PLANNING, DESIGN & ACCESS STATEMENT

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LOCATION PLAN

1.0 INTRODUCTION

1.1 This Planning, Design and Access Statement has been prepared in support of a planning application for the change of use of an existing House in Multiple Occupation (HMO) (Use Class C4), accommodating up to six residents, to a large HMO (Sui Generis), accommodating up to seven residents, at 102 Hunters Grove, Hayes UB3 3JF. The proposal involves the conversion of an existing ground-floor office into an additional en-suite bedroom and should therefore be assessed on the basis of the impact arising from one additional resident only above the existing lawful use.

1.2 The application seeks to make more efficient use of the existing property by providing an additional room within the existing building envelope. No extensions, roof alterations, external alterations or changes to the layout of the site are proposed. The development therefore represents a modest intensification of an established residential use without altering the character or appearance of the property.

1.3 This revised application has been prepared following the refusal of planning permission under application reference 47772/APP/2025/1323. The proposal has been carefully reviewed in light of the Council's previous concerns, and additional supporting information has been submitted to address each of the identified refusal reasons, including matters relating to residential amenity, parking and highway impacts, and the living conditions of future occupiers.

1.4 The purpose of this Planning, Design and Access Statement is to describe the proposal and demonstrate that the development constitutes an appropriate and sustainable form of residential accommodation. The statement sets out how the proposal has been designed to

provide satisfactory living conditions for future occupiers whilst protecting the amenities of neighbouring residents.

1.5 The assessment demonstrates that the proposal would not adversely affect the character of the area, neighbouring residential amenity, privacy, outlook, daylight, highway safety or parking provision. The development retains existing communal facilities, private amenity space, secure cycle parking, refuse storage and off-street parking arrangements, ensuring that the property continues to provide a suitable living environment for residents.

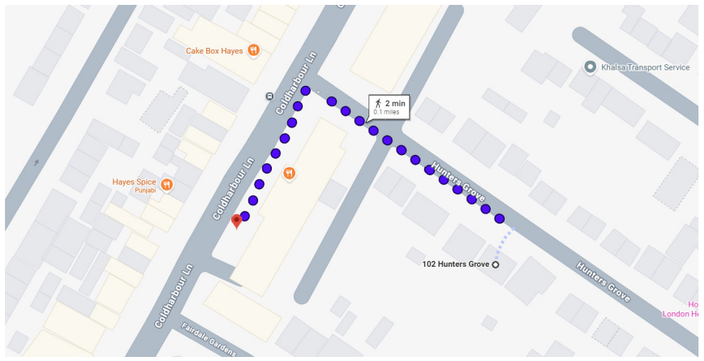
1.6 The site occupies a sustainable location within Hayes, with good access to local services, employment opportunities and public transport. Local bus services are available within a short walking distance of the property, whilst Hayes & Harlington Station is approximately 12 minutes away on foot and provides National Rail and Elizabeth Line services, offering direct connections to Central London, Heathrow Airport and the wider region.

1.7 The proposal accords with the objectives of the National Planning Policy Framework, the London Plan and the Hillingdon Local Plan, which collectively support the efficient use of existing housing stock in sustainable locations. The development makes a modest contribution towards housing provision and choice by providing an additional room within an established HMO without giving rise to unacceptable impacts on the surrounding area.

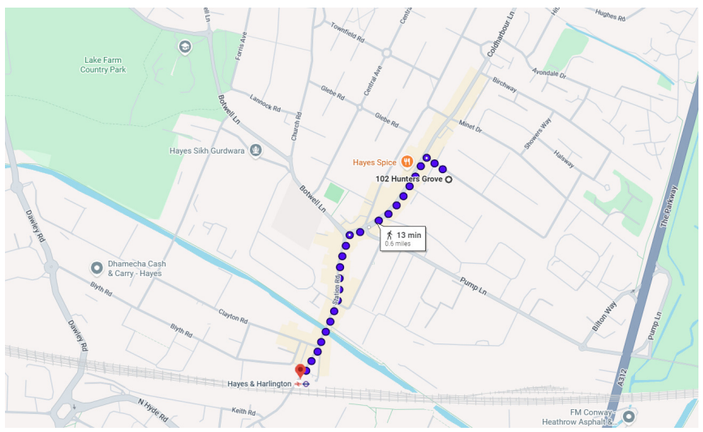
1.8 For the reasons set out within this statement and the accompanying supporting documents, the proposal is considered to represent a sustainable and acceptable form of development for which planning permission should be granted.



2 minute walk to bus stop



2 minute walk to bus stop



12 minute wall to Hayes & Harlington Station

2.0 THE SITE AND SURROUNDING URBAN CHARACTER

2.1 The application site comprises a two-storey semi-detached dwelling with additional accommodation within the loft space. The property currently provides six bedrooms, comprising one bedroom on the ground floor, three bedrooms on the first floor, and two bedrooms on the second floor, all of which benefit from en-suite facilities. The property also includes a communal kitchen and dining area, together with an office located on the ground floor. Externally, the property benefits from a generous rear garden and a front forecourt providing two car parking spaces, secure cycle parking, and bins storage area.

2.2 The application site is located on the south side of Hunters Grove.

2.3 The surrounding area is made up of predominantly semi-detached and terraced properties, a number of which have been converted into flats, HMOs, and hotels. Nearly, the commercial area along Coldharbour Lane has business, flats, HMO, and hotel uses.

2.4 The property is not a listed building nor is it located within a conservation area. There are no other planning constraints or restrictive designations upon this property.

2.5 Hunters Grove and the surrounding streets fall within a Controlled Parking Zone (CPZ). On-street parking on Hunters Grove is strictly restricted to permit holders only (Zone HY9) between the hours of 8:00 am and 10:00 pm. This existing regulatory framework ensures that any potential overspill from transient or non-permitted vehicles is legally restricted, preventing any uncontrolled impact on local highway capacity.

2.6 Approximately 70m to the west of the site is Coldharbour Lane and the properties fronting this road on the southern side of Hunters Grove form part of the Secondary Shopping Area of Hayes District Centre. To the east of Coldharbour Lane, the local area is residential in character, comprising mainly two-storey semi-detached dwellings with small gardens.

2.6 The site benefits from:

- Good access to public transport with bus stops located nearby
- Proximity to local services and amenities
- Established built-up area
- CPZ

2.7 Whilst the PTAL data published by TfL identifies the site as having a PTAL rating of 3 (moderate), this assessment is based on 2013 accessibility calculations and does not fully reflect the current level of public transport provision in the area. The site is well served by public transport, with local bus stops located within a 2-minute walk and Hayes & Harlington Station situated approximately 12 minutes away on foot. The station provides access to National Rail and Elizabeth Line services, offering convenient connections to Central London, Heathrow Airport and the wider region. Consequently, the site is considered to benefit from a sustainable and well-connected location.

3.0 THE PROPOSAL

3.1 Planning permission is sought for the change of use of an existing HMO (Use Class C4), accommodating up to six occupants, to a large HMO (Sui Generis), accommodating up to seven occupants, through the provision of one additional bedroom within the existing property.

3.2 The office on the ground floor is proposed to be converted into a bedroom for 1 person.

4.0 RELEVANT PLANNING HISTORY

47772/APP/2025/1323 I Change of use from a Small HMO (Class C4) to a Large HMO (Sui Generis)

Decision: Refuse

Refusal Reasons:

1) The proposed development, given the number of potential occupants across 7 no. separate bedrooms would give rise to undue noise and general disturbance to neighbouring residents, particularly as a result of a marked increase in comings and goings, use of the rear garden and the lack of information relating to sound insulation. The proposal would therefore be contrary to the requirements of Policies DMH 5 and DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 (f) of the NPPF (2024).

2) In the absence of a robust transport appraisal and travel plan demonstrating that sufficient off-street parking has been provided, as required by the local parking standard for the proposed level of occupancy, the proposal has the potential to lead to undue on-street parking displacement to the detriment of parking capacity and safety on the local public highway, contrary to Local Plan: Part 2 Development Management Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 (Appendix C) and Policies T4, T5 and T6 of the London Plan (2021).

3) The proposed development has failed to demonstrate that it would provide an adequate level of outlook for the future occupiers of bedroom 6 due to its reliance solely on roof-lights, which are set at high level. The proposal would therefore give rise to a substandard form of living accommodation to the detriment of the amenities of future occupiers contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies and Policy D6 of the London Plan (2021)

5.0 PRINCIPLE OF DEVELOPMENT

5.1 Planning permission is sought for the change of use of an existing House in Multiple Occupation (HMO) (Use Class C4), accommodating up to six occupants, to a large HMO (Sui Generis), accommodating up to seven occupants through the provision of one additional bedroom within the existing property. No extensions or external alterations are proposed, and the development would represent a modest intensification of an established residential use.

5.2 The National Planning Policy Framework (NPPF) seeks to make effective use of land and support the efficient use of existing buildings in sustainable locations. The proposal makes efficient use of the existing housing stock by providing an additional bedroom within an established HMO without increasing the building footprint. The development therefore accords with the objective of optimising the use of existing residential accommodation while contributing towards meeting identified housing needs.

5.3 The site is located within an established residential area of Hayes that benefits from good access to local services, employment opportunities and public transport. Bus stops are located within a 2 minute walking distance of the property and Hayes & Harlington Station is approximately 12 minutes' walk away, providing access to National Rail and Elizabeth Line services. The site's sustainable location makes it well suited to higher-density forms of residential occupation, including Houses in Multiple Occupation.

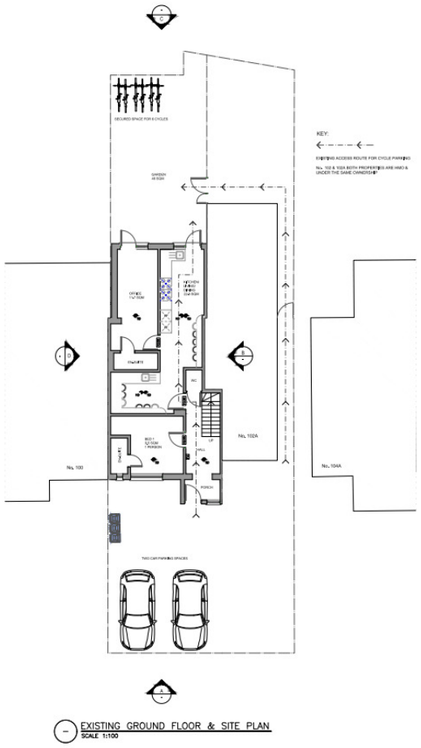
5.4 The proposal would provide an additional HMO room in an area where there is continuing demand for flexible and affordable housing options. HMOs play an important role in meeting the housing needs of single persons and those unable to access conventional housing options. The proposal would therefore make a small but positive contribution towards housing choice and supply within the borough.

5.5 The property is already lawfully operating as a six-person HMO (Use Class C4). The proposed increase from six to seven occupants represents a modest intensification of the existing use and would not alter the residential character of the property or the surrounding area. The proposal has been designed to ensure that adequate communal facilities, amenity space, refuse storage, secure cycle parking, and car parking arrangements are retained to serve future occupiers.

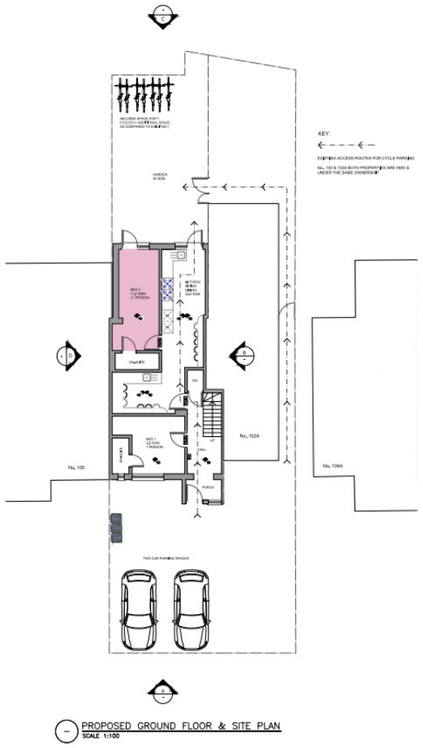
5.6 The surrounding area contains a mix of residential accommodation types, including family housing, flats HMOs, and hotel, together with commercial uses along nearby Coldharbour Lane. Consequently, the proposal would not introduce an incompatible land use and would remain consistent with the mixed residential character of the locality.

5.7 There is no policy objection to the principle of the proposed change of use. The development represents an appropriate and sustainable form of residential intensification that makes efficient use of an existing dwelling in a highly accessible urban location.

5.8 For the reasons set out above, the principle of the proposed change of use from a six-person HMO (Use Class C4) to a seven-person HMO (Sui Generis) is considered acceptable and accords with the objectives of national, regional and local planning policy to make efficient use of existing housing stock and provide a wider range of housing accommodation.



EXISTING GROUND FLOOR & SITE PLAN
SCALE 1:100



PROPOSED GROUND FLOOR & SITE PLAN
SCALE 1:100

DESIGN AND ACCESS

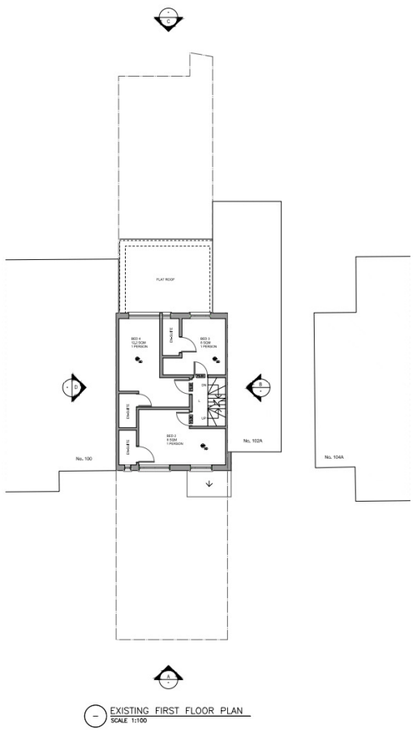
6.0 DESIGN STRATEGY

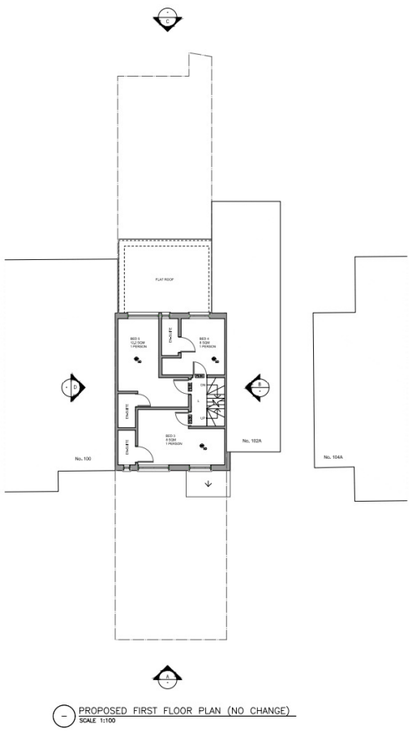
6.1 The proposal seeks planning permission for the change of use of an existing six-person HMO (Use Class C4) to a seven-person HMO (Sui Generis) through the provision of one additional bedroom within the existing property. The development has been carefully designed to make efficient use of the available internal accommodation whilst maintaining an acceptable standard of living for future occupiers.

6.2 The proposal does not involve any extensions, alterations to the building envelope, or changes to the external appearance of the property. The existing form, scale, massing and architectural character of the dwelling will therefore remain unchanged.

6.3 The additional bedroom will be provided through an internal reconfiguration of the existing layout by conversion the ground floor office into a bedroom for 1 person. The proposal has been designed to ensure that appropriate communal facilities, circulation space and residential amenities are retained for occupiers in accordance with the Council's HMO standards and relevant planning policies.

6.4 The property will continue to function as a shared residential dwelling, with occupants having access to communal kitchen and dining facilities together with private bedroom accommodation with en-suite facilities. The proposal represents a modest intensification of the existing lawful use and makes efficient use of the existing building without requiring any physical expansion of the property.





6.5 The existing arrangements for access, refuse storage, secure cycle parking, car parking and private amenity space will remain available to serve future occupants. As a result, the proposal will continue to provide an attractive and functional living environment for residents.

Impact on Character and Appearance

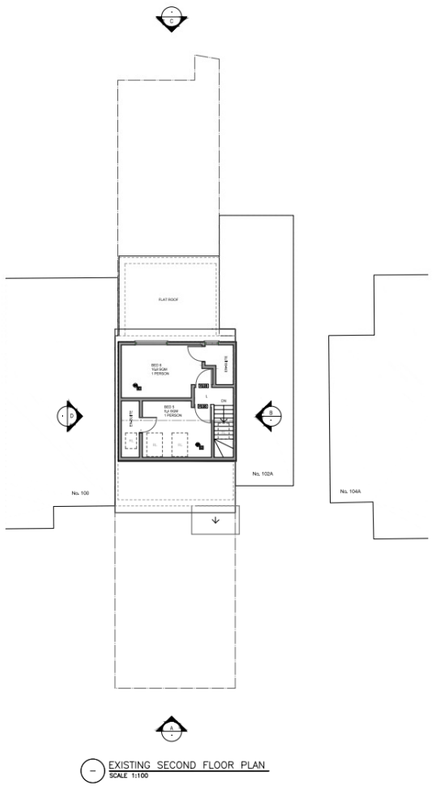
6.6 As no external alterations are proposed, the development will have no impact on the appearance of the building or the character of the surrounding street scene. The existing dwelling will retain its established appearance when viewed from the public realm.

6.7 The proposal will not alter the scale, footprint, roof form, building height or external design of the property. Consequently, the development will preserve the established pattern of development and residential character of Hunters Grove and the wider locality.

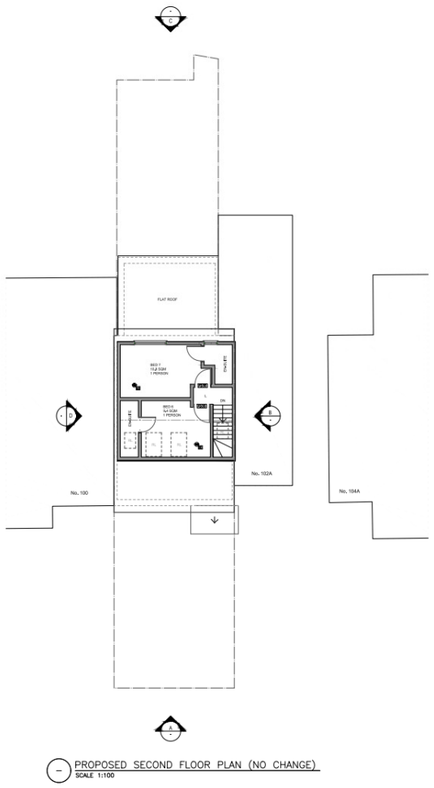
6.8 The surrounding area includes a mix of dwelling types and residential accommodation, including family housing, flats, hotels, and HMOs. The continued use of the property as shared residential accommodation is therefore entirely compatible with the prevailing character of the area.

6.9 Given the limited nature of the proposal and the absence of external changes, the development would:

- Preserve the character and appearance of the host property;
- Maintain the established street scene;
- Avoid any visual intrusion or harm to the surrounding area; and
- Integrate seamlessly with the existing built environment.



EXISTING SECOND FLOOR PLAN
SCALE 1:100

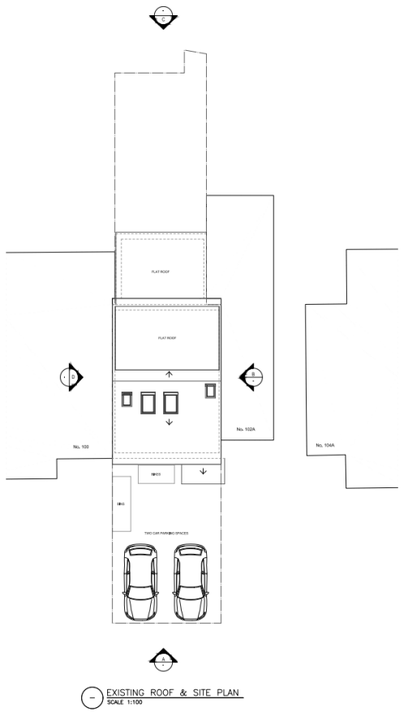


PROPOSED SECOND FLOOR PLAN (NO CHANGE)
SCALE 1:100

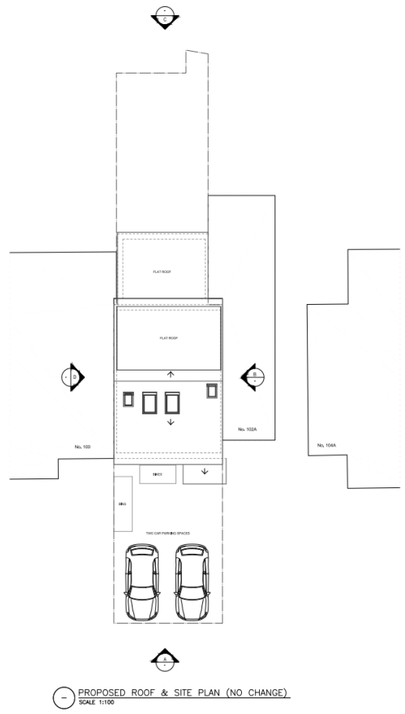
Appearance

6.10 No external alterations or extensions are proposed as part of the development. Accordingly, there will be no change to the appearance of the building.

6.11 The proposal therefore respects the character and appearance of the existing dwelling and surrounding area, whilst making more efficient use of the existing housing stock in a sustainable and accessible location.



EXISTING ROOF & SITE PLAN
SCALE 1:100



PROPOSED ROOF & SITE PLAN (NO CHANGE)
SCALE 1:100

7.0 RESPONSE TO PREVIOUS REFUSAL REASONS

Introduction

7.1 This application has been prepared in response to the refusal of planning permission under application reference 47772/APP/2025/1323 for the change of use from a Small HMO (Class C4) to a Large HMO (Sui Generis).

7.2 The current proposal seeks planning permission for the change of use of the existing six-person HMO (Use Class C4) to a seven-person HMO (Sui Generis) through the conversion of an existing office into one additional en-suite bedroom. **The proposal should be assessed on the basis of the impact arising from a single additional occupant above the existing lawful use.**

7.3 The applicant has carefully considered the matters raised by the Council and has submitted additional supporting information to address each reason for refusal.

REFUSAL REASON 1: RESIDENTIAL AMENITY AND NOISE DISTURBANCE

Previous Refusal

7.4 The Council considered that the proposed development could give rise to undue noise and general disturbance to neighbouring residents through increased comings and goings, use of the rear garden and the absence of information regarding sound insulation. The Council concluded that the proposal conflicted with Policies DMH 5 and DMHB 16 and Paragraph 135(f) of the NPPF.

Assessment

7.5 The Council's assessment did not identify any physical extension, overlooking, overshadowing, loss of privacy or external alteration as the source of concern. The sole concern related to the perceived level of activity associated with occupation of the property.

7.6 The existing property already operates as a lawful six-person HMO. The proposal seeks only the conversion of the existing office into a seventh bedroom and therefore increases occupation by a single individual.

7.7 Any concerns regarding future intensification of the use can be satisfactorily controlled through the **imposition of a planning condition limiting occupation of the property to a maximum of seven residents. In addition, the HMO licensing regime would provide a further mechanism to regulate occupancy levels, ensuring that the property operates solely as a seven-person HMO.**

7.8 The proposed Bedroom 2 on ground floor is formed from an existing office measuring approximately 11.7m² and includes an en-suite bathroom.

7.9 The proposal therefore results in:

- Existing lawful occupation: 6 persons;
- Proposed occupation: 7 persons;
- Net increase: 1 occupant only.

7.10 The additional activity associated with a single resident would be extremely limited and would not materially alter the character or operation of the property.

7.11 The property benefits from:

- a generous rear garden;
- en-suite facilities for all bedrooms;
- communal kitchen and dining accommodation;
- refuse storage area; and
- secure cycle parking facilities

7.12 The level of activity generated by seven single occupants is not materially different from that associated with the existing six-person lawful use. It is therefore considered that the proposal would not result in unacceptable levels of noise, disturbance or activity to neighbouring occupiers. If the Council would like additional noise insurance, this can be secure through planning condition.

7.13 Furthermore, all bedrooms are occupied by a single person, and no shared bedrooms are proposed.

7.14 Should the Council consider that further **assurance** is required regarding potential noise impacts from bedroom 2, this matter could be adequately addressed through a suitably worded **planning condition requiring details of sound insulation measures** for bedroom 2 to be submitted to and approved by the Local Planning Authority prior to conversion. As such, **any concerns relating to noise can be satisfactorily mitigated and should not warrant refusal of the application**

7.15 **Accordingly, the proposal is considered to comply with Policies DMH 5 and DMHB 16 of the Hillingdon Local Plan and Paragraph 135(f) of the NPPF.**

REFUSAL REASON 2: PARKING AND HIGHWAY IMPACTS

Previous Refusal

7.16 The Council considered that insufficient evidence had been submitted to demonstrate that the proposed level of occupation could be adequately accommodated without adverse parking impacts. The refusal specifically referred to the absence of a robust Transport Appraisal and Travel Plan.

Assessment

7.17 A separate Transport Statement accompanies this application and addresses the matters identified by the Council. The findings of that assessment should be read alongside this Planning Statement.

7.18 **The proposal seeks accommodation for only one additional resident above the existing lawful six-person HMO occupation.** Any transport assessment should therefore consider the impact arising from one additional occupant rather than an entirely new HMO use.

7.19 The site occupies a highly sustainable location. Although TfL mapping identifies the property as having a PTAL rating of 3, that assessment is based upon historic 2013 calculations and does not fully reflect current public transport accessibility.

The site is located approximately:

- 2 minutes' walk from local bus services; and
- 12 minutes' walk from Hayes & Harlington Station.

Hayes & Harlington Station provides Elizabeth Line and National Rail services offering direct access to Central London, Heathrow Airport and the wider region.

7.20 The property also benefits from:

- 2 off-street parking spaces; and
- secure cycle parking

7.21 Furthermore, Hunters Grove and the surrounding streets fall within a CPZ. On-street parking on Hunters Grove is strictly restricted to permit holders only (Zone HY9) between the hours of 8:00 am and 10:00 pm. This existing regulatory framework ensures that any potential overspill from transient or non-permitted vehicles is legally restricted, preventing any uncontrolled impact on local highway capacity.

7.22 Given the highly accessible location, the presence of off-street provisions, the strict on-street CPZ controls, and the modest increase of only one additional occupier, it is not considered that the development would result in a material increase in parking demand or prejudice highway safety.

7.22 The accompanying **Transport Statement demonstrates that the proposal would not result in severe transport impacts and therefore satisfies the requirements of Policies DMT1, DMT2 and DMT6 of the Hillingdon Local Plan together with London Plan Policies T4, T5 and T6.**

REFUSAL REASON 3: OUTLOOK AND LIVING CONDITIONS OF BEDROOM 6

Previous Refusal

7.23 The Council concluded that Bedroom 6 would not provide an adequate level of outlook due to its reliance on rooflights located at high level. The Council therefore considered that the room would provide substandard accommodation.

Assessment

7.24 The applicant respectfully disagrees with this conclusion. Firstly, Bedroom 6 is not a new room created as part of this planning application. Rather, it forms part of the existing loft accommodation being used as a HMO and the current proposal does not involve any physical alteration to this room.

7.25 The current application involves conversion of the existing office into a seventh bedroom on the ground floor. The existing loft accommodation remains unchanged.

7.26 The plans identify Bedroom 6 (on the proposed plans) as an existing bedroom with an en-suite bathroom measuring approximately **9.4m²**.

The room benefits from:

- two generous rooflights serving the bedroom;
- a further rooflight serving the en-suite bathroom;
- direct natural daylight;
- natural ventilation; and
- outward views through the rooflights.

7.27 The Council's concern relates specifically to outlook rather than daylight provision. However, rooflights are an accepted and common feature of loft accommodation throughout the Borough and provide a recognised means of securing daylight, ventilation and external views.

7.28 The submitted section drawing demonstrates the relationship between the rooflights and the occupiable floor area and has been included specifically to assist the Council in assessing the available outlook from the room.

7.29 The rooflights provide open views to the sky and surrounding environment and contribute positively to the quality of the accommodation. Whilst the outlook differs from that obtained through a traditional vertical window, it nevertheless provides a meaningful visual connection with the outside environment.

7.30 Given that Bedroom 6 is an existing room, benefits from multiple rooflights and is unaffected by the current proposal, it is considered that the accommodation provides an acceptable standard of residential amenity consistent with Policy DMHB 11 of the Hillingdon Local Plan and Policy D6 of the London Plan.

8.0 RESIDENTIAL AMENITY

Living Conditions of Future Occupiers

8.1 The property currently provides six en-suite bedrooms together with communal kitchen and dining facilities and outdoor amenity space. The proposal introduces one additional en-suite bedroom through the conversion of an existing office.

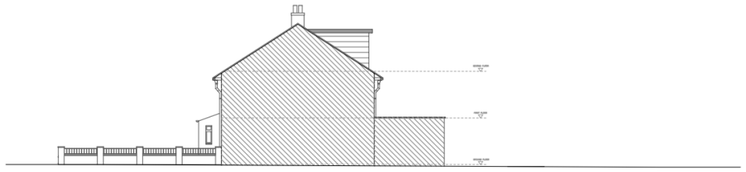
8.2 All future occupiers would benefit from:

- all bedrooms benefit from en-suite facilities;
- communal facilities are retained;
- generous rear garden amenity space is retained;
- refuse and recycling facilities are retained;
- secure cycle parking is retained.
- on-site parking provision is retained.

8.3 The proposal would therefore provide satisfactory living conditions for future occupiers.



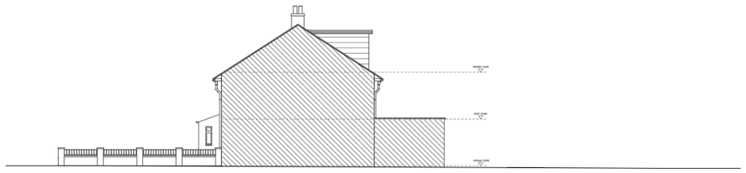
EXISTING FRONT ELEVATION (A)
SCALE 1:100



EXISTING SIDE ELEVATION (B)
SCALE 1:100



PROPOSED FRONT ELEVATION (A) – NO CHANGE
SCALE 1:100



PROPOSED SIDE ELEVATION (B) – NO CHANGE
SCALE 1:100

Impact on Neighbouring Occupiers

8.4 No extensions, roof alterations, dormers, external plant or engineering works are proposed.

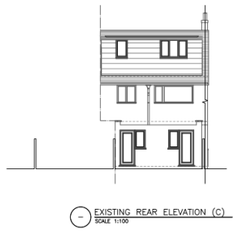
Consequently, the proposal would not result in:

- additional building height;
- increased building footprint;
- overlooking;
- loss of privacy;
- overshadowing;
- overdominance;
- loss of daylight; or
- visual intrusion.

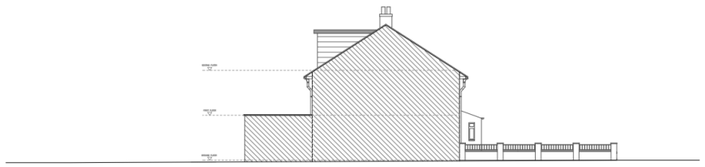
8.5 The only change relates to the internal conversion of the existing office into a bedroom. Accordingly, the impact on neighbouring residential amenity would be negligible.

8.6 As the proposal would result in only one additional occupant beyond the existing lawful six-person HMO, any increase in activity would be minimal and would not materially affect neighbouring residential amenity.

8.7 The proposal therefore accords with the residential amenity objectives of the Hillingdon Local Plan.



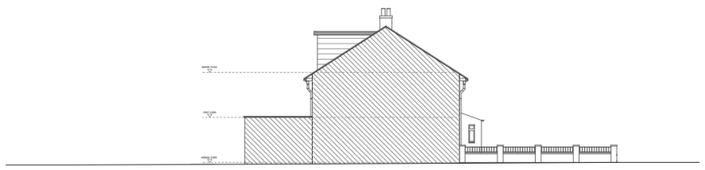
EXISTING REAR ELEVATION (C)
SCALE 1:100



EXISTING SIDE ELEVATION (D)
SCALE 1:100



PROPOSED REAR ELEVATION (C) – NO CHANGE
SCALE 1:100



PROPOSED SIDE ELEVATION (D) – NO CHANGE
SCALE 1:100

9.0 OUTLOOK AND NATURAL LIGHT

9.1 National, regional and local planning policy seeks to ensure that all residential accommodation provides a high standard of amenity for future occupiers. Policy D6 of the London Plan and Policy DMHB 11 of the Hillingdon Local Plan require residential accommodation to provide adequate levels of outlook, natural light, privacy and overall living conditions

9.2 The current proposal seeks the conversion of an existing office into a seventh bedroom within an established HMO and does not involve any extensions, roof alterations or changes to the external envelope of the building. Accordingly, the proposal would not result in any loss of daylight, sunlight, outlook or increased sense of enclosure to neighbouring properties.

9.3 All proposed bedrooms benefit from direct access to natural light and ventilation through appropriately sized windows or rooflights. The proposed Bedroom 2, created through the conversion of the existing office, benefits from a conventional ground-floor window providing good levels of daylight, outlook and ventilation.

9.4 The Council's previous refusal raised concerns regarding the outlook available from Bedroom 6 located within the existing loft accommodation. However, Bedroom 6 is an existing bedroom and does not form part of the proposed alterations. Notwithstanding this, the room benefits from two generous rooflights serving the main bedroom area together with an additional rooflight serving the en-suite bathroom.

9.5 A sectional drawing has been submitted with the application to assist the Council in assessing the relationship between the rooflights and the occupiable area of Bedroom 6. The section demonstrates that the room benefits from substantial natural daylight, natural ventilation and outward views through the rooflights.

9.6 Rooflights are a commonly accepted form of fenestration within loft accommodation and are frequently relied upon to provide daylight, ventilation and outlook to habitable rooms. Whilst the outlook provided by a rooflight differs from that obtained through a conventional vertical window, it nevertheless provides a visual connection with the external environment, including views of the sky and surrounding area.

9.7 The two principal rooflights serving Bedroom 6 are of generous proportions and provide significant levels of natural illumination to the room. Together with the additional rooflight serving the en-suite, the accommodation benefits from a bright and well-ventilated environment that provides satisfactory living conditions for future occupiers.

9.8 Given that Bedroom 6 is an existing room, benefits from multiple rooflights and remains unaltered by the current application, it is considered that the room provides an acceptable standard of accommodation. The proposal therefore complies with the objectives of Policy D6 of the London Plan and Policy DMHB 11 of the Hillingdon Local Plan.

9.9 Overall, the proposed development would provide satisfactory levels of natural light, outlook and residential amenity for all future occupiers whilst having no adverse impact on the daylight, sunlight or outlook enjoyed by neighbouring residents.

10.0 PRIVACY

10.1 The proposal has been designed to maintain appropriate levels of privacy for both neighbouring residents and future occupiers of the property. As the development comprises the internal conversion of an existing office into a bedroom, no new windows, doors, balconies, terraces or other external openings are proposed.

10.2 The proposal does not involve any alterations to the external elevations of the building. Consequently, there would be no new opportunities for overlooking, loss of privacy or direct views towards neighbouring habitable room windows or private gardens.

10.3 The existing pattern of overlooking and inter-visibility between neighbouring properties will remain unchanged from the current situation. The development would therefore have no adverse effect on the privacy currently enjoyed by adjoining occupiers.

10.4 All existing windows serving the property will remain in their current positions and will continue to function as part of the established residential use of the building.

10.5 Given that the proposal is limited to internal alterations and would not introduce any additional overlooking opportunities, it is considered that the privacy of neighbouring residents would be fully preserved. Similarly, future occupiers of the HMO would benefit from acceptable levels of privacy and residential amenity.

10.6 The proposal therefore complies with the objectives of Policy DMHB 11 of the Hillingdon Local Plan and the relevant residential amenity requirements of the London Plan.

11.0 TRANSPORT, ACCESSIBILITY AND CAR PARKING

11.1 A separate Transport Statement accompanies this planning application and should be read alongside this Planning, Design and Access Statement. The Transport Statement specifically assesses the implications of the proposed increase in occupancy from six to seven residents and demonstrates that the proposal would not result in unacceptable transport or parking impacts.

11.2 The proposal relates to the change of use of an existing six-person HMO (Use Class C4) to a seven-person HMO (Sui Generis) through the conversion of an existing office into one additional en-suite bedroom. Accordingly, the assessment of parking and highway impacts should be based on the effect of one additional resident above the existing lawful use.

11.3 Whilst the Public Transport Accessibility Level (PTAL) data published by Transport for London identifies the site as having a PTAL rating of 3 (moderate), this assessment is based on 2013 calculations and does not fully reflect the current level of public transport provision available to residents.

11.4 The property benefits from excellent accessibility to public transport. Local bus stops are located within approximately two minutes' walking distance of the site, whilst Hayes & Harlington Station is situated approximately twelve minutes away on foot. The station provides National Rail and Elizabeth Line services, offering direct connections to Central London, Heathrow Airport and the wider region.

11.5 The site therefore occupies a sustainable and highly accessible location where future residents have realistic alternatives to private car use.

11.6 The property benefits from two existing off-street parking spaces located within the front forecourt and these spaces will be retained as part of the development. In addition, secure cycle parking and refuse storage facilities will continue to be provided for occupiers.

11.7 The London Plan encourages sustainable travel choices and seeks to reduce reliance on private motor vehicles in locations that benefit from good access to public transport. The proposal supports these objectives by making efficient use of an existing residential property in a sustainable location close to public transport services.

11.8 Paragraph 116 of the National Planning Policy Framework confirms that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or where the residual cumulative impacts on the road network would be severe.

11.9 In this case, the proposal would result in occupation by only one additional resident compared with the existing lawful use. Given the property's accessibility, retained parking provision, secure cycle parking facilities and proximity to public transport, it is not considered that the development would generate a material increase in parking demand or traffic movements.

11.10 Any increase in vehicle trips associated with one additional resident would be negligible and would not result in a severe impact on the local highway network. Nor would it give rise to any highway or pedestrian safety concerns.

11.11 The applicant also notes that the maximum occupancy of the property can be controlled through both the HMO licensing regime and, if considered necessary by the Local Planning Authority, by a planning condition restricting occupation to no more than seven residents.

11.12 Having regard to the modest nature of the proposal, the sustainable location of the site and the findings of the accompanying Transport Statement, the proposed devel-

opment is considered acceptable in transport and parking terms and complies with the objectives of the National Planning Policy Framework, the London Plan and the Hillingdon Local Plan.

12.0 WASTE

12.1 There is ample space available on site for refuse/recycling storage which avoids encroachment onto access areas for the future residents. Facilities will be easily and safely accessible and will be conveniently located for the residents to use.

12.2 Refuse and recycling bins are currently positioned at the front. The position and availability of the bins storage is considered satisfactory.

12.3 Accordingly, the development will not result in any intensification of bin storage when viewed from the public realm.

13.0 ACCESS

13.1 The property benefits from front access, which will be maintained. There are no changes proposed to the existing access arrangements.

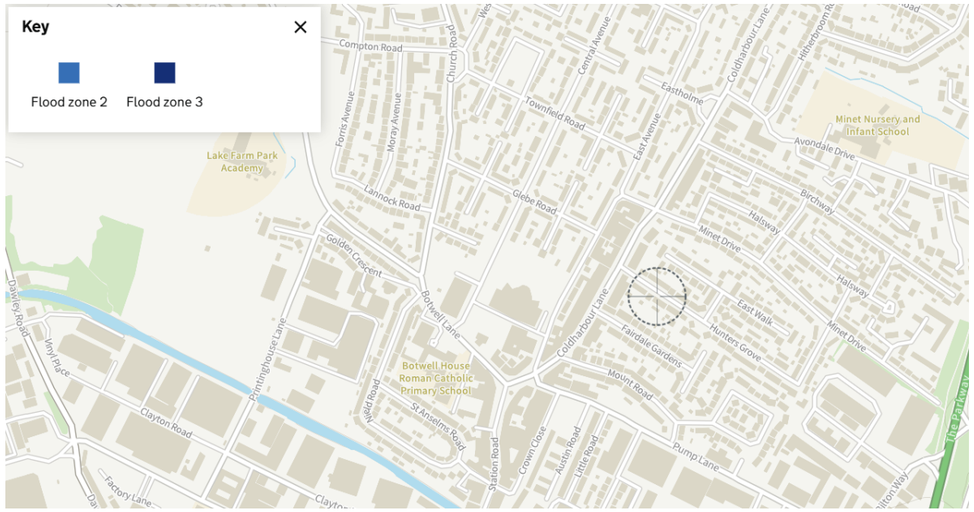
13.2 Careful consideration has been given in designing the internal layout, to accommodate furniture and provide adequate circulation space for the normal use of rooms, as well as allowing movement of bulky furniture items into the home.

13.3 The bedrooms meet the current National/London Plan space standards and incorporate basic design criteria to ensure that the unit is convenient, flexible, and adaptable and able to achieve Part M Building Control standards.

13.4 The units will have a high standard of interior quality, guaranteeing satisfactory indoor living space and amenities.

17.0 FLOOD AND DRAINAGE

17.1 The site falls within Flood Zone 1 - Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)



9.0 CONCLUSION

9.1 This Planning, Design and Access Statement has been prepared in support of a planning application for the change of use from an existing six-person HMO (Use Class C4) to a seven-person HMO (Sui Generis) at 102 Hunters Grove, Hayes UB3 3JF. The proposed development represents a modest, sustainable intensification of an established residential use that will be achieved entirely within the existing building footprint. By converting a ground-floor office into an en-suite bedroom, the scheme optimizes the use of existing housing stock to provide an additional flexible and affordable housing option without requiring external alterations.

9.2 This revised application comprehensively addresses the previous reasons for refusal under application reference 47772/APP/2025/1323 through robust evidence and tailored planning solutions:

- **Residential Amenity and Noise:** The net increase of only one additional resident will not materially alter the residential character or activity levels of the surrounding area. Adequate noise insulation measures for the new ground-floor bedroom can be satisfactorily secured via a standard planning condition.

- **Parking and Highway Safety:** Supported by an accompanying Transport Statement, the scheme demonstrates that the addition of a single occupant will have little or no impact on the local highway network. The site occupies a sustainable location with good proximity to public transport, including a 2-minute walk to local bus services and a 12-minute walk to Hayes & Harlington Station (Elizabeth Line and National Rail services), while successfully retaining two off-street parking spaces and secure cycle parking. Given the highly accessible location, the presence of off-street provisions, the strict on-street CPZ controls, and the modest increase of only one additional occupier, it is not considered that the development would result in a material increase in parking demand or prejudice to highway safety.

- **Living Conditions (Bedroom 6):** As an existing room within the lawful loft accommodation, Bedroom 6 remains entirely unaffected by this application. Sectional drawings demonstrate that its generous rooflights continue to provide a high standard of natural daylight, ventilation, and a meaningful visual connection to the outside environment, fully satisfying regional and local quality standards.

9.3 The proposal continues to provide a high-quality living environment for all future occupiers, retaining excellent communal facilities, private rear garden amenity space, secure refuse storage, and on-site parking arrangements. Furthermore, because the development is restricted entirely to internal configurations, it preserves the established character, privacy, street scene, and residential amenities of neighbouring properties.

9.4 The development aligns seamlessly with the overarching planning objectives of the National Planning Policy Framework (NPPF), the London Plan, and the Hillingdon Local Plan, which collectively champion the efficient use of existing buildings in accessible, well-connected urban locations. The maximum occupancy can be effectively regulated through both the HMO licensing regime and planning conditions. In the absence of any severe residual impacts or material harm that would outweigh its clear benefits, it is respectfully requested that planning permission be granted.