# Planning Statement

151 Station Road, West Drayton, UB7 7NG

KEARNS

## Introduction

This Planning Statement has been prepared in support of a full planning application for demolition of the existing bungalow and ancillary buildings at 151 Station Road, West Drayton, and redevelopment of the site to provide 1 x two-bedroom and 5 x three-bedroom dwellings, together with associated landscaping, car parking and cycle storage.

The proposals seek to make efficient use of a previously developed residential site within an established urban area, delivering high-quality family housing in a sustainable location. The application has been assessed against the Development Plan for the London Borough of Hillingdon, the Greater London Authority London Plan (2021), and the National Planning Policy Framework (NPPF) 2026.

## Proposal

The application proposes the demolition of the existing bungalow and ancillary structures, and construction of 1 x two-storey, two-bedroom dwelling and 5 x two-storey, three-bedroom dwellings. Each property would be served by one car parking space, along with one visitor space and secured and covered cycle parking. Each property would have adequate internal and external space to meet the national and local requirements, and there are wider landscaping enhancements proposed across the site.

## Site Location

The application site comprises a single-storey detached bungalow and associated outbuildings set within a relatively generous plot along Station Road. The surrounding area is characterised by predominantly two-storey residential properties with a mix of detached, semi-detached and small clusters of housing. There is a variety of designs and varied plot widths and building forms.

A very small section of the site is located within the West Drayton Conservation Area, but this is restricted to the rear of properties fronting Station Road. The vast majority of the site abuts the Conservation Area.

The site is located in a highly sustainable location with good access to public transport and amenities, including West Drayton railway station, local shops and services, schools and community facilities.

## Planning History

Planning consent was granted under 4776/APP/2026/970 for the demolition of the existing bungalow and construction of five new dwellings with parking, cycle parking and refuse storage. This was a conditional approval.

## Heritage




Extract from the Council's online heritage asset map showing the heritage context of the Site. The Site is marked with a blue star

A Heritage Assessment prepared by GJHP was submitted with the previous application. The report concluded that the proposal to redevelop the land would not result in significant harm to the Conservation Area or its setting. This is compounded in section 5 of the Officer report, in which the Conservation Officer stated: "The architectural style of the buildings are well-detailed, high-quality, and contribute to the character and appearance of the area". Subject to site layout improvements, the proposal was considered to preserve the character and appearance of the Conservation Area.

## Principle of Development

The principle of residential redevelopment at 151 Station Road is supported by the established residential use, the presence of previously developed elements, and the site's sustainable urban location.

Of particular importance, planning permission 4776/APP/2026/970 already authorises five dwellings on the site. The present application proposes a modest increase of one dwelling over that permitted development.

The site is located within a residential area where the principle of redevelopment for housing is supported, subject to compliance with detailed policies. At a strategic level, national policy places significant weight on boosting housing supply. The NPPF 2026 establishes a favourable presumption towards development within existing settlements. Policy S4 states that development proposals within settlements should be approved unless their benefits would be substantially outweighed by any adverse effects, when assessed against the relevant national decision-making policies.

This is reinforced by Policy H2 (Small Sites) of the London Plan (2021), which requires boroughs to proactively support the delivery of housing on small sites within residential areas. The proposal, comprising 6 dwellings, falls squarely within this category and contributes positively to this objective.

Furthermore, it is a material consideration that the Council is currently unable to demonstrate a five-year housing land supply, as confirmed in the April 2026 Housing Land Supply Position Statement.

The proposal represents the efficient redevelopment of a low-density site, replacing a single bungalow with a well-designed scheme delivering 6 family dwellings. This form of intensification is consistent with both national and regional policy objectives and reflects the sustainable location of the site.

Although the site does not resemble the character of the average garden land site, the proposal constitutes both garden land and backland development, as the proposal would result in the intensification of residential use of a site that currently accommodates a dwelling, ancillary buildings such as garages, and both hard and soft landscaping including a garden.

We consider the design of this development to accord with Policy DMH 6 of the Local Plan. However, the Councils current housing supply position means that in the event that the Council does not agree with this statement, significant demonstrable harm would need to be identified in order to refuse the application.

**Design and Amenity**

The proposed development has been carefully designed having full regard to the site's backland context, surrounding residential character, and relevant policies within the London Borough of Hillingdon Local Plan, including Policies DMHD 1, DMHB 11 and DMHD 6. The scheme delivers a coherent and well-considered residential layout that optimises the use of the site whilst maintaining a high standard of design and residential amenity.

After submitting the previous application, the Case Officer requested amendments to improve the layout and increase the levels of landscaping within the site by reducing the amount of hard surfacing. The gardens were also adjusted to increase their size and usability by adjusting the location of the dwellings. The same principles have been applied to the current proposal.

Access to the site is taken from Station Road via the existing access point, which is to be retained and enhanced through the removal of the existing gate. The proposed access arrangement ensures safe and efficient vehicular and pedestrian movement into and out of the site.



As can be seen from the above image, there is a degree of coherent design immediately south of the site entrance, where the frontage of the site is characterised by two-storey dwellings with double gabled front features that provide additional accommodation in the roof space. However, to the north are more varied two- and three-storey buildings, some residential and others commercial, which are of little architectural merit.



Further north are smaller streets, which are characterised mainly by two-storey terraced dwellings and flats.





This is the approved layout under planning permission 4776/APP/2026/970, which was adjusted to increase the level of soft landscaping.




Here is the updated site layout for the current proposal. Adjustments have been made to the terrace at the northern end to increase the number of dwellings by one. There is a modest increase in hard surfacing around the turning head to improve car parking provision, otherwise the level of soft landscaping has been retained.



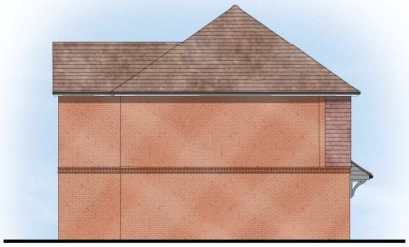
The approved elevations for plots 4-5:



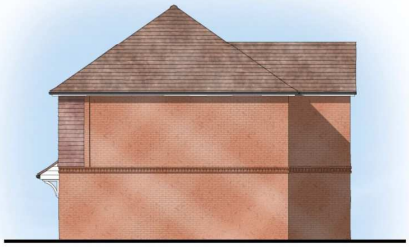

NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

Previously plots 4-5, plots 5-6 now include a small two storey projection to the side of one of the dwellings. This has been designed to read as an extension. The hipped roof element enables the balance of symmetry to be retained.



NORTH ELEVATION

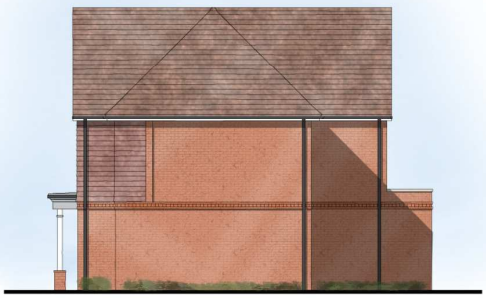


EAST ELEVATION

First floor window obscurely glazed and only openable 1.8m above floor level



SOUTH ELEVATION



WEST ELEVATION

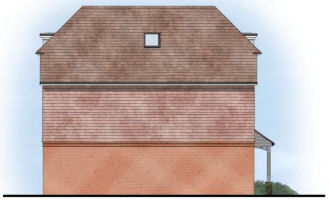
Approved elevations for plots 1-3:




WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

Roof lights 1.8m above floor level



SOUTH ELEVATION

Roof lights 1.8m above floor level




Now plots 1-4, the roof form has been amended to create additional space within the dwellings. This has been necessary to accommodate four dwellings within the terrace. A hip-ended roof form has been retained at either end and in the middle to prevent the elevation appearing bulky and excessively long. Alternative materials, colours and contours separate the lower and upper floor levels and add articulation to the elevations. The overall design aligns with the bulk, mass and scale of the surrounding buildings.

A single storey rear projection has also been used to retain adequate floorspace, and a terrace is proposed above these to create additional external private amenity space. Privacy screens will be used to ensure there is no excessive overlooking of the neighbouring amenity spaces, which would not be in line with the common overlooking from rear facing windows.




EAST ELEVATION



WEST ELEVATION

On the whole, the scheme is well-designed, whilst balancing the need to increase the viability of the development due to increase risk in the construction and labour markets.

Importantly, Policy DMHD 6 does not impose a blanket restriction on development within residential gardens. Instead, it requires proposals to be assessed on their individual merits, having regard to design, layout, character and amenity.

In this instance, the proposal represents the redevelopment of a large residential plot to provide a modest number of dwellings (6 units), which is proportionate to the size and capacity of the site. The development therefore constitutes an efficient and sustainable use of land within an established urban area.

Furthermore, the delivery of housing on small sites is strongly supported by Policy H2 of the London Plan (Small Sites), and Policy S4 of the NPPF 2026. This policy support carries significant weight, particularly in the context of the Council's inability to demonstrate a five-year housing land supply (April 2026 Position Statement).

Policy DMHD 6 requires that development respects the prevailing character and does not result in a cramped or incongruous form of development. The proposed scheme has been designed to reflect the two-storey scale of surrounding residential properties and maintain appropriate spacing between buildings. It would also appear more intimate in scale when compared to the adjoining buildings that front Station Road. Furthermore, it provides a clear and legible layout, avoids overdevelopment, and respects the established urban grain and plot structure.

Whilst the development is sited in a backland location, it is not isolated or incongruous. Instead, it forms a logical extension of the residential pattern and is read as a continuation of built form within a sustainable location. The proposal avoids a tandem or piecemeal form of development, instead delivering a cohesive and well-planned residential layout.

Furthermore, although the proposal results in the subdivision of an existing residential garden, each proposed dwelling is provided with adequate private amenity space, and the overall development does not result in the loss of a visually important open space within the street scene.

It is important to note that appeal decisions within the Borough have consistently found that garden land development is acceptable where schemes are well-designed and policy compliant, and that refusal based solely on the loss of garden land is not justified.

APP/R5510/W/21/3269311 - Allowed
*Land adjacent to 22 Chestnut Close, Hayes*
Proposal: New 2-storey dwelling with parking and amenity space

The appeal decision relates to the erection of a new dwelling on land forming part of a residential plot, which the Council had refused on the basis that it would result in a cramped form of development and the loss of an important gap within the street scene. The Inspector rejected this position, finding no substantive evidence that the gap formed a defining characteristic of the area, and noted that similar developments had already been approved and constructed on comparable plots nearby. The decision emphasised that the surrounding area had evolved over time, with infill and garden developments forming part of the established pattern, thereby reducing the weight that could be given to arguments seeking to preserve openness within residential plots.

The Inspector concluded that the proposal would not appear cramped or incongruous, and would instead integrate with the prevailing character, particularly given its comparable scale, massing and relationship to boundaries when assessed alongside nearby developments. Importantly, the decision confirms that development within garden or side plots is not unacceptable in principle, and that each proposal should be assessed on its design merits rather than a presumption against such development. The appeal was therefore allowed, with the Inspector determining that the scheme complied with local policy, including those relating to garden land, and would not harm the character or appearance of the area.

APP/R5510/W/20/3244256 - Allowed
*Land rear of 43 The Drive / Knoll Crescent (Northwood)*
Proposal: Backland development (pair of dwellings)

The appeal decision relates to the redevelopment of land forming part of a residential garden to provide two semi-detached dwellings, which the Council had refused under Policy DMHD 6 due to its presumption against garden and backland development. The Inspector confirmed that the site should be treated as garden land, but clarified that Policy DMHD 6 does not act as an absolute prohibition. Instead, the policy requires an assessment of whether a proposal constitutes an “exceptional case”, noting that this is not formally defined and must be determined on a case-by-case basis. Importantly, the Inspector identified that the key purpose of the policy is to protect character, amenity space and biodiversity, rather than prevent all development on garden land.

APP/R5510/W/24/3353718 - Allowed

*Land adjacent to 110 Apple Tree Avenue West Drayton*

Proposal: Erection of a new dwelling in the garden of 110 Apple Tree Avenue

The appeal relates to the erection of a new dwelling within the side garden of an existing property, which the Council had resisted on the basis that it would erode an important open area and conflict with Policy DMH6 relating to garden land. The Inspector disagreed with this position, finding that the side garden did not make a particularly significant contribution to the openness or character of the street scene, and that sufficient space would remain following development to avoid a cramped or overdeveloped appearance. The decision highlights that the presence of side gardens and open gaps does not automatically justify their protection where the overall character of the area can accommodate change.

In considering Policy DMH6, the Inspector confirmed that although there is a presumption against the loss of garden land, this can be overcome where the proposal maintains the underlying objectives of the policy, namely the protection of character, amenity space and biodiversity. In this case, the development retained adequate private amenity space, preserved the sense of openness within the street, and offered opportunities for enhanced landscaping. As such, the proposal was found to successfully overcome the policy presumption, demonstrating that garden land development can be acceptable where it is well-designed, proportionate, and does not harm the character or function of the surrounding area.

**Neighbour Impact**

To the west of the site are the residential properties which front Station Road, and to the east is a school.

The school buildings are a significant distance from the site, separated from the site boundary by a large parcel of soft landscaping heavily dominated by trees and other planting. This would provide natural screening, as would the additional planting proposed as part of the landscaping enhancements the proposal would bring forward.

In terms of the relationship with the residential properties to the west, plots 1-2 would be located 26 metres from the boundary line to the rear of these properties, and there would be separation distance of approximately 30-40 metres between the existing and proposed habitable room windows. This is well in excess of the minimum separation

distance in the Local Plan (21 metres), and it is unsurprising that the Daylight and Sunlight Assessment, which is discussed below, found there to be no impact in terms of overshadowing or loss of light.

The proposed redevelopment of 151 Station Road, West Drayton, has been carefully considered in respect of its potential impact upon the daylight and sunlight received by neighbouring residential properties. Particular consideration has been given to the adjoining dwellings at No's. 153, 155, 157, 159, 161 and 163 Station Road, which are situated in close proximity to the application site.

In support of the planning application, a detailed Daylight and Sunlight Assessment has been prepared by Sunlight Assessments UK Ltd, dated 1 October 2026. The assessment considers the potential effects of the proposed development upon neighbouring habitable room windows and external amenity areas, having regard to the scale, height, massing and positioning of the proposed buildings.

The assessment has been undertaken in accordance with the Building Research Establishment (BRE) publication, Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BR209, 2022), which provides the recognised methodology for assessing the daylight and sunlight implications of new development.

The BRE guidance is advisory rather than mandatory, and provides a framework for assessing whether changes to existing daylight and sunlight conditions are likely to be noticeable. Nevertheless, the submitted assessment demonstrates that the proposed development performs favourably against the relevant BRE criteria.

The potential impact upon daylight has been assessed using the Vertical Sky Component (VSC) methodology, which measures the amount of diffuse daylight available at the centre of an existing window. Under the BRE guidance, a reduction in daylight may be considered noticeable where the resulting VSC falls below 27% and is less than 0.80 times its former value. This methodology provides an established means of assessing whether a development would materially affect the daylight available to neighbouring residential accommodation.

The assessment considers 30 windows across the neighbouring properties at No's. 153 - 163 Station Road, including windows at ground, first and second floor levels. The results demonstrate that all 30 assessed windows satisfy the relevant BRE VSC criteria, with retained daylight levels ranging between 0.95 and 0.99 of their existing values.

The findings confirm that the proposed development would result in only very limited reductions in daylight availability. Even those windows which currently experience relatively restricted daylight conditions would retain at least 95% of their existing VSC values, substantially exceeding the BRE retention threshold of 80%.

The results are particularly significant given the relationship between the application site and the neighbouring residential properties. Notwithstanding the introduction of additional built form, the proposed development would maintain satisfactory daylight conditions to existing residential accommodation.

Accordingly, the submitted technical evidence demonstrates that the development would not result in any noticeable or unacceptable loss of daylight to neighbouring properties when assessed against the BRE guidance.

The potential impact upon sunlight has been considered with reference to the Annual Probable Sunlight Hours (APSH) methodology contained within the BRE guidance. This considers the availability of direct sunlight to relevant residential windows throughout the year, including the winter period.

The BRE guidance places particular emphasis upon windows serving living rooms which face within 90 degrees of due south, as these are generally expected to receive direct sunlight during the course of the year.

The technical assessment identifies that the relevant windows facing the proposed development at No's. 153 - 163 Station Road have a predominantly northerly orientation. Consequently, these windows do not fall within the principal orientation criteria requiring detailed APSH assessment under the BRE methodology. The absence of detailed APSH calculations for these north-facing windows is therefore consistent with the approach set out in the BRE guidance and does not indicate a failure to satisfy the relevant sunlight criteria.

Having regard to the orientation of the neighbouring properties and the findings of the submitted assessment, there is no evidence that the proposed development would result in an unacceptable loss of direct sunlight to neighbouring residential windows.

In addition to the assessment of neighbouring windows, consideration has been given to the potential overshadowing of adjoining private gardens and external amenity areas. The BRE guidance recommends that, to appear adequately sunlit throughout the year, at least 50% of a garden or amenity area should receive a minimum of two hours of

direct sunlight on 21 March. Where this target is not achieved following development, a reduction to less than 80% of the former sunlit area may indicate a noticeable adverse impact. The submitted assessment includes a Sun on Ground (SOG) analysis of the neighbouring gardens at No's. 153 - 163 Station Road, of which the findings demonstrate that all six assessed amenity areas would continue to satisfy the relevant BRE guidance.

The results are summarised below:

| Neighbouring property | Existing sunlit area | Proposed sunlit area | BRE criteria |
|---|---|---|---|
| 153 Station Road | 67% | 67% | Pass |
| 155 Station Road | 56% | 56% | Pass |
| 157 Station Road | 54% | 54% | Pass |
| 159 Station Road | 73% | 73% | Pass |
| 161 Station Road | 74% | 74% | Pass |
| 163 Station Road | 84% | 84% | Pass |

**Source: Sunlight Assessments UK Ltd, October 2026, Appendix 3, Sun on Ground results. Percentages are rounded as presented in the technical assessment.**

The results demonstrate that the proposed development would have a negligible effect upon sunlight availability within neighbouring gardens, whereby the proportion of each garden receiving at least two hours of sunlight on 21 March would remain unchanged when expressed as a rounded percentage.

All six neighbouring gardens would continue to receive the BRE recommended minimum of 50% of the amenity area receiving at least two hours of direct sunlight, therefore the proposed development would preserve satisfactory sunlight conditions for the continued enjoyment and use of neighbouring private gardens.

The assessment provides clear evidence that the proposed scale and positioning of the development would not result in material overshadowing or an unacceptable reduction in the quality of neighbouring outdoor amenity spaces.

The submitted Daylight and Sunlight Assessment provides a comprehensive technical evaluation of the potential effects of the proposed development upon neighbouring residential properties. The assessment demonstrates that all tested windows satisfy the BRE daylight retention criteria, with reductions in VSC being limited and well within the thresholds ordinarily considered acceptable. Furthermore, the orientation of the

neighbouring windows means that detailed APSH calculations are not required under the relevant BRE methodology, and therefore the report identifies no unacceptable sunlight impacts upon the neighbouring residential windows. The Sun on Ground analysis also confirms that all assessed neighbouring gardens would continue to receive satisfactory levels of direct sunlight, with no material change in the proportion of amenity space benefiting from at least two hours of sunlight on 21 March.

These findings demonstrate that the proposed buildings have been positioned and designed in a manner which appropriately respects the daylight and sunlight conditions enjoyed by neighbouring occupiers. Whilst the redevelopment would introduce additional residential accommodation within the site, this would not result in an unacceptable loss of natural light to surrounding properties.

The proposal is therefore considered consistent with the objectives of London Plan Policy D6, insofar as it seeks to protect residential living conditions, and Policy DMHB 11 of the Hillingdon Local Plan Part 2, which requires development to respect the amenities of neighbouring occupiers, including considerations relating to daylight and sunlight. Accordingly, the proposal would preserve acceptable daylight and sunlight conditions for existing neighbouring occupiers and would not give rise to an unacceptable impact upon residential amenity in these respects. Therefore, there are no daylight or sunlight-related grounds which would justify withholding planning permission.

**Dwelling Standards**

All of the dwellings have been designed internally to comply with the Nationally Described Space Standards and Building Regulations requirement M4(2).

Externally, amenity space is provided in two forms. The first is in the traditional method of a rear garden. Whilst the Applicant had considered reliance on Policy S4 in the NPPF 2026 and the planning balance to offset a minor shortfall in rear garden space for some of the units, the scheme instead introduces rear terraces above the ground floor rear projections of plots 1-4 to bring the level of private amenity space above the minimum 60sqm requirement.

Privacy screens will be installed on the first floor terraces to reduce the potential overlooking of neighbouring amenity space, which would otherwise be an uncommon level of overlooking compared to view from rear-facing windows.

Space Standards

The proposed development exceeds the minimum floorspace requirements set out in the Nationally Described Space Standards, as well as the minimum amenity space standards set out in the Hillingdon Local Plan Part 2.

| Gross internal area (GIA), built-in storage, and private amenity space | | | | | |
|---|---|---|---|---|---|
| Plot No | Bedrooms | Storeys | GIA (sqm) | Storage (sqm) | Amenity (sqm) |
| 1 | 3 | 3 | 125.33 | 4.14 | 66.10 |
| 2 | 3 | 3 | 125.33 | 4.14 | 62.60 |
| 3 | 3 | 3 | 125.33 | 4.14 | 64.34 |
| 4 | 3 | 3 | 125.33 | 4.14 | 72.03 |
| 5 | 2 | 2 | 96.92 | 5.18 | 82.80 |
| 6 | 3 | 2 | 133.53 | 3.07 | 84.62 |

The private amenity space provision to Plots 1-4 is split between rear gardens and first floor rear balconies. The latter will be fitted with 1.8m high privacy screens to either side, which will prevent overlooking onto the adjoining dwellings.

The three-bedroom units also benefit from an additional study, which provides a dedicated space for home working.

All dwellings have been designed to accord with Building Regulations requirement M4(2) - 'accessible and adaptable dwellings'.

| Bedroom floorspace | | | |
|---|---|---|---|
| Plot No | Bedroom No | Bedroom Type | Floorspace (sqm) |
| 1 | 1 | Double | 11.72 |
| | 2 | Single | 7.69 |
| | 3 | Double | 16.42 |
| 2 | 1 | Double | 11.72 |
| | 2 | Single | 7.69 |
| | 3 | Double | 16.42 |
| 3 | 1 | Double | 11.72 |
| | 2 | Single | 7.69 |
| | 3 | Double | 16.42 |
| 4 | 1 | Double | 11.72 |
| | 2 | Single | 7.69 |
| | 3 | Double | 16.42 |
| 5 | 1 | Double | 15.77 |
| | 2 | Double | 12.84 |
| 6 | 1 | Double | 13.07 |
| | 2 | Double | 12.84 |
| | 3 | Single | 7.68 |

## Transport

The application is supported by the Transport Statement prepared by RGP Consulting Engineers Limited (reference 2025/8827/TS02, October 2026), which assesses accessibility, highway conditions, trip generation, access, parking and servicing.

Planning permission 4776/APP/2026/970 was granted by the London Borough of Hillingdon in June 2026 for five residential dwellings utilising the existing access from Station Road, with associated parking and manoeuvring arrangements, subject to appropriate management measures.

The current application adds one dwelling. The central question is whether this results in materially different highway impacts from the approved scheme. Permission 4776/APP/2026/970 is a significant consideration.

During consideration of that application, the Local Highway Authority raised concerns about the shared access, conflicts between pedestrians and vehicles, and movements onto Station Road. The Applicant subsequently provided amended access information and a revised layout.

The Case Officer considered that the concerns could be addressed through management measures including signage, priority arrangements, lighting, traffic calming and internal layout revisions, secured by condition.

Condition 5 required an Access, Parking and Refuse Management Plan before commencement to address parking allocation, opposing vehicle movements, signage, pedestrian inter-visibility, manoeuvring and refuse collection.

The Officer's Report also considered one off-street parking space per dwelling compliant with the London Plan maximum standards. The Officer did not consider a permit-free legal agreement necessary, given PTAL 3 accessibility, proximity to West Drayton Station, and the modest development scale. The site lies approximately 600 metres south of West Drayton District Centre, with access to shops, services and local facilities.

Footways, street lighting and crossing facilities along Station Road provide opportunities for walking. The site has a PTAL rating of 3 and bus stops immediately adjacent to it, serving routes including 222, 350, U1, U3 and U5. West Drayton Station is approximately 600 metres north and is served by the Elizabeth line, offering connections towards Central London, Heathrow Airport, Maidenhead and Reading.

These facilities provide opportunities for travel by non-car modes and support the sustainable transport objectives of planning policy.

Access would continue via the existing private driveway from Station Road, previously accepted in principle for the five-dwelling development, subject to management measures.

The driveway is approximately 4 metres wide, accommodating single-vehicle movements and allowing a pedestrian and vehicle to pass. The internal layout includes passing and manoeuvring space.

RGP drawing STA-RGP-XX-XX-DR-T-001 shows vehicular visibility splays exceeding 2.4 metres by 43 metres at the junction, together with pedestrian inter-visibility and opportunities for vehicles to wait within the site.

Signage and surfacing measures can reinforce the shared-access environment. A separate Parking, Access and Refuse Management Plan (reference 2025/8827/TN03) addresses the matters raised by Condition 5 of the earlier permission.

Given the limited additional trips associated with one extra dwelling, the revised scheme would not materially change the highway safety considerations previously assessed.

The accompanying Transport Statement uses TRICS data to compare the approved five-dwelling scheme with the proposed six-dwelling scheme on a consistent basis. The additional dwelling is estimated to generate two additional daily vehicle movements and no more than approximately one additional peak-hour vehicle movement. This

represents a negligible increase in activity on the access and surrounding network. The report identifies three slight and one serious personal injury collisions within the assessment area during 2021 - 2025, but no pattern indicating an access-related highway safety problem.

The development is not expected to produce unacceptable highway safety impacts or severe residual cumulative impacts on the local road network.

| Trip generation | Approved 5 | Proposed 6 | Net change |
|---|---|---|---|
| Daily vehicle movements | 20 | 22 | +2 |
| Daily pedestrian movements | 21 | 25 | +4 |
| Daily bus passenger movements | 6 | 8 | +2 |
| Daily rail/underground passenger movements | 4 | 5 | +1 |
| Total daily person movements | 59 | 71 | +12 |

Source: RGP Transport Statement (October 2026), Figure 8. Rounded TRICS estimate

The scheme would provide six allocated car spaces (one per dwelling) and one unallocated visitor space. The residential parking ratio matches that accepted under permission 4776/APP/2026/970.

Swept path drawing STA-RGP-XX-XX-DR-T-002 demonstrates that cars can manoeuvre and enter and leave in forward gear.

Electric vehicle charging points are proposed for the dwellings, with specifications capable of being secured by condition. Secure, sheltered cycle storage would be provided within each dwelling' s curtilage.

The internal road layout is designed to accommodate servicing, refuse collection and emergency access. The Transport Statement includes swept path assessments for delivery vehicles, refuse vehicles and fire appliances.

These drawings indicate that the relevant vehicles can enter, manoeuvre and exit in forward gear. The additional dwelling is not expected to materially increase servicing activity compared with the approved scheme.

The previous application did not draw an objection from the Transport Team, but there was a request for the applicant to enter into a legal agreement to restrict residents from parking within the local parking management scheme area. However, the Case Officer did not consider this to be a requirement, as the car parking levels provided were policy compliant and there is no realistic opportunity for residents to park a car on a surrounding road because of the distance the residents would have to walk from the neighbouring road to their property.

The separate Parking, Access and Refuse Management Plan provides further details of the proposed operational arrangements.

The accompanying Transport Statement demonstrates that the proposed six-dwelling scheme can be accommodated in transport and highway terms.

Significant weight may be afforded to the earlier permission 4776/APP/2026/970, which accepted residential use of the existing Station Road access subject to suitable mitigation and management measures.

The additional dwelling is estimated to add only two daily vehicle movements, without materially changing the access, highway safety, or parking considerations previously assessed.

The site benefits from accessible bus and rail services, and the scheme provides appropriate parking, cycle storage and on-site servicing arrangements.

Subject to securing the access, parking and refuse management measures, there are no identified transport or highway grounds in the submitted assessment that would justify withholding permission.

<u>Planning Balance</u>

The proposed redevelopment of 151 Station Road, West Drayton, benefits from significant support under the National Planning Policy Framework (NPPF) 2026, the London Plan (2021) and the Hillingdon Local Plan. Of particular relevance is Policy S4 of the NPPF 2026, which establishes a favourable presumption towards development

within existing settlements, requiring proposals to be approved unless their benefits would be substantially outweighed by adverse effects when assessed against the relevant national decision-making policies.

The application site is situated within the established urban area of West Drayton, is already in residential use and contains previously developed land. The proposal would make more efficient use of this sustainable location by replacing the existing bungalow with six residential dwellings, providing five net additional homes. The development would therefore contribute towards the objectives of London Plan Policies GG2, H1, H2 and D3, which promote housing delivery and the optimisation of suitable urban sites. Furthermore, the proposal would retain the established residential use of the land and deliver additional family-sized accommodation, consistent with the objectives of the Hillingdon Local Plan. Whilst the requirements of Policy DMH 6 concerning garden and backland development remain relevant, these must be considered alongside the previous planning permission and the strengthened national policy support for appropriate residential intensification.

Significant weight should also be afforded to the London Borough of Hillingdon's inability to demonstrate the required five-year supply of deliverable housing land. The Council's published housing land supply position as of April 2026 identified a supply of approximately 2.5 years, representing a substantial shortfall against the five-year requirement. This deficiency reinforces the importance of supporting suitable residential development opportunities, particularly within established urban areas where additional housing can be accommodated using existing infrastructure and services.

Although the proposal would deliver a relatively modest number of dwellings, the cumulative contribution of smaller residential developments is essential to addressing the Borough's housing requirements. The proposed six dwellings would provide five net additional homes, including family-sized accommodation, and would therefore make a positive contribution towards meeting identified housing needs. In accordance with Policy HO7 of the NPPF 2026, substantial positive weight should be afforded to the benefits of delivering additional housing. When considered alongside the favourable decision-making framework established by Policy S4, the significant housing land supply shortfall provides a compelling justification for supporting the proposed development, subject to the acceptability of its detailed planning impacts.

A particularly important material consideration is the previous planning permission granted in June 2026 under reference 4776/APP/2026/970 for five residential dwellings. This permission establishes that the Local Planning Authority has already accepted the

principle of comprehensive residential redevelopment of the site, notwithstanding its backland characteristics and the provisions of Policy DMH 6. The current proposal seeks only one additional dwelling beyond the approved scheme and should therefore be considered against this established planning position.

Importantly, the additional dwelling would also assist in improving the commercial viability and deliverability of the development in the context of increased volatility within the construction and labour markets. Rising material costs, fluctuating labour expenditure, financing pressures and uncertainty surrounding contractor availability present significant risks to smaller residential schemes, where substantial fixed costs must be recovered across relatively few units. The provision of a sixth dwelling would enable these costs, including demolition, infrastructure, access construction, professional fees and site preparation, to be distributed across a greater number of homes, potentially reducing the developer's financial exposure and providing a more robust route towards implementing the redevelopment. Whilst the existence of planning permission for five dwellings establishes an acceptable development scenario, it does not guarantee implementation.

The additional dwelling would therefore provide an opportunity to improve the financial resilience of the scheme and increase the prospect of delivering the approved residential redevelopment, whilst securing an additional home for the Borough. This potential improvement in deliverability should be afforded positive weight, particularly given Hillingdon's substantial housing land supply shortfall.

In considering the overall planning balance, it is necessary to assess whether the proposed development would result in adverse effects sufficient to substantially outweigh its identified benefits, as required by Policy S4 of the NPPF 2026. The previous permission establishes the acceptability of residential redevelopment in principle, whilst the submitted technical assessments provide support for the conclusion that the revised scheme would not result in unacceptable impacts upon neighbouring daylight and sunlight conditions or highway safety. The additional dwelling must nevertheless satisfy the relevant requirements relating to design, residential amenity, local character and development within residential curtilages, including Policy L2(1)(d) of the NPPF 2026. Subject to these matters being satisfactorily addressed, the development would deliver substantial planning benefits through the provision of additional housing, the efficient use of an existing residential site and the potential improvement in the commercial deliverability of a previously approved scheme.

Having regard to the Borough's significant housing land supply shortfall, the favourable presumption established by Policy S4, the previous permission for five dwellings and the additional benefits associated with the sixth dwelling, it is concluded that the overall planning balance weighs strongly in favour of the proposal and that planning permission should be granted.