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## Transport Assessment & Highways Impact Report

### **Proposed Change of Use from C3 Dwellinghouse to C2 – Children’s Residential Care Home**

**Site Address:** 9 St Anselms Road, Hayes, UB3 1SB

**Prepared By:** V-Design CAD Services Ltd

**Date:** 13-01-2026

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### **1. Executive Summary**

This Transport Assessment and Highways Impact Report has been prepared in support of a planning application to change the use of **9 St Anselms Road, Hayes** from an existing **C3 dwellinghouse** into a **children’s residential care home (Use Class C2)** providing care for **up to four young people** (under 18), operated with **24/7 staffing** and Ofsted regulation.

#### **Objectives of this assessment**

- Establish the transport and parking context of the site and surrounding area.
- Assess the likely trip generation and highways impacts arising from the proposed C2 use.
- Demonstrate that the proposal will not result in unacceptable parking displacement or highway safety impacts.
- Identify operational and physical mitigation measures to ensure compliance with Hillingdon and London Plan transport policies.

## Key findings

- The proposed C2 use will generate **low and predictable daily vehicle movements**, primarily from **staff shift changes** and **scheduled professional visits**.
- Children do not generate independent car trips (they do not drive).
- The proposed site layout provides **1 on-site car parking space**, **4 cycle storage spaces**, and an **EV charging point** (as shown on the Proposed Site Plan).
- With a managed operating model (staggered shifts, pre-booked visits, and parking controls), there will be **no measurable harm** to highway safety or local parking capacity.

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## 2. Site Context and Location

**Site Address:** 9 St Anselms Road, Hayes, UB3 1SB

**Current Use:** C3 Dwellinghouse

**Proposed Use:** C2 children's residential care home (up to 4 children)

### Site features (from submitted drawings)

- **1 off-street car parking space** within the front forecourt (Proposed Site Plan).
- **Secure cycle storage: 4 spaces** within the front curtilage.
- **EV charging point** proposed within the front curtilage.
- Rear garden retained for supervised external amenity use.

### Surrounding area

- Residential character comprising family housing and established community infrastructure.
- The site is within an urban setting (Hayes Town vicinity) with access to local services and public transport.

### Public transport accessibility

The site benefits from **good access to public transport** (PTAL reported as good within the submitted material), supporting a managed approach to car parking demand.

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### 3. Proposed Development Details

DETAIL	INFORMATION
<b>RESIDENTS</b>	4 children (maximum)
<b>STAFFING (DAYTIME)</b>	Typically 2–3 staff on site (07:00–22:00)
<b>STAFFING (NIGHT)</b>	Typically 2 staff (22:00–07:00)
<b>REGISTERED MANAGER</b>	Office hours / periodic attendance
<b>VISITORS</b>	Social workers / professionals / family contact (pre-booked only)
<b>DELIVERIES / SERVICING</b>	Domestic scale (food, supplies); limited frequency
<b>SHIFT PATTERNS</b>	<b>Staggered</b> to avoid clustering and traffic peaks
<b>OUTDOOR ACTIVITY</b>	<b>20:00 cut-off</b> for garden activity (secured via OMP)
<b>CURFEW</b>	

### 4. Policy Review

#### Hillingdon Local Plan Part 2 (Transport and Parking)

- **Policy DMT 1 – Managing Transport Impacts:** development should not cause unacceptable transport impacts and should demonstrate adequate access and mitigation.
- **Policy DMT 2 – Highway Impacts:** development should not harm highway safety and should provide safe access/egress.
- **Policy DMT 6 – Vehicle Parking:** parking provision should be appropriate to the location, use, and local context and should not result in unacceptable on-street parking stress.

#### London Plan (2021)

- **Policy T4 – Assessing and mitigating transport impacts**
- **Policy T6 – Car parking**
- **Policy T6.1 – Residential parking** (maximum standards and location/PTAL-based approach)
- **Policy T5 – Cycling** (cycle parking and sustainable travel)

#### National policy

- **NPPF (2024):** supports safe and suitable access, highway safety, and sustainable transport measures proportionate to the development.

## 5. Trip Generation Assessment

### Assumptions

- Children do not drive and therefore do not generate independent private car trips.
- Staff shift changes occur in a controlled, staggered manner.
- Visitors are scheduled and managed to avoid overlap.
- Deliveries are domestic scale and limited frequency.

### Predicted daily vehicle movements (arrivals + departures combined)

TRIP TYPE	DAILY TRIPS (IN/OUT COMBINED)	NOTES
STAFF	8	Staggered shifts (typical 3 day staff / 2 night staff model)
VISITORS (SOCIAL WORKERS, FAMILY, PROFESSIONALS)	2-4	Pre-booked only
DELIVERIES / REFUSE	1	Domestic scale
TOTAL	11-13	Low-intensity, predictable movements

### Conclusion on trip generation

The expected daily movements are modest and, importantly, **managed**. This level of activity is capable of being accommodated by the local road network without material impact on highway safety.

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## 6. Proposed Parking Strategy

### On-site provision

- **1 on-site parking space** (forecourt) retained for priority use.
- **EV charging point will be** installed to support cleaner vehicle use.
- **4 secure cycle spaces will be** provided to encourage sustainable travel.

### Operational parking management (to avoid displacement)

Given the limited on-site provision, the following controls apply:

#### 1. On-site parking priority

The on-site space will be prioritised for **on-duty night staff** (reducing late-night on-street demand) and/or scheduled professional visitors where operationally required.

## 2. Shift staggering

Staff shift changes will be staggered to prevent clustering of arrivals/departures.

## 3. Visitor booking and controls

Visitors are pre-arranged and scheduled, and receive instructions regarding lawful and considerate parking. Visits are managed to avoid overlap where practicable.

## 4. Staff travel hierarchy

Staff are encouraged to use public transport, walking, cycling, and/or car sharing where practicable, consistent with the site's public transport accessibility and the provision of cycle storage.

These measures are secured through the **Operational Management Plan**, visitor booking protocols, and staff induction requirements.

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## 7. Travel Plan (Managed and Proportionate)

### Purpose

To reduce reliance on private cars and ensure travel demand is controlled and predictable.

### Key actions

- **Staggered shifts** to avoid peak parking impacts.
- **Visitor management**: appointment-only visiting with non-overlapping time windows where practicable.
- **Sustainable travel encouragement**: staff information pack with local bus/rail options; cycle storage provided on-site.
- **Car-share encouragement** (where feasible).
- **Monitoring**: Registered Manager to review travel and parking patterns and respond to any issues raised by neighbours.

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## 8. Safety Considerations

- Pedestrian access is via existing footways on St Anselms Road.
- Vehicles enter/exit the forecourt at low speeds.
- A clear and safe pedestrian route will be maintained between the footway and the front entrance.
- Deliveries are domestic in scale and will be scheduled to avoid peak periods where practicable.
- Emergency access will remain available at all times.

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## 9. Conclusions and Recommendations

### Summary of mitigation measures

ISSUE	SOLUTION
<b>LIMITED ON-SITE PARKING</b>	Managed allocation of on-site space + staggered shifts + scheduled visits
<b>PARKING DISPLACEMENT RISK</b>	Low trip generation + controlled visitor schedule + staff travel hierarchy
<b>TRAFFIC PEAKS</b>	Staggered staffing + controlled visiting
<b>HIGHWAY SAFETY</b>	Low trip generation + safe access/egress + staff induction controls
<b>SUSTAINABLE TRAVEL</b>	Cycle parking, EV point, travel information and monitoring

### Overall conclusion

The proposed C2 children's residential care home at **9 St Anselms Road** will:

- generate **minimal and controlled** additional vehicle movements (approx. **11–13/day**);
- operate with a structured management model that **avoids concentrated peaks**; and
- comply with relevant **Hillingdon, London Plan**, and **NPPF** transport objectives when mitigation is applied.

### Recommendation

Subject to conditions securing:

- implementation of the **OMP** (including staggered shifts and visitor booking), and
- provision/retention of **cycle parking** and **EV charging**, there are no transport or highways grounds to refuse planning permission.