



Planning Statement

1 Watersplash Lane

Hayes

UB3 4QS

This Planning Statement has been prepared by **Planning Pros** for the conversion of existing dwellinghouse and erection of two storey building to accommodate 4*2 bed flats. This statement assesses the merits of the proposal against material considerations, relevant planning policies. It identifies site constraints, reviews planning history, and evaluates the acceptability of the proposed development.

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1 Site Context and History

- 1.1 1 Watersplash Lane (“the Site”) comprises a two-storey semi-detached C3 dwelling on a suburban plot in Hayes, London. The immediate context is characterised by early 20th century semi-detached houses of similar scale, with a consistent building line, front gardens converted to driveways, and pitched tile roofs. More recently, a multistorey residential housing scheme has been developed opposite the site replacing the previous Public House site.
- 1.2 The dwelling occupies a corner plot at the bottom end of a short cul-de-sac, immediately adjacent to the pedestrian entrance of Crane Park (public open space). This prominent position results in a high degree of visibility for people entering or leaving the park. Currently, the frontage and side boundary present a visually poor street scene for users of the public realm, detracting from both the cul-de-sac and the park gateway.
- 1.3 The Key characteristics:
- **Use Class:** C3 Dwellinghouse
 - **Adjacent to:** Green Belt and Public Open Space - Crane Park
 - **PTAL:** 2-3 Hayes. Harlington and Harlington Station is 0.7 miles away
 - **Sustainability:** Close proximity to local services and public transportation
 - **Heritage:** Not within a Conservation Area. No Listed Buildings.
 - **Trees:** No Tree Preservation Orders (TPOs)
- 1.4 London Borough of Hillingdon is the relevant Local Planning Authority.

2 Relevant Planning History

- 2.1 A desktop search of Hillingdon’s planning records finds no recent applications or permitted-development notifications affecting No. 1 Watersplash Lane.

3 Planning Policy Framework

National Planning Policy Framework (NPPF, revised 2024)

- 3.1 The Government issued the latest consolidated NPPF on 19 December 2024. It maintains the core principles of sustainable development while also focusing on design quality, small-site delivery and climate resilience. Relevant policies for this proposal are summarised below:

1. **Paragraph 8 – Sustainable Development Objectives:**

- The proposal must balance economic, social, and environmental objectives. Expanding housing diversity contributes to social sustainability by addressing housing need.
2. **Paragraph 11 – Presumption in Favor of Sustainable Development:**
- Proposals that align with local development plans and do not harm other material planning considerations should be approved.
3. **Paragraph 69 – Small and medium-sized sites:**
- Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly.
4. **Paragraph 124 – Making Effective Use of Land:**
- Promotes best use of existing brownfield land to address housing shortages while respecting local character.
5. **Paragraph 131– Achieving Well-Designed Places:**
- Developments should:
 - Add to the overall quality of the area.
 - Be visually attractive and function well over time.
 - Create safe and inclusive environments with a high standard of amenity for current and future users.

Hillingdon Local Plan Part 1 (2012) Strategic Policies

- 3.2 The Hackney Local Plan provides the detailed framework for planning decisions within the borough. Key policies include:

Policy PT1.BE1 – Built Environment:

- Seeks high-quality design that enhances local character and the public realm.

Policy PT1.H1 – Housing Growth

- Encourages additional housing within the existing urban area. Subdivision of this generous suburban plot contributes positively to borough supply without green-belt encroachment.

Policy PT1.EM11 – Sustainable Waste Management

- Requires facilities for refuse and recycling; integrated bins stores will be provided within the re-landscaped forecourt

Hillingdon Local Plan Part 2 (2020) Development Management Policies

Policy DMH 1 – Safeguarding Existing Housing

- Permits subdivision where units are self-contained, parking and amenity standards are met, and local character is preserved.

Policy DMH 4 – Residential Conversions

- Encourages additional housing within the existing urban area. Subdivision of this generous suburban plot contributes positively to borough supply without green-belt encroachment.

Policy DMHB 11 – Design of New Development

- Requires context-responsive, subordinate massing.

Policy DMHB 12 – Streets and Public Realm

- Seeks enhancement of the public realm. Removal of the block wall, introduction of fenestration to the side elevation and a landscaped front garden would meet this objective.

Policy DMHB 16 – Housing Standards

- Encourages Embeds the NDSS;

Policy DMHB 18 – Private Outdoor Amenity Space

- Requires sufficient usable garden for family dwellings.

Policy DMT 1 & DMT 2 – Transport and Highways Impacts:

- Seeks safe access and avoidance of adverse highway effects; the proposal includes compliant pedestrian splays, one off-street bay per dwelling and covered cycle parking.

Policy DMT 6 – Vehicle Parking

- Sets the car-parking standards

Policy DMEI 9 – Management of Flood Risk

- Site is within Flood Zone 1; a SuDS Statement will demonstrate no increase in run-off.

Policy DMEI 14 – Trees and Landscaping

- Requires retention and enhancement of landscape quality; a soft-landscape strip and new hedge are incorporated into the front garden design.

4 The Proposal

4.1 The proposal will deliver the following:

- Two-storey building in line with the main front wall and set in from the side boundary.
- Four independent C3 dwellinghouses: 4 x 2-bed flats.

5 Planning Considerations

Principle of Development

5.1 The proposal complies with the NPPF (2024) and the local planning policies. It aligns with the NPPF's objectives of sustainable development and making effective use of land to address housing shortages. The subdivision of this generous suburban plot positively contributes to the borough's housing supply without green-belt encroachment, as outlined in Policy PT1.H1. The development complies with Policy DMH 1 by increasing the amount of residential floorspace at the site while ensuring all units are self-contained with individual entrances and meet adequate living space standards.

Neighbour Amenity

5.2 Policy DMH 5 of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states developments should have no adverse impact on the amenity of neighbouring properties.

5.3 Policy DMH 1 states that planning applications relating to dwelling alterations and extensions will be required to ensure that a satisfactory relationship with adjacent dwellings is achieved and there is no unacceptable loss of outlook to neighbouring occupiers. Policy DMH 11 seeks to ensure that development proposals do not adversely impact the amenity, daylight, and sunlight of adjacent properties and open space. The proposal would need to demonstrate it does not result in undue loss of amenity to occupants of neighbouring dwellings in terms of its use.

5.4 The proposal is designed to avoid any adverse impacts on neighbouring properties, in accordance with Policy DMH 5 and DMH 1. The plans demonstrate that there will be

no unacceptable loss of outlook, daylight, or sunlight to adjacent dwellings, as required by Policy DMH 11.

Design, Character and Appearance

- 5.5 LP Part 2 Policy DMH 11 (Design) and DMH 12 (Streets & Public Realm) require development to “improve the quality of the public realm and respect local character”. London Plan Policy D4 echoes this by seeking design that enhances streetscape legibility.
- 5.6 The hard features at the site including the outbuildings present an unsightly edge to the cul de sac, failing the objective that “side elevations on corner plots should actively address both street frontages”. The development therefore improves the street scene.
- 5.7 The proposed development is designed with the following considerations:
- Removal of block wall and redundant sheds/outbuildings – clears visual clutter
 - Active side elevation – two storey building incorporates a window to the side flank and render to avoid a blank façade.
 - Flush front alignment – the new building aligns with the existing principal elevation to form a legible design. The design rationale is that the resulting building appears as an end of terrace dwelling rather than a subordinate addition.
 - Landscape led front parking court – permeable block paving with a soft landscape and integrating a discreet bin/cycle store.
- 5.8 The development is designed to improve the existing street scene, in line with Hillingdon Local Plan Policy DMH 11 (Design) and DMH 12 (Streets & Public Realm). By removing the block wall and redundant outbuildings, the development will clear visual clutter. The proposed building incorporates fenestration on the cul-de-sac elevation to create an active frontage, as shown in the proposed elevations (Drawings 00-PR-EL-01 and 00-PR-EL-02). The design rationale for a flush front alignment creates a legible design where it will appear as an end of terrace dwelling rather than a subordinate addition. This careful design approach demonstrably improves the public realm where it is sympathetic to the local character and appearance, as required by the London Plan Policy D4.

Quality of Living Accommodation

- 5.9 All units achieve the minimum internal space standards as set out in Nationally Described Space Standard (NDSS) and Hillingdon Local Plan Part 2: Development Management Policies (adopted January 2020), and this will be a key metric for council

assessment. While the private outdoor amenity space is limited for the first floor flats,, the site's immediate adjacency to Crane Park, a significant public open space, and the high quality of the internal environment sufficiently compensates for it. This provides a compelling justification for not fully achieving external amenity requirements.

Access and Parking

- 5.10 The site has a Public Transport Accessibility Level (PTAL) of 2–3, equating to moderate accessibility within Hillingdon.
- 5.11 Policy DMT 1 requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner.
- 5.12 Policy DMT 2 states that development proposals must ensure that: i) safe and efficient vehicular access to the highway network is provided to the Council's standards; ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents; iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes; iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.
- 5.13 With respect to parking, Policy DMT 6 of the Hillingdon Local Plan: Part 2 states that development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. While the site offers a moderate-good level of public transport connectivity, the proposal provides a level of off-street parking to ensure there are no negative impacts from the development.
- 5.14 The development proposal includes providing four new residential units along with car and cycle parking. A TRICS assessment was conducted, which estimated that the development would generate a negligible impact on the local highway network with 6 daily vehicle movements (3 arrivals and 3 departures).
- 5.15 The proposal complies with both the National Planning Policy Framework (NPPF) and the London Plan (2021).

- 5.16 Car Parking: Three off-street car parking spaces are proposed, which aligns with the London Plan's maximum standards for a site with a PTAL of 2. The London Plan permits up to 0.75 spaces per dwelling for sites with a PTAL of 2-3.
- 5.17 Cycle Parking: The proposal includes 9 cycle parking spaces, which is in excess of the minimum requirements stated in the London Plan (2021).
- 5.18 Highway Safety: A review of Personal Injury Accident (PIA) data from CRASHMAP for the past five years (August 2020 to August 2025) found no PIAs related to the existing site access. The report concludes that the proposal will not jeopardise road safety on the surrounding road network. The proposal is considered to comply with NPPF paragraph 116, as it does not present an unacceptable impact on highway safety or a severe cumulative impact on the road network.
- 5.19 Deliveries and Servicing: All delivery, servicing, and refuse collection activities will continue to take place at the site frontage on Watersplash Lane. Waste and recycling will be stored at the side of the property and moved to the site frontage on collection days.

Flood Risk and Landscaping

- 5.20 The site is within Flood Zone 1, indicating a low fluvial flood risk. A SuDS (Sustainable Drainage Systems) statement will be provided, where required, to demonstrate that the development will not increase surface water run-off, in full compliance with Policy DMEI 9. Landscaping plans include a soft-landscape, enhancing the quality of the public realm in accordance with Policy DMEI 14. The removal of the existing block wall and introduction of fencing will meet the objective of enhancing the public realm, as sought by Policy DMHB 12.

6 Recommendation

- 6.1 Based on the comprehensive assessment against all relevant material considerations, the planning statement concludes that the proposal is acceptable in principle, as it aligns with the NPPF and local policy by making efficient use of a suburban plot to provide much-needed housing. The design is a significant improvement over the existing visually poor street scene, and its features are carefully designed. The development will not adversely impact neighbour amenity, and internal space standards for the new flats will be met. Although private amenity space is limited for first floor flats,, the site's immediate adjacency to Crane Park, a public open space, and the high quality of the internal environment sufficiently compensates; a justified and

acceptable mitigation measure. Access and parking requirements are met, with a minimum of three off-street parking spaces and nine secure cycle storage units provided. The proposal considers flood risk and enhances landscaping, thereby improving the overall quality of the public realm.