

## Planning, Design & Access Statement

Land rear of Zayani

395 Sipson Road

Sipson

UB7 0HU

Prepared by

Caldecotte Group

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**Site •**

Land rear of Zayani  
395 Sipson Road  
Sipson  
UB7 0HU

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**Report for •**

Wellington Pub Company

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**Document revisions •**

Version	Details
CG/Z2	Planning Submission

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## **1.0 Introduction**

1.1 This document has been prepared to support a Full Planning Application for the erection of two new dwellings each comprising of 3 bedrooms on land to the rear of Zayani, 395 Sipson Road in Sipson “the application site”. The land comprises the former car park of the Zayani – an Indian restaurant – which was subject to a Class MA permitted development application (2221/APP/2025/86) which approved the conversion of the restaurant into 3 flats on 4<sup>th</sup> April 2025. Therefore, the development proposed in this planning application should be considered in the context of the existing permission, which is currently being implemented, with the restaurant no longer in operation.

1.2 This planning statement should be read in conjunction with the following drawings and documents:

- Location Plan
- Proposed Site Plan
- Proposed Ground and First Floor Plan
- Proposed Attic and Roof Plan
- Proposed Side Elevations
- Proposed Front & Rear Elevations
- Ground Investigation
- Sunlight/Daylight Assessment
- Drainage Strategy
- Preliminary Ecology Survey
- Existing Site Plan
- Arboricultural Survey
- Construction Management Plan
- Ecology Enhancements Plan
- Materials Schedule
- Energy Strategy
- Air Quality Assessment
- Decision Notice relating to Class MA Permitted Development Application (Class E to Residential)

## **2.0 Site and Surroundings**

2.1 The application site comprises the extent of 395 Sipson Road; a rectangular parcel of land measuring approximately 0.1 hectares (0.26 acres). The site was formerly occupied by the Zayani Indian Restaurant, which has since ceased trading. Following its closure, planning consent was granted under permitted development rights (ref: 2221/APP/2025/86) for its conversion to three residential flats (Class C3) pursuant to Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The former restaurant building occupies the site frontage, with an established vehicular access provided from Sipson Road along its northern boundary, leading to a surfaced car park to the rear.

2.2 Sipson is a linear settlement characterised by built form aligned along both sides of Sipson Road, the principal thoroughfare connecting Bath Road and Heathrow’s Northern Perimeter Road West to West Drayton and Junction 4 of the M4 motorway.

- 2.3 The application site is immediately abutted by residential uses to the west, north and south. No. 391 Sipson Road, a detached dwelling, adjoins the northern boundary, with access shared to serve 393 Sipson Road, which is located to the rear within its curtilage. Both dwellings are orientated east-west. To the south lies Vincent Close, comprising a modern development of three-storey townhouses arranged in a combination of staggered and short terraces, their principal elevations are all south-facing.
- 2.4 To the rear of the application site is a substantial open area forming a buffer between the built-up extent of the village and the M4 motorway corridor. Opposite the site lies Hollycroft Gardens, a cul-de-sac development of five houses.
- 2.5 Photographs of the application site are below.



### 3.0 Proposed Development

- 3.1 The Applicant seeks full planning permission for the erection of two semi-detached dwellings, each containing three bedrooms. The dwellings are to be situated on the portion of the site formerly utilised as car parking land associated with the former restaurant. The existing vehicular access will be retained to serve a reconfigured parking layout accommodating four spaces (two per dwelling), positioned perpendicular to the new homes.
- 3.2 The proposed dwellings would adjoin 393 Sipson Road and would similarly adopt an east-west orientation.

3.3 The reconfigured car parking area takes into account the parking provision of the three flats granted consent under application reference 2221/APP/2025/86. Their parking spaces are identified within the proposed site layout and will share the same vehicular access.

3.4 The schedule of proposed residential accommodation is as follows:

Plot	Bedrooms	Size (GIA sqm)
1	3	87.4
2	3	87.4

**Figure 1:** Schedule of Accommodation

3.5 Each dwelling provides open-plan living, kitchen, and dining areas at ground floor level, with three bedrooms (including one en suite) above. Generous private amenity space is provided by way of enclosed rear gardens.

## 4.0 Planning History

4.1 As noted above, the following planning consent is considered relevant.

- Ref: 2221/APP/2025/86 - Change of use from restaurant (Class E) to 3 x flats (Class C3) (Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).

## 5.0 Planning Policy Framework

5.1 Pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

### The National Planning Policy Framework (NPPF)

5.2 The NPPF (revised December 2024) provides the Government's framework for delivering sustainable development and facilitating economic growth through the planning process. Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

5.3 The following sections of the NPPF are considered relevant to the current application:

- 2: Achieving sustainable development
- 4: Decision making
- 5: Delivering a sufficient supply of homes
- 8: Promoting healthy and safe communities
- 9: Promoting sustainable transport
- 11: Making effective use of land
- 12: Achieving well-designed and beautiful places

### London Borough of Hillingdon Council Development Plan

5.4 The Development Plan comprises the following key documents:

- Local Plan Part 1 - Strategic policies (adopted November 2012)

- Local Plan Part 2 Development Management Policies and Site Allocations and Designations (adopted January 2020)

5.5 The Local Plan Part 1 sets out the overall level and broad locations of growth up to 2026. It comprises a spatial vision and strategy, strategic objectives, core policies and a monitoring and implementation framework with clear objectives for achieving delivery. These policies are supported by more detailed policies and allocations set out in the Local Plan Part 2. The Council also has a number of supplementary planning documents and guidance, which will be referred to in this statement where relevant.

### **The London Plan**

5.6 Also relevant is the London Plan 2021, the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital.

## **6.0 Planning Analysis**

6.1 The main considerations of this planning application relate to the following matters:

- Principle of Development
- Other Material Considerations

### **Principle of Development**

6.2 Paragraph 11 of the NPPF outlines the national planning policy with regards to the presumption in favour of granting planning permission for sustainable development where development proposals accord with adopted development plans. This goes hand in hand with Paragraph 60 of the Framework that seeks to significantly boost housing supply. Paragraph 70 makes it clear that small and medium sized sites such as the application site can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. London Plan Policy GG4 reinforces this objective and notes that those involved in planning and development must ensure that more homes are delivered.

6.3 In the Written Ministerial Statement dated 30 July 2024 titled "Building the Homes We Need", the SoS for Housing, Communities and Local Government writes that "the first port of call for development should be brownfield land, and we are proposing some changes today to support more brownfield development: being explicit in policy that the default answer to brownfield development should be yes." The subsequent updates to the NPPF set out the position, with the updated document being more direct in its approach to encouraging house building.

6.4 Paragraph 124(c) of the NPPF gives substantial weight to the use of suitable brownfield land within settlements for homes and other identified needs. Significantly, Paragraph 124(d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lockups and railway infrastructure). Development will be supported where it proactively explores the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

- 6.5 Local Plan Policy H1 identified a need for an additional 4,250 new homes within the Borough over the plan period, which when rolled forward to 2026, equates to a minimum provision of 6,375 dwellings over the plan period. The London Plan set a 10 year target for net housing completions of 10,830 for the Hillingdon area with a target of 2,950 on small sites below 0.25 hectares in size. This is to be achieved by supporting well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to significantly increase the contribution of small sites to meeting London's housing needs and diversify the sources, locations, type and mix of housing supply.
- 6.6 The site constitutes previously developed land and is considered a small site measuring approximately 0.10 ha within the built up area. The proposal directly supports the "Good Growth" objective to make the best use of land by enabling the development on previously developed land and prioritising sites that are suitable for intensification. This small-scale development optimises an underutilised small site within the built-up area of Sipson. By providing two additional units, the proposal contributes toward Hillingdon's ten-year net housing completion targets and meets the strategic objective of the Local Plan to provide housing growth on brownfield sites within settlement boundaries.
- 6.7 As a result, it is considered that the proposed development would be consistent with the spatial development policies of the Local Plan including Policy H1 and comply with London Plan Policies H1 and H2, and those of the wider NPPF.

### **Other Material Considerations**

#### **Design**

- 6.8 Paragraph 135 of the NPPF requires that new development contributes positively to local character and distinctiveness.
- 6.9 Of particular relevance to this proposal, is Policy DMH 6. This states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:
- i) neighbouring residential amenity and privacy of existing homes and garden must be maintained and unacceptable light spillage avoided;
  - ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
  - iii) development on back land sites must be more intimate in mass and scale and lower than frontage properties; and
  - iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.
- 6.10 While not involving the loss of garden land, the development is situated within the rear portion of an existing plot and could be regarded as limited backland infill. Having regard to the surrounding local character of the area, the below image has been marked up to show that a development in this location would not be out of keeping with the existing settlement pattern. As noted earlier in this statement, the existing settlement pattern is arranged in a linear fashion along Sipson Road, with the built up area clearly defined by strong boundaries to the rear of the plots either side of the main road. These are indicated with yellow lines on the image below.

- 6.11 The proposal would not be inconsistent with the local settlement pattern, which exhibits a clear precedent for development situated behind frontage buildings along Sipson Road. Such examples are shown on the image below in blue. The scheme therefore integrates harmoniously within the village envelope without encroaching beyond the established built form.
- 6.12 In terms of the criteria set out in the policy, the neighbouring residential amenity and privacy would be protected for the development as noted, sits comfortably next to adjoining residences. The proposed dwellings would respect neighbouring amenity, with their siting adjacent to 393 Sipson Road (which features a blank northern elevation) behind the building lines of this house ensuring no undue loss of privacy. Separation distances to properties in Vincent Close, and the presence of vegetation between the two sites, further safeguard amenity. The dwellings would also have blank side elevations, save for two narrow windows, one at ground floor and one at first floor which could be obscured if required given that they are secondary windows. Furthermore, we believe that the overall sense amenity of will be improved for the proposals would reduce any noise generated by use of the car park.
- 6.13 In terms of part ii) of the policy, the vehicular access and parking would be as existing. No long driveways or awkward parking arrangements are required in order to facilitate the development. The proposed dwellings would be subservient to the surrounding buildings; the ridge height would be lower than that of the frontage building (Zayani) and would be in line with 393 Sipson Road.
- 6.14 The proposals will in fact enhance the site's visual quality, replacing extensive hard surfacing with soft landscaping and private gardens, thereby improving both amenity value and local biodiversity.



- 6.15 Having regard to Policy DMHB 11 parts i) – iii), the proposed dwellings are commensurate with their surroundings in terms of their height, mass and bulk; indeed, the footprint of the proposed two dwellings is as large as 393 Sipson Road, a single dwelling. The plot coverage (building to garden ratio) of each dwelling is well proportioned and the development does not look cramped nor “overdeveloped”.
  
- 6.16 A materials schedule accompanies the application showing the proposed finishes. The nearby residential dwellings vary in style and design and there is no overall design theme in the area. Notwithstanding the lack of a strong local vernacular in terms of style or appearance, The design adopts modern but sympathetic architectural detailing appropriate to the varied local context.
  
- 6.17 Part iv) of the Policy isn’t considered relevant as there are no heritage assets (designed or non-designated) nearby. Part v) is also considered met as the proposed development creates a good opportunity to improve the site’s landscaping and biodiversity qualities through the removal of the majority of the hard surfacing as noted in paragraph 6.14 above.
  
- 6.17 Part B of the policy concerns the impact on the amenity, daylight and sunlight of adjacent properties. A sunlight daylight assessment was undertaken to assess the potential for harm on the amenity of adjacent properties and it does conclude that they would maintain an acceptable level of amenity.

- 6.18 The Council's policy on Planning for Safer Places (Policy DMHB 15 refers) and London Plan Polic D11, requires developments to incorporate good design and create inclusive environments whilst improving safety and security. In this instance, each dwelling has a degree of defensible space to the front (3m) with it being clear what areas are private and public. The entrances to each house are well defined, and the private spaces are well secured with appropriate boundary treatments. The development would be fully secure, only accessible by a single point of access off Sipson Road. In addition, the bin store and cycle storage facilities can be accommodated within the rear gardens.
- 6.19 The Local Plan states in Policy DMH 2 that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development. The supporting text adds that there is a substantial borough wide requirement for larger affordable and private market units, particularly three bedroom properties and the schemes will be required to demonstrate how this has been taken into account. In this instance, the scheme comprises 2 x 3 bedroom houses and therefore the development aligns with the Council's housing need and housing mix policy. This is further supported by the Council's Strategic Housing Market Assessment May 2025. Although it finds that the majority of new housing is required for single people and couples without children, with many aged over 55 years, but some also under 35 years, it suggests that Hillingdon could agree a policy to build housing designed for families to attempt to change this trend because the lack of available housing for families is a potential constraint on new family formation in the area. Therefore, a development of 3 bedroom houses would remain consistent with the overall housing need in the Hillingdon area.
- 6.20 Both dwellings exceed the nationally technical housing standards for minimum internal space requirements for their respective sizes (number of bed spaces) in accordance with Policy DMHB 16 and each dwelling has sufficient private amenity space in line with the private outdoor amenity space standards set out in Policy DMHB 18. As echoed in the London Plan Policy D6, the proposed dwellings are also dual aspect and are considered to have sufficient sunlight and daylight to each habitable room. Internally, the floor to ceiling height of each dwelling would be 2.5m.
- 6.21 In balancing compliance with the aforementioned design policies with the need to achieve a reasonable residential density in order to make efficient use of the site as required by Policy DMHB 17, it is considered that the density of the development is acceptable considering the local context.

### **Ecology & Trees**

- 6.22 An extended Phase 1 Habitat Survey has been undertaken. The report finds that the existing building as having 'negligible' potential suitability due to the site being tarmac hard-standing for parking. The site does not offer any suitable habitat to any protected or notable species.
- 6.23 Therefore the proposals will not result in significant ecological impacts in accordance with Local Plan Policy DME1 7. Due to the nature of the application site, the development is considered exempt from the requirement to deliver a Biodiversity Net Gain. It falls below the de minimis threshold as the entire site is hard surfaced and so an exemption applies given that the development would affect less than 25sqm of non-priority onsite habitat (such as modified grassland) and less than 5m for non-priority onsite linear habitats (such as native hedgerows). Nevertheless, the existing site is entirely hard surfaced and so despite the proposed development there remains a substantial opportunity to increase

the extent of soft landscaping and reduce hard standing. Indicative landscaping areas are shown on the proposed layout drawings. The scheme provides a substantial increase in area for soft landscaping opportunities, increasing the attractiveness of the development. As a result can meet Local Plan Policy DMBH 14 which requires developments to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. The proposed landscaped areas cover a significant portion of the site area and deliver a betterment in terms if increased green infrastructure.

- 6.24 In addition, an arboricultural survey (tree survey) has been carried out to ensure that the proposed development would not affect any existing trees. Although there are no on site trees, there are a number of off site trees that have been assessed. The proposed development has considered the survey findings, and the report shows how the development can be delivered without any harm to the identified trees.

### **Contaminated Land**

- 6.25 Having regard to the proposed residential use which is considered a sensitive end use, the application is supported by a complete geotechnical investigation.

### **Transport**

- 6.26 Policy DMT 1 states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner with Policy DMT 2 elaborating on the need for developments to consider any highway impacts. Policy DMT 6 states that vehicle parking provision should be made in accordance with the vehicle parking standards outlined in the Appendix of the Local Plan.

- 6.27 The proposed development would make use of the existing access off Sipson Road. Although the access already serves a car park located to the rear of the Zayani building, the car park is now redundant given the conversion of the restaurant which it previously served. Therefore, the size of the car park would be reduced as a result of the development and would be reconfigured to create a parking area for the two new houses. Each house would have two allocated spaces in front of their respective building, ensuring that the parking is easily accessible and well related to the dwelling it serves. The four parking spaces for the flats as approved under 2221/APP/2025/86 would be maintained so that their parking provision remains accessible and defined.

- 6.28 Given that the access and parking arrangements already exist and it is proposed that the car park simply be reconfigured, the proposed development would not give rise to any significant highway impacts. The proposed parking provision for the two houses meets the maximum requirement for 3 bedroom houses as set out in the Appendix of the Local Plan. Taken together, there are no overriding highway issues that would result in a conflict with the Local Plan Transport Policies.

### **Drainage**

- 6.29 The geotechnical investigation included infiltration testing to BRE365 standards to ensure that an appropriate water management strategy can be prepared in order to comply with Policy DMEI 10. A sustainable urban drainage strategy (SuDs) and foul water strategy has been produced following the results as required by this policy and London Plan Policy SI13.

### **Energy Strategy**

- 6.30 Local Plan Policy EM1 states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. Although Policy DMEI 2

requires only major developments to be accompanied by an energy assessment, it is acknowledged that “All development should make the fullest contribution to minimising carbon dioxide emissions....”. Similarly, London Plan Policy SI2 only refers to major development, but the Plan is clear throughout that it encourages new development to reduce greenhouse gas emissions.

- 6.31 An energy statement has been prepared which demonstrates a meaningful reduction in carbon emissions and the development is able to incorporate renewable energy technologies (PV Panels). These are shown on the rear roof slope of each dwelling. In proposing PV panels, the applicant has consulted with the Heathrow Safeguarding Team to ensure that the use of domestic PV panels (as proposed) would be acceptable given the potential for glint and glare which could cause an issue given the application site’s proximity to Heathrow Airport. The Safeguarding Team did confirm via email correspondence in January 2026, that the proposed use of PVs would not be an issue and no further analysis in terms of potential for glint/glare was required.

### **Noise**

- 6.32 Having regard to the impact on the amenity of future occupiers of the proposed development, the proposals do accord with London Plan Policy D14: Noise, which requires all new development to provide potential users with a satisfactory level of amenity.
- 6.33 The site is in close proximity to Heathrow airport and the M4 Motorway. A noise impact assessment was undertaken and recommends a glazing specification to ensure satisfactory internal noise levels together with a MHVR system with cooling module in each dwelling to ensure that the properties do not overheat.

## **7.0 Conclusion**

- 7.1 The proposal constitutes a sustainable and policy-compliant redevelopment of previously developed land, contributing positively to local housing supply and the efficient use of urban land. The scheme is appropriately scaled, sensitively designed, and accords with the objectives of the Hillingdon Local Plan, the London Plan, and the NPPF.
- 7.2 The proposed development is a well-considered scheme that has been designed to respect the character of the local area exemplifying an accepted backland pattern of development. The proposed dwellings are subservient in scale and not an example of overdevelopment given the proposed building to plot ratio and relationship to other buildings nearby.
- 7.3 Material planning considerations such as design and amenity have been considered early on in the design process to ensure that the proposed development is a high-quality development that is compatible with the surrounding residential buildings, protecting both the amenity of existing residents nearby but also the future occupiers.
- 7.4 Having regard to the policies of the adopted Local Plan, London Plan, and the NPPF, we consider that the proposed development should be looked upon favourably. We do not consider that the development would result in any adverse impacts that significantly and demonstrably outweigh the benefits.