Development Mangement

APP. REF. NO: 47713/APP/2022/2694

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 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 then 10 dewlling 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 Heads of Terms have already received Committee approval	☐
25. WORKS TO TREES	☐
26. OTHER (please specify)	☐

The delegation powers schedule has been checked. 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 informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address 177 STATION ROAD WEST DRAYTON

Development: Conversion of existing Class C3 dwelling to 9 beds 9 people Sui Generis HMO with front door replacement, single storey rear extension, demolition of side bay window, conversion of loft into habitable space and erection of single storey detached outbuilding.

LBH Ref Nos: **47713/APP/2022/2694**

Drawing Nos: HMO REGISTER DOCUMENT
HMO MANAGEMENET PLAN
2021-177SR-7BHMO-10 REV 1.0E
2021-177SR-7BHMO-9 REV 1.0E
2021-177SR-7BHMO-1 REV 1.0E
2021-177SR-7BHMO-2 REV 1.0E
2021-177SR-7BHMO-3 REV 1.0E
2021-177SR-7BHMO-4 REV 1.0E
2021-177SR-7BHMO-5 REV 1.0E
2021-177SR-7BHMO-6 REV 1.0E
2021-177SR-7BHMO-7 REV 1.0E
2021-177SR-7BHMO-8 REV 1.0E
Design & access statement
HMO SITE SUPERVISION PLAN

Date Plans received : 26/08/2022 **Date(s) of Amendment(s):**

Date Application Valid: 26/08/2022

1. SUMMARY

Planning permission is sought for the change of use of the existing Class C3 dwelling to a 9 bed, 9 person, Sui Generis HMO alongside the erection of single storey rear extension with 2 roof lights, demolition of side bay window, conversion of loft into habitable space with rear dormer and 2 front roof lights, erection of single storey detached outbuilding and amendments to fenestration.

The application follows the approval of an application for a 7 bed, 7 person Sui Generis HMO alongside the erection of single storey rear extension with 2 roof lights, demolition of side bay window, conversion of loft into habitable space with rear dormer and 2 front roof lights, erection of single storey detached outbuilding and amendments to fenestration (47713/APP/2022/196).

When comparing the schemes, this proposal is different in that 2 additional bedrooms have been added at ground floor. The sites internal communal living area is significantly smaller and the amount of external communal amenity space would be further shared and intensified. Additionally the sites front access has been moved to the side and its front door would be replaced with a wooden door with top hung window and glazed side panels. Additional fenestration alterations are also proposed.

The proposed development is considered to cause harm to the local highways network and future residents of the HMO. It would also cause visual harm to the character and appearance of the street and West Drayton Green Conservation Area, as well as harm to the amenities of neighbouring properties.

The application is therefore recommended for refusal and a detailed assessment of the applications acceptability has been carried out below.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

Due to its design and layout, the proposal would result in uncharacteristic, incongruous and harmful elevational changes which fail to preserve or enhance the character and appearance of the building, pair, streetscene and wider West Drayton Green Conservation Area. The public benefits arising from the proposal fail to outweigh the less than substantial harm identified. The proposal is therefore contrary to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), paragraph 202 of the NPPF (2021), Policy HE1 and BE1 of the Local Plan Part 1 (2012), Policy DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020) and Policy D3 and HC1 of the London Plan (2021).

2 NON2 Non Standard reason for refusal

The proposed development, given the number of potential occupants across 8no. separate bedrooms would give rise to undue noise and general disturbance to neighbouring residents, particularly as a result of a marked increase in comings and goings from the new side entrance, the use of the rear garden and the lack of information relating to sound insulation. The proposal would therefore be contrary to the requirements of Policies DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

3 NON2 Non Standard reason for refusal

Due to its size, cramped design, limited usable space and lack of privacy, bedroom 2 of the proposed HMO would provide its future occupants with a poor standard of living accommodation to the detriment of their amenities. The proposal is therefore considered to be contrary to paragraph 130 (f) of the NPPF, Policy D6 of the London Plan and Policy DMH 5 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020).

4 NON2 Non Standard reason for refusal

The proposed development would result in the creation of a 9 bedroom HMO with 2 off road vehicular parking spaces. No travel plan or transport assessment, has been submitted detailing how the significant parking shortfall or increased vehicular trip generation would impact on the local highways network. As a result the applicant has failed to demonstrate the proposed development would have no adverse impact on the local highways network or its users. The proposal is therefore considered to be contrary to Policies DMT 2, DMT 4 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy T4 and T6 of the London Plan (2021) and paragraph 111 of the National Planning Policy Framework (2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First

Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMH 5	Houses in Multiple Occupation
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D6	(2021) Housing quality and standards
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the northern side of Station Road. It comprises a two storey semi-detached property. To the front of the property, there is paved drive with a large tree in the adjoining site

The surrounding area is primarily residential with a mix of hotels, dwellinghouses, apartments, and hospitality facilities.

The application site is located within the West Drayton Green Conservation Area.

3.2 Proposed Scheme

Conversion of existing Class C3 dwelling to 9 bed, 9 person Sui Generis HMO with erection of single storey rear extension with 2 roof lights, demolition of side bay window, conversion of loft into habitable space with rear dormer and 2 front roof lights, erection of single storey detached outbuilding and amendments to fenestration.

3.3 Relevant Planning History

47713/APP/2022/181 177 Station Road West Drayton

Erection of a single storey rear extension and conversion of loft into habitable space with 2 front roof lights and rear dormer.

Decision: 18-05-2022 Approved

47713/APP/2022/195 177 Station Road West Drayton

Conversion of existing Class C3 Dwelling to 3 x self-contained flats with single storey rear extension, demolition of side bay window, and erection of single storey detached outbuilding as summer house

Decision: 08-04-2022 Refused

47713/APP/2022/196 177 Station Road West Drayton

Conversion of existing Class C3 dwelling to 7 beds, 7 people Sui Generis HMO with erection of single storey rear extension with 2 roof lights, demolition of side bay window, conversion of loft into habitable space with rear dormer and 2 front roof lights, erection of single storey detached outbuilding and amendments to fenestration.

Decision: 09-08-2022 Approved

47713/APP/2022/2693 177 Station Road West Drayton

Conversion of existing Class C3 dwelling to 8 beds 8 people Sui Generis HMO with front door replacement, single storey rear extension, demolition of side bay window, conversion of loft into habitable space and erection of single storey detached outbuilding.

Decision: 21-10-2022 Refused

47713/APP/2022/66 177 Station Road West Drayton

Erection of a single storey rear outbuilding for use as a home office (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 05-03-2022 Approved

Comment on Planning History

The relevant history is noted above. Importantly, the external works proposed have already been granted including the dormer and rear extension. A certificate was also issued for the outbuilding but this is now considered under this full application. These applications are a material consideration and relevant. There are no objections to the external works proposed for similar reasons to that identified in previous applications. The outbuilding is considered acceptable in its own right, with no harmful impact on amenity or character, preserving the conservation area.

Permission was also refused for the conversion of the property into flats. This scheme was materially different to that proposed now. It was refused for the following reasons:

1. The development leads to an unacceptable residential conversion where more than one residential unit has been proposed per floor. The residential conversion is also sited on a street where more than 10% of the properties are in use as flats. The development is therefore contrary to the requirements of Policy DMH 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and would harm the local character and amenity of the area by resulting in a concentration of flats.

2. The applicant has failed to demonstrate adequate visibility splays for cars and pedestrians combined with poor access to the proposed cycle storage. Therefore the proposal would exacerbate parking stress in the area and be prejudicial to all road users

safety, contrary to Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan - Part Two (2020) and Policies T4 and T5 of the London Plan (2021).

3. The proposed development, by virtue of the location of the on-site car parking spaces directly in front of the main habitable room window serving Flat 1, in combination with the need for residents to gain pedestrian access to the communal path at the side of the building, would cause unacceptable noise, disturbance, overlooking and a loss of privacy (both real and perceived) for the future occupants of Flat 1. The proposal would therefore result in a substandard form of internal residential accommodation to the detriment of the amenity of the future occupiers of Flat 1 contrary to Policies DMHB 15 and DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2021).

4. The proposed layout of the rear amenity spaces combined with the erection of the outbuilding, by reason of this excessive subdivision, and the bulk and mass of the proposed outbuilding, would fail to harmonise with the architectural composition of the original dwelling and would be harmful to the character and appearance of West Drayton Green Conservation Area. Therefore the proposal would be contrary to Policy BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 4, DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the National Planning Policy Framework (2021).

Furthermore a similar scheme for a 7 bed HMO was approved at the site in 2022 (47713/APP/2022/196). The permission is extant.

When comparing the approved scheme and this proposal, this application differs in that 2 additional bedrooms have been added at ground floor. The sites internal communal living area is significantly smaller and the amount of external communal amenity space has been reduced. Additionally the sites front access has been moved to the side and its front door would be replaced with a wooden door with top hung window and glazed side panels. Additional fenestration alterations are also proposed.

It should also be noted that an application to convert the property into a 8 bed HMO has been submitted (47713/APP/2022/2693), the application is pending consideration.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- 5th October 2022

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

In addition to press and site notice consultation, 9 neighbouring properties were directly notified of the proposed development and given 21 days to respond. 1 comment was received in response to consultation on the application and 1 objection, those responses have been summarised below:

1) The proposal requires noise level sound proofing and separate drainage to accommodate the number of bathrooms
2) The proposal would cause harm to the conservation area
3) Family houses should be retained

External Consultee comments

West Drayton Conservation Panel: This application shares all the disbenefits associated with application 47713/APP/2022/2693 (see our comments on that application, appended below) and additionally reduces the footprint of the communal kitchen-dining-lounge area to a completely inadequate size. There are only four seats shown in the dining area where 9 people and any guests are expected to eat, and only four or possibly five in the lounge. If the proposed rear extension is only to be used to house an additional bedroom, we can see no justification for its construction. We expect this overcrowded HMO to be refused permission. "At first sight this application appears to be a minor modification on the previously approved application for a 7-person HMO (47713/APP/2022/196). However, the plans on which it is based are those originally submitted rather than those subsequently modified and approved. We hope this application will not be approved as it introduces an intensification of occupation that was previously not considered appropriate (creating a very small ground floor room, bedroom 2) and, perhaps more importantly, loses the symmetry of the pair of semi-detached houses by blocking up the front door and moving it to the side elevation; this will be clearly visible from the street and will have a negative impact on the Conservation Area in which this building is situated. The inadequacy of the parking provision would only be exacerbated by increasing the number of residents."

Hayes Village Conservation Area Panel: No response received.

Internal Consultee Comments

Highways Officer: No objection subject to conditions. See section 7.3 of this report for full comments.

Access Officer: No objection. See section 7.5 of this report for full comments.

Waste Officer: Can the developer please provide guidance on the below questions: - I can see that you propose to have 240L containers for your waste and recycling. Hillingdon is not a wheelie bin borough therefore our vehicles cannot lift 240L containers and our crews will be required to hand remove the waste which is a breach of our health and safety policy. I would advise procuring 2 x 1100L bulk containers (one refuse and one recycling) to provide sufficient space for waste on this site. - Please ensure that all flats have space for disposing of waste and that the kitchen has both refuse and recycling bins to encourage residents to recycle at home. - The location of the containers must be within 10 meters of where the collection vehicle can safely stop to ensure that it is within the councils health and safety policy for the collection workers.

Officer Comment: The impact of the proposal on the local highways network, neighbours amenities, the amenities of future residents, accessibility and the character and appearance of the area and conservation area have been addressed in the main body of the report below. Drainage and sound proofing are building control matters and not material planning considerations for a development of this nature. It should also be noted that an extant permission exists for a 7bed , 7 person HMO, which would have similar impacts in terms of drainage and noise to this scheme. The extant permission would also result in the loss of the family dwelling, as such it would not be reasonable to refuse the application on the loss of family housing. Had the application been recommended for approval, all recommended conditions and informatives relating to waste collection would have been added to the decision notice.

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
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMH 5	Houses in Multiple Occupation
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D6	(2021) Housing quality and standards
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

In addition: Development Plan

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) (2021) 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

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 to not have a detrimental impact upon the residential amenity of adjoining properties.

The proposed rear extension would measure 3.6 metres in depth, with a maximum height of 3.4 metres, with the eaves sitting at 2.3 metres. There would be no new flank windows on the extension facing the adjoining neighbour at 179 Station Road. Given the modest depth and height of the single storey rear extension, it is not considered that this would have an unduly impact on the amenities of the neighbouring occupier at No 179 or neighbours located to the west of the site.

The outbuilding use would not be residential and it is unlikely that the use as a games room or a management office itself would result in a significant intensification of the rear of the site that would give rise to noise or harmful amenity issues outside the scope of an ancillary outbuilding to a single dwelling. However, it is considered appropriate to condition that the outbuilding is not to be used as residential, to safeguard the amenity of neighbouring occupiers.

The existing semi-detached property comprises four bedrooms. It could therefore be used as a dwelling to accommodate a large family. Planning permission was recently granted at the site for 'Conversion of existing Class C3 dwelling to 7 beds 7 people Sui Generis HMO with front door replacement, single storey rear extension, demolition of side bay window, conversion of loft into habitable space and erection of single storey detached outbuilding'. This scheme differs in that an additional bedroom has been added at ground floor. Additionally the sites front access has been moved to the side and its front door would be replaced with a wooden door comprising top hung window, with glazed side panels. All other alterations are internal and the site layout would be similar to the previously approve scheme.

In terms of its impact on neighbouring amenities, the approved scheme was considered to be acceptable on balance.

When compared with the approved scheme, the proposal would include 2 additional rooms allowing for 2 additional residents, each resident would add additional movements around the site and additional noise when using the rear amenity space. Additionally moving the sites access from the buildings front elevation to its side elevation would result in all residents moving unnaturally in and out of the site. The side access is further from the road frontage then the front access. The increased distance would allow for additional noise to be generated before residents enter the property. Furthermore the access would now be located in close proximity to the habitable room windows, amenity space and accesses of No.s 173, 175, 173A and 175A Station Road, introducing new and high levels of noise and activity in close proximity to those properties, to the detriment of their amenities. Use of the garden space for 9 people, alongside potential visitors, would generate noise over and above that of the existing family house and the extant scheme, such noise would be detrimental to all of the sites adjoining neighbours.

Taking into consideration these points the proposal is considered to cause harm to the amenities of No.s 179, 173, 175, 173A and 175A Station Road, through over intensification of the sites use, excessive and unusual people movements, as well as the generation of unacceptable noise and general disturbance by having so many people at the site.

7.2 Impact on Street Scene

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management

Policies (2020) states that new development should harmonise with the character and appearance of the existing street scene and surrounding area, and the scale, form, architectural composition and proportions of the original building. Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area and accessible.

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling.

Policy DMHB 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.

The property is sited in the West Drayton Green Conservation Area.

An extant permission exists for a 7 bed, 7 person Sui Generis HMO alongside the erection of single storey rear extension with 2 roof lights, demolition of side bay window, conversion of loft into habitable space with rear dormer and 2 front roof lights, erection of single storey detached outbuilding and amendments to fenestration (47713/APP/2022/196).

This application differs in that 2 additional bedrooms have been added at ground floor. The sites internal communal living area is significantly smaller and the amount of external communal amenity space has been reduced. Additionally the sites front access has been moved to the side and its front door would be replaced with a wooden door with top hung window and glazed side panels. Additional fenestration alterations are also proposed. As such the impact of the changes between the two schemes have been considered and assessed below.

The side access to the building would be out of character with the neighbouring semi detached dwelling and other properties in the area, which have accesses directly from the main road to their front elevations. The development would therefore be out of character in this respect and given the number of residents, this change would be obvious.

The proposed front elevation door would also cause harm to the appearance of the building due to its stable door design (top half opening with opaque lower section). The use behind the door, which requires planning permission, would also yield a harmful result. Curtains, furniture and the internal layout would be obvious and clearly visible from the street and would be uncharacteristic.

It is accepted that internal changes would not require planning permission, but the change of use and subsequent changes require external changes in order to deliver outlook and light for the new occupier of the unit behind the front door. All of this stems from a contrived design.

The existing door to the property is not original and is not of great historic significance. However, it is still contextual as it is solid and reads clearly as a front entrance. The new door would be timber in materiality which is welcome, but would represent an awkward design, particularly given what would sit behind it, a bedroom and associated features.

It would also contrast with the regular frontage and openings on the neighbouring semi detached dwelling. The proposal is therefore considered to cause harm to the character and appearance of the building, it would also cause harm to the collective appearance of the pair of semi detached dwellings, subsequently harming the visual amenities of the street scene and, as a result, fail to preserve the character and appearance of the conservation area.

Paragraph 202 of the NPPF (2021) states 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'

The less than substantial harm caused to the Conservation Area would not be outweighed by public benefits, especially as a smaller HMO with a better site layout could be constructed under the extant permission (47713/APP/2022/196) without causing harm to neighbouring amenities, the visual amenities of the conservation area and the amenities of future residents.

For these reasons it is considered that the proposal fails to preserve the character and appearance of the Conservation Area and it would cause harm to the visual amenities of the host building, neighbouring building and general area, contrary to Policies DMHB 11, DMHB 1, DMHB 4 and DMH 5 of the Hillingdon Local Plan Part Two (2020), as well as Paragraphs 130 and 202 of the NPPF (2021) and Policy D3 and HC1 of the London Plan (2021). .

7.3 Traffic Impact/Pedestrian Safety

Paragraph 111 of the NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

London Plan Policy T4 states that 'Development proposals should not increase road danger'.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals must ensure that:
i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

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.

There are no specific parking requirements for HMO's set out in the London Plan (2021).

The Boroughs Highways and Traffic Officer has been consulted on the proposed development and has provided the following comments:

'An application has been received seeking planning permission to convert an existing Class C3 dwelling into a 9no. bedroom, 9no. person Sui Generis HMO. Further the dwelling will have the front door replaced, single storey rear extension, demolishment of the side bay window, conversion of the loft into a habitable space and erection of a single storey detached outbuilding. The development will make provision for 2no. front parking spaces, cycle storage for 9no. and 2 x electric vehicle charging points. The proposal site has PTAL rating of 3 indicating that its access to public transport is moderate when compared to London as a whole suggesting that there will be some reliance on the private car for trip making. To the west of the development is a hotel with onsite parking, which has a vehicle entrance next to 177 Station Road and to the east are dwellings. Parking along Station Road West Drayton is not controlled by any parking restrictions, further the site has a cycle lane outside of it. There is a bus stop in close proximity to the site and has cage marking that finish roughly over 7 meters away from the development. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Borough of Hillingdon Local Plan Part 2 Development Management Polices 2020 requires that development proposals must comply with the relevant parking standards. For a development of this an 9no. bedroom, 9no. person HMO a transport appraisal and travel plan would be needed to make an assessment. Considering the size of the development and the insignificant impact it will have on the highway, the Highway Authority accepts the 2no. front parking spaces. The completed application form for this proposal makes reference to 2no. parking spaces being provided. However, there is no legal vehicle crossover and the plans do not mention any being provided, drivers would be "bumping up the kerb "to reach the hardstanding - this is contrary the published London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy 2022. This can be addressed via a planning condition. The 2no. onsite parking spaces will be provided with electric vehicle charging points. However, no detail has been provided on whether these are active or passive. To be in accordance with policy at least 1no. active electric charging pint would need to be provided. This proposal is currently contradicting the published London Plan 2021 Policy T6.1 Residential Parking it must have '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'. This shortfall can be addresses with a planning condition. There are no highway objection to this subject to the following conditions: Subject to condition requiring the provision of one dual active socket electric vehicle charging point for to serve the 2no. front parking spaces. REASON to be compliant with published London Plan 2021 Policy T6.1 Residential Parking. Subject to condition requiring the new vehicle crossover is built according to London Borough of Hillingdon's Domestic Vehicle Footway Crossover policy June 2022 specifically that an area 2.4m to the side and 2.4m back from where the driveway intersects with the back of footway is kept clear of fences, walls and shrubs etc over 0.6m high.'

Officer Comment:

8 cycle parking spaces would be provided for the proposed development, an additional space could be secured via condition had the application been recommended for approval. Additionally the proposed parking layout is identical to the previously approved scheme, as such the vehicular access of the scheme is considered to be acceptable.
Had the application been recommended for approval the other conditions mentioned by the borough's highways officer would have been added to the decision notice.

Notwithstanding the above, no transport appraisal or travel plan has been submitted in support of the application. The proposal includes a increase in 2 additional bedrooms and thereby 2 additional residents when compared with the extant scheme. A total of 9 residents would have access to 2 off road car parking spaces at the site.

In the absence of a travel plan or transport assessment, it has not been demonstrated that the proposal would have an acceptable impact on the local highways network. The lack of off street parking could lead to cars parking at the roadside, impeding the free flow of vehicles on the local highways network and endangering drivers and pedestrians. The proposal is therefore considered to be contrary to Policies DMT 2 and DMT 6 of the Local Plan (2020), Policy T4 of the London Plan (2021) and paragraph 111 of the NPPF (2021).

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

ACCESSIBILITY

The Access Officer was consulted on the application and provided the following comments:

'This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the conversion of this existing dwelling into an HMO. Conclusion: no objections raised from an accessibility perspective.'

Taking into consideration the above the proposal is considered to be appropriately accessible.

INTERNAL and EXTERNAL LIVING ACCOMMODATIONLIVING CONDITIONS FOR FUTURE OCCUPIERS

The proposed HMO comprises 8 bedrooms ranging in the following sizes: 11.7, 9.7, 7.7, 12.9, 13.2, 8.4, 12.8, 13.6 and 19 sqm.

All of the proposed bedrooms would benefit from a principal window fitted in either the front or rear elevations of the property, and all rooms 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.

Notwithstanding the above, Bedroom 2 would be the smallest within the proposed HMO. The room would have one windows as a source of outlook and natural light. The room would have no defensible space in front of its window, as such users of the site and visitors to the site would be able to look directly into the space causing a loss of privacy to its users. The addition of a defensible space in front of the window would limit outlook and light to the space, it would also cause harm to the appearance of the area and pair of semi-detached dwellings and therefore the issue cannot be overcome by condition. The rooms results from a contrived design.

Additionally Bedroom 2 is incredibly small at 7.7sqm. There would be minimal space for a desk, general movements and/or activities. Users of the room would be confined to the space or heavily dependent on the communal areas which would already be used by 7 other people and potentially their visitors. Due to the size of the room, its cramped layout and its lack of privacy the proposal, it is considered to provide unsuitable living conditions for its future residents.

The proposed kitchen and communal living area would be approximately 20sqm. The space would serve 9 people and would need to accommodate all of their cooking requirements, whilst also providing communal space outside of their rooms. The space is considered to be inadequate to serve 9 peoples cooking and living requirements due to its size. The proposal would therefore cause harm to the amenities of all future residents by providing inadequate internal communal amenity space, forcing residents to the confines of their rooms and harming their amenities. The occupier of the smallest room within the proposed HMO (bedroom 2) would be reliant on the undersized space, due to their undersized room, creating a particularly poor living condition for that future resident by confining them to cramped spaces throughout the property.

The layout, proximity of rooms and density is contrived and poor quality.

The proposal would therefore be contrary to paragraph 130 (f) of the NPPF (2021) and Policy DMH 5 of the Hillingdon Local Plan Part Two.

The proposal would provide approximately 135 sqm of private amenity space for the 9 occupiers of the property. Alongside small private spaces for bedrooms 3 and 4. The external amenity space provisions are considered to be acceptable when considered against the extant scheme. Especially as there are no specific policies setting out external amenity space requirements for HMO's in the Local or London Plan.

WASTE AND RECYCLING:

The proposed site plan includes an annotation stating that a refuse store would be provided in the rear garden of the property. Although there is no objection to the proposed location of the bin storage facilities, full details of the design and the dimensions of the bin store would be secured by condition, Had the application been recommended for approval. it is considered that the proposal would provide appropriate refuse and recycling facilities in compliance with Policy DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The loss of the family dwelling is considered to be acceptable in this instance, considering it could be converted by implementing the extant permission.

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 (Class C3) into an HMO (Class C4). Nevertheless, this proposal requires planning permission as a large HMO is proposed.

Policy DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies

(2020) states that:

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.

As mentioned within the report, the proposal would cause harm to the character and appearance of the Conservation Area as well as the general visual amenities of the area. It would also cause harm to neighbouring amenities and the amenities of its future occupiers, as such the proposal is contrary to Policy DMH 5.

An appeal decision has been submitted in support of the application (APP/R5510/W/17/3178166), however the appeal decision is for a 7 bed hmo and a 8 bed hmo is proposed under this application. The sites are not comparable in size. The sites are in different areas. Additionally the appeal was allowed in 2017 before the adoption of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the London Plan (2021). Both Plans provide more stringent guidance on design and protecting neighbours amenities. The appeal decision is therefore not considered to provide any weight in favour of the proposed development.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon's Local Plan Part 2 Site Allocations and Designations (2020)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (2017)
The London Plan (2021)
National Planning Policy Framework (2021)

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