

Report of the Head of Development Management and Building Control Committee Report

Case Officer: Wai Hing Tse	1104/APP/2026/1
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Date Application Valid:	19-01-26	Statutory / Agreed Determination Deadline:	30-10-26
Application Type:	S73	Ward:	BELMORE 2022

Applicant: **Mrs Aqsa Malik**
Site Address: **14 YEADING LANE HAYES**
Proposal: **Variation of Conditions 2 (approved plans), 3 (hours of use), 5 (Site Management Supervision Plan), 6 (Travel Plan) and 8 (parking arrangements) of planning permission ref. APP/R5510/A/12/2177686, dated 18 December 2012, for 'Change of use from Guest House B&B to Class D1 Non-residential Institution for a Women's Education and Recreation Institute, involving formation of a staff car parking area to the rear (Retrospective application)', to permit additional evening and Saturday hours, substitute the approved plans and update the site management, travel and parking arrangements, together with the imposition of an additional condition limiting the maximum occupancy to 30 persons at any one time.**

Summary of Recommendation: **GRANT planning permission subject to conditions**

Reason Reported to Committee: **Required under Part 3 of the Planning Scheme of Delegation (Petition received)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 Planning permission is sought under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 2, 3, 5, 6 and 8 of the appeal permission for the established Women's Education and Recreation Institute. The proposal would extend the authorised weekday hours to 10:00-19:00 and introduce Saturday opening between 11:00-14:00, with no use on Sundays or Bank Holidays. An additional Condition 12 would be imposed to restrict the maximum occupancy of the use. Updated plans, site management, travel and parking management arrangements have been submitted.
- 1.2 The principle of the use is established, and no external alterations are proposed. The main considerations are the effects of the extended hours on neighbouring residential amenity, noise, traffic, parking and highway safety.
- 1.3 A petition containing 27 valid signatures and 6 individual objections have been received, principally raising concerns regarding existing parking stress, congestion, highway and pedestrian safety, noise, disturbance and the effect on residential amenity. A total of 106 representations of support has also been received, citing the educational and community benefits of the institute and the improved accessibility that evening and Saturday classes would provide for working people, those with caring responsibilities, women, children and young people.
- 1.4 The Council's Noise Officer considers it unlikely that a significant adverse noise impact would arise. Following the submission of revised parking and cycle-storage details, a strengthened Parking Management Strategy and the agreed maximum occupancy condition, the Highway Authority has raised no objection and considers that the proposal would not result in material transport, parking or highway-safety impacts. Subject to conditions securing the proposed hours, maximum occupancy, approved parking and cycle-storage arrangements, and continued compliance with the updated management documents, the proposal is considered acceptable and planning permission is recommended for approval.

2 The Site and Locality

- 2.1 The application site is located on the eastern side of Yeading Lane comprising a 2-storey detached property with single storey elements to the front, sides and rear. The subject property is currently used as a women's education and recreation institute named Al-Falah Institute. The frontage has been laid to hardstanding and provides off street parking

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for two vehicles and there is a vehicular access point and further car parking to the rear for six vehicles accessed via Dorchester Way.

- 2.2 The immediate surroundings of the application site are residential in nature and characterised by 2-storey detached and semi-detached dwellinghouses whilst the nearby Uxbridge Road to the south of the application site is commercial in character and appearance.
- 2.3 The site is in the Hillingdon Air Quality Management Area. The site has a Public Transport Accessibility (PTAL) of 3.

Figure 1: Location Plan (application site edged red)



Figure 2: Street View Image of the Application Property



Figure 3: Existing Vehicular Access on Dorchester Way to the Rear Parking Area



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3 Proposal

- 3.1 Planning permission is sought for variation of Conditions 2 (Approved Plans), 3 (Hours of Use), 5 (Site Management Supervision Plan), 6 (Travel Plan) and 8 (Parking Arrangements) of planning permission ref. APP/R5510/A/12/2177686, dated 18-12-2012 for 'Change of use from Guest House B & B to Class D1 Non-residential Institutions for Women's Education and Recreation Institute (involving formation of staff car parking area to rear) (Retrospective application)' to include additional evening and Saturday hours. An additional condition would limit the maximum occupancy of the premises to 30 persons, including staff, pupils and other visitors, at any one time.
- 3.2 Condition 2 of the original planning permission states:
- *The development hereby permitted shall be carried out in accordance with the following approved plans: 1353-01/FP, 1353-02/FP, 1353-03/FP, 1353-04/FP.*
- 3.3 Condition 3 of the original planning permission states:
- *The use shall not take place other than between the hours of 1000-1630 Mondays - Fridays, and not at all on Saturdays, Sundays or Bank Holidays.*
- 3.4 Condition 5 of the original planning permission states:
- *The use hereby permitted shall take place in accordance with the details of the Site Management Supervision Plan (or those parts of the Plan capable of being implemented subject to other conditions herewith attached) dated 10 May 2011. Those parts of the Plan capable of implementation shall continue to be implemented as long as any part of the premises is occupied for the use hereby permitted.*
- 3.5 Condition 6 of the original planning permission states:
- *The use hereby permitted shall take place in accordance with the details of the Travel Plan (or those parts of the Travel Plan capable of being implemented subject to other conditions herewith attached) dated July 2012. Those parts of the Travel Plan capable of implementation shall continue to be implemented as long as any part of the premises is occupied for the use hereby permitted.*
- 3.6 Condition 8 of the original planning permission states:
- *Notwithstanding the details shown on approved drawing No. 1353-02/FP, within 2 calendar months of the date of this decision, full details of the parking arrangements, including surfacing of the rear parking area, incorporating sustainable urban drainage, shall be submitted to and approved in writing by the local planning authority. Within one calendar month of the date of approval of the details, they shall be implemented in their entirety and the parking areas shall not thereafter be used for any purpose other than the parking of vehicles.*

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3.7 The proposed extended hours of use would be Monday to Friday between 16:30 and 19:00 and on Saturdays between 11:00 and 14:00 only. To reflect the proposed extended hours of use, the amended Condition 3 would read as:

- *The use hereby permitted shall not take place other than between the hours of 1000 and 1900 on Mondays to Fridays and between 1100 and 1400 on Saturdays, and shall not take place at any time on Sundays or Bank Holidays.*

3.8 Revised Site Management Supervision Plan and Travel Plan have been submitted under this application to reflect the updated details associated with the extended hours of use. During the course of the application, a Complaints Handling Policy & Procedure, a Responses to Officer's Comments, a Parking Management Strategy, and a revised Block Plan showing car parking location and tracking details have been submitted to provide further details regarding the site and parking management arrangements. Conditions 2, 5, 6 and 8 would be amended as follows:

- *The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: PL-01; PL-02 Rev. P2 and shall thereafter be retained/maintained for as long as the development remains in existence.*
- *The use hereby permitted shall take place in accordance with the details of the Site Management Supervision Plan (Reference: 14AFILH-2073) (or those parts of the Plan capable of being implemented subject to other conditions herewith attached) dated 30.12.2025, Complaints Handling Policy & Procedure (Policy No: CHP/01) dated 15.10.2025, and Responses to Officer's Comments submitted on 05.06.2026. Those parts of the Plan capable of implementation shall continue to be implemented as long as any part of the premises is occupied for the use hereby permitted.*
- *The use hereby permitted shall be carried out and thereafter operated in accordance with the Travel Plan prepared by John Russell Transport Planning Ltd dated 29 December 2025 and the Parking Management Strategy prepared by John Russell Transport Planning Ltd dated 1 September 2026. The measures contained within the approved documents shall be implemented and maintained for as long as the premises remain in the use hereby permitted.*
- *The vehicle parking, access and manoeuvring arrangements shown on Drawing No. PL-02 Rev. P2 shall be retained and kept permanently available for the parking and manoeuvring of vehicles associated with the use hereby permitted. The parking arrangements shall be operated in accordance with the Parking Management Strategy prepared by John Russell Transport Planning Ltd dated 1 September 2026. The parking and manoeuvring areas shall not be used for any other purpose.*

Figure 4: Existing Floor Plans (remain unchanged) (please note – larger version of plan can be found in the Committee Plan Pack)

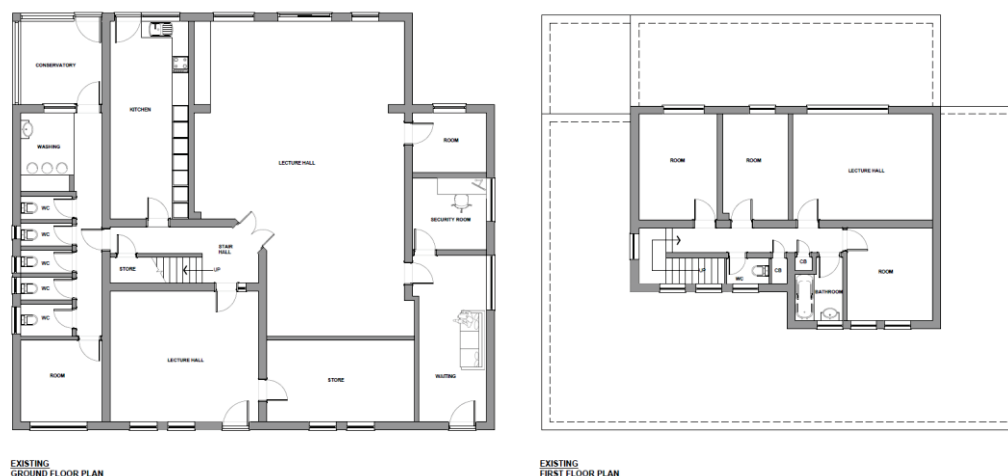
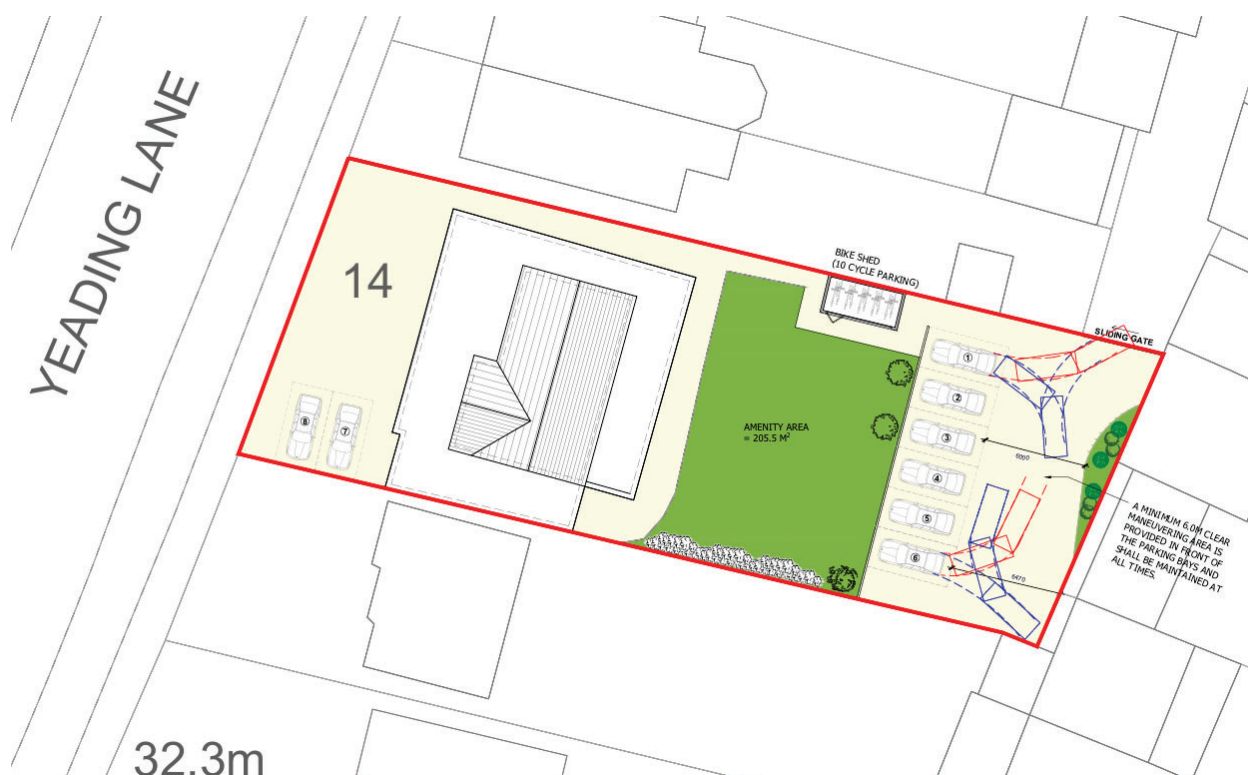


Figure 5: Block Plan



4 Relevant Planning History

4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

4.2 The site has a long history of planning applications, the most relevant of which is planning application 1104/APP/2010/1568 which was allowed on appeal by the Planning Inspectorate. This application granted planning permission for the change of use of the

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building from a Guest House B&B to Class D1 Non-residential Institutions for Women's Education and Recreation Institute (involving formation of staff car parking area to the rear).

- 4.3 The scheme was initially refused by the Planning Committee on 13th December 2011 for the following reason:
- *"The application fails to demonstrate that it would provide adequate vehicular access arrangements and an appropriate level of car parking provision for the proposed Women's Education and Recreation Institute. As such the application fails to ensure that the proposal would not result in conditions prejudicial to the free flow of traffic and safety of the highway network. It is therefore contrary to Policies R9, R10, AM7 and AM14 of the London Borough of Hillingdon Unitary Development Plan Saved Policies (September 2007)."*
- 4.4 On appeal the Inspector considered the issues of highway safety along Yeading Lane. The conclusions of the Inspector were that as the premises was to be used during off peak hours on weekdays only, and the limited level of car usage associated with the use (demonstrated through the submitted Travel Plan), that the proposal would be unlikely to result in any significant harm to highway safety in the vicinity.
- 4.5 It is important to note that the previous scheme did initially propose the use of the site at weekends, however the scheme was amended to exclude these days from the application given the concerns over parking and general amenity impacts. At weekends, as there were limited on street parking controls and local residents more likely to be at home, on street parking was considered to be at saturation point.
- 4.6 Another relevant previous application is the S73 planning application 1104/APP/2014/645 for variation of Condition 3 (Opening Hours) of Secretary of State's Appeal Decision ref: APP/R5510/A/12/2177686 dated 18/12/2012 (LBH Ref: 1104/APP/2010/1568 dated 14/12/2011) to allow the institution to be open on Saturday, and on Sundays during Ramadan (Change of use from Guest House B & B to Class D1 Non-residential Institution for Women's Education and Recreation Institute (involving formation of staff car parking area to rear)). It sought to extend to opening hours to include 10am - 4.30pm on Saturday, and on Sundays during Ramadan.
- 4.7 The S73 application was refused on 17th June 2014 for the following reason:
- *"Insufficient information/evidence has been provided within the application to demonstrate that the proposed use on Saturdays and Sundays during Ramadan, and Saturdays throughout the year, would not give rise to unacceptable levels of on street parking and congestion within the surrounding area. In the absence of such evidence/information, the scheme is considered to have a prejudicial impact on the free flow of traffic within the surrounding area, cause undue congestion and be detrimental to general highway and pedestrian safety. The scheme would thereby be contrary to Policies R9, R10, AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)."*

- 4.8 The refused S73 application was not accompanied with any information, such as Transport Assessment, Travel Plan or appropriate Management Plan, to demonstrate the highways and parking impact of the extended opening hours.
- 4.9 An important consideration with this current application is therefore whether sufficient information has been demonstrated to overcome the previous concerns with regards to the weekend use of the building and its impact on the surrounding highway during these times.

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

Emerging Planning Policies

- 5.2 Policy DM4 of the National Planning Policy Framework (NPPF) 2026 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (July 2026)

- 5.3 The GLA are consulting on a draft new London Plan between 16th July and 15th October 2026 with the intention of replacing the previous versions of the existing London Plan. Following the consultation, the draft London Plan will be subject to an independent Examination in Public before final adoption, expected in early 2028.
- 5.4 As the unresolved objections have not yet been submitted and published for decision-makers to review, limited weight can be afforded to the Draft London Plan (July 2026) at present.

6 Consultations and Representations

- 6.1 214 neighbouring properties were consulted on 19th January 2026.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A petition of 27 valid signatures has been received against the application.	1. Existing on-street parking is already heavily constrained, particularly during evenings and weekends.	The existing parking conditions are acknowledged. The application is supported by an updated Travel Plan and Parking Management Strategy. The Highway Authority has reviewed the submitted evidence and raised no objection, concluding that the proposal would not result in unacceptable overspill parking or material parking impacts. Further assessment on parking impact is provided between paragraphs 7.22 to 7.33 below.
	2. The extended hours would increase vehicle movements, overspill parking and congestion and could obstruct residents' parking and access.	Attendance would be pre-booked and controlled, on-site parking would be pre-arranged and managed, and sustainable travel and car-sharing would be promoted by the submitted Travel Plan. The Highway Authority considers that the modest extension of hours would not materially intensify activity or adversely affect the highway network. Further assessment on parking impact is provided between paragraphs 7.22 to 7.33 below.
	3. Existing parking, pavement parking, nearby commercial uses, HMOs and vehicles associated with a local motor-repair business already place pressure on Yeading Lane.	Existing parking demand generated by other properties and businesses is noted. The application must be assessed on its own likely impacts. The submitted evidence and Highway Authority response indicate that the proposed variation would not cause unacceptable additional parking or congestion. Further assessment on parking impact

		is provided between paragraphs 7.22 to 7.33 below.
	4. The road layout, bend, vehicle speeds and restricted visibility raise highway and pedestrian-safety concerns, particularly for children, older people and disabled people.	The Highway Authority has considered the existing access, local highway conditions and has raised no objection. No alteration to the access is proposed, and the variation is not expected to result in a material highway or pedestrian-safety impact. Further assessment on highway safety impact is provided between paragraphs 7.22 to 7.33 below.
	5. Additional evening and weekend activity would cause noise, disturbance and harm to residential amenity.	The proposed weekday use would cease by 19:00 and Saturday use by 14:00. Activities would be primarily educational, passive and contained within the building. The Noise Officer considers it unlikely that a significant adverse noise impact would arise. Compliance with the submitted management measures would be secured by Condition 5. Further assessment on amenity impact is provided between paragraphs 7.10 to 7.21 below.
	6. The previous refusal of weekend opening should be maintained, and concerns are raised regarding alleged unauthorised weekend use.	The previous Section 73 application was refused because insufficient transport and parking evidence had been submitted. The current application is supported by updated technical and management information and has received no objection from the Highway Authority. Any alleged breach of the existing permission is a separate enforcement matter and does not prevent determination of this application on its planning merits. Further consideration to the previous S73 application is

		provided between paragraphs 7.24 to 7.25.
6 public representations of objection have been received.	1. The proposal would worsen existing parking pressure and reduce parking availability for residents and their visitors.	The concern is acknowledged. The submitted Travel Plan records that 22% of journeys were made by a car driver. Parking would be limited, pre-arranged and managed, and the Highway Authority has raised no objection on parking grounds. Further assessment on parking impact is provided between paragraphs 7.22 to 7.33 below.
	2. Additional evening and Saturday arrivals and departures would increase traffic, congestion and risks to highway and pedestrian safety.	Arrivals and departures would be controlled through pre-booking, limited class sizes and on-site supervision. The Highway Authority considers that the proposal would not materially intensify activity or result in adverse transport or highway-safety impacts. Further assessment on highway safety impact is provided between paragraphs 7.22 to 7.33 below.
	3. The extended hours could increase noise and disturbance and adversely affect residential amenity and family life.	The additional hours are limited and do not extend into the late evening. The activities would occur internally and would be educational and generally passive. The Noise Officer considers it unlikely that a significant adverse noise impact would arise. Further assessment on amenity impact is provided between paragraphs 7.10 to 7.21 below.
	4. Concern that the proposed management measures may not be effective or enforceable and that the use could intensify over time.	Compliance with the updated Site Management Supervision Plan, Complaints Handling Procedure, Travel Plan and Parking Management Strategy would be secured by Conditions 5 and 6. These controls include

		pre-booked attendance, class-size limits, supervision and parking management. Further assessment on amenity impact is provided between paragraphs 7.10 to 7.21 below.
	5. The previous refusal of weekend opening and the established weekday-only restriction should be given weight.	The planning history is a material consideration and has been taken into account. However, the current proposal is supported by sufficient evidence and management measures that were absent previously. It must be determined on the basis of the current proposal and evidence. Further consideration to the previous S73 application is provided between paragraphs 7.24 to 7.25.
	6. Requests that residents be permitted to form driveways, that the institute relocate to larger premises, and allegations of existing weekend use.	Separate dropped-kerb or driveway permissions and the availability of alternative premises are outside the scope of this application.
106 public representations of support have been received.	1. The institute provides valued educational and community services, supporting learning, wellbeing and community cohesion.	The social, educational and community benefits of the established facility are acknowledged and carry positive weight in the planning balance.
	2. Evening and Saturday classes would improve access for people unable to attend during weekday daytime hours because of work, education, childcare or other caring responsibilities.	The improved accessibility of the service is a material social benefit. The application must nevertheless remain acceptable in respect of neighbouring amenity, parking and highway safety, as assessed in Section 7 of this report.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Access Officer I have considered the detail of this planning application and consider this proposal to have no impact on accessibility.	Noted.
Highways Officer The applicant reports that there would be 30no. persons at the premises of which 22% would travel by car which equals 7no. vehicles. The development would offer 8no. car parking spaces, the 6no. at the rear have already been accepted by a planning inspector as being suitable for use. Access to all 8no. car parking spaces would be available on a pre-booked basis only. The site has a PTAL of 3 indicating that access to public transport is reasonable compared to London as a whole. As set out above the proposal would offer 8no. car parking spaces to cater for the parking demands of 7no. vehicles, in any scenario the Highway Authority does not anticipate the development would result in such an amount of parking displacement that road safety and congestion problem would arise. The Highway Authority has no objection to this proposal.	Noted.
Waste Services No comments/ objections	Noted.
Noise Officer I consider it unlikely that a significant adverse noise impact would be caused by the application to vary the operating hours. However, if allegations are made of noise nuisance then the Council would investigate these so far as is reasonably practicable and take enforcement action if necessary under EPA 1990.	Noted.

7 Planning Assessment

Principle of Development

- 7.1 Policy S1 of the London Plan (2021) seeks to ensure that the social infrastructure needs of London's diverse communities are met. It supports development proposals that provide high-quality and inclusive social infrastructure, address an identified local or strategic need and make effective use of land and buildings. The supporting text to Policy S1 identifies education, community and recreation facilities as forms of social infrastructure that contribute towards quality of life and the creation of strong and inclusive communities.
- 7.2 Policy S3 of the London Plan supports the provision and retention of education facilities in accessible locations. The policy also encourages the extended and multiple use of educational facilities for community and recreational purposes, together with the sharing of facilities between education providers and community organisations.
- 7.3 At the local level, Policy CI1 of the Hillingdon Local Plan: Part 1, Strategic Policies (November 2012) provides the strategic framework for the provision and retention of community infrastructure. Policy CI2 is also relevant to the recreational component of the authorised use. These policies are supplemented by Policies DMCI 1 and DMCI 2 of the Hillingdon Local Plan: Part 2, Development Management Policies (January 2020). Policy DMCI 1 reflects a general presumption in favour of retaining existing community facilities, while Policy DMCI 2 supports the reuse of existing premises for community facilities and seeks to ensure that such facilities are inclusive, accessible and appropriately located to serve their intended community or catchment.
- 7.4 The principle of using the building as a women's education and recreation institute was previously considered under planning application reference 1104/APP/2010/1568 and was subsequently accepted on appeal through planning permission reference APP/R5510/A/12/2177686, dated 18 December 2012. The approved use has operated from the site for a number of years and the current application does not seek to change the nature of that authorised use.
- 7.5 The application is made under Section 73 of the Town and Country Planning Act 1990 and principally seeks to vary Condition 3 to permit additional evening and Saturday operating hours. Consequential variations are also proposed to Conditions 5 and 6 to secure compliance with the updated site management, travel and parking management arrangements. Accordingly, the principle of the women's education and recreation institute at this location is already established and remains acceptable. The key consideration in the determination of this application is therefore whether the additional operating hours would result in unacceptable impacts, particularly in relation to the living conditions of neighbouring occupiers, noise and disturbance, parking demand, traffic generation and highway safety. These matters are considered in the relevant sections of this report.
- 7.6 Subject to the proposed extended hours being acceptable in respect of those detailed impacts, no objection is raised to the proposal in principle.

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Design / Character and Impact on the Area

- 7.7 Policy D3 of the London Plan (2021), Policy BE1 of the Hillingdon Local Plan: Part 1, Strategic Policies (2012), and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2, Development Management Policies (2020) are relevant to the consideration of design, local character and the public realm. These policies are set out in full within the Committee Report Part 3, Policy Appendix. In summary, they seek to secure high-quality development that responds appropriately to its context, respects the character and appearance of the surrounding area and contributes positively to the public realm. These objectives are also supported by Policy DP3 of the National Planning Policy Framework (2026).
- 7.8 The application does not propose any extension or material alteration to the host building. The revised plans rationalise the frontage parking to two spaces, retain six spaces to the rear, provide marked parking bays and identify cycle storage. These minor operational details would not materially alter the appearance of the building, the application site or the surrounding streetscene.
- 7.9 Accordingly, the proposal would preserve the character and appearance of the host building and the surrounding area. It is therefore considered to accord with the objectives of Policy D3 of the London Plan (2021), Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020), and Policy DP3 of the National Planning Policy Framework (2026).

Neighbouring Amenity

- 7.10 Policy D14 of the London Plan (2021) seeks to reduce, manage and mitigate noise and its adverse effects. Policy EM8 of the Hillingdon Local Plan: Part 1, Strategic Policies (2012) seeks to ensure that noise-generating development is permitted only where its impacts can be adequately controlled and mitigated. Policy DMHB 11 of the Hillingdon Local Plan: Part 2, Development Management Policies (2020) requires development proposals to avoid adversely affecting the amenity of adjoining occupiers. Policy P3 of the National Planning Policy Framework (2026) requires development proposals to provide healthy living conditions and to avoid giving rise to unacceptable levels of noise or other forms of pollution.
- 7.11 The closest residential properties to the application site are No. 12 Yeading Lane to the south and No. 16 Yeading Lane to the north.
- 7.12 The application would not involve any external alterations or extensions to the host building. Accordingly, the proposal would have no additional effect on neighbouring occupiers in terms of loss of daylight or sunlight, outlook, privacy, or an increased sense of enclosure. The principal amenity consideration is therefore whether the proposed extended operating hours would result in unacceptable noise and disturbance, including from activities within the premises and associated comings and goings.

- 7.13 The application proposes that the use operate between 10:00 and 19:00 from Mondays to Fridays and between 11:00 and 14:00 on Saturdays, with no use on Sundays or Bank Holidays. The proposed weekday closing time of 19:00 would not extend into the late evening or night-time period, while the proposed Saturday use would be limited to three hours during the daytime.
- 7.14 The applicant has submitted an indicative timetable showing how the additional hours may be used. Between Mondays and Fridays, three additional 30-minute classes are proposed, with 30-minute intervals between the classes. On Saturdays, two classes are identified between 11:00 and 13:30 and between 11:30 and 14:00. These Saturday sessions would overlap between 11:30 and 13:30. The activities identified within the indicative timetable, including educational classes, after-school clubs and community learning sessions, would be predominantly educational and generally passive in nature. They would therefore be unlikely, by reason of their nature, to generate excessive noise or nuisance. This is consistent with the submitted existing floor plans and internal site photographs, which indicate that the activities would be accommodated within the existing rooms and lecture halls/ classrooms inside the building.

Figure 6: Internal Photo of the Existing Lecture Hall/ Classroom on G/F



- 7.15 The applicant's response to the officer's comments, submitted on 5 June 2026, confirms that each class would have a maximum capacity of 13 pupils and that attendance would be strictly controlled through a pre-booking system. The overlapping Saturday classes would therefore accommodate a maximum anticipated total of 26 pupils, which would

remain below the maximum of 40 visitors identified in connection with the original permission. The applicant has also confirmed that there would be no walk-in visitors, large public events or social events.

- 7.16 The supporting information confirms that the activities would be contained within the existing building and would not involve amplified sound or external activities. During operating hours activities, attendance, parking, and arrival and departure arrangements would be supervised. Attendees would generally be expected to arrive before the commencement of their class, with last admission approximately 15 minutes before the scheduled start time, thereby reducing the potential for irregular or late arrivals.
- 7.17 A complaints handling procedure has also been submitted. This identifies a designated person to whom concerns may be reported and provides for complaints to be investigated, recorded and monitored. Where necessary, operational arrangements would be reviewed to address any substantiated issues and prevent their recurrence. Compliance with the relevant submitted operational and management information would be secured by condition.
- 7.18 The Council's Noise Officer has reviewed the proposal and considers it unlikely that a significant adverse noise impact would arise from the proposed variation to the operating hours. The Noise Officer has further advised that, should allegations of noise nuisance be received, the Council would investigate these so far as is reasonably practicable and, where necessary, take enforcement action under the Environmental Protection Act 1990.
- 7.19 The proposal would result in some additional activity and comings and goings during periods when the premises are not currently authorised to operate. However, the use would cease by 19:00 on weekdays and by 14:00 on Saturdays. These are not considered to be inherently unsociable hours. Furthermore, the maximum occupancy would be restricted by condition to 30 persons at any one time.
- 7.20 Having regard to the nature and scale of the activities, the proposed hours of operation, the condition limiting maximum occupancy to 30 persons and the submitted management arrangements, the proposal is not considered likely to result in unacceptable noise, disturbance or other harm to the living conditions of neighbouring occupiers.
- 7.21 The proposal therefore complies with Policy D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), and the relevant provisions of the National Planning Policy Framework.

Highways and Parking

- 7.22 Policies T4 and T6 of the London Plan (2021) require development proposals to appropriately assess and mitigate transport impacts, promote sustainable travel and ensure that parking provision does not adversely affect highway safety. Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2, Development Management Policies (2020) require development to provide safe and efficient access, appropriately manage parking demand and avoid unacceptable impacts on the highway network, local amenity and the safety of highway users. Policies TR3, TR4 and TR6 of the National

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Planning Policy Framework (2026) require development proposals to promote sustainable modes of travel, integrate safe and suitable access and parking arrangements into the design, and mitigate significant adverse impacts on the transport network and highway safety to an acceptable degree.

- 7.23 The proposal does not alter the existing points of vehicular access. During the course of the application, the frontage parking layout was revised to remove two substandard spaces. The revised scheme provides eight off-street parking spaces, comprising two spaces at the front and six spaces within the rear parking area accessed via Dorchester Way. It is important to note that in determining application reference 1104/APP/2010/1568 concerns were raised relating to the adequacy of the access road which leads from Dorchester Way up to the parking area to the rear of the site. Despite these concerns the inspector found the arrangement to be acceptable. The proposal also includes marked parking bays and five Sheffield stands providing cycle parking for up to 10 bicycles.
- 7.24 As set out in the Planning History section of this report, highway and parking concerns were central to the original application and the refusal of the previous Section 73 application. In particular, planning application reference 1104/APP/2014/645 was refused because insufficient information had been provided to demonstrate that weekend operation would not result in unacceptable on-street parking, congestion or harm to highway and pedestrian safety. The key consideration is therefore whether the current application is supported by sufficient evidence and management measures to address those concerns.
- 7.25 Unlike the previous Section 73 application, the current application is supported by an updated Travel Plan, a Parking Management Strategy, vehicle swept-path analysis, an indicative timetable and detailed information concerning attendance, parking and the management of arrivals and departures.
- 7.26 The application site has a PTAL rating of 3. Bus stops serving several frequent routes are located close to the site (Table 3 below refers).

Table 3: Existing Bus Routes Serving the Application Site

Bus Route	Stop Name	Destination	Service Frequency	Walking Distance (m)
140	The Grapes	Harrow Weald	7.50	116.99
SL9	The Grapes	Harrow	5.00	116.99
E6	The Grapes	Greenford	4.67	116.99
427	The Grapes	Uxbridge	7.50	347.18
SL8	The Grapes	Uxbridge	6.00	347.18
90	Hesa Road	Feltham	5.33	462.52
U7	Lombardy Retail Park	Uxbridge	2.00	372.51

- 7.27 The submitted Travel Plan indicated that a five-day travel survey of existing users was undertaken in November 2025. The survey recorded that 22% of journeys were made by

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a car driver with 16.5% as car passenger and 15.4% as car pick-up/ drop-off, while 29.7% were made by public transport and 16.5% on foot. The results demonstrate that less than one-quarter of existing users travelled to the site as a car driver and that 46.2% of journeys were undertaken by sustainable modes (i.e. walking and public transport).

- 7.28 The submitted Travel Plan indicates that the premises currently accommodate up to approximately 30 people, including staff. The indicative Saturday timetable identifies two overlapping classes, each with a maximum of 13 pupils, which could result in up to 26 pupils being present concurrently, in addition to staff. To provide certainty and prevent intensification beyond the level assessed, the applicant has agreed to a condition limiting the maximum occupancy of the premises to 30 persons, including staff, pupils and other visitors, at any one time. Attendance would also be controlled through a pre-booking system, with no walk-in visitors, large public events or social events proposed.
- 7.29 The submitted Parking Management Strategy confirms that parking would be limited, controlled and only available to the registered visitors with prior approval from the institute. On-site parking would be pre-arranged and managed by a responsible person, with priority afforded to users who need to travel by car due to specific circumstances, including disability or mobility needs. Other attendees would be encouraged to travel by public transport, walking, cycling, car-sharing or drop-off and collection. The strategy also provides for the ongoing monitoring of travel patterns and parking demand, with additional management measures to be introduced if required.
- 7.30 The application would provide a total of 8 off-street parking space, i.e. 2 in the front garden area and 6 in the rear parking area accessible via Dorchester Way. Drawing PL-02 Rev. P2 shows the parking spaces and manoeuvring arrangements. The applicant has also provided evidence to demonstrate the right of way for the access on Dorchester Way to the rear parking area. The existing access arrangements would remain unchanged and secure cycle parking would continue to be available.
- 7.31 The Highway Authority has reviewed the submitted Travel Plan and supporting information. It notes that travel by sustainable modes remains high, car use would be limited and controlled through pre-arranged parking, cycle parking is already provided, and no increase in attendance or parking demand is proposed. The Highway Authority considers that the additional evening and Saturday hours represent a modest extension that would not materially intensify activity at the site or result in adverse highway or parking impacts. It has identified no evidence that the variation would result in unacceptable overspill parking or harm to highway safety and has raised no objection.
- 7.32 The concerns under the previous applications regarding weekend parking conditions are acknowledged. However, the current proposal is limited to three hours on Saturdays, does not include Sundays or Bank Holidays, and is supported by materially more detailed transport and management information than the previous Section 73 application. The evidence demonstrates that attendance and parking demand would be controlled, a significant proportion of users travel by sustainable modes, and the anticipated attendance would remain broadly consistent with the existing operation and below the visitor level considered by the Inspector when determining the original appeal.

- 7.33 Subject to the amended Conditions 5, 6 and 8 securing compliance with the updated Travel Plan, Parking Management Strategy and associated management measures as well as the proposed Condition 12 to restrict the maximum occupancy as 30, the proposal is not considered likely to result in unacceptable overspill parking or congestion, prejudice the free flow of traffic, or cause harm to highway or pedestrian safety. The previous highway and parking concerns are therefore considered to have been satisfactorily addressed. The proposal complies with Policies T4 and T6 of the London Plan (2021), Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020), and the relevant provisions of the National Planning Policy Framework.

8 Other Matters

Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 Due to the nature of the application, the proposals currently under consideration would not be CIL liable. Please note, this commentary has been provided for the purpose of assisting in the determination of the planning application only. If approved, the final CIL liability would be set out in the CIL Liability Notice following determination of the application in line with the CIL Regulations. This would be issued following a full review of all the material available to the Council's Planning Obligations Team at that time.

9 Conclusion / Planning Balance

- 9.1 The principle of the women's education and recreation institute is established by the appeal permission, and the current application relates only to additional weekday evening and Saturday hours, together with updated site management and travel arrangements. No external alterations are proposed and the character and appearance of the building and surrounding area would remain unchanged.
- 9.2 The objections and petition have been carefully considered, including concerns regarding existing parking pressure, congestion, highway and pedestrian safety, noise, disturbance and residential amenity. The current proposal is, however,

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materially supported by an updated Travel Plan, Parking Management Strategy, swept-path analysis, controlled class sizes, pre-booked attendance and supervised parking, arrival and departure arrangements. The maximum occupancy would be restricted to 30 persons by Condition 12. The Highway Authority has raised no objection and considers that the variation would not result in material transport, parking or highway-safety impacts.

- 9.3 The additional weekday use would cease by 19:00 and Saturday use would be limited to 11:00-14:00, with no use on Sundays or Bank Holidays. The proposed activities would be primarily educational and passive, would take place within the building and would be subject to updated management controls. The Noise Officer considers it unlikely that a significant adverse noise impact would arise. The proposal is therefore not considered to cause unacceptable harm to neighbouring residential amenity.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.
- 10.2 This report has been prepared with reference to background papers including those listed below, which have been relied upon to a material extent in its preparation and are available for public inspection, subject to any necessary redaction for exempt or confidential information:
- 10.3 Internal consultee comments:
- Noise Officer
 - Highways Authority
 - Waste Officer
 - Access Officer

APPENDICES

Planning Application

1104/APP/2026/1

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

PL-01; PL-02 Rev. P2

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

2. COM22 Operating Hours

The use hereby permitted shall not take place other than between the hours of 1000 and 1900 on Mondays to Fridays and between 1100 and 1400 on Saturdays, and shall not take place at any time on Sundays or Bank Holidays.

REASON

To safeguard the living conditions of neighbouring occupiers from unacceptable noise, activity and disturbance, in accordance with Policy D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1, Strategic Policies (2012), and Policy DMHB 11 of the Hillingdon Local Plan: Part 2, Development Management Policies (2020).

3. NONSC Non Standard Condition

The premises shall be used as a Women's Education and Recreation Institute and for no other purpose, including any other purpose within Class F1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

REASON

To safeguard the living conditions of neighbouring occupiers from unacceptable noise, activity and disturbance, in accordance with Policy D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1, Strategic Policies (2012), and Policy DMHB 11 of the Hillingdon Local Plan: Part 2, Development Management Policies (2020).

4. NONSC Non Standard Condition

The use hereby permitted shall take place in accordance with the details of the Site Management Supervision Plan (Reference: 14AFILH-2073) (or those parts of the Plan capable of being implemented subject to other conditions herewith attached) dated 30.12.2025, Complaints Handling Policy & Procedure (Policy No: CHP/01) dated 15.10.2025, and Responses to Officer's Comments submitted on 05.06.2026. Those parts of the Plan capable of implementation shall continue to be implemented as long as any part of the premises is occupied for the use hereby permitted.

REASON

To ensure that the premises operate in a controlled and properly supervised manner and to safeguard the living conditions of neighbouring occupiers, parking conditions, the free flow of traffic and highway and pedestrian safety, in accordance with Policy D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

5. NONSC Non Standard Condition

The use hereby permitted shall be carried out and thereafter operated in accordance with the Travel Plan prepared by John Russell Transport Planning Ltd dated 29 December 2025 and the Parking Management Strategy prepared by John Russell Transport Planning Ltd dated 1 September 2026. Those parts of the Travel Plan capable of implementation shall continue to be implemented as long as any part of the premises is occupied for the use hereby permitted.

REASON

To promote sustainable travel, manage parking demand and vehicle movements, minimise overspill parking and safeguard the free flow of traffic and highway and pedestrian safety, in accordance with Policies T4, T5 and T6 of the London Plan (2021) and Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

6. NONSC Non Standard Condition

The records of implementation and monitoring of the Travel Plan, including the results of the travel surveys, shall be made available to the Local Planning Authority on a regular basis, that basis being not less frequent than annually.

REASON

To enable the Local Planning Authority to monitor the effectiveness of the approved travel and parking management measures and ensure that the use does not result in unacceptable parking, congestion or highway-safety impacts, in accordance with Policies T4 and T6 of the London Plan (2021) and Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

7. NONSC Non Standard Condition

The vehicle parking, access and manoeuvring arrangements shown on Drawing No. PL-02

Rev. P2 shall be retained and kept permanently available for the parking and manoeuvring of vehicles associated with the use hereby permitted. The parking arrangements shall be operated in accordance with the Parking Management Strategy prepared by John Russell Transport Planning Ltd dated 1 September 2026. The parking and manoeuvring areas shall not be used for any other purpose.

REASON

To ensure that adequate parking and manoeuvring arrangements are retained, to minimise the potential for overspill parking and congestion, and to safeguard the free flow of traffic and highway and pedestrian safety, in accordance with Policies T4 and T6 of the London Plan (2021) and Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2, Development Management Policies (2020).

8. NONSC Non Standard Condition

Within three months of the date of this permission, details of the existing or proposed secure and covered cycle-storage facilities shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location, design, capacity and means of access to the facilities.

Any additional or replacement facilities required by the approved details shall be provided within two months of the written approval of the details. The approved cycle-storage facilities shall thereafter be retained, maintained and kept available for users of the premises and shall not be used for any other purpose.

REASON

To encourage active and sustainable travel and reduce reliance on private motor vehicles, in accordance with Policy T5 of the London Plan (2021) and Policy DMT 5 of the Hillingdon Local Plan: Part 2 (2020).

9. NONSC Non Standard Condition

Within three months of the date of this permission, details of the refuse and recycling storage arrangements shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location, capacity, design, screening and arrangements for collection of refuse and recyclable materials.

The approved facilities shall be provided within two months of the written approval of the details and shall thereafter be retained, maintained and used for the storage of refuse and recyclable materials associated with the use hereby permitted.

REASON

To ensure that refuse and recyclable materials are stored and collected in a satisfactory manner and to safeguard the character and appearance of the site and the living conditions of neighbouring occupiers, in accordance with Policies D3 and D6 of the London Plan (2021) and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020).

10. NONSC Non Standard Condition

Within three months of the date of this permission, details of the existing and proposed hard and soft landscaping at the front of the premises shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- means of enclosure;
- pedestrian access and circulation areas;
- hard-surfacing materials;
- existing planting to be retained;
- schedules of any proposed planting, including species, sizes, numbers and densities; and
- a timetable for implementation.

The approved landscaping works shall be carried out in accordance with the approved timetable. All hard landscaping shall thereafter be retained. Any tree, shrub or other planting that, within a period of five years from planting, dies, is removed, becomes seriously damaged or diseased shall be replaced in the next available planting season with planting of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard and enhance the character and appearance of the premises and the surrounding streetscene, in accordance with Policy D3 of the London Plan (2021), Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020).

11. NONSC Non Standard Condition

No more than 30 persons, including staff, pupils and other visitors, shall be present within the application premises at any one time.

Reason: To control the intensity of the use and safeguard the living conditions of neighbouring occupiers, parking conditions, the free flow of traffic and highway and pedestrian safety, in accordance with Policy D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMHB 11, DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

Informatives

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8

(right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3.

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D14	(2021) Noise
LPP S1	(2021) Developing London's social infrastructure
LPP S3	(2021) Education and childcare facilities
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking

Appendix 2: Relevant Planning History

1104/APP/2010/1568 14 Yeading Lane Hayes

Change of use from Guest House B & B to Class D1 Non- residential Institutions for Womens Education and Recreation Institute (involving formation of staff car parking area to rear) (Retrospective application)

Decision: 14-12-2011 Refused **Appeal:** 18-12-2012 Allowed

1104/APP/2014/645 14 Yeading Lane Hayes

Variation of condition 3 (Opening Hours) of Secretary of State's Appeal Decision ref: APP/R5510/A/12/2177686 dated 18/12/2012 (LBH Ref: 1104/APP/2010/1568 dated 14/12/2011) to allow the institution to be open on Saturday, and on Sundays during Ramadan (Change of use from Guest House B & B to Class D1 Non-residential Institution for Women's Education and Recreation Institute (involving formation of staff car parking area to rear))

Decision: 12-06-2014 Refused

1104/APP/2020/726 14 Yeading Lane Hayes

Alterations to existing outbuilding to include new pitched roof (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 28-04-2020 Refused

1104/APP/2021/4435 14 Yeading Lane Hayes

Variation of Condition 3 (hours of opening) of planning permission ref. 1104/APP/2010/1568 dated 14/12/2011: Change of use from Guest House B & B to Class D1 Non-residential Institutions for Womens Education and Recreation Institute (involving formation of staff car parking area to rear) to change hours of opening.

Decision: 25-07-2022 Withdrawn

1104/APP/2023/2100 14 Yeading Lane Hayes

Variation of Condition 3 (hours of use) of Appeal Decision ref: APP/R5510/A/12/2177686 dated 18-12-2012 (LBH ref: 1104/APP/2010/1568 dated 14-12-2011) (Change of use from Guest House B & B to Class D1 Non- residential Institutions for Womens Education and Recreation Institute (involving formation of staff car parking area to rear) (Retrospective application)) to extend opening hours.

Decision: 01-03-2024 Withdrawn

1104/APP/2023/900 14 Yeading Lane Hayes

Details pursuant to the discharge of Condition 3 (hours of use) of appeal decision ref. APP/R5510/A/12/2177686 (planning permission ref. 1104/APP/2010/1568), dated 21-11-2012 (Change of use from Guest House B & B to Class D1 Non- residential Institutions for Womens Education and Recreation Institute (involving formation of staff car parking area to rear) (Retrospective application))

Decision: 22-05-2023 Withdrawn

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D14	(2021) Noise
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP S1	(2021) Developing London's social infrastructure
LPP S3	(2021) Education and childcare facilities