



PLANNING, TRANSPORT, DESIGN AND ACCESS STATEMENT

SITE ADDRESS: 141 Cleave Avenue, Hayes UB3 4HD

DATE: JANUARY 2026



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Executive Summary

This statement has been prepared by Total Planning to support an application seeking planning permission for the retention of a small House in Multiple Occupation (Use Class C4) for up to six unrelated persons, together with the demolition of existing garages to provide three off-street car parking spaces, six cycle parking spaces and a refuse store, at 141 Cleave Avenue, Hayes.

The proposal has been assessed against the Hillingdon Local Plan, the London Plan (2021) and the National Planning Policy Framework (NPPF), and it is concluded that the development is acceptable in principle and in detail.

The site is located within a sustainable and accessible residential area, with good access to public transport, local amenities and services. The proposal retains the property in residential use and does not result in the loss of housing stock, in accordance with Policy DMH 1. The development represents an efficient use of an existing dwelling, fully aligned with the objectives of London Plan Policy H9 and the NPPF's emphasis on making effective use of land and delivering a range of housing types.

The proposal relates to a small HMO, which is materially different from larger or more intensive forms of shared accommodation. Small HMOs are expressly supported in principle by Policy DMH 5, subject to criteria. As demonstrated in this statement, the proposal complies with both Part A and Part B of Policy DMH 5: the site benefits from good accessibility to amenities and public transport; the accommodation meets required standards and is already licensed; there are no adverse impacts on the amenity of neighbouring properties or the character of the area; and the proposal would not result in an over-concentration of HMOs in the locality.

The development involves no external or internal alterations to the main building and therefore preserves the established residential character of the street, in accordance with Policies DMHB 11 and DMHB 16, as well as relevant London Plan design policies. As the HMO has been operating since October 2025 without complaint or evidence of harm, there is clear evidence that the use does not give rise to unacceptable amenity impacts.

In transport terms, the proposal is acceptable and policy-compliant. The site benefits from good public transport accessibility, and the provision of three off-street parking spaces, six cycle parking spaces and a dedicated refuse store represents an improvement on the existing situation. The proposal accords with London Plan Policies T4, T5, T6 and T6.1 and Hillingdon Local Plan Policies DMT 1, DMT 2, DMT 5 and DMT 6. The Transport Statement demonstrates that the development would not result in unacceptable traffic generation, parking pressure or highway safety issues.

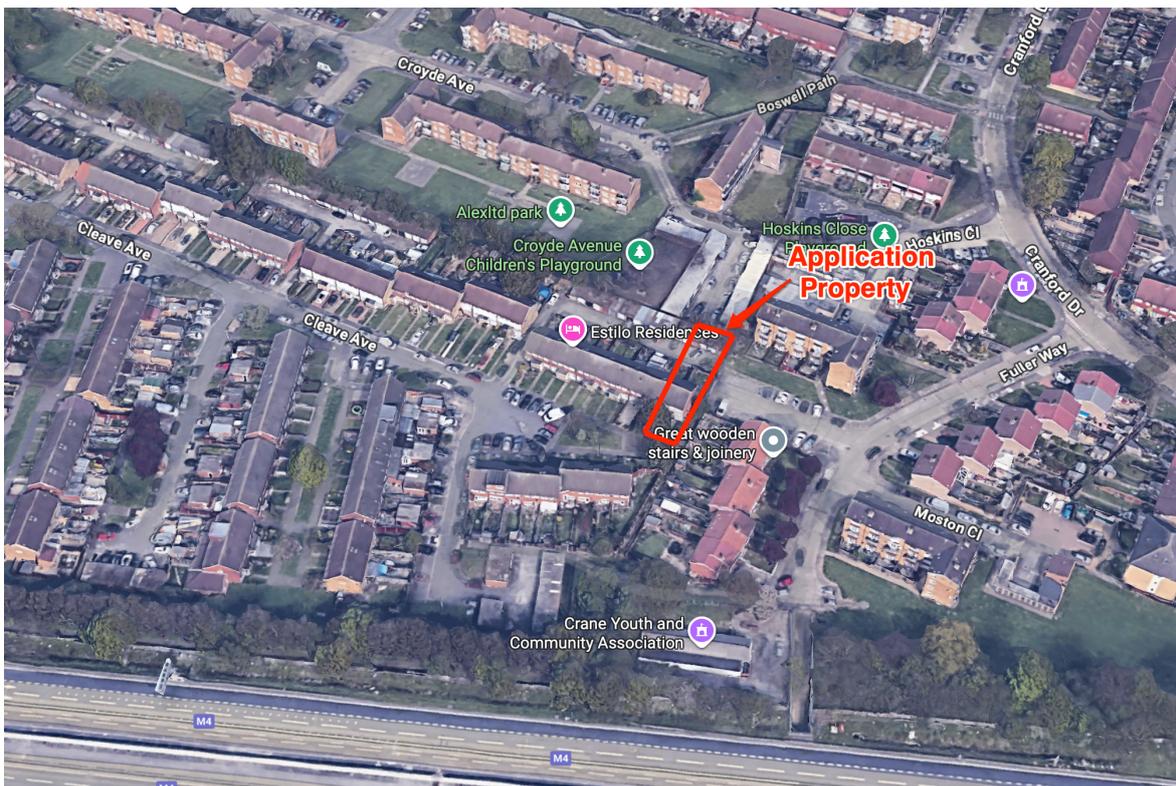
Overall, the proposal accords with the development plan when read as a whole and is supported by national policy. There are no material considerations that indicate planning permission should be refused. Any remaining matters relating to management or operation are capable of being addressed through existing licensing controls or planning conditions, if necessary.

For these reasons, it is concluded that the retention of the small HMO is acceptable, represents sustainable development, and planning permission should be granted.

The Site

The application site is located at 141 Cleave Avenue, Hayes, UB3 4HD, within a predominantly residential area of the London Borough of Hillingdon. The site forms part of a well-established suburban neighbourhood characterised by predominately terrace dwellings, largely in residential use (Use Class C3). The prevailing character of the area is residential, with consistent building heights, traditional materials, and a regular building line, all of which contribute to a cohesive streetscene.

The application property comprises a two-storey end of terrace building with a two storey side extension set within a residential plot fronting Cleave Avenue, a local residential road and with a service road and garages to the rear. The dwelling is set back behind a modest front garden and benefits from existing off-street parking provision within the site curtilage (currently within garages located to the rear of the dwelling). Rear garden space of a depth and scale consistent with neighbouring properties is provided, ensuring the availability of private amenity space to support residential occupation. The scale, massing and appearance of the building are typical of the surrounding housing stock and the proposal does not involve external alterations that would result in any material change to the character or appearance of the area.



Aerial view showing location of the site

The surrounding land uses are overwhelmingly residential in nature, with a mix of family housing and other forms of residential occupation typical of suburban areas within the borough. The retention of an HMO at the site would therefore represent a continuation of residential use and would not introduce an incompatible or non-residential activity into the area. Nor would there be a proliferation of HMO uses in the area as most properties are dwellinghouses. Given the modest scale of the property and the controlled number of occupiers, the HMO sits comfortably within

its surroundings without undermining the established residential character of the locality.

The site is well located in terms of access to services and facilities. A range of local amenities, including convenience retail, community facilities, schools and open spaces, are available within walking distance, ensuring future occupiers have convenient access to day-to-day needs without reliance on private vehicles. Hayes town centre, providing a broader range of shops, services and employment opportunities, is also accessible by foot, cycle and public transport.

In transport terms, the site benefits from good public transport accessibility. Bus routes operate along nearby roads, providing regular connections to Hayes town centre and surrounding areas. Hayes & Harlington Station, offering Elizabeth Line services, is accessible within a reasonable walking or bus journey, providing direct links to central London and the wider strategic transport network. The site is therefore in a sustainable location where reliance on private car use can be minimised, which is particularly relevant to shared residential accommodation such as an HMO.

Vehicular access is taken from Cleave Avenue but is from the rear of the site, and the surrounding highway network is typical of a suburban residential area. The site's existing off-street parking provision assists in managing parking demand, and the location's accessibility to public transport and local amenities further reduces the likelihood of unacceptable parking or highways impacts arising from the proposed change of use.

The site is not located within a conservation area, nor is it subject to any statutory heritage designations. There are no environmental, landscape or flood risk constraints affecting the site, and no Tree Preservation Orders apply. As such, there are no site-specific constraints that would preclude the use of the property as a House in Multiple Occupation, subject to compliance with relevant development management policies.

Overall, the site is located within a sustainable, accessible and established residential environment where retention of this HMO would represent an efficient and appropriate use of existing housing stock. The site's residential context, accessibility to services and public transport, and absence of planning constraints support its suitability for shared residential accommodation, subject to the provision of appropriate living conditions and the management of any potential impacts in accordance with local and strategic planning policy.

The site is also located in Flood Zone 1 which is an area at the lowest risk of flooding.

Proposed Development

This application seeks planning permission for retention of small HMO (Class C4) for up to 6 unrelated persons and demolition of garages to the rear to provide 3 car parking spaces and provision of cycle and refuse storage.

No internal or external changes are sought to the main building.

Planning History

The only relevant planning history to the application is per below:

Address	Application Reference	Proposal	Decision	Decision Date
141 Cleave Avenue, Hayes, UB3 4HD	18013/APP/2025/70 8	Erection of a part single, part two-storey wrap- around extension to the side and rear	Approved	29 April 2025

The development above was completed in October 2025 and the use of the property as a HMO was commenced in the same month of October.

Relevant Planning Policies

The Town and Country Planning (General Permitted Development) (England) Order 2024 (as amended) (the Order) provides that certain classes of development are “permitted development” meaning that no express planning permission is required, instead permission is granted by the Order and s.59 Town and Country Planning Act 1990 (TCPA90).

Schedule 2, Part 3, Class L of the GPDO (as amended) permits development consisting of a change of use of a building –

- (a) From a use falling within Class C4 (house in multiple occupation) of the Schedule to the Use Classes Order, to a use falling within Class C3 (dwellinghouses) of that Schedule;
- (b) From a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order, to a use falling within Class C4 (houses in multiple occupation) of that Schedule.

However, the application site is located in an Article 4 direction that removed this permitted development right in late 2025 and was approved at a full council meeting on the 27th November 2025. This removed change of use from dwellinghouse to C4 HMO across the entire borough (including Hayes).

The development as shown on this accompanying application was already in use as a HMO C4 use in November 2025, however no formal paperwork was submitted prior to the article 4 coming in because it was not necessary at this time to secure planning permission.

The building continues to be used as a small HMO for 3-6 unrelated people (C4 use Class) as it contains 6 single bedrooms.

Subsequent to receiving a letter from the HMO licensing team who advised that to ensure the Applicant could continue to rent the property out as a HMO, it would be advisable to submit a planning application for retention of the HMO, otherwise they may not extend the license for 2027. Hence this planning application for retention of the existing 6 bedroom HMO is necessary and the following local policies would be applicable:

DMH 1 Safeguarding Existing Housing

Resists the net loss of existing self-contained housing, unless replaced with at least equivalent residential floorspace (and related criteria within the policy apply).

DMH 5 Houses in Multiple Occupation

Sets criteria for HMOs / hostels / student and certain specialist accommodation, including matters such as accessibility to amenities/transport, satisfactory living conditions/standards, and other impact tests set out in the policy.

DMHB 11 Design of New Development

Requires development to be designed to high standards and to respond to local context (scale/massing, layout, amenity impacts such as privacy/outlook/daylight, and other design principles listed in the policy).

DMHB 16 Housing Standards

Requires adequate housing standards (including matters such as internal/external amenity, accessibility expectations, and other standards set out in the policy and linked guidance).

DMT 1 Managing Transport Impacts

Requires proposals to meet the development's transport needs and address impacts in a way consistent with the policy's criteria (typically including assessment, mitigation, and sustainable transport measures).

DMT 2 Highways Impacts

Highway safety/capacity impact policy used to assess whether proposals would cause unacceptable impacts and what mitigation is required (see the policy wording in Part 2).

DMT 5 Pedestrians and Cyclists

Requires safe, direct and convenient pedestrian/cycle routes and related infrastructure/parking to support active travel, consistent with inclusive access expectations.

DMT 6 Vehicle Parking

Requires compliance with Hillingdon's adopted parking standards (Appendix C Table 1) and allows justified variation only where it would not harm local conditions (e.g., congestion/amenity impacts).

The following regional London Plan policies are also relevant:

Policy D5 Inclusive design

Development proposals should achieve high standards of accessible and inclusive design, taking account of London's diverse population and ensuring buildings and spaces are easy and safe to use for everyone (including disabled people).

Policy D6 Housing quality and standards

Housing should be high quality, with adequate internal space and good layouts/amenity. The GLA's housing design standards guidance supports how this is applied to planning decisions.

Policy H9 Ensuring the best use of stock

Boroughs should promote efficient use of existing housing stock and reduce vacancy/under-occupation. It also recognises the role of HMOs in meeting housing needs and indicates that, where HMOs are of a reasonable standard, they should generally be protected.

Policy T4 Assessing and mitigating transport impacts

Transport impacts and opportunities from development should be assessed proportionately, with mitigation secured so proposals are compatible with Healthy Streets objectives.

Policy T5 Cycling

Plans and proposals should remove barriers to cycling and support cycling through routes and appropriate cycling infrastructure (including cycle parking/facilities as relevant).

Policy T6 Car parking

Car-free or car-lite development is the starting point in well-connected locations, with parking restrained in line with accessibility and the London Plan standards approach.

Policy T6.1 Residential parking

Sets out how residential parking should be provided and managed, including applying maximum standards and ensuring appropriate provision for different needs (including disabled people) and, where parking is provided, relevant infrastructure requirements (e.g., EV readiness where applicable).

These are the chapters of the NPPF that are relevant for this proposal:

Chapter 2 Achieving sustainable development
Chapter 5 Delivering a sufficient supply of homes
Chapter 9 Promoting sustainable transport
Chapter 11 Making effective use of land
Chapter 12 Achieving well-designed places

Principle of Development

The application seeks planning permission for the retention of a small House in Multiple Occupation (Use Class C4) for occupation by up to six unrelated persons, involving a change of use from a dwellinghouse (Use Class C3).

The proposal must be assessed against the development plan as a whole, having regard to the London Plan (2021), the Hillingdon Local Plan (Part 2) and the National Planning Policy Framework (NPPF). In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should be granted unless material considerations indicate otherwise.

Paragraph 11 of the NPPF establishes a presumption in favour of sustainable development, while paragraph 8 identifies the economic, social and environmental objectives of the planning system.

The proposal contributes positively to the social objective by making efficient use of existing housing stock to provide accommodation for smaller households, single people and those unable to access self-contained housing. The continued residential use of the property also aligns with the environmental objective by avoiding unnecessary new development and making effective use of existing buildings.

There is no conflict in principle with the NPPF's core objectives.

Paragraphs 119–120 of the NPPF encourage planning decisions that optimise the use of land, particularly in sustainable locations, while maintaining local character and quality of life.

The proposal intensifies the use of an existing residential property without altering its external appearance or footprint. The use remains residential in nature and does not result in the loss of housing. Inspectors have consistently found that small HMOs represent an efficient use of land where impacts are acceptable. Therefore, the retention of this property as a HMO would be making effective use of the land/building.

Paragraph 60 of the NPPF emphasises the need to significantly boost the supply of homes, including different tenures and types to meet identified needs.

Small HMOs are a recognised form of housing that meet the needs of specific groups, including single people, key workers and those seeking affordable accommodation. The proposal contributes to housing supply in qualitative terms by diversifying provision, consistent with national policy.

Policy H9 explicitly recognises the role of HMOs in meeting housing needs and states that boroughs should support the efficient use of existing housing stock. Importantly, the policy indicates that HMOs should generally be protected where they are of a reasonable standard. The building was recently renovated in converted to a small HMO in October 2025 and is in a very good condition and overall very high quality.

The proposal directly aligns with this policy objective. It retains an existing residential unit, avoids vacancy or under-use, and provides accommodation suited to identified demand. In appeal decisions, Inspectors frequently attach significant weight to Policy H9 when considering the principle of HMOs, particularly small-scale proposals.

Policy D6 requires housing to be of a high quality and provide acceptable living conditions. While primarily directed at self-contained dwellings, it establishes a clear expectation that all residential accommodation should provide satisfactory standards.

The proposal complies fully with these expectations. Importantly, Policy D6 does not preclude HMOs in principle and does not require refusal where internal arrangements can provide acceptable living conditions. Matters of internal quality are capable of being addressed through detailed assessment or conditions and do not undermine the acceptability of the use in principle.

Policies T6 and T6.1 promote restraint in car parking provision, particularly in accessible locations, and support car-lite residential development.

Small HMOs are typically associated with lower levels of car ownership. The London Plan therefore supports an approach that focuses on sustainable transport rather than accommodating additional parking demand. These policies do not provide a basis for resisting the principle of an HMO use where parking impacts can be appropriately managed.

Policy DMH 1 seeks to prevent the net loss of housing. The proposal retains the property in residential use and does not result in the loss of a dwelling. Inspectors have consistently found that a change from C3 to C4 does not conflict with housing protection policies, as the unit remains in residential occupation. Nor would the proposal result in a proliferation of HMO uses in the area as most of the properties in the area remain dwellinghouses. As the proposal is for retention of a small HMO, there is clear evidence that there are no existing amenity concerns and the proposal is of a scale that would not result in any adverse impact to neighbours.

Policy DMH 5 is the key local policy governing HMOs. Crucially, it does not resist HMOs in principle. Instead, it establishes criteria against which proposals should be assessed.

The proposal relates to a small HMO for up to six occupants, which is materially different from large or hostel-style HMOs. Appeal decisions frequently conclude that small HMOs have a level of activity comparable to a family dwelling and do not, in themselves, justify refusal on principle.

Where the criteria of DMH 5 can be satisfied, the policy provides support rather than opposition to the use.

Policy DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation of the Hillingdon Local Plan states:

A) In all parts of the Borough
Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:
i) there is good accessibility to local amenities and public transport;
ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

B) In wards covered by an Article 4 Direction for HMOs Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:

- i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;
- ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;
- iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and
- iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

Later in this report, the proposal will set out in greater detail how the development is located in an area with good accessibility to local amenities and public transport in compliance with A)i) of policy DMH5. The development complies with Accessible Homes standards and has already an existing license with the Hillingdon HMO licensing team to operate as a small HMO. The building fully complies with HMO licensing requirements and standards in compliance with A)ii). As the development already exists and causes no amenity impacts to neighbours, and as this application seeks no internal or external changes to the building, the Council should be satisfied that the development will have no adverse impact on the amenity of neighbouring properties or the character of the area in compliance with A)iii) of policy DMH5.

The site is situated in an area with an Article 4 direction and as such part B of policy DMH5 applies. There no known HMOs within 100m of the site and there is less than 20% of properties in the general area that would be exempt from paying council tax and such the proposal would fully comply with parts i), ii), and iii) of B of DMH5.

With regards to part B)iv) of DMH5, the parking, waste storage and amenity space requirements are set out in more detail later in this report. However, this application seeks to demolish to existing garages in order to provide 3 off street parking spaces to serve this 6 person small HMO which is fully compliant with local policy. In addition, 6 cycle parking spaces will be provided and a new refuse store. The residents will continue to benefit from a relatively large rear garden and have a high quality of living accommodation. Overall, the development would be considered to fully comply with policy DMH5 of the Local Plan.

When assessed against the development plan as a whole and the NPPF, the following points carry significant weight:

- The proposal retains the site in residential use and does not result in housing loss;
- Small HMOs are expressly recognised by London Plan Policy H9 as a legitimate and necessary form of housing;
- The NPPF supports efficient use of land and diversification of housing supply;
- Local Plan Policy DMH 5 allows HMOs in principle, subject to criteria;

- The proposal is considered to fully comply with policy DMH5 HMO of the Local Plan;
- No policy within the development plan introduces an in-principle objection to a small Class C4 HMO.

Any concerns relating to amenity, parking, or management are matters of detailed impact, not principle, and are capable of being addressed through conditions or separate assessment.

Having regard to the London Plan, the Hillingdon Local Plan, and the NPPF, it is concluded that the principle of development for the retention of a small HMO (Use Class C4) for up to six unrelated persons is acceptable.

There is no policy-based justification to resist the proposal in principle. Accordingly, the development plan, when read as a whole, supports the proposal, and planning permission should be granted subject to appropriate conditions.

Impact on the visual amenity of the area / character and impact on amenity of neighbours

The application seeks planning permission for the retention of a small HMO.

Policies DMHB 11 and DMHB 16 seek to ensure good design and acceptable living conditions. The proposal does not introduce external changes or alter the established residential character of the area. The use remains domestic in scale and as it is existing and there are no residential amenity impacts to neighbours. No new issues with regard to general disturbances is expected.

The proposals seek no changes internally or externally to the building and as such, the development will not adversely impact neighbours in terms of built form. Nor would the proposal impact the character of the area.

Transport

Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Appropriate disabled persons parking for Blue Badge holders should be provided, and where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Policy T6.1 requires that 20% of car parking spaces are provided with active Electric Vehicle Charging Points (EVCPs) and 80% with passive EVCPs.

The London Plan (2021) does not provide parking standards for HMOs. Therefore, parking should be provided in accordance with Hillingdon Council's Local Plan Part 2 (2020), which requires HMOs accommodating over six occupants to be assessed through the submission of a Transport Appraisal and Travel Plan.

Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan Part 2 (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and

conditions of general highway or pedestrian safety and requires developments to meet the transport needs of the development and address its transport impacts in a sustainable manner and be sustainably located. Policy DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity. Policy DMH 5 allows large HMOs but only where there is good access to amenities and public transport. Part 2: Appendix C - Parking Standards -Table (b) of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) requires that one cycle parking space per occupant is provided.

Access and Safety

The property has vehicular access from the rear and 2 existing garages. The access arrangements to the property would not change from this proposal and as such no new highway safety issues would arise. The proposal would seek to demolish the existing 2 garages in order to provide 3 well proportioned parking spaces that are more convenient for residents. This is likely to improve safety in the parking area and improve general manoeuvring. The plan below shows the location of the proposed 3 parking spaces in relation to the building.



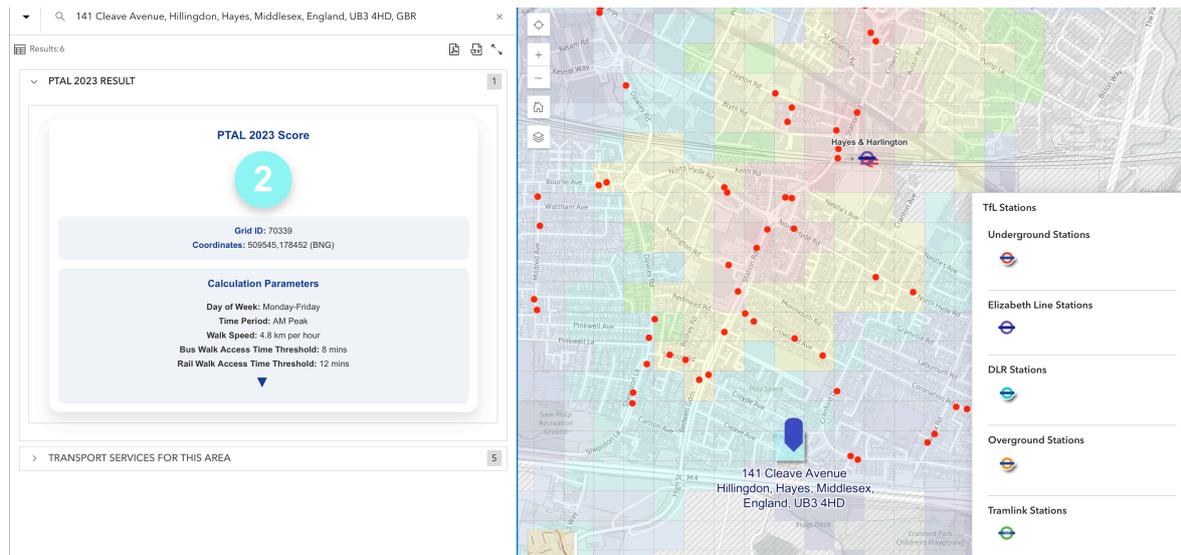
Proposed Site Plan – showing the 3 proposed car parking spaces and cycle store

Accessibility and Sustainable Transport

The site benefits from good access to public transport. Local bus services operate along nearby roads, providing frequent connections to Hayes town centre,

surrounding neighbourhoods, and onward connections to rail services, including Hayes & Harlington Station. The station offers Elizabeth Line services, providing fast and reliable access to central London and the wider region (See PTAL rating map below).

This level of public transport accessibility makes the site suitable for a small HMO use, where occupiers are typically less reliant on private car ownership. Notwithstanding, the development will provide 3 off street car parking spaces.



PTAL rating map

Walking and Cycling

The surrounding area is well suited to walking and cycling, with established footways, relatively flat topography and access to local amenities within walking distance. Shops, services, community facilities and open spaces are all accessible without the need to travel by car.

The proposal includes six cycle parking spaces, which accords with London Plan Policy T5 (Cycling) and reflects the likely travel patterns of future occupiers. The cycle parking will be secure, accessible and conveniently located, encouraging active travel and reducing reliance on private vehicles.

Car Parking Provision

The proposal provides three off-street car parking spaces, which represents a reasonable and proportionate level of provision for a small HMO in a sustainable location.

Small HMOs typically generate lower levels of car ownership per occupant than single family dwellings, as occupiers are more likely to be single adults, students or key workers who rely on public transport. The proposed level of parking strikes an appropriate balance between meeting potential demand and avoiding unnecessary over-provision.

Policy Compliance

The parking provision accords with the principles of:

- London Plan Policies T6 and T6.1, which promote restrained parking provision and car-lite development in accessible locations; and
- Hillingdon Local Plan Policy DMT 6, which allows flexibility where parking provision would not result in unacceptable highway or amenity impacts.

The provision of off-street parking also helps to mitigate any potential pressure on on-street parking within Cleave Road.

Trip Generation and Highway Impact

The proposal is not expected to result in any significant increase in vehicle movements when compared to a typical family dwelling. Appeal decisions and transport evidence consistently demonstrate that small HMOs (up to six occupants) generate comparable or only marginally higher trip rates than large family households.

Given the modest scale of the development and the availability of sustainable transport options, the proposal would not result in:

- unacceptable traffic generation;
- harm to highway safety; or
- severe residual cumulative impacts, as referenced in the NPPF.

The local highway network has sufficient capacity to accommodate the development without detriment.

Refuse and Servicing

A dedicated refuse store is proposed within the rear garden, accessible for occupiers and collection operatives. Refuse collection would continue to take place from the public highway in accordance with the Council's standard collection arrangements. The HMO is already operating and management of refuse is satisfactory and does not cause any highway safety issues.

The proposal would not result in additional servicing requirements beyond those associated with a normal residential property. The development provides satisfactory refuse provision.

Policy Assessment and Conclusion

The proposal accords with the following transport policies:

- London Plan Policy T4 – impacts are modest, proportionately assessed and appropriately mitigated;
- London Plan Policy T5 – cycle parking is provided to support active travel;
- London Plan Policies T6 and T6.1 – parking provision is restrained and appropriate to location;
- Hillingdon Local Plan Policy DMT 1 – transport impacts are acceptable and manageable;

- Hillingdon Local Plan Policy DMT 6 – parking provision meets local standards and does not cause harm.

This statement demonstrates that the retention of a small HMO (Class C4) for up to six persons, together with the demolition of existing garages and provision of off-street parking, cycle parking and refuse facilities, is acceptable in transport and highways terms.

The site is located in a sustainable and accessible location, benefits from good public transport connections, and provides appropriate on-site parking and cycle storage. The proposal would not give rise to unacceptable traffic, parking or highway safety impacts and complies with relevant local and strategic transport policies.

Accordingly, there are no transport or highways grounds on which planning permission should be withheld.

Conclusion

The application seeks planning permission for the retention of a small HMO.

This application seeks planning permission for the retention of a small House in Multiple Occupation (Use Class C4) for up to six unrelated persons, together with the demolition of existing garages to provide three off-street car parking spaces, six cycle parking spaces and a refuse store, at 141 Cleave Avenue, Hayes.

The proposal has been assessed against the Hillingdon Local Plan, the London Plan (2021) and the National Planning Policy Framework (NPPF), and it is concluded that the development is acceptable in principle and in detail.

The site is located within a sustainable and accessible residential area, with good access to public transport, local amenities and services. The proposal retains the property in residential use and does not result in the loss of housing stock, in accordance with Policy DMH 1. The development represents an efficient use of an existing dwelling, fully aligned with the objectives of London Plan Policy H9 and the NPPF's emphasis on making effective use of land and delivering a range of housing types.

The proposal relates to a small HMO, which is materially different from larger or more intensive forms of shared accommodation. Small HMOs are expressly supported in principle by Policy DMH 5, subject to criteria. As demonstrated in this statement, the proposal complies with both Part A and Part B of Policy DMH 5: the site benefits from good accessibility to amenities and public transport; the accommodation meets required standards and is already licensed; there are no adverse impacts on the amenity of neighbouring properties or the character of the area; and the proposal would not result in an over-concentration of HMOs in the locality.

The development involves no external or internal alterations to the main building and therefore preserves the established residential character of the street, in accordance with Policies DMHB 11 and DMHB 16, as well as relevant London Plan design policies. As the HMO has been operating since October 2025 without complaint or evidence of harm, there is clear evidence that the use does not give rise to unacceptable amenity impacts.

In transport terms, the proposal is acceptable and policy-compliant. The site benefits from good public transport accessibility, and the provision of three off-street parking spaces, six cycle parking spaces and a dedicated refuse store represents an improvement on the existing situation. The proposal accords with London Plan Policies T4, T5, T6 and T6.1 and Hillingdon Local Plan Policies DMT 1, DMT 2, DMT 5 and DMT 6. The Transport Statement demonstrates that the development would not result in unacceptable traffic generation, parking pressure or highway safety issues.

Overall, the proposal accords with the development plan when read as a whole and is supported by national policy. There are no material considerations that indicate planning permission should be refused. Any remaining matters relating to management or operation are capable of being addressed through existing licensing controls or planning conditions, if necessary.

For these reasons, it is concluded that the retention of the small HMO is acceptable, represents sustainable development, and planning permission should be granted.