMT 2	Protect highway capacity, traffic flow, road-user safety and residential amenity.	No material capacity effect; existing access retained; movements managed and dispersed.
Hillingdon DMT 6	Parking in accordance with Appendix C, or justified without deleterious network effect.	Two operational spaces are justified by the staffing/visitor strategy; no bespoke small C2 ratio identified.
London Plan T4	Assess and mitigate transport impacts proportionately.	Trip scenario, mode choice, parking and management measures are provided.
London Plan T5	Provide appropriate, convenient and secure cycle parking.	Four secure spaces shown; detailed store design should be retained.
London Plan T6 / T6.1	Minimum necessary car parking and EV infrastructure; residential maxima are a benchmark.	Two spaces serve operational need; active/passive EV provision shown. C2 requires case-specific judgement.
NPPF (current online edition)	Prioritise sustainable modes and only refuse where safety impact is unacceptable or residual cumulative impact severe.	Neither refusal threshold is approached on the stated assumptions.

9. Overall Transport Impact

Topic	Likely effect	Residual impact
Daily trips	C2 estimates 11-13 versus C3 range 5-12	Minor; dispersed and operationally managed
Network capacity	Very small absolute change	Negligible
Peak periods	Shift and child travel may overlap without controls	Minor with staggered handovers and booking
Car parking	Two on-site spaces; potential pressure if rota not followed	Acceptable with allocation and monitoring
Walking/cycling	Four cycle spaces and local bus access	Beneficial/neutral
EV and air quality	Active/passive charging supports lower-emission fleet transition	Beneficial/neutral

Topic	Likely effect	Residual impact
Highway safety	Existing crossover, domestic-scale movements	Acceptable subject to unobstructed access and cautious operation
Servicing/refuse	Domestic-scale demand	Negligible with timed/consolidated activity

The proposal would not materially alter the function of Barnhill Lane or the wider highway network. Its transport effects are capable of being fully managed within the site and through the OMP. A full junction-capacity model, standalone Travel Plan or Construction Logistics Plan would be disproportionate for a change of use of this scale unless the highway authority identifies specific local evidence requiring one.

10. Conclusion & Recommendation

The proposed four-child C2 home is a small residential operation. The drawings provide two on-site parking spaces, active/passive EV charging, four secure cycle spaces and refuse storage. The forecast of 11-13 daily movements is close to the normal variability of a C3 dwelling and is expected to be distributed throughout the day.

Subject to the six parking and movement controls being secured in the Operational Management Plan, the existing crossover remaining safe and unobstructed, and the detailed parking/cycle layout being implemented before occupation, the proposal accords with Hillingdon Local Plan Policies DMT 1, DMT 2 and DMT 6, London Plan Policies T4, T5, T6 and T6.1, and the NPPF's sustainable-transport and highway-impact tests.

Sources and source notes

1. London Borough of Hillingdon, Local Plan Part 2: Development Management Policies (adopted January 2020), including DMT 1, DMT 2, DMT 6 and Appendix C. <https://www.hillingdon.gov.uk/planning-policy/local-plan-review>
2. Greater London Authority, The London Plan 2021, Chapter 10: Policies T4, T5, T6 and T6.1. <https://www.london.gov.uk/programmes-strategies/planning/london-plan/the-london-plan-2021-online/chapter-10-transport>
3. Department for Levelling Up, Housing and Communities / MHCLG, National Planning Policy Framework, current online edition, Chapter 9. <https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport>
4. Transport for London, Planning with WebCAT (PTAL methodology and site-specific checking). <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/planning-with-webcat>
5. Transport for London, Buses from Hayes map (routes serving Hayes/Yeading, including E6, 90, 140 and 195). <https://tfl.gov.uk/cdn/static/cms/documents/bus-route-maps/hayes-middlesex-a4-0622.pdf>
6. Transport for London, Hayes & Harlington station information and Elizabeth line services. <https://tfl.gov.uk/elizabeth-line/stop/910GHAYESA/hayes-harlington-rail-station>