

FAO. Nicola Taplin BA (Hons) Dip TP MRTPI

9<sup>th</sup> May 2025

Planning Officer – Central & South  
Planning and Sustainable Growth  
Place Directorate  
Civic Centre (3N/02)  
Hillingdon Council.

Dear Ms Taplin,

**RE: 14 WILLOW TREE LANE, UB4 9BB.**

We write with regards to planning application submission at 14 Willow Tree Lane ref: 5516/APP/2025/686

The site is located at the Western end of Willow Tree Lane and close to the junction of Yeading Lane.

The property has recently gone through the construction of a 2 storey side extension and the above application is seeking consent for a change of use from Class C3 (Dwelling) to an 8-bedroom Sui Generis (Large HMO).

The property does have a large front hardstanding space suitable for 2 to 3 vehicles and secure cycle parking. There is an existing dropped kerb. It is important to note that there is no Council Parking Management Scheme in the local area – see map plan appendix 1. All local residents are free to park on the surrounding roads subject to single & double line markings.

The site has a good PTAL rating as expected of a London borough. The site is well served by the E6, 696 and 140 buses which travel between Hayes, Greenford, Harrow, Northolt and Ruislip providing links to both numerous train and underground tube stations. Please note the bus stop for the E6 & 696 is directly opposite the house, and the 140 bus stop is 40M walking distance. The site is very well connected to local facilities, towns and wider transport by non-car modes of travel.

The site is approximately 20m walking distance from the local parade of shops (food shops, pharmacy, Post Office, restaurants etc). The immediate area is well supported by local amenities reinforcing the reduced requirement to own a car.

With respect to the relevant Planning Policy, the London Plan 2021 (Policy T6.1) sets out the parking requirements for residential developments. Criterion E states:

***“Large scale, purpose-built shared living, student accommodation and other sui generis residential uses should be car free.”***



Following the review of the Use Classes Order that came into effect on 1st September 2020, HMO's for more than 7 residents are considered to be sui generis. As such, in this case the conversion to an 8 bed HMO should not include the provision of additional car parking in order to comply with London Plan policy T6.1E.

Table 10.2 of the London Plan 2021 identifies the minimum cycle parking requirement for developments. The "Sui Generis" category recommends that shared living developments should be treated as studios for the purpose of assessing the level of cycle parking. Table 10.3 identifies that "studios" should be provided with 1 cycle space per unit. As part of the proposals a bespoke cycle storage enclosure will be provided that will be suitable to accommodate up to 8 bicycles.

In conclusion, in order to comply with the London Plan, the proposed development of an 8 bed HMO should not provide any additional car parking. The site is well located to provide access to public transport leading to the principal towns, destinations, and local facilities all within a few minutes' walking time from the property.

To support this development further, the proposal includes secure cycle storage for all of the residents of the property.

We believe the above commentary clearly explains that no further car parking provision is required over and above the existing off-street parking allowance. The addition of 8 secure cycle parking spaces will further support this situation.

Yours sincerely,

COMPOSITION DESIGN LTD.

## APPENDIX 1: Hillingdon Council Parking Management Scheme map.

The red dot denotes to location of the application site. Note there is no Parking Management Scheme in place within 1km of the site.

### KEY

-  = Borough Boundary
-  = Parking Management Schemes
-  = Stop & Shop Parking Schemes

