



# Planning Statement

149 Herlwyn Ave, Ruislip HA4 6HS  
22 December 2025

## **1.0 Application Site and Proposal**

This Planning Statement supports an application for the property at 149 Herlwyn Avenue, Ruislip, HA4 6HS, within the London Borough of Hillingdon, seeking planning permission for a change of use from Use Class C3 (dwellinghouse) to a six-bedroom, six-person House in Multiple Occupation (HMO) (Use Class C4).

The proposal also includes a 3-metre rear extension and a loft conversion, creating an additional storey above the existing building, together with associated refuse and cycle storage provision.

The site comprises a single-storey bungalow with a rear garden, located within a predominantly residential area characterised by a mix of bungalows and two-storey dwellings. The property is not listed and is not located within a conservation area. The site lies within a Public Transport Accessibility Level (PTAL) 2 area and is subject to a borough-wide Article 4 Direction.

The proposal seeks to make efficient and sustainable use of an existing residential building while delivering high-quality shared accommodation in a manner that safeguards residential amenity and local character.

## **2.0 Proposed Layout**

The application is supported by a full set of existing and proposed drawings.

### **Ground Floor**

The ground floor accommodates four single-occupancy units, with room sizes ranging between approximately 10.1 sqm and 13.5 sqm, all of which meet or exceed minimum internal space standards.

A communal kitchen measuring approximately 10.6 sqm is provided and appropriately designed to serve six occupants. The layout offers functional circulation, good levels of daylight and ventilation, and direct access to the rear garden, which provides shared outdoor amenity space.

### **Loft Floor**

The loft conversion introduces a new upper floor and accommodates two additional single-occupancy units, measuring approximately 12.6 sqm and 15.7 sqm respectively. These rooms benefit from appropriate ceiling heights and roof-level glazing, ensuring good standards of daylight, outlook, and ventilation.

### **Refuse and Cycle Storage**

Refuse provision includes:

- 2 general waste bins
- 2 recycling bins
- 1 food waste bin

Secure on-site cycle storage is provided to promote sustainable travel and reduce reliance on private vehicles.

### **3.0 Policy Framework**

The application is to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise. The Development Plan comprises:

- The London Plan (2021)
- Hillingdon Local Plan: Part 1 – Strategic Policies (2012)
- Hillingdon Local Plan: Part 2 – Development Management Policies (2020)

Material considerations include:

- National Planning Policy Framework (NPPF)
- Hillingdon Residential Layouts Supplementary Planning Document (SPD)
- Hillingdon HMO Standards and Licensing Guidance

The NPPF promotes the efficient use of land and the delivery of well-designed homes. The London Plan supports the provision of HMOs where they deliver high-quality accommodation and avoid adverse impacts.

Hillingdon's Local Plan requires development to respect local character, protect residential amenity, and promote sustainable transport choices, all of which are addressed by this proposal.

### **4.0 Principle of Development and Article 4 Direction**

The site is located within an area subject to Hillingdon's Article 4 Direction, which removes permitted development rights for changes of use from Use Class C3 to Use Class C4. Planning permission is therefore required.

The Article 4 Direction does not prevent HMOs in principle. Proposals must instead be assessed on their planning merits, including accommodation quality, amenity impacts, and design.

The proposed development would provide a small-scale six-person HMO, contributing to the supply of shared accommodation suitable for single adults and key workers. The proposal retains the residential character of the property and represents an efficient use of a bungalow plot within an established residential area.

There is no policy-based restriction preventing an HMO at this location. The introduction of a single, well-managed HMO will not undermine community balance or the character of the street.

### **5.0 Quality of Accommodation and HMO standards**

The proposed HMO provides six single-occupancy units, all meeting or exceeding minimum internal space requirements. Room sizes range from approximately 10.1 sqm to 15.7 sqm, providing a good standard of accommodation.

The 10.6 sqm communal kitchen is suitably sized and equipped to serve six occupants. Bathroom and WC provision is appropriate and compliant with Hillingdon's HMO standards.

All habitable rooms benefit from adequate daylight, outlook, and ventilation. The internal layout is efficient, avoids excessive circulation space, and ensures a comfortable living environment.

Overall, the proposal delivers a high standard of accommodation and fully complies with Hillingdon's adopted HMO standards.

### **6.0 Design, Character and Visual Impact**

The 3-metre rear extension is modest in scale and subordinate to the original bungalow. The loft conversion, while introducing an additional storey, is carefully designed to integrate with the existing building and surrounding context, using materials that match or complement the host property.

The design respects the scale and rhythm of development along Herlwyn Avenue, where similar roof additions and enlarged dwellings are present. No alterations are proposed to the front elevation that would harm the streetscene.

The property continues to read as a single residential unit and does not appear overdeveloped or visually intrusive.

### **7.0 Neighbouring Amenity**

The scale and siting of the rear extension and loft conversion ensure that there are no unacceptable impacts on neighbouring properties in terms of daylight, sunlight, outlook, or privacy.

Window placement has been carefully considered to avoid overlooking, and no harmful side-facing windows are proposed. The use of the property as a six-person HMO is comparable to occupation by a larger family dwelling.

With appropriate management arrangements in place, no unacceptable noise, disturbance, or anti-social behaviour is anticipated.

### **8.0 Transport, Parking, Refuse and Cycle Storage**

The site has a PTAL 2 rating, indicating moderate public transport accessibility. There is no controlled parking zone or parking permit restriction in the area.

Small HMOs typically exhibit lower car ownership levels. The proposal seeks to reduce reliance on private vehicles by providing secure on-site cycle storage and encouraging sustainable travel patterns.

Refuse storage provision is appropriate for a six-person HMO and will be managed to ensure the site remains tidy and hygienic.

### **9.0 Sustainability**

The proposal makes efficient use of an existing bungalow plot, minimising embodied carbon. The extension and loft conversion provide opportunities to enhance insulation and energy efficiency.

Cycle storage provision supports low-carbon travel, and the rear garden is retained as soft landscaping, maintaining amenity and biodiversity. No trees are removed.

## **10.0 Conclusion**

The proposal delivers high-quality shared accommodation within a sensitively extended bungalow, meeting an identified housing need while safeguarding residential amenity and local character.

The 3-metre rear extension and loft conversion are modest, well-designed, and policy compliant. Transport, refuse, and cycle arrangements are appropriate and promote sustainable living.

Having regard to the Development Plan, national guidance, and all other material considerations, the proposal results in no demonstrable harm, and planning permission should therefore be granted, subject to appropriate conditions.