



PLANNING, DESIGN & ACCESS STATEMENT

*PROPOSAL: CHANGE OF USE OF PROPERTY TO SUI GENERIS (LARGE HOUSE IN
MULTIPLE OCCUPATION)*

AT

549 Uxbridge Road, Hayes, UB4 8HP

June 2025

RJS PLANNING

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1.0 INTRODUCTION

- 1.1 This statement has been prepared by RJS Planning, on behalf of Dr P Kumar, in support of a planning application for the change of use of the property to Sui Generis (Large House in Multiple Occupation) at no. 549 Uxbridge Road in Hayes.
- 1.2 The property comprises two floors of accommodation, which appear to have been subdivided for multiple occupation use. The ground floor contains two self-contained flats, while the remaining areas across both the ground and first floors have been adapted for HMO use. Although these arrangements have not been formally regularised through the planning system, the property has not functioned as a single-family dwelling for a significant period of time. For clarity, please refer to the Statement on Existing Use prepared by the architect within attached **Appendix A**.
- 1.3 Additionally, there are 3x parking spaces to the front of the property and a large garden at the rear.



Existing ground and first floor layout

- 1.4 The following statement will demonstrate that the new proposal would be compliant with the aims of the NPPF (2021), the London Plan 2021, Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

2.0 THE SITE



Application site and surrounding area

- 2.1 The application site is positioned on the southern side of Uxbridge Road. The surrounding area is residential in character; however, the site is not within a conservation area.
- 2.2 The site consists of a detached property which is in multiple occupation residential use, positioned on a spacious plot.



Application property

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The application seeks planning permission for the change of use of the existing multi-occupation residential use to Sui Generis (Large House in Multiple Occupation) at no. 549 Uxbridge Road.
- 3.2 No external alterations are necessary to facilitate the development although internal alterations will improve the layout and communal facilities resulting in a 9-bedroom/9-person HMO.
- 3.3 The layout will comprise 5x single bedrooms with ensuite shower rooms to the ground floor, a communal kitchen, dining and living room, and a communal bathroom. The first floor will contain 4x single bedrooms with ensuite shower rooms, as well as a communal lounge and shower.



- 3.4 Additionally, a designated area at the front of the property will be set aside for bin storage, and secure lockable cycle parking will be installed to the side. Three existing car parking spaces will be retained, with the potential to add two more.

4.0 RELEVANT PLANNING POLICY

4.1 The following paragraphs provide a brief summary of the relevant local policies and the relevant guidance within the National Planning Policy Framework. The paragraphs are in a hierarchical order relative to national and local planning policy.

National Planning Policy Framework (NPPF) 2024

4.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The following sections and paragraphs make reference to the parts of the NPPF which are directly relevant to this application.

Presumption in Favour of Sustainable Development

4.3 Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development.

Decision-making

4.4 Paragraph 38 states that Local planning authorities should approach decisions on proposed development in a positive and creative way.

Delivering a sufficient supply of homes

4.5 Section 5 explains that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Achieving well-designed places

4.6 Section 12 of the NPPF refers to design, with paragraph 131 describing how the Government attaches great importance to the design of the built environment, stating that "*Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*"

4.7 Paragraph 135 states that planning policies and decisions should ensure that developments:

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

London Plan

4.8 The council embraces the sentiments of the London Plan which sets a clear context for considering development needs at local level. Policies D4 and D6 are considered relevant.

Policy D4: Delivering good design

4.9 For residential development it is particularly important to scrutinise the qualitative aspects of the development design described in Policy D6 Housing quality and standards. The higher the density of a development the greater this scrutiny should be of the proposed built form, massing, site layout, external spaces, internal design and ongoing management.

Policy D6: Housing quality and standards

4.10 Amongst other criteria; Housing development should be of high quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

Hillingdon Local Plan: Part One – Strategic Policies (November 2012)

4.11 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and has an ambition for Hillingdon to be an attractive and sustainable borough. Policy BE1 is considered relevant.

Policy BE1: Built Environment

4.12 Policy BE1 states that the council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Local Plan: Part Two – Development Management Policies (January 2020)

4.13 The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16 January 2020. DMHB 11, DMHB 12, DMHB 16, DMHB 18 and DMHD 1 are considered relevant to the proposal.

Policy DMH1: Safeguarding Existing Housing

4.14 The net loss of existing self-contained³ housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

Policy DMH5: Houses in Multiple Occupation

4.15 In all parts of the Borough Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

In wards covered by an Article 4 Direction for HMOs Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:

- i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;
- ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;
- iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database

as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and

- iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

Policy DMT1: Managing Transport Impacts

4.16 Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

Policy DMT5: Pedestrians and Cyclists

4.17 Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.

Policy DMT6: Vehicle Parking

4.18 Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

5.0 THE PLANNING CASE

Introduction

5.1 This section will demonstrate that the proposed development would not conflict with the overall aims of national, regional or local planning policy.

5.2 As such, the main considerations in the assessment of this application relate to:

- Principle of development
- Living standards
- Impact on neighbouring properties and local character
- Transport
- Refuse and recycling

Principle of development

5.3 The National Planning Policy Framework (NPPF) establishes a fundamental commitment to increasing the supply of new homes, acknowledging the growing demand for housing while ensuring sustainable and effective use of land. It sets out various mechanisms through which housing delivery can be achieved, including the intensification of existing residential uses where appropriate.

5.4 Section 11 of the NPPF, titled 'Making Effective Use of Land', reinforces the importance of optimising land use for residential purposes, stating that:

"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions."

5.5 The proposed conversion directly aligns with this policy objective by ensuring that a large residential property is utilised to its full potential rather than remaining underoccupied or inefficiently arranged. The existing use, which consists of two self-contained flats and HMO accommodation, suggests that the property is no longer suited to functioning as a single-family dwelling in its current form due to its overall gross internal area. Instead, the proposal seeks to restructure the property into high-quality shared accommodation that responds to modern housing needs while improving occupancy levels.

5.6 The London Plan establishes a housing delivery target of 1,083 completions per year for Hillingdon, with 295 expected to be delivered on small sites below 0.25 hectares.

Within this framework, optimising the use of existing residential properties, particularly those capable of accommodating higher occupancy, plays a crucial role in delivering housing supply objectives. The proposed conversion would directly contribute to these targets by ensuring that the site which contains a large residential property is used effectively to provide much-needed shared accommodation.

5.7 Policy H2 (Small Sites) of the London Plan emphasises the role of smaller sites in addressing borough-wide housing needs, encouraging local authorities to support well-designed proposals that ensure efficient land use. The subject property presents an important and significant opportunity for residential intensification in a manner that is consistent with policy objectives, helping to meet housing demand while utilising existing space more effectively.

5.8 To recap, the property comprises two floors of accommodation, but rather than functioning as a large single dwelling, it has been adapted into two self-contained flats at ground floor level, with the remaining areas used as an HMO. This subdivision indicates that retaining the property in single-family use would result in substantial underutilisation, failing to meet borough-wide housing needs. The proposed conversion would address this inefficiency by ensuring that the property delivers high-quality shared accommodation designed to support housing demand while making the best possible use of available space.

5.9 Council Policy DMH1 (Safeguarding Existing Housing) seeks to prevent the loss of self-contained residential accommodation unless equivalent housing provision is made. However, this proposal does not reduce housing supply. Instead, it improves the quality and functionality of existing accommodation, ensuring that the property remains in residential use and is adapted to meet demand more efficiently.

5.10 Furthermore, the site is not subject to an Article 4 Direction restricting the conversion of C3 dwellings into HMOs, meaning that the property if reverted to its original use could be converted to a small-scale C4 HMO under permitted development rights without requiring planning permission.

5.11 Planning practice recognises that once a property transitions from C3 to C4 use, it is rarely reverted to single-family occupancy. Should the proposal for the larger *sui generis* use not be supported, the property would instead be converted to a C4 HMO, ensuring continued residential occupation at an intensified level albeit significantly below the capacity it could achieve. As such, in light of this information the proposal does not result in the loss of a single-family home but rather represents a necessary adaptation of an existing residential building in response to local housing needs, providing an efficient and structured approach to optimising residential capacity.

5.12 While this proposal represents a change of use from an existing multiple occupation arrangement to a *sui generis* HMO, it does not reduce housing supply but instead ensures that the property is used in a manner that reflects the ongoing demand for shared accommodation. As described, retaining the property as a single-family dwelling would result in significant underutilisation, failing to optimise available housing provision. The conversion increases occupancy levels while providing a well-structured and high-quality living environment suited to modern housing requirements.

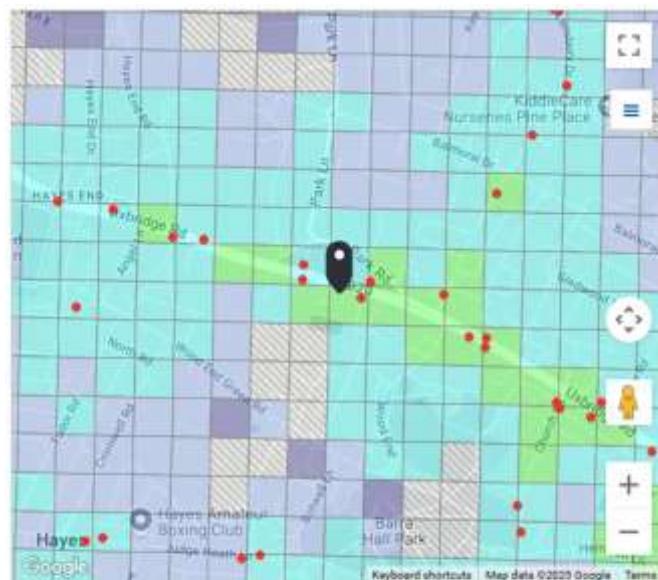
5.13 Policy DMH2 (Housing Mix) highlights the importance of offering diverse housing types to meet borough-wide needs, including affordable and shared accommodation options. Larger HMOs play a key role in providing accessible housing solutions for individuals who may be unable to secure self-contained accommodation. By transitioning the property into a well-designed larger HMO, the proposal directly supports affordability, accessibility, and housing efficiency, ensuring that existing residential assets are fully utilised in accordance with local and national policy objectives.

5.14 Council Policy DMH5 (Houses in Multiple Occupation & Student Accommodation) sets out specific criteria for large HMO developments. The proposed conversion complies with these requirements as follows:

i) Accessibility to Local Amenities & Public Transport

5.15 This application is supported by a Transport Statement from Paul Mews Associates which confirms that the proposal does not result in any unacceptable highway impacts.

5.16 To confirm, the site has a PTAL rating of 3, denoting good access to public transport. The property is situated within 80m of bus stops on Uxbridge Road, providing frequent services to wider borough destinations. Hayes and Harlington train station is a 37-minute walk away, offering connections to central London and beyond. Additionally, the property benefits from proximity to dedicated cycle lanes located directly in front of the site, offering safe and convenient cycling routes for future occupants.



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

3

549 Uxbridge Rd
549 Uxbridge Rd, Hayes UB4 8HP, UK
Easting: 509319, Northing: 181666



Available bus services

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5.17 To further encourage sustainable travel choices, the proposal includes the provision of secure cycle storage on site, ensuring residents can safely store bicycles and take advantage of cycling as a primary or supplementary mode of transport. This aligns with both local and national transport objectives promoting active travel and reducing reliance on private car use.



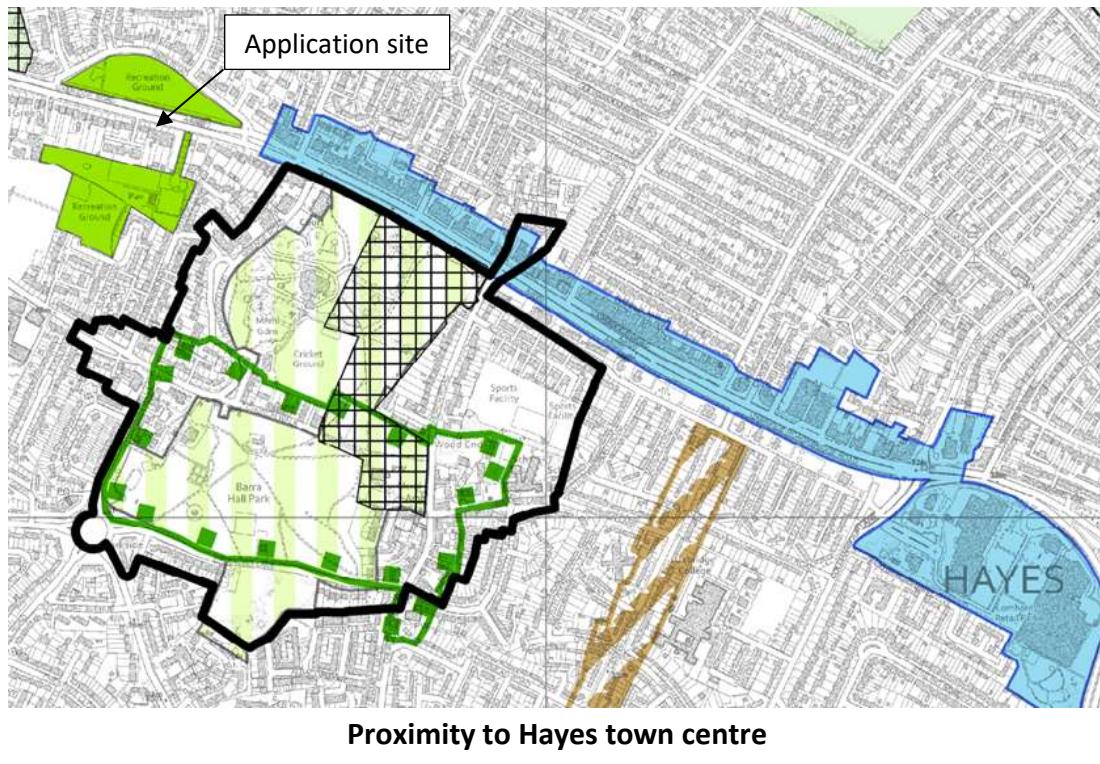
Adjacent cycle lanes



Dedicated cycle routes to the front of the site

5.18 Moreover, the property is located just 200m from shopping parades in Hayes Town Centre, ensuring that residents have access to essential services and amenities within easy walking and cycling distance. The combination of good public transport links and

cycling infrastructure supports the sustainable credentials of the proposed intensification of use.



ii) Compliance with Accessible Homes Standards & Living Conditions

5.19 This aspect will be addressed in further detail in the supporting statement, outlining how the proposal meets relevant space standards and provides a high-quality living environment for future occupants.

iii) Impact on Neighbouring Properties & Local Character

5.20 Further justification and analysis will be provided in the supporting statement to demonstrate that the proposed intensification will not result in undue harm to neighbouring amenity or the surrounding character of the area.

5.21 In summary, the proposed change of use aligns with national, regional, and local planning objectives, ensuring efficient use of an existing residential property while contributing to housing supply targets. By increasing the occupancy of a lawful HMO, the scheme supports both affordability and housing accessibility, complying with relevant policies in the NPPF, London Plan, and Hillingdon Local Plan.

5.22 Given the policy support for housing intensification and the absence of restrictive planning directives (e.g., Article 4 Direction), the proposal should be considered

acceptable in principle, subject to detailed assessment of design and amenity considerations.

Living standards

5.23 Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

5.24 London Plan policy D6 (Housing quality and standards) states that housing development should be of high quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

5.25 Local Plan policy DMH 5 sets out that proposals for the provision of large HMOs will be required to demonstrate that they accord with the Accessible Homes standards and provide satisfactory living conditions for intended occupiers.

5.26 Hillingdon's accessible homes standards require all new residential development to adhere to GLA minimum floorspace standards and be designed to Lifetime Home Standards.

5.27 Hillingdon's Minimum Standards for Houses in Multiple Occupation further sets the following space standards:

Living Rooms Where a common living room is provided, such as in shared houses, this should be a minimum size of 10m2.

Bedrooms

- The minimum room sizes that should be provided are below are also subjected to each room being of a shape offering adequate useable living space. Areas where the ceiling height is less than 1.53m, such as an attic room shall not be counted as part of the floor area.*
- Separate kitchens, whether shared or used exclusively in connection with a particular single tenancy shall be of sufficient size for their purpose. Where kitchen facilities are provided within other rooms, as a guide, a minimum additional floor area of 3.7m²should be required.*
- The sharing of rooms by persons of the opposite sex over the age of 10 shall not be permitted unless and they are over 16 and live as husband and wife.*
- A child will be considered as an individual person in terms of these standards.*

- *Communal space, hallways, corridors, landings, kitchens, toilets or bathrooms cannot be used as sleeping accommodation.*

The table below should be used to determine the permitted number of occupants for the dwelling:

Maximum Number of Occupants Per Room Based on Usable Floor Space	
4.64m ² - 6.5m ² (Approx 50 - 69 sq ft)	1 Occupant under 10 years old
6.51m ² - 10.2m ² (Approx 70 - 110 sq ft)	1 Occupant (1 Household)
More than 10.2m ² (Approx 111 sq ft or more)	2 Occupants (1 Household)

Note: The total maximum occupancy of the property will also depend on the level of kitchen and bathroom facilities provided being sufficient to support the maximum number of occupants.

5.28 The property will comprise:

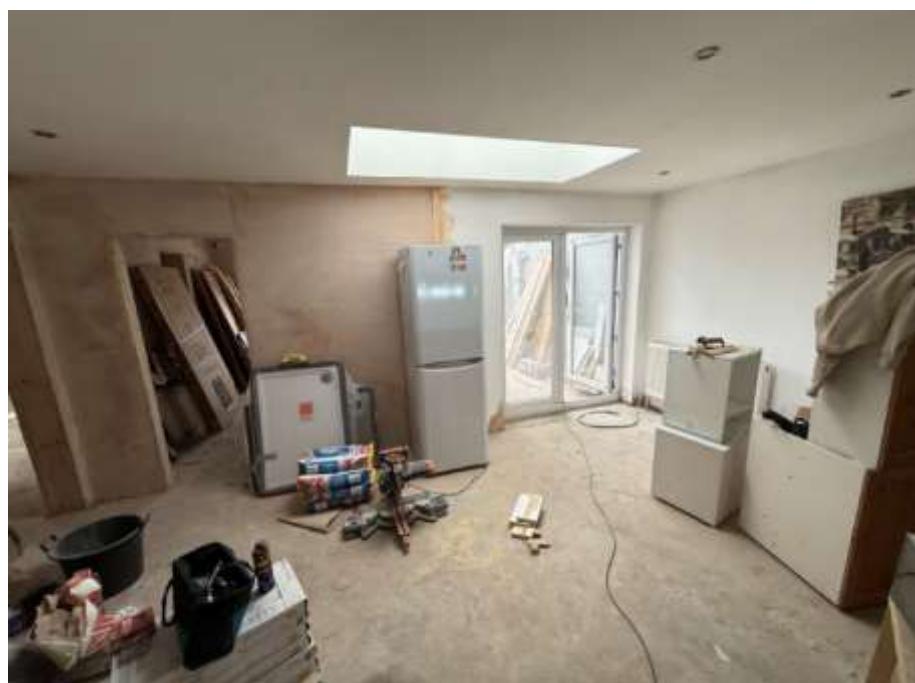
Ground floor: Communal kitchen – 13sqm
 Communal living/dining room – 17sqm
 Bathroom
 Bedroom 1 – single occupancy – 13.6sqm
 Bedroom 2 – single occupancy – 11.8sqm
 Bedroom 3 – single occupancy – 17.5sqm
 Bedroom 4 - single occupancy – 15.5sqm
 Bedroom 5 - single occupancy – 10.2sqm
First floor: Bedroom 6 - single occupancy – 14.8sqm
 Bedroom 7 - single occupancy – 10sqm
 Bedroom 8 - single occupancy – 12.5sqm
 Bedroom 9 - single occupancy – 17.5sqm
 Communal lounge – 5.8sqm
 Shower room

5.29 The proposed bedrooms comply with, or surpass, the minimum floor space requirements outlined in Hillingdon's Minimum Standards for Houses in Multiple Occupation (HMOs). This ensures that each bedroom provides adequate space for future occupants to live comfortably, with sufficient room for essential furnishings and personal belongings. Additionally, the property offers a high standard of living by

incorporating well-designed internal layouts and communal space that enhance functionality and convenience. Beyond the indoor living spaces, residents would also benefit from access to a generously sized outdoor amenity space. This external area could serve various recreational purposes, such as relaxation, further contributing to an improved quality of life.



Proposed kitchen



Proposed dining space



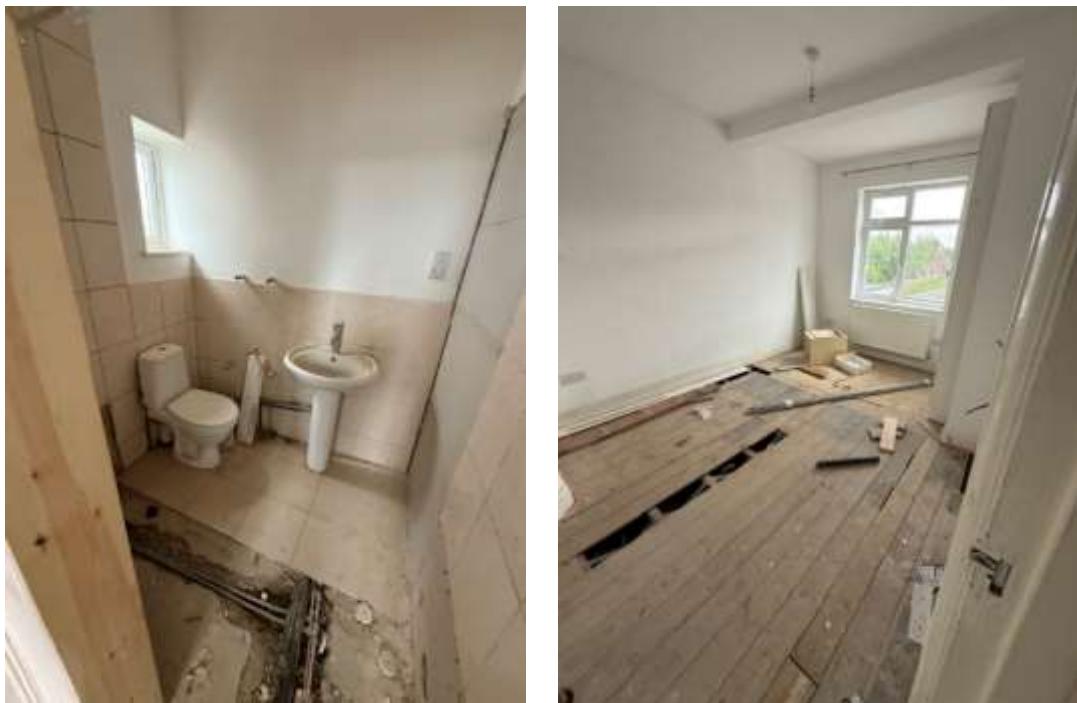
Proposed kitchen and living space



Works ongoing to refurbish the building

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Works ongoing to refurbish the building



Rear garden

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Rear garden

5.30 In summary, the development proposal successfully aligns with the overarching objectives set out in the National Planning Policy Framework (NPPF), the London Plan, and Hillingdon Local Plan policy DMH5. By adhering to these policies and relevant planning standards, the scheme ensures that future occupants will enjoy a well-balanced and comfortable living environment. The combination of appropriately sized bedrooms, quality living spaces, and access to a substantial outdoor area underscores the commitment to providing a high standard of accommodation that meets contemporary housing expectations.

Impact on neighbouring properties and local character

5.31 Paragraph 131 of the National Planning Policy Framework (NPPF) emphasises that high-quality design plays a fundamental role in sustainable development. Good design contributes to the creation of well-functioning, aesthetically pleasing, and socially beneficial spaces. By fostering environments that enhance both residential and working conditions, thoughtful design promotes community acceptance and integration of developments into existing urban landscapes.

5.32 Paragraph 135 of the NPPF (2019) underscores the long-term importance of ensuring that developments contribute positively to their surrounding areas. Local Planning Authorities are encouraged to evaluate developments not only for their immediate impact but also for their ability to enhance the quality of the locality over their

lifespan. This includes considerations such as architectural quality, efficient spatial layout, and effective landscaping. Furthermore, developments should maintain a respectful relationship with the existing built environment, integrating seamlessly with historical and cultural contexts while allowing for innovation where appropriate, such as through increased densities.

5.33 Paragraph 135(f) highlights the broader social implications of design policies, stressing that all new developments should prioritize inclusivity, accessibility, and safety. Thoughtful planning must promote health and well-being by ensuring high living standards for current and future occupants. Adequate internal and external space provisions contribute to a positive living experience, fostering community cohesion and supporting diverse social needs.

5.34 London Plan Policy D3 takes a design-led approach to optimising site capacity, ensuring that developments achieve a balanced integration of outlook, privacy, and amenity. It encourages proposals to be sensitive to the characteristics of the surrounding urban fabric, promoting well-designed spaces that enhance the quality of life for both new and existing residents.

5.35 Policy DMH5 (Houses in Multiple Occupation & Student Accommodation) establishes specific criteria for assessing larger HMOs. Any proposed scheme must demonstrate that the development will not negatively affect the surrounding community, either by diminishing the amenity of neighbouring properties or by undermining the overall character of the area.

5.36 The proposal does not involve any physical extensions or structural modifications, meaning that there would be no adverse impact on neighbouring properties in terms of outlook, privacy, or access to sunlight and daylight. The existing building already contributes to the local streetscape by presenting itself as a detached residential property that complements the established urban character.

5.37 The current property could potentially be utilised as a large, multi-generation family home or as a C4 HMO for a maximum of six occupants. The proposed transformation into a nine-bedroom House in Multiple Occupation (HMO) would not significantly alter the intensity of usage in a way that would be considered excessive or disruptive to the surroundings.

5.38 A review of council records does not indicate an overconcentration of HMOs in the immediate vicinity of the site. As a result, the proposed change would not contribute to a fundamental shift in the established character of the neighbourhood. The transition from multi-occupation use to a *sui generis* nine-person HMO would maintain the area's residential balance.

5.39 Despite the occupancy of nine individuals, the level of movement and associated activity would not generate excessive noise or disturbance for neighbouring properties. The site's location along a classified road ensures that a certain level of background noise already exists, mitigating any perceptible increase in sound levels. Additionally, the marginal increase in occupancy (by three tenants) remains within a reasonable threshold given the wider urban context.

5.40 To further corroborate these claims a Noise Impact Assessment has been completed by KP Acoustics which concluded "***the proposed development is not expected to result in a significant acoustic impact on the surrounding residential environment***".

5.41 Overall, considering the above factors, the proposed conversion aligns with the aims and principles set out in the NPPF, London Plan, and Local Plan Policy DMH5. The scheme successfully preserves the local character and ensures that the amenity of neighbouring occupiers is safeguarded, providing a well-integrated and sustainable housing solution.

Transport

5.42 Paragraph 115 of the National Planning Policy Framework (NPPF) establishes a clear threshold for assessing the impact of development on highways. It states that planning authorities should only refuse proposals on highways grounds if they would result in an unacceptable impact on highway safety or if the residual cumulative impacts on the road network would be severe. This ensures that developments are not arbitrarily rejected but are instead evaluated based on tangible safety concerns and overall traffic implications.

5.43 London Plan Policy T5 (Cycling) sets out specific standards for cycle storage, ensuring that developments provide adequate facilities to encourage cycling as a sustainable mode of transport. Additionally, Policy T6 (Parking) emphasises that car parking provisions should be restricted in accordance with existing and future public transport accessibility levels. This approach aims to reduce reliance on private vehicles, promote sustainable travel choices, and enhance connectivity within urban areas.

5.44 Hillingdon Local Plan Part Two policies DMT 5 (Pedestrians and Cyclists) and DMT 6 (Vehicle Parking) outline the requirements for parking provisions in new developments. These policies mandate compliance with the parking standards detailed in Appendix C Table 1, ensuring that developments provide appropriate levels of parking and cycle storage. Supporting paragraph 8.30 clarifies that the standards in Appendix 1 Table C represent maximum levels rather than minimum requirements, reinforcing the principle that parking should be carefully managed to align with sustainable transport objectives.

5.45 Appendix C Table 1 specifies the required car parking and cycle storage standards for Houses in Multiple Occupation (HMOs). These standards help ensure that developments provide sufficient parking and cycling facilities without encouraging excessive car dependency.

HOUSES IN MULTIPLE OCCUPATION	
<p>For a HMO with up to 6 occupants: 1 space per 2 occupants.</p> <p>For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.</p>	1 per occupant

Appendix C Table 1

5.46 The proposed scheme includes adequate cycle storage with 10 secure units positioned at the side of the property, facilitating convenient and secure bicycle parking for residents. Additionally, the development provides off-street parking for three cars at the front of the property, ensuring that parking needs are met without contributing to on-street congestion.



Existing front hardstanding



Existing front hardstanding with gated access to the side

5.47 To support the proposal, the applicant has commissioned a Transport Statement, which evaluates the site's accessibility and transport infrastructure. The statement highlights the development's well-connected location, emphasising the presence of local cycle lanes that discourage private vehicle ownership. The findings conclude that the development proposal is entirely acceptable from a highways perspective, reinforcing the view that the scheme aligns with sustainable transport principles.

5.48 Taking all these factors into account, the proposed development successfully meets the requirements of national, regional, and local planning policies. By incorporating appropriate parking and cycle storage provisions, ensuring accessibility to sustainable transport options, and demonstrating compliance with established standards, the scheme does not result in any harmful impacts on highway safety. Instead, it supports a balanced approach to transport planning, promoting sustainable mobility while maintaining safe and efficient road network operations.

Refuse and recycling

5.49 Development Management Policy DMHB 11 (Design of new development) sets out clear requirements for waste storage provisions in new developments. It emphasises the need for well-designed internal and external storage areas that accommodate general waste, recycling, and organic waste. These storage solutions must be easily

accessible for collection services while ensuring that external bins are appropriately located and screened to prevent nuisance and adverse visual impacts on both occupiers and neighbouring properties. By integrating effective waste management strategies into the design process, developments can contribute to a cleaner and more sustainable living environment.

5.50 The proposed scheme includes designated waste storage areas positioned at the front and side of the property. This arrangement ensures convenient access for residents and waste collection services while minimising any potential impact on neighbouring properties. The placement of the storage units has been carefully considered to avoid any amenity issues, such as visual intrusion or obstruction. Should further details regarding the specific design and screening of the bin storage units be required, these could be submitted upon request to provide additional clarity and assurance regarding their suitability.

5.51 In summary, the proposed development aligns with the objectives of Development Management Policy DMHB 11 by incorporating appropriate waste storage provisions that support efficient waste management while safeguarding the visual and residential amenity of the surrounding area. The scheme demonstrates a commitment to maintaining a high standard of design and functionality, ensuring that waste disposal facilities are both practical and unobtrusive.

6.0 CONCLUSION

- 6.1 The proposed conversion of the existing property into a nine-bedroom, nine-person *sui generis* HMO would contribute positively to the council's housing supply. By increasing the availability of shared accommodation, the development supports the objectives of the NPPF, the London Plan, and the Hillingdon Local Plan, which seek to provide diverse and sustainable housing options that meet the needs of different household types. The scheme aligns with broader housing policies aimed at optimising land use while ensuring that new developments contribute to the borough's housing strategy.
- 6.2 The design and layout of the proposed conversion have been carefully considered to ensure that the development integrates seamlessly into the existing neighbourhood. The scheme respects the established character of the area by maintaining the external appearance of the property and avoiding any extensions or alterations that could disrupt the visual harmony of the streetscape. By preserving the architectural integrity of the building, the proposal ensures that the transition to a larger HMO does not detract from the local environment.
- 6.3 The development has been designed to be a neighbourly form of accommodation that does not negatively impact the living conditions of adjacent properties. The internal layout and management of the HMO would ensure that noise levels and activity remain within acceptable limits, preventing undue disturbance to neighbouring residents. Additionally, the scheme provides a high standard of living for future occupants, with appropriately sized bedrooms, communal spaces, and access to outdoor amenity areas, fostering a comfortable and well-balanced residential environment.
- 6.4 The proposal incorporates adequate provisions for car parking, cycle storage, and waste management, ensuring that the development does not create any adverse impacts on highway safety. The inclusion of off-street parking spaces minimises pressure on local roads, while secure cycle storage encourages sustainable transport options. Furthermore, the designated waste storage areas are positioned to facilitate efficient collection and disposal, preventing any visual or environmental nuisance. These measures collectively support the principles of sustainable development and responsible infrastructure planning.
- 6.5 By adhering to the objectives of the NPPF, London Plan policies, and Hillingdon's Strategic Policy BE1, the proposal demonstrates compliance with key planning principles. The scheme aligns with Development Management Policies which collectively ensure that the development maintains high standards of design,

functionality, and sustainability while safeguarding the interests of both future occupants and the wider community.

6.6 The National Planning Policy Framework encourages decision-makers to approve applications that contribute to sustainable development wherever possible. Given that the proposed conversion aligns with national, regional, and local planning policies, and does not present any significant adverse impacts, it is respectfully requested that planning permission be granted at the earliest opportunity. Any conditions deemed necessary to ensure compliance with planning regulations and site-specific considerations would be welcomed to facilitate the successful implementation of the scheme.