Planning Statement

30 Black Rod Close Hayes UB3 4QJ

Proposed conversion to four en-suite double bedrooms for residential HMO and short-stay accommodation, together with a 3.0 metre single-storey rear extension

1 Introduction and Proposed Development

This statement supports an application for the conversion and extension of the existing house at 30 Black Rod Close, Hayes.

The proposal comprises a 3.0 metre deep single-storey rear extension and internal alterations to provide four double bedrooms, each with its own en-suite bathroom. Two bedrooms would be situated on the ground floor and two on the first floor. A communal kitchen and dining area would serve the accommodation, with a retained rear garden available to occupiers.

The property would operate as a single managed premises, providing residential HMO accommodation and short-stay accommodation advertised through platforms such as Airbnb. The rooms would share cooking and dining facilities and would not constitute separate self-contained flats.

The applicant intends the accommodation to operate primarily on a car-free basis, encouraging public transport, walking and cycling. The maximum occupancy and balance between residential and visitor occupation would be defined as part of the application.

2 Planning Policy Context

The development falls to be considered against the London Plan 2021, Hillingdon Local Plan Part 1 Strategic Policies and Part 2 Development Management Policies, together with the current National Planning Policy Framework.

The principal policies relevant to the proposal are:

Consideration	Relevant policies
Housing retention and accommodation needs	Hillingdon H1, DMH 1 and DMH 2; London Plan H8, H9 and H10
HMO development	Hillingdon DMH 5
Visitor accommodation	Hillingdon DME 5 and DME 6; London Plan E10 and, where applicable, SD7
Design, internal space and garden provision	Hillingdon BE1, DMHB 11, DMHB 16, DMHB 18 and DMHD 1; London Plan D3, D5 and D6
Transport and parking	Hillingdon DMT 1, DMT 2, DMT 5 and DMT 6; London Plan T4, T5 and T6
Noise and fire safety	Hillingdon EM8; London Plan D12 and D14

National policy supports the effective use of existing buildings and appropriate development within established settlements, alongside good design and protection of living conditions.

The application seeks express permission for the proposed operation. Airbnb is a booking platform rather than a planning use class; the final use description must reflect the actual occupation, services and management arrangements.

3 Housing Demand in Hayes and Hayes Town

The proposal responds to the importance of rented accommodation within Hayes and the wider borough.

Hillingdon's 2025 housing stock report records private renting increasing from 19.1% of borough housing stock in 2011 to 25.7% in 2025. Its ward analysis identifies a private rented share of 34.2% in Hayes Town. These findings demonstrate an established local reliance on the rental sector and growth in its borough-wide role.

Housing costs reinforce the need for a range of accommodation choices. ONS figures show average private rents in Hillingdon reaching £1,581 per month in September 2026, an annual increase of 3.4%. These are borough-wide figures for whole properties, rather than room rents, but illustrate the cost of securing independent accommodation.

Private en-suite rooms with shared domestic facilities can provide a practical option for individuals and couples who do not require an entire dwelling. The residential element would broaden this choice, subject to satisfactory space standards and an appropriate level of occupation.

The proposal is not presented as formally secured affordable housing. Its contribution lies in offering a different accommodation arrangement within the market. Any claim about a specific shortage of en-suite rooms should be supported by local letting evidence.

The short-stay element would serve a separate need, potentially accommodating visitors, people on temporary work assignments and those requiring accommodation between moves. Its contribution must be assessed separately from permanent housing provision.

4 Principle of the Proposed Use

The residential element would retain the building in residential occupation while allowing it to accommodate separate households sharing communal facilities. Individual en-suites would provide privacy, while the kitchen and dining area would retain a shared domestic function.

London Plan Policy H9 recognises the role of HMOs in meeting housing needs. However, conversion must also address the existing contribution of the house to family accommodation and the balance of uses within the neighbourhood.

Hillingdon Policy DMH 5 requires assessment of access, living conditions, neighbouring amenity and HMO concentration. A proportionate survey should establish compliance with the applicable neighbourhood and street-level concentration criteria. The proposal does not assume that four bedrooms alone establish an acceptable intensity of use.

Short-stay occupation requires separate consideration under the visitor-accommodation framework. The application should identify whether residential and visitor occupation would occur simultaneously, the number of visitor rooms and the expected pattern of stays.

A clearly defined operation would allow the Council to assess the scheme's actual effects and impose appropriate controls. Housing demand supports the residential case; it should not be used to suggest that unrestricted visitor occupation provides an equivalent housing benefit.

5 Design and Appearance

The proposed extension is confined to a single storey at the rear. Its 3.0 metre projection limits additional built form and retains the principal two-storey scale of the house.

Matching external materials would integrate the addition with the existing building. No additional storey, balcony or roof terrace is proposed.

The extension should be assessed against DMHD 1 and the site's particular circumstances, including roof height, boundaries and neighbouring windows. The limited depth provides a favourable starting point, although the final assessment must demonstrate an acceptable relationship with adjoining properties.

The development offers an opportunity to improve the internal arrangement through a modest addition, while retaining the main building and avoiding more extensive redevelopment.

6 Quality of Accommodation

Each bedroom would have a private en-suite, reducing reliance on shared washing facilities. The kitchen and dining area would provide communal space for preparing and eating meals, while the retained garden would offer outdoor amenity.

Drawing 81/BRC/05 identifies two cooker hobs, two fridges, a sink, dishwasher, cupboards and a dining table. This provides a more detailed basis for assessing shared facilities. Appliance capacity, food storage, preparation space and dining seating must correspond to the agreed number of occupiers.

The assessment should consider the whole accommodation arrangement, including bedroom furniture, storage, circulation, daylight, ventilation and usable communal space. En-suites should be measured separately from sleeping accommodation.

The garden would provide space for outdoor seating and planting. Its retained area and access should be demonstrated on a site layout, allowing for refuse and cycle storage.

Inclusive access and fire safety must inform the final design. In particular, the relationship between the rear ground-floor bedroom, dining area and kitchen requires a coordinated escape strategy. The fire-door arrangement on the kitchen detail should be reflected consistently on the overall floor plan.

7 Sustainable Travel and Car-Free Operation

The applicant proposes a primarily car-free operating model, making use of public transport connections available within the wider Hayes area, including Elizabeth line services from Hayes and Harlington.

The intention is to attract occupiers whose stays and daily journeys do not depend on a private vehicle. Booking information and resident guidance would explain public transport options and encourage walking and cycling.

This approach should be supported by a site-specific travel note identifying nearby stops, walking routes, service frequencies and secure cycle provision. It should also address taxi arrivals, deliveries and servicing.

A primarily car-free operation does not mean that no vehicle movements would occur. The transport assessment should demonstrate that the proposed occupancy and arrival patterns can be accommodated safely, without unacceptable parking displacement or obstruction.

8 Neighbouring Amenity and Management

The property would remain under a single management arrangement, with responsibility for maintenance, cleaning, refuse and complaints clearly allocated.

A management plan is proposed to address:

- Maximum occupancy for each room and the whole property.
- The relationship between residential tenancies and visitor bookings.
- Arrivals, departures and late check-ins.
- Quiet hours and appropriate garden use.
- A prohibition on parties and events.
- Refuse and recycling arrangements.
- A named contact and complaints procedure.

These measures would help control the effects of independently occupied rooms and guest turnover. Acoustic treatment, discreet lighting and suitable extraction equipment should complement the management arrangements.

The objective is an accommodation use compatible with its residential surroundings, with operational controls proportionate to its scale.

9 Planning Balance and Conclusion

The proposal would provide four en-suite double bedrooms within an existing house, supported by shared kitchen and dining facilities, a communal garden and a modest rear extension.

The residential element would broaden accommodation choice within an established rental market. The short-stay element could serve temporary accommodation needs, subject to a defined operation and consideration of its effect on permanent housing availability.

The principal benefits are the reuse of the existing building, private washing facilities, retained shared amenities and an operating model intended to favour sustainable travel.

Subject to satisfactory occupancy, space, fire-safety, concentration and transport evidence, the development offers a basis for a managed conversion that responds to accommodation needs while protecting neighbouring living conditions.

The Council is requested to consider the proposal positively on the basis of the completed supporting information and an agreed set of occupation and management controls.