

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	☐

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐

CERTIFICATE OF LAWFULNESS

18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No.	Report of the Head of Development Management and Building Control	
Address:	1 HURSTFIELD CRESCENT HAYES	
Development:	Change of use from a 6-bedroom small House in Multiple Occupation (HMO) (Use Class C4) to a 7-bedroom HMO (Use Class Sui Generis) for up to 7 people, including new cycle store (part-retrospective)	
LBH Ref Nos:	61118/APP/2024/595	
Drawing Nos:	Transport Appraisal, Reference N01-CM-Transport Note (240208), prepared by ttp consulting, dated 08.02.2024 Planning Statement, prepared by Excel Planning, dated March 2024 Travel Plan Welcome Pack, prepared by ttp consulting, dated September 2023 01 OF 09 Location and Block Plan-Rev-RV00 02 OF 09 Existing Floor Plans-Rev-RV00 03 OF 09 Existing Elevations-Rev-RV00 04 OF 09 Existing Side Elevation and Section A-A'-Rev-RV00 P001 06 OF 09 Proposed Elevations-Rev-RV00 07 OF 09 Proposed Side Elevation and Section A-A'-Rev-RV00 09 OF 09 Timber Bin and Cycle Enclosure Storage Detail-Rev-RV00 RV00	
Date Plans received:	06-03-24	Date(s) of Amendments(s):
Date Application valid	06-03-24	

1. SUMMARY

The application seeks planning permission for the change of use from a six-bedroom small House in Multiple Occupation (HMO) (Use Class C4) to a seven-bedroom HMO (Use Class Sui Generis) for up to seven people, including a new cycle store (part-retrospective). Whilst no objection is raised to the change of use from Use Class C4 to a seven-bed sui generis HMO, officers consider that the submitted plans would result in a development that is tantamount to the subdivision of the property into a six-bedroom HMO with one substandard one-bedroom self-contained flat in the loft space. The proposal, as submitted, does not include satisfactory supporting information in relation to the need for additional parking and amenity space and issues relating to the impact on the existing and adjoining dwellings. The proposal is, therefore, contrary to Policies D6, T5, and T6 of The London Plan (2021) and Policies DMHB 11, DMHB 16, DMHB 18, DMHD 1, DMT 2, and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

The proposal is tantamount to the subdivision of the property into a six-bedroom House in Multiple Occupation (HMO) with a substandard sized one-bedroom self-contained flat. The proposal, as submitted, does not include satisfactory supporting information in relation to the need for additional parking and amenity space and issues relating to the impact on the existing and adjoining dwellings. The proposal is, therefore, contrary to Paragraph 135 of the National Planning Policy Framework (2023), Policies D6 and T6 of The London Plan (2021) and Policies DMH 5, DMHB 11, DMHB 16, DMHB 18, DMHD 1, DMT1, DMT 2, and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

INFORMATIVES

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a two-storey semi-detached building located on the eastern side of 1 Hurstfield Crescent. The application site is currently in use as a six-bedroom HMO. The application site is not located within a conservation area or an Area of Special Character, nor is the site statutory or locally listed. Furthermore, the application site does not lie within the area of the borough that is subject to a direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (Article 4 Direction) (GPDO) which came into force on 24th March 2013 to remove permitted development rights relating to making a change of use of a dwelling house (Use Class C3) into an HMO (Use Class C4).

The surrounding area is characterised by semi-detached residential properties.

3.2 Proposed Scheme

The application seeks planning permission for the change of use from a six-bedroom small House in Multiple Occupation (HMO) (Use Class C4) to a seven-bedroom HMO (Use Class Sui Generis) for up to seven tenants, including a new bicycle and bin store (part-retrospective).

Officers note that the internal layout is such that the second-floor layout has been implemented. A recent site visit on 08.10.2024 confirmed that the second-floor kitchen and partition wall had been implemented and was in use as a kitchen. The proposed seventh bedroom was implemented but was not in use, and the en-suite bathroom was already installed.

3.3 Relevant Planning History

61118/APP/2023/1151 1 HURSTFIELD CRESCENT HAYES

Change of use from a 6 unit small HMO (Use Class C4) to a 7 unit HMO (Sui Generis) for up to 7 people, including new cycle store.

Decision: 21-06-2023 Withdrawn (P)

61118/APP/2024/1654 1 HURSTFIELD CRESCENT HAYES

Confirmation of existing use as 6-bed 6-person HMO (Class C4) (Application for a Certificate of Lawful Development for a Existing Development)

Decision: 19-08-2024 Approval

ENF/98/23

Building work doesn't match approved plans

Decision:

61118/APP/2005/2420 1 HURSTFIELD CRESCENT HAYES

ERECTION OF A SINGLE STOREY SIDE EXTENSION AND PORCH (INVOLVING DEMOLITION OF EXISTING DETACHED GARAGE/OUTBUILDING AT THE SIDE

Decision: 20-10-2005 Approval

Comment on Planning History

The relevant planning history is listed above. A recent certificate of lawful development under reference 61118/APP/2024/1654 was granted on 19 August 2024 for the confirmation of existing use as 6-bed 6-person HMO (Class C4).

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

A petition of 79 signatures has been received against the application, raising concerns about the following:

1. Overconcentration of HMOs in the area.
2. Parking stress.
3. Low water pressure.
4. Noise and disturbance from HMO use.

Three letters of objection have been received, raising concerns about anti-social behaviour resulting from HMO use and poor rubbish storage.

LBH Highways Officer Comments:

The proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns subject to conditions, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT1, DMT2, and DMT6 and Policies T4, T5, and T6 of The

London Plan (2021), subject to details regarding Parking Design and Management Plan.

Officer's note: These Highways comments were provided on the basis of the advertised description of development - 'Change of use from a 6-bedroom small House in Multiple Occupation (HMO) (Use Class C4) to a 7-bedroom HMO (Use Class Sui Generis) for up to 7 people, including new cycle store (part-retrospective).' Notwithstanding Highways Officer Comments, following a site visit, Planning Officers consider that the proposal is tantamount to the subdivision of the property into a six-bedroom HMO with a one-bedroom self-contained flat within the loft space. The proposal, as submitted, does not include satisfactory supporting information concerning the need for additional parking to enable the Council to make a fully informed decision.

LBH Access Officer Comments:

This proposal has been reviewed against the requirements of the 2021 London Plan Policy D7, which should not be applied to the Change of Use from a six-bedroom to a seven-bedroom HMO. No objections raised from an accessibility perspective.

LBH Waste Strategy Officer Comments:

Hillingdon is not a wheeled bin borough, we will only collect black sack and recycling waste.

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP H9	(2021) Ensuring the best use of stock
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
DMH 1	Safeguarding Existing Housing
DMH 5	Houses in Multiple Occupation
DMHB 11	Design of New Development
DMHB 16	Housing Standards
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts

DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport

In addition: Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Paragraph 135 of the NPPF (2023) states that new development should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and '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'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. This is supported by Policy DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), which requires HMOs not to harm the residential amenities of adjoining properties.

Apart from the bin and cycle storage facilities and parking layout, there are no other external changes to the property which would lead to any adverse impact on the adjoining neighbouring properties in terms of daylight, sunlight, loss of outlook, sense of enclosure or overlooking concerns. The bin and cycle storage facilities would be located in the front garden and, given their

modest overall scale and height, would not cause amenity concerns. The resulting HMO would provide similar views from neighbouring habitable windows as existing, causing no harm with regard to privacy and overlooking. There are no changes to the size or location of the property that would cause a loss of light to neighbours.

The main amenity concern would relate to the intensification of the HMO use of the building and the potential impact that this may have on the adjoining and broader neighbourhood in terms of comings and goings, noise and disturbance, and anti-social behaviour.

It is noted that a large number of representations have been received, which raised concerns regarding anti-social behaviour, potential crime and community safety.

Both previous legal and appeal decisions have confirmed that the fear of crime should only be considered a material planning consideration in cases where evidence exists that the associated development would likely increase crime. In this application, no substantiated evidence has been submitted that indicates that crime might increase if the application were permitted.

The existing semi-detached property comprises six bedrooms, and the site operates as a small HMO (shared dwellinghouse occupied by between three and six unrelated individuals who share basic amenities). The proposal seeks to create one additional ensuite bedroom and a second communal kitchen to create a seven-bedroom HMO.

Whilst Officers consider that the uplift in one additional occupant at the site and use of the site as a seven-bedroom, seven-person HMO would not give rise to harmful levels of noise and disturbance at the site, significant concerns are raised in terms of the potential subdivision of the property given self-contained nature of the second floor accommodation. Officers consider, therefore, that the proposal is tantamount to the subdivision of the property into a six-bedroom HMO with a substandard one-bedroom self-contained flat within the loft space. The proposal, as submitted, does not include satisfactory supporting information concerning the impact on the existing and adjoining dwellings.

Considering all these points, the proposal would conflict with Paragraph 135 of the NPPF (2023) and Policies DMHB 11 and DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states, '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. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

No changes are proposed to the external finishes of the property.

A bicycle store is proposed in the front garden, providing secure cycle storage for seven bicycles. The timber bicycle enclosure would measure 4m x 2.24m in length and width and would have a height of 1.5m.

A bin store is also proposed in the front garden, providing appropriate levels of waste storage for five bins. The timber bin enclosure would measure 3.6m x 0.92m in length and width and would have a height of 1.2m.

The location of the timber enclosures would not visually impact on the existing building and the wider street scene. With regard to the location, materials, and scale, the proposed additional storage structures would appear subordinate and proportionate to their location and are considered acceptable.

The proposal would not cause harm to the character and appearance of the host dwelling and the surrounding area and, therefore, accords with the objectives of Policy BE1 of the Hillingdon Local Plan: Part One Strategic (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.3 Traffic Impact/Pedestrian Safety

See below.

7.4 Carparking & Layout

Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Appropriate disabled persons parking for Blue Badge holders should be provided, and where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Policy T6.1 requires that 20% of car parking spaces are provided with active Electric Vehicle Charging Points (EVCPs) and 80% with passive EVCPs.

The London Plan (2021) does not provide parking standards for HMOs. Therefore, parking should be provided in accordance with Hillingdon Council's Local Plan Part 2 (2020), which requires HMOs accommodating over six occupants to be assessed through the submission of a Transport Appraisal and Travel Plan.

Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan Part 2 (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety and requires developments to meet the transport needs of the development and address its transport impacts in a sustainable manner and be sustainably located. Policy DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity. Policy DMH 5 allows large HMOs but only where there is good access to amenities and public transport. Part 2: Appendix C - Parking Standards -Table (b) of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) requires that one cycle parking space per occupant is provided.

The site has a Public Transport Access Level (PTAL) rating of 2. The application proposes that the

HMO would accommodate seven occupants, and therefore, the Applicant has submitted a Transport Appraisal, which states that the existing six-occupant HMO has one existing car parking space, which would be increased to two spaces. These would be provided with 2.4m x 2.4m pedestrian visibility splays.

The Council's Highways Officer has stated that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns subject to conditions, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT1, DMT2, and DMT6 and Policies T4, T5, and T6 of The London Plan (2021), subject to details regarding Parking Design and Management Plan.

These Highways comments were provided based on the advertised description of development - 'Change of use from a 6-bedroom small House in Multiple Occupation (HMO) (Use Class C4) to a 7-bedroom HMO (Use Class Sui Generis) for up to 7 people, including new cycle store (part-retrospective).' Notwithstanding Highways Officer Comments, following a site visit, Planning Officers consider that the proposal is tantamount to the subdivision of the property into a six-bedroom HMO with a one-bedroom self-contained flat within the loft space. The proposal, as submitted, does not include satisfactory supporting information concerning the need for additional parking to enable the Council to make a fully informed decision.

The proposal, therefore, conflicts with Policy T6 of The London Plan (2021) and Policies DMT 1, DMT 2, DMT 6, and DMH 5 of the Hillingdon Local Plan - Part 2: Development Management Policies (2020).

7.5 Urban Design, Access and Security Considerations

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants.

Policy DMH 5 of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) allows large HMOs only where occupiers have satisfactory living conditions. Policies DMHB 11 and DMHB 16 of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) require a high design standard with minimum internal space standards.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have adequate internal space to provide an appropriate living environment.

The proposed development comprises the following internal accommodation:

Existing Bedroom 1 - 10.7m²
Existing Bedroom 2 - 10.6m²
Existing Bedroom 3 - 10.6m²
Existing Bedroom 4 - 10.6m²
Existing Bedroom 5 - 12.8m²
Existing Bedroom 6 - 12.0m²
Existing Ground Floor kitchen - 11.1m²

Proposed ensuite bedroom 7 at loft level - 11.18m²
Proposed communal kitchen at loft level - 7.5m²

All of the proposed bedrooms would benefit from a principal window fitted in either the front or rear

elevations of the property, and all bedrooms would have en-suite bathroom facilities. The proposed rooms would provide future occupiers of the property with a reasonable degree of outlook and natural light.

Following a site visit, Officers consider that the proposal is tantamount to the subdivision of the property into a six-bedroom HMO with a one-bedroom self-contained flat within the loft space. The internal floor area of the second floor amounts to 22m².

This floorspace would fail to achieve the minimum floor areas required by Policy D6 of the London Plan (2021) and Policy DMHB 16 of Hillingdon Council's Local Plan Part 2 (2020).

Policy DMHB 18 of Hillingdon Council's Local Plan Part 2 (2020) states that all new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.

The private rear garden area measures 61m². Given that Officers consider that the proposal is tantamount to the subdivision of the property into a six-bedroom HMO with a one-bedroom self-contained flat within the loft space, the proposal, as submitted, does not include satisfactory supporting information concerning the layout and provision of external amenity space for the residents of the HMO and one-bedroom self-contained flat.

The applicant has, therefore, not demonstrated that the proposal would provide appropriate private amenity space and comply with Policy DMHB 18 of Hillingdon Council's Local Plan Part 2 (2020).

7.6 Other Issues

Principle of Development:

Making effective use of brownfield land is promoted within the NPPF (2023). The development site is currently being used as a small HMO. Its conversion to a large HMO would be acceptable in principle, subject to compliance with other relevant material considerations and policies.

Policy DMH 1 of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) states:

The net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace. The Council will grant planning permission for the subdivision of dwellings only if:

- i) car parking standards can be met within the curtilage of the site without being detrimental to the street scene;
- ii) all units are self contained with exclusive use of sanitary and kitchen facilities and provided with individual entrances and internal staircases to serve units above ground floor level;
- iii) adequate amenity space is provided for the benefit of residents; and
- iv) adequate living space standards are met.

Paragraph 4.3 of the Local Plan provides guidance for the implementation of Policy DMH 1 and states, 'In order to meet projected housing needs, the Council aims to resist the loss of residential accommodation within the borough by means of Policy DMH 1: Safeguarding Existing Housing. For the purposes of this policy, residential accommodation includes Houses in Multiple Occupation (HMOs), student accommodation and other uses falling into Use Classes C3 and C4.'

As the proposal involves the conversion of an existing small HMO to a larger HMO there would be no net loss of the borough's residential housing stock. The application site does not lie within the area of the borough that is subject to a direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (Article 4 Direction) (GPDO), which came into force on 24th March 2013 to remove permitted development rights relating to making a change of use of a dwelling house (Use Class C3) into an HMO (Use Class C4).

Policy DMH 5 of the Hillingdon Local Plan - Part 2: Development Management Policies (2020) states:

A) 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.

B) 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.

The site has a PTAL rating of 2. Despite its low PTAL rating, the site is a two-minute walk to shops and services on Lansbury Drive and beyond to Uxbridge Road. Additionally, the property is already a HMO. Considering these points, the site is considered acceptable in terms of its location.

Residents within the property would have larger single bedrooms or double bedrooms (with individual en-suites). They would also have windows with reasonable access to light and privacy. Two communal kitchens would be provided for future residents. Communal amenity space exists at the rear of the property.

The development site is not in an area covered by an Article 4 Direction, which restricts the amount of HMOs permissible in the area. Notwithstanding this point, the property is already a HMO; as such, the proposal would not result in additional HMOs in the area.

The principle of the proposed large HMO use (seven occupants) is therefore considered to be acceptable.

As set out above, officers are concerned about the subdivision of the property. The ground floor

kitchen facilities are considered appropriate for use by the seven residents proposed, especially given that all of the resident's rooms have a sink/utility area in addition to the en-suite bathrooms. The proposed second-floor use could be independently occupied as a one-bedroom self-contained flat, given the nature of the facilities provided within the loft. Whilst it is understood that the application proposes using the kitchen for communal purposes and the addition of a seventh HMO bedroom, its independent use would be difficult to enforce. Officers have made attempts to seek an amendment to remove the second-floor kitchen, but the applicants have chosen to retain these facilities in the proposal. The proposal would, therefore, result in a development which would be tantamount to the creation of a one-bedroom self-contained flat at the second-floor level. The internal floor area of the second floor amounts to 22m². This floorspace would fail to achieve the minimum floor areas required by Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan - Part Two.

Officers consider, therefore, that the proposal is tantamount to the subdivision of the property into a six-bedroom HMO with a substandard one-bedroom self-contained flat within the loft space. The proposal, as submitted, does not include satisfactory supporting information concerning the need for additional parking and amenity space and issues relating to the impact on the existing and adjoining dwellings.

The proposal is, therefore, contrary to Paragraph 135 of the National Planning Policy Framework (2023), Policies D6 and T6 of The London Plan (2021) and Policies DMH 5, DMHB 11, DMHB 16, DMHB 18, DMHD 1, DMT1, DMT 2, and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

8. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Contact Officer:	Nicola Taplin	Telephone No:	01895 250230
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