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Transport Assessment & Highways Impact Report

Proposed Change of Use from HMO (C4 / Sui Generis) to C2 – Children's Residential Care Home
Site Address: 3 Deane Avenue, Ruislip
Prepared By: V-Design CAD Services Ltd
Date: 24-09-2025

1. Executive Summary

This Transport Assessment has been prepared in support of a planning application to convert 3 Deane Avenue, Ruislip from an existing House in Multiple Occupation (HMO) accommodating up to six adults into a children's residential care home (C2) providing care for up to four young people aged up to 17 years old.

Objectives of this assessment:

1. Establish the current transport and parking situation generated by the HMO use.
2. Assess the potential impacts of the proposed C2 use on local roads and parking.
3. Identify measures to mitigate any impacts and ensure compliance with planning policies.

Key findings:

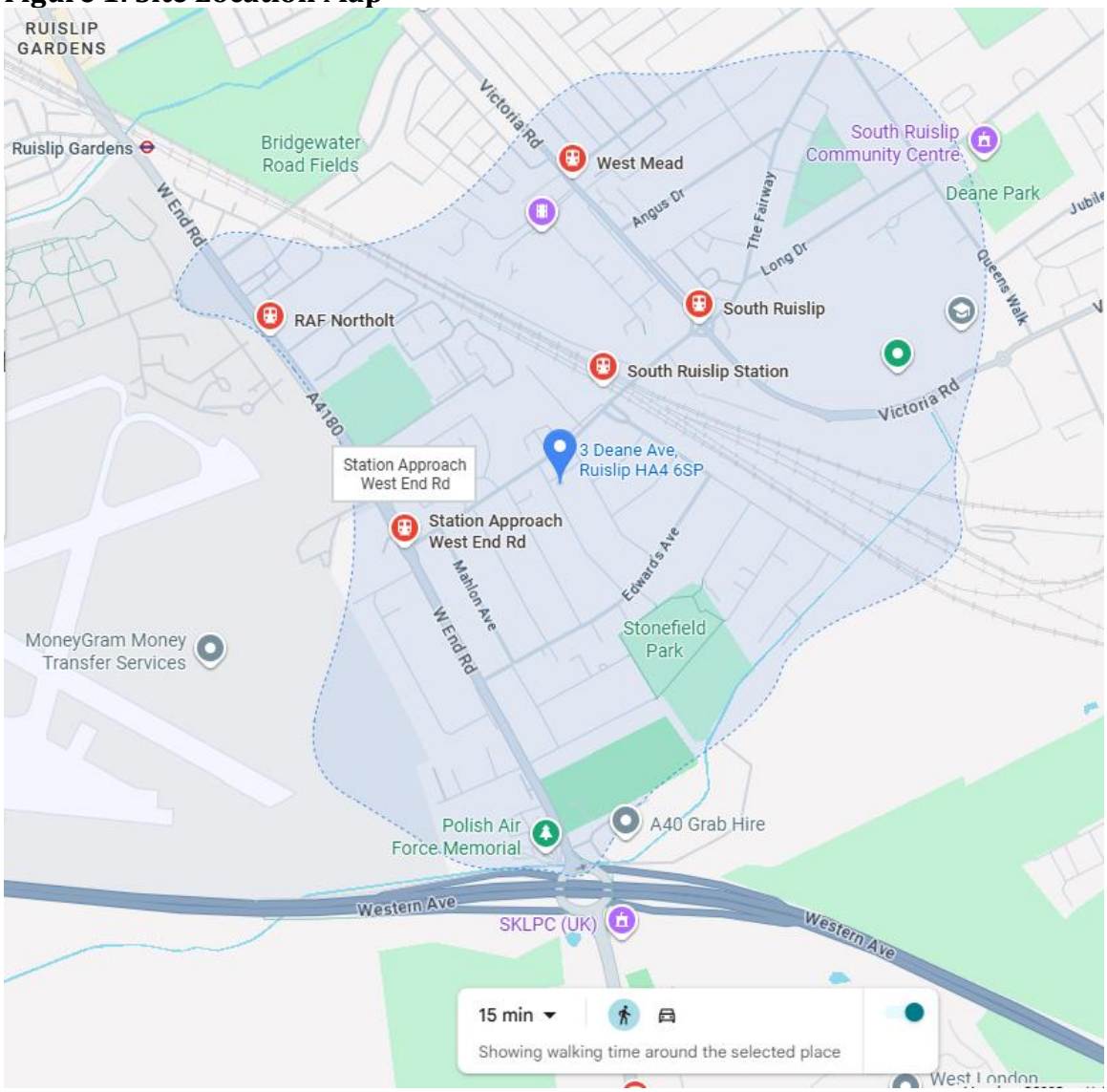
- The proposed C2 use will generate similar or fewer vehicle trips than the existing HMO baseline.
- Only two on-site parking spaces are required, with overflow managed via CPZ permits.

- The introduction of staggered shift patterns and controlled visitor schedules will reduce traffic peaks compared to the unmanaged HMO use.
- There will be no measurable harm to highway safety or parking capacity.

2. Site Context and Location

- **Site Address:** 3 Deane Avenue, Ruislip.
- **Current Use:** HMO (up to 6 adults)
- **Proposed Use:** Children's residential care home (C2) with 4 residents.
- **Site Features:**
  - Two existing off-street parking space.
  - Controlled Parking Zone (CPZ): Monday–Friday, 9am–5pm.
  - Public Transport Accessibility Level (PTAL) = **2** (moderate).
  - Located on an adopted residential road with standard footways.
- **Surrounding Area:**
  - Residential character with two-storey houses.
  - Nearest public transport:
    - Bus stops within 400m walking distance.
    - Nearest tube station: South Ruislip station approximately 3min (0.1mile) away.

Figure 1: Site Location Map



3. Proposed Development Details

Detail	Information
Residents	4 children (max)
Daytime Staff (07:00–22:00)	3 full-time staff
Night Staff (22:00–07:00)	2 staff (1 sleep-in, 1 awake)
Home Manager	Part-time attendance
Visitor Frequency	1–3 professional visitors per day (social workers, therapists, Ofsted inspectors)
Deliveries / Servicing	1–2 per week (food, supplies)

- **Shift Patterns:**
  Staggered to avoid multiple vehicles arriving/leaving at the same time.
- **Outdoor Activity Curfew:**
  20:00 cut-off for external play areas to minimise noise.

4. Policy Review

Relevant Policies:

- **Hillingdon Local Plan (Part 2):**
  - DMT1 – Managing Transport Impacts.
  - DMT2 – Highway Impacts.
  - DMT6 – Vehicle Parking.
- **London Plan (2021):**
  - T4 – Assessing and mitigating transport impacts.
  - T6 – Car parking.
  - T6.1 – Residential parking.
- **National Planning Policy Framework (2024):**
  - Paragraph 135 – Neighbouring amenity and safe access.
  - Paragraph 112 – Promote sustainable transport solutions.

Policy Requirements for Care Homes (C2):

Parking Standard	Required for Proposal
1 space per 4 residents/occupants + 1 warden space	2 spaces total 4 bike Storage to be provided on site

5. Parking Survey Results

Purpose:
To demonstrate the availability of on-street parking in the surrounding area and confirm there is no undue displacement.

Methodology:

- **Survey Area:** 200m walking radius from site (as per industry standard).
- **Times Assessed:**
  - Weekday early morning (06:00–07:00).
  - Weekday mid-morning (10:00–11:00).
  - Evening peak (19:00–20:00).
- **Survey Method:** Manual count of available spaces vs. occupied spaces.

Summary Table of Results:

Time	Total Spaces	Occupied	Available	% Occupancy
Early Morning	50	40	10	80%
Mid-Morning	50	35	15	70%
Evening Peak	50	44	6	88%

Key Findings:

- Even during evening peaks, there remains a minimum of **6 available spaces** within 200m of the site.
- Staff arrivals are spread throughout the day due to staggered shifts, further reducing parking pressure.

6. Trip Generation Assessment

Assumptions:

- 4 residents do not generate private car trips as they do not drive.
- Staff shift changes occur twice daily.
- Maximum of 1–2 visitor trips per day.

Predicted Daily Vehicle Movements:

Trip Type	Daily Trips (In/Out Combined)
Staff (Day & Night)	8
Visitors	2–4
Deliveries	1 (average)
Total	**11–13**

Conclusion:

- Compared to a typical single-family home with 2–3 vehicles, the increase is **negligible** and can be absorbed by the local road network.

7. Proposed Parking Strategy

On-Site Provision:

- Two on-site parking spaces provided (one existing, one newly created by reconfiguring frontage).

Off-Site Management:

- Additional staff vehicles to use local CPZ visitor permits or nearby public car park.

Electric Vehicle Charging:

- 1 active EV charging point to be installed (condition can be agreed with council).

Cycle Storage:

- Secure, covered cycle rack for at least 4 bicycle for staff use.

8. Travel Plan

Purpose: Reduce reliance on private cars and promote sustainable travel.

Key Actions:

1. **Staff Car-Sharing Scheme:**
   Encourage shift workers to travel together.
2. **Public Transport Incentives:**
   Provide local bus route information to staff and visitors.
3. **Staggered Shift Times:**
   Reduce parking congestion during changeovers.
4. **Monitoring:**
   Annual review of travel patterns with council submission.

9. Safety Considerations

- Pedestrian access via existing footways.
- Vehicles entering/exiting site at low speeds.
- Clear sightlines maintained for road users.
- No obstruction of emergency vehicle access.

10. Conclusions and Recommendations

Summary of Mitigation Measures:

Issue	Solution
Limited parking on site	Provide 2 spaces + CPZ permits for overflow
Traffic congestion	Staggered shifts + low trip generation
Highway safety	Clear sightlines + signage + staff induction

Overall Conclusion:
The proposed development will:

- Generate **minimal additional traffic** relative to baseline levels.
- Not result in undue parking displacement or safety issues.
- Fully comply with Hillingdon and London Plan transport policies **when mitigation is applied**.

Recommendation:
Subject to planning conditions for EV charging, cycle parking, and adherence to the Travel Plan, there are **no transport or highway grounds to refuse planning permission**.