



# Design Statement

**Prepared for**

84 Dickens Avenue,  
Uxbridge, UB8 3DN

**Prepared by**

AMBA Architecture Ltd.

**Date**

26.01.2026

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This design statement has been prepared on behalf of the applicant to support the planning application. It describes the context and proposal for development at 84 Dickens Avenue, Uxbridge, UB8 3DN.

This document is divided into the following sections:

1. Introduction
2. Site & Context
3. Planning Considerations
4. Existing Property
5. Site Planning History
6. Planning Precedents
7. Design Proposal
8. Conclusion

This design statement should be read in conjunction with the drawings and reports submitted alongside this application (list of documents mentioned in the application cover letter).

The application site is located within the London Borough of Hillingdon on Dickens Avenue, Uxbridge. The surrounding area is predominantly residential in character, comprising mainly two-storey semi-detached dwellinghouses.

The wider neighbourhood includes a mix of residential uses supported by community infrastructure such as schools, local shops, medical facilities, parks, and recreational spaces. Areas of open space and leisure facilities are located within the wider vicinity, contributing to the established residential character of the area.

The site benefits from good accessibility and connectivity. It is located between Hayes & Harlington Station and West Drayton Station, providing rail links to central London and surrounding areas. The site is also served by local bus routes, and the nearby M4 motorway provides strategic road access to other parts of London and the wider region.



Fig. 01 Aerial view of 84 Dickens Avenue, showing indicative boundary (highlighted in red)



Application site

**Address :**

84 Dickens Avenue, Uxbridge, UB8 3DN

**Local Authority :**

London Borough of Hillingdon

**Article 4:**

The site falls within the London Borough of Hillingdon's borough-wide Article 4 Direction relating to Houses in Multiple Occupation (HMOs), which removes permitted development rights for change of use from Class C3 to Class C4.

**Green Belt :**

The site is not located within the Metropolitan Green Belt.

**Flood Risk :**

The site is not located within an identified flood risk zone.

**Agricultural Zone:**

The site is not located within an agricultural land classification area.

**Listed Building :**

The property is not a listed building.

**TPO :**

There are no Tree Preservation Orders affecting the site.

## 4 Existing Property

The existing property comprises a two-storey semi-detached dwellinghouse. The site benefits from a relatively generous plot, with good size front driveway/forecourt and a private rear garden.

The property has been extended and altered in the past in a lawful manner, including a single-storey rear extension, front porch and a loft conversion, which together provides additional habitable accommodation. These works are completed and form part of the existing built form of the property.

Further details of the existing property are shown in the submitted drawings and the document titled 'Site Photographs', which accompanies this application.



*Fig. 02 Existing front view*



*Fig. 03 Existing rear view*

The property has undergone one recent planning applications as stated below, there are no further planning application or pre-applications found in relation to the property during our desktop research.

**63946/APP/2025/1384**

Erection of a single storey rear extension.

Approved, July 2025

The proposal set out in this application is a common type of development across the local borough. The study represented in the diagram on the right here shows properties with similar scale rear extensions surrounding the application site.

There has been a good history of various extensions approval within the vicinity of the application site, similar to the proposed development in this application, some of which have been listed below.

**92 Maple Close - Ref: 52185/APP/2025/2205**

Approval, October 2025

Change of use from (C3 Use Class) to a small House in Multiple Occupation (HMO) (C4 Use Class) (Application for a Certificate of Lawful Development for a Proposed Development)

**20A Keats Way West Drayton - Ref: 53368/APP/2025/1169**

Approval, July 2025

Change of use form a single dwellinghouse (C3) to an HMO (C4) including internal alterations to create bedrooms

**15 Dickens Avenue - Ref: 75428/APP/2023/443**

Approval, May 2023

Conversion of Class C3 Dwellinghouse into 7B7P Sui Generis HMO with two storey side extension and part double storey rear extension

**86 Harlington Road - Ref: 25724/APP/2017/3067**

Approval, December 2017

Change of use from Class C3 dwellinghouse to a 4-bed HMO (House of Multiple Occupation)

A design-led approach has informed the layout and use of the property to ensure that a high standard of living accommodation is provided for future occupants. The existing arrangement has been carefully considered to function effectively as a small-scale HMO, while remaining compatible with the character and scale of the surrounding residential area.

## **Proposal**

This application seeks retrospective planning permission for the change of use of the property from a Class C3 dwellinghouse to a Class C4 House in Multiple Occupation for up to five occupants, together with the retention of a single-storey rear extension.

At the time the property was laid out to operate as a small House in Multiple Occupation, a change of use from Class C3 to Class C4 constituted permitted development within the London Borough of Hillingdon. Subsequent to this, the Council introduced a borough-wide Article 4 Direction removing permitted development rights for such changes of use.

In light of the Article 4 Direction now being in force, this application is submitted to regularise the use of the property. The associated building works, including the single-storey rear extension and internal alterations, have been completed and approved under Building Regulations. No further development is proposed as part of this application.

## **Use**

The property was formerly in use as a Class C3 dwellinghouse and is currently onoccupied. The property has been laid out and completed to operate as a small HMO for up to five occupants.

## **Change of Use**

The property is arranged to operate as a small-scale HMO comprising five bedrooms, all of which are intended for single occupancy. The proposal therefore relates to a 5-bedroom, 5-person HMO, and the number of occupants would not exceed five residents at any one time.

The accommodation has been designed to provide functional living spaces that meet relevant space, safety, and amenity standards. The scale of occupation is modest and comparable to a family dwelling, ensuring that the use remains compatible with the established residential character of the area.

Small HMOs can make a positive contribution to the local housing mix by providing flexible accommodation for a range of occupants, including single professionals and others seeking shared housing, without resulting in over-intensive use.

The operation of the HMO has been carefully considered to minimise any potential impact on neighbouring residential amenity. This is achieved through the following measures:

- Provision of off-street parking spaces to the front of the property, together with cycle storage for up to five bicycles, in accordance with relevant London Plan and local policy requirements;
- Retention of existing boundary treatments to the rear garden, maintaining the same levels of privacy and enclosure as the former dwellinghouse use;

- Retention of the existing external appearance of the property, with no external alterations proposed; and
- Provision of appropriate refuse storage facilities to serve the proposed use, in accordance with both planning policy and HMO management requirements.

It is considered that these measures ensure the use of the property as a small HMO would operate in a reasonable and responsible manner, without giving rise to unacceptable impacts on the amenities of neighbouring occupiers or the character of the area.

## Scale and Form

The application does not seek to increase the scale, height, or footprint of the building beyond its existing form. No additional extensions or external alterations are proposed as part of this application, and the development remains consistent with the established residential scale and character of the surrounding area.

The front porch and loft conversion were carried out under permitted development rights and form part of the existing lawful built form of the property. These elements are not the subject of this application.

The single-storey rear extension has been approved under a prior approval application (ref. no. 63946/APP/2025/1384) and has been constructed within the approved massing. The rear extension is retained as built and is now used to support the internal layout associated with the HMO use. Its scale and form are modest, subordinate to the main dwelling, and typical of rear extensions within the area.

Overall, the scale and form of the development result in no adverse impact on the street scene or the character of the surrounding residential area.

- rear extension ref. no. 63946/APP/2025/1384
- front porch and hip to gable loft conversion built under permitted development



Fig. 02 Existing floor plans



Fig. 02 Existing elevations

## Layout

The layout of the property has been designed to accommodate the proposed House in Multiple Occupation in a functional and efficient manner, while maintaining a high standard of internal amenity for occupants. The accommodation is arranged across the ground, first, and loft floors, and full details are shown on the drawings submitted as part of this application.

### Ground Floor:

- Kitchen, dining/living area
- Bedroom 1 with en-suite
- Bedroom 2 with en-suite

### First Floor:

- Bedroom 3 with en-suite
- Bedroom 4 with en-suite

### Loft Floor:

- Bedroom 5 with en-suite

### Outdoor:

- Front forecourt providing potential two off-street car parking spaces and soft landscaping
- Rear garden comprising planted areas, green space, and a paved amenity area
- Cycle and refuse storage located within the rear garden, accessed via the side passage

## Living Conditions for Future Occupiers

The proposed accommodation provides a high standard of living conditions for future occupiers. As demonstrated in the schedule of accommodation, the rooms meet and exceed the minimum space standards, and each bedroom is intended for single occupancy only. This ensures that the level of occupation remains modest and that adequate private and shared living space is available to occupants.

The internal layout allows for appropriate separation between private sleeping accommodation and shared living areas, contributing to a comfortable and functional living environment.

The property will be operated in accordance with a HMO Management and Site Supervision Plan, ensuring that the use is properly managed and maintained. The operation of the HMO will comply with all relevant legislation and regulations, including the requirements of the Housing Act 2004 and the Mandatory HMO Licensing regime.

It is considered that the scale of accommodation, combined with effective management arrangements, will ensure that the use of the property provides good living conditions for occupiers and does not result in harm to the character or amenities of the surrounding neighbourhood.

Local Plan / SPG Requirement	Min. Requirement	Proposal
Communal living space (SPG) HMO kitchen space standard	10m <sup>2</sup> 6.5m <sup>2</sup>	Combined Area 23.94m <sup>2</sup>
Amenity space	100m <sup>2</sup> for 4+bedrooms house	157.25m <sup>2</sup> and site is also close to nearest park and garden within 5mins walk)
Bedroom space	6.51m <sup>2</sup> Single 10.22m <sup>2</sup> Double	Bedroom 1 = 10.64 m <sup>2</sup> Bedroom 2 = 11.42 m <sup>2</sup> Bedroom 3 = 9.94 m <sup>2</sup> Bedroom 4 = 10.47 m <sup>2</sup> Bedroom 5 = 15.38 m <sup>2</sup>  (all bedrooms are single occupants only)
Table 1(b) - HMO Car parking Cycle	1 space per 2 occupants 1 per occupant	Potential 2 off street car parking spaces (with on-street parking through Dickens Avenue) available however, development is encouraged to be car free considering close proximity to bus stops and by undertaking cycle parking 5 per 5 occupants.
Concentration of HMO in the area. (*)  DMH 5(B)(i): Less than 20% within the neighbourhood  DMH 5(B)(ii): Less than 10% within a conservation area  DMH 5(B)(iii): Less than 15% within 100m of a street length	20%  Not in C.A., hence not applicable. 15%	2.5% registered HMO within the neighbourhood or within 100m of a street length. (Data source: from Hillingdon HMO Register)

Fig. 04 Schedule of accommodation

## Transportation & Parking

The property provides potential two off-street car parking spaces within the front forecourt, which are available to serve the needs of occupants and visitors. The surrounding street also benefits from on-street parking, consistent with the prevailing parking arrangements along Dickens Avenue.

Secure cycle storage is provided within the site to accommodate up to 6 bicycles, in accordance with the London Plan and the London Borough of Hillingdon Local Plan Part 2 requirements. Details of the cycle storage provision are shown in Appendix 1.

The site is located within an area with access to public transport, with rail stations and multiple bus routes available within walking distance. This level of connectivity supports sustainable travel choices and reduces reliance on private car use, in line with local and strategic planning policy.

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	<ul style="list-style-type: none"> <li>1 space per studio or 1 person 1 bedroom dwelling</li> <li>1.5 spaces per 2 person 1 bedroom dwelling</li> <li>2 spaces per all other dwellings</li> </ul>	<ul style="list-style-type: none"> <li>5 to 40 dwellings: 2 spaces</li> <li>Thereafter: 1 space per 40 dwellings</li> </ul>

Table 10.2 - Minimum Cycle Parking Standards, The London Plan

London Borough of Hillingdon	
Local Plan Part 2 - Development Management Policies	
<b>DWELLINGS WITH CURTILAGE</b>	
2 spaces per dwelling	(a) 1 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit
<b>FLATS</b>	
3 - 4 or more bedrooms - 2 spaces per unit 1 - 2 bedrooms - 1.5 - 1 spaces per unit Studio - 1 space per 2 units (a) Proposals must also accommodate visitor's car parking on-site additional to the above (b) Car parks must be allocated to dwellings.	(a) 1 per studio, 1 or 2 bed unit. (b) 2 per 3 or more bed unit.
<b>HOSTELS</b>	
1 space per manager plus 1 space per 20 resident bed spaces. Variance to this may be permitted, subject to a transport appraisal and travel plan.	Level of provision subject to appraisal.
<b>HOUSES IN MULTIPLE OCCUPATION</b>	
For a HMO with up to 6 occupants: 1 space per 2 occupants. For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.	1 per occupant

Hillingdon DMP (Table extracted from LP Pt2 – page 152)

## **Access**

Access to the property will remain as existing. The site benefits from an existing vehicle crossover, providing direct access to the forecourt parking area, if required. Pedestrian access is taken from Dickens Avenue, consistent with the established arrangement for the property.

Side access to the property allows residents to securely access the cycle storage located within the rear garden. This access route also facilitates the movement of refuse and recycling bins to the kerbside on collection days, ensuring the site can be managed efficiently without impacting the public realm.

The site is located within convenient walking distance of nearby bus routes along Harlington Road. A range of local shops, services, and facilities are also accessible on foot and via public transport, supporting sustainable travel patterns for future occupiers.

## **Amenity/Landscaping**

The property benefits from a generous rear garden measuring approximately 157.25m<sup>2</sup>, providing usable outdoor amenity space for occupants. The garden includes a paved area directly to the rear of the property, connecting to the wider garden area, with the remainder laid out as soft landscaping comprising grass and planting.

There are no trees subject to Tree Preservation Orders within the site. The proposal retains the existing boundary treatments to the rear garden, maintaining the same levels of privacy to neighbouring properties as the former dwellinghouse use. Additional planting is provided in front of the ground floor bedrooms to act as defensive landscaping, improving privacy for occupiers while contributing positively to the quality of the outdoor environment.

## **Appearance**

All the materials and products have been selected with careful consideration for the surroundings, existing structure and the properties within the vicinity.

## **Bin Store**

The proposal includes secure refuse and recycling storage located within the rear garden of the application site. The siting of the bin storage has been carefully considered to minimise visual impact and to avoid clutter within the street scene along Dickens Avenue.

Although the bin storage is located beyond the typical 10-metre collection distance from the public highway, the site benefits from a side access route which enables residents to move bins to the kerbside on collection days in a straightforward and practical manner.

Details of the bin storage arrangement are shown in Appendix 2 and on the drawings submitted in support of this application.

## **Surface and Foul Water**

Surface water and foul water will continue to discharge to the existing drainage infrastructure serving the site and connecting to the public sewer within the street.

Any hardstanding areas within the site are designed to utilise permeable paving, where applicable, to assist with surface water management and reduce runoff, in line with sustainable drainage principles.

## **CIL**

The proposal adds less than 100 m<sup>2</sup> of additional floorspace and is therefore not liable for the Community Infrastructure Levy (CIL).

Small HMOs form an established and important part of the borough's housing stock and can contribute positively to balanced and sustainable communities when appropriately designed and managed. The proposal represents a modest, well-controlled form of shared accommodation that is comparable in scale and intensity to a large family dwelling.

The retrospective change of use and retention of the rear extension have been carefully considered and are supported by a design-led approach that prioritises good living conditions for occupiers, while safeguarding the character of the area and the amenities of neighbouring residents. The proposal accords with relevant local and national planning policy, including adopted HMO standards, and no additional development is proposed.

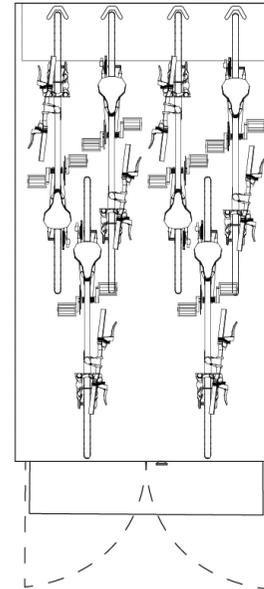
On the basis of the information contained within this document, the submitted drawings, and supporting documentation, it is considered that the proposal is acceptable in planning terms. The development would integrate successfully within its surroundings and operate in a responsible manner. Accordingly, it is respectfully requested that planning permission be granted.

Proposed cycle store for upto 6 cycles will be Asgard Bike Storage x6, police/ locksmiths approved cycle shed or a similar product.



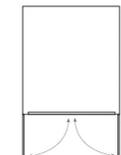
**CENTURION BIKE STORE x6 (HIGH SECURITY)  
EXAMPLE CAPACITY**

**Bike Model:**  
Indi ATB2  
**Overall length**  
approx. 1680mm  
**Capacity:**  
Up to 6  
bikes  
**Shelving:**  
Includes a shelf  
and bike stand to  
support 4 bikes as  
standard.

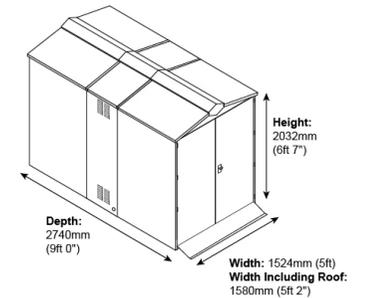


**CENTURION BIKE STORE x6 (HIGH SECURITY)  
EXTERNAL MEASUREMENTS**

**Weight:**  
294kg (46.4 stone)  
**Door Aperture:**  
1690mm (5ft 6") x  
1420mm (4ft 7")

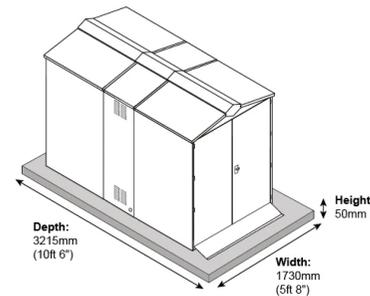


**Door Clearance**  
760mm (2ft 6")



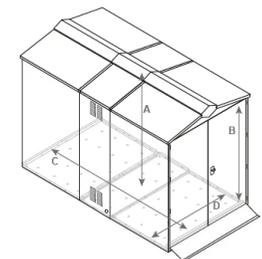
**CENTURION BIKE STORE x6 (HIGH SECURITY)  
RECOMMENDED BASE SIZE**

**Base Size:**  
1730mm (5ft 8") x  
3215mm (10ft 6")  
**Base Depth:**  
Min. 50mm  
**Recommended:**  
Concrete,  
Tarmac,  
Paving Flags



**CENTURION BIKE STORE x6 (HIGH SECURITY)  
INTERNAL MEASUREMENTS**

**A. Internal Height  
(to apex):**  
1950mm (6ft 4")  
**B. Internal Height  
(to eaves):**  
1760mm (5ft 9")  
**C. Internal Depth:**  
2620mm (8ft 7")  
**D. Internal Width:**  
1460mm (4ft 9")



\*Please note, if the optional wooden subfloor is selected with this product the internal height measurement will decrease by approximately 50mm

# Appendix 2 - Bin Storage

Proposed bin store for up to 4 wheelie bins will be Bellus Quad Wheelie Bin Storage Chest for 4 x 240 Litre Bins or a similar product.

External Dimensions: 1200 x 2840 x 804mm (H/W/D)

Internal Dimensions: 1090 x 650-650-650-650 (Each Compartment) x 750mm (H/W/D)

