

Parking Management Plan

278a WEST END ROAD

RUISLIP

MIDDLESEX

HA4 6LS

Planning Application Reference: 79386/APP/2026/1881

Introduction

The property is currently used for a 6 person HMO and there is a planning application lodged with the London Borough of Hillingdon to regularise the use which is currently unlawful. A lawful use certificate was issued on 27th January 2025 and the work was started on the conversion of the three bedroom flat into a 6 person HMO. Unfortunately, in the intervening time, an Article 4 Directive was issued by the London Borough of Hillingdon on the 11th December 2025 which coincided with when the conversion was finished. Tenants were moved in shortly after the Article 4 Directive came into force which made their occupation unlawful. The property owner was unaware of the impending Article 4 Directive otherwise he would have arranged the tenancies sooner.

The Parking Arrangements

The Lawful Use Certificate that was issued did not require any parking to be provided but this was not implemented in time as our client was unaware of this impending introduction. The three bedroom flat had no parking associated with the use but would have had a parking requirement of 2 spaces; so the previous use had a deficit in this respect.

The current use as a HMO has 6 single occupancy rooms and by their nature, are a cohort of occupants that are unlikely to have access or the means to car ownership. There is a tube very close by – Ruislip Gardens, on the Central Line and there are a number of local shops in the immediate vicinity and a gastro pub and other restaurants very close by. There are no CPZ operating in the area, however, there are payment meters operating in the immediate vicinity which restricts the availability of parking. The 6 current occupiers of the building do not own motor vehicles. It is felt that on balance that the previous use would generate slightly more parking than the current use and our client would be willing to undertake a parking stress survey if this was required to justify the lack of any parking provision. This would be done using the Lambeth Methodology to hopefully show that the parking stress in the area would not adversely affect highway safety or free flow traffic amenity, access of emergency services, refuge collection and

delivery of goods. I am very familiar with the area and I believe that such a study would show up the site in a very good light in this respect. However, the survey would be almost impossible to undertake in the timescale allowed within the Council's email requesting this report and an extension of time of a further 4 weeks would allow this survey, if required, to be carried out.

Conclusion

The property is in a very sustainable location in terms of public transport. The tube station is approximately 100 meters away and there are many local buses stopping immediately outside the property. There are also a large number of local shops and restaurants in the immediate vicinity. West End Road is a major distributor road and provides excellent access for delivery and service vehicles. There is layby parking (pay as you go) immediately opposite the site which is of an assistance in this respect.

The previous use had no parking for a 3 bedroom unit which potentially could generate more than the minimum standard of 2 spaces and could have a higher parking demand than the 6 single occupation rooms.

Our client is willing to have a traffic stress survey carried out, if required, using the Lambeth Methodology. We would therefore request that, on balance and given that the applicant was not made aware of any impending Article 4 and carried out the conversion of the property in good faith, that the zero parking arrangements should be acceptable.

Mr Jeffrey Gillett, R.I.B.A.

For and on behalf of The Gillett Macleod Partnership

11th August 2026