

PLANNING, DESIGN AND ACCESS STATEMENT

Application by Mr M Johar and Mr R Gidwani

**CHANGE OF USE FROM 6 ROOM HOUSE IN
MULTIPLE OCCUPATION (USE CLASS C4)
TO 8 ROOM HMO (SUI GENERIS).
INCLUDING THE PROVISION OF CAR PARKING,
AMENITY SPACE, REFUSE/CYCLE STORAGE
AND ASSOCIATED WORKS**

46 Bath Road, Harlington, UB3 5AH



**Prepared by Mrs Sarah A King
BA (Hons) DipTP MRTPI**

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1 Introduction and background

- 1.1 This report has been prepared in support of a planning application to change the use of the property to an eight bedroom HMO with shared kitchen and dining facilities (Sui Generis use class). Each room would be intended and let for single person occupancy only.
- 1.2 The application follows the refusal of application 24469/APP/2021/4075 for proposals for an 8 bedroom HMO (refusal dated 22 February 2022). The refusal identified 1) restricted outlook from a front ground floor bedroom, and also 2) the amount of useable amenity space provision as being unacceptable. This application seeks to address those reasons for refusal.
- 1.3 By way of background, the current licensed 6 room HMO premises currently provide high quality accommodation to tenants. Strong interest comes from those who employed by the airport, airlines, hotels, ancillary and support businesses given the close proximity to Heathrow airport, as well as the wider business communities in Hayes, Cranford, Hounslow and Slough.
- 1.4 This application seeks permission for an additional two bedrooms (single person occupancy) to create an 8 room HMO, as well as extensive improvements to bin and cycle provision, and amenity space provision and enhancements.
- 1.5 The proposed plans show bin stores, secure cycle storage and shared amenity space. The existing rear driveway will also be reconfigured to provide two car parking spaces.
- 1.6 The existing detached building is set upon a relatively large plot measuring 38.7 metres in length and 14.2 metres in width (maximums). The total plot area measures 0.93 hectares and reflects the general size and layout of adjoining plots.

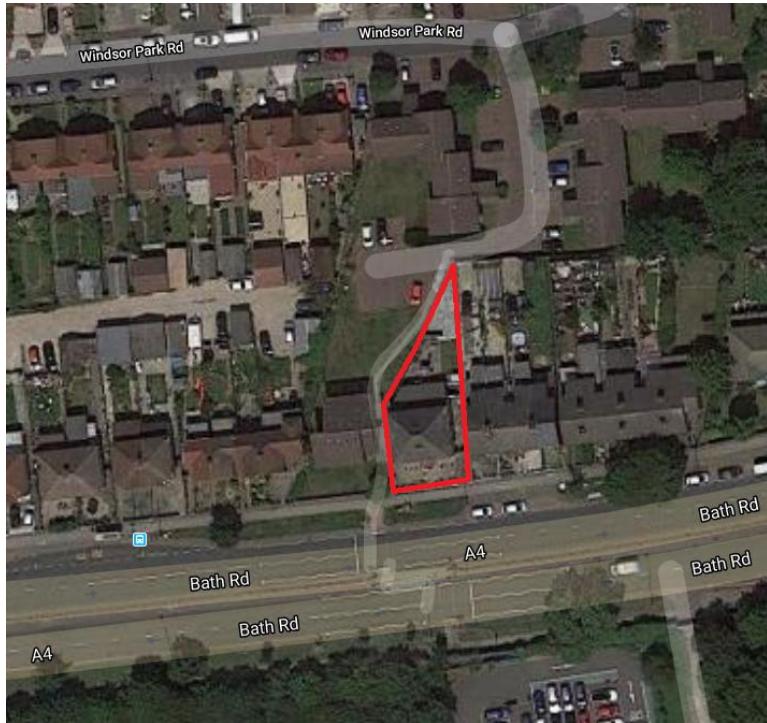


Image 1: Plan showing location of the site in the wider context



Image 2: Extract from the submitted site location plan

- 1.7 The building is constructed of white painted brick, with a plain tile hipped roof over. It has pedestrian access off Bath Road to the front, and vehicular access to the rear off Windsor Park Road, which currently provides unmarked parking for up to three vehicles in a secure rear courtyard. Parking bays on Bath Road, to the front of the application site are permit parking only.
- 1.8 The site is not covered by any specific designations, including conservation area, listed building, tree preservation orders or landscape designations.
- 1.9 The site lies within PTAL Zone 3, lying along the main A4 Bath Road, which offers regular bus services. Bus stops exist to the immediate right and left of the application site along Bath Road.

2 The application proposal

2.1 The proposal includes a number of main elements;

- Conversion and change of use from C4 small HMO (six room) to large HMO (eight room)
 - increase of two rooms. All rooms are single person occupancy.
- Reorganisation of the ground floor to create enlarged shared living space, including new lounge room at ground floor.
- Rear ground floor window opening to be enlarged to provide a new full height glazed doors to serve the new lounge area.
- Provision of two car parking spaces located to the rear of the site.
- Creation of new landscaped garden amenity area, including grassed and landscaped areas to the rear and side of the building, in excess of 118 sqm area.
- Reorganisation of the internal space to ensure that all bedrooms have a good standard of light, aspect and outlook.
- Bin and cycle storage provision has been provided to the front of the site.

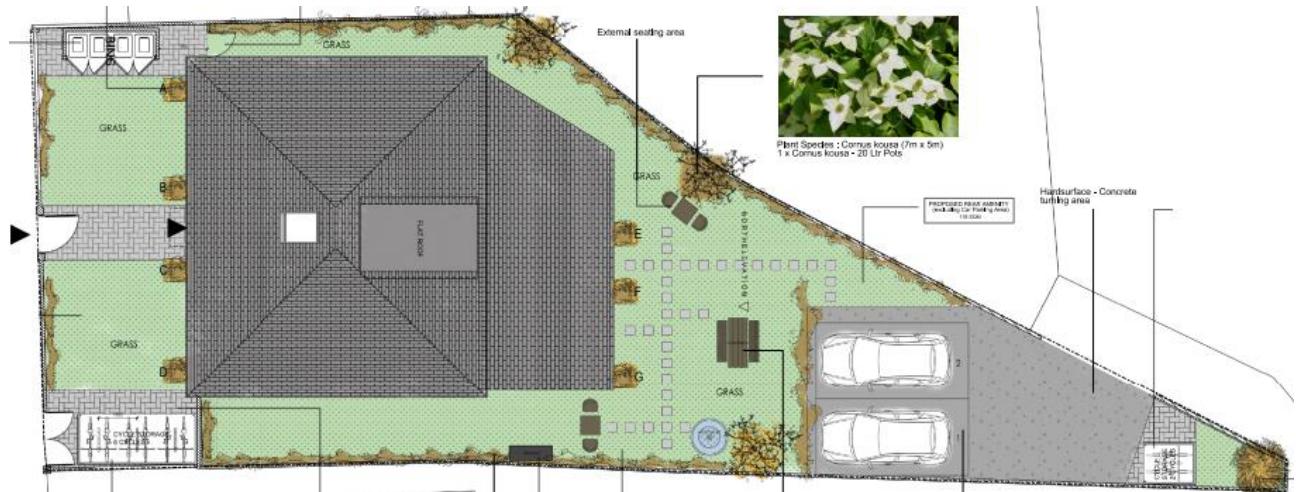


Image 3: Extract from the landscape drawing showing the overall site layout (reference LAN-001) (not to scale)

2.2 The application varies from the earlier application 24469/APP/2021/4075 (refused 22 February 2022) as follows;

- Bin and bike stores have been reconfigured, placing the bin and bike storage areas alongside the side boundaries to the front of the building. This enables an open outlook and aspect to the front room windows.
- Enhancements to the layout and arrangement of the shared amenity area, including the inclusion of a BBQ area, water feature and blocking off of the side access gate (east side) to improve usability.

3 Site history and property background

- 3.1 The property was originally built and used as a dwellinghouse (Use Class C3).
- 3.2 In 2019, the property was purchased by the Applicant and renovated. Use as a six bedroom HMO commenced following renovation (Use Class C4). The Use Classes Order permits authorised change of use from C3 to C4, so no planning permission was required for this change of use.

The formal planning history of the property is as follows (most recent first);

Application 24469/APP/2020/4075 – change of use to an 8 room HMO

- 3.3 Application 24469/APP/2020/4075 most recently sought permission for the change of use from a C4 six room small HMO to a large 8 room HMO. The plans included two parking spaces to the rear, cycle and bin storage, enlarged shared living/dining/lounge space and enlarged amenity space (circa 118 sqm). The application was refused on the 22 February 2022 for the following reasons. An appeal against the refusal has not been pursued.

1. *The proposal, by reason of the siting of the ground floor front facing window, given its proximity to proposed cycle store, would have the potential to result in the provision of a habitable room with very restricted levels of outlook and natural lighting that would result in a substandard form of living accommodation and reliance upon artificial means of lighting which would fail to satisfy sustainability and energy efficiency objectives and would be detrimental to the residential amenity of future occupiers. The proposal would therefore be contrary to the requirements of Policies DMH 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).*

2. *The proposal, by virtue of its failure to maintain an adequate amount of private usable external amenity space for the occupiers of the proposed development, would result in an over-development of the site to the detriment of the residential amenity of existing and future occupiers. The proposal is therefore contrary to the requirements of Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).*

Pre application ref 24469/PRC/2021/126 - revised proposals for an 8 or 9 bed HMO

- 3.4 The submitted pre-application proposal sought to fully address the issues raised in the previous appeal decision (see below) by reducing the number of bedrooms to 8 (or 9); avoiding the use of bedroom 7 for accommodation purposes; and increasing the amount of shared amenity space to the rear of the dwelling (and reducing car parking to two spaces). Two alternative internal layouts (8 and 9 rooms) were submitted to allow for some discussion regarding internal layout and density of use.
- 3.5 The comprehensive pre application response letter, dated 20 August 2021, set out a detailed evaluation of the submitted schemes. Concerns regarding the impact of 9 units and ability of the site to provide adequate amenity were raised. However, general support was set out regarding the 8 unit layout. Some issues were raised regarding the outlook and light to the proposed shared living accommodation to the side/rear and also regarding the proposed cycle storage provision and layout. Changes to the scheme were made to address the matters raised, before the submission of application 24469/APP/2020/4075.

Application 24469/APP/2020/1438 – change of use to a 10 room HMO and subsequent appeal

3.6 Application APP/2020/1438 sought permission for the change of use from a C4 six room small HMO to a large 10 room HMO. It was refused on the 13 August 2020 for the following reasons and dismissed on appeal on the 1 March 2021.

- 1. The proposed development, by virtue of the proposed off street parking/manoeuvring arrangements, would result in the loss of all existing amenity space and would fail to provide any amenity space of sufficient size and quality commensurate to the size and layout of the proposed development. The proposal would, thus, result in an over-development of the site detrimental to the residential amenity of existing and future occupiers. The proposal is therefore contrary to Policies DMH 1, DMH 5, DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).*
- 2. The proposed off-street car parking provision would fail to provide parking spaces in accordance with the Council's adopted car parking standards and thus would result in additional on-street parking, prejudicial to highway and pedestrian safety. The proposal would therefore be contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).*
- 3. The proposal, by reason of the siting of the ground floor flank bedroom window, given its proximity to the side boundary, flank wall of the adjoining property and cycle parking, would result in the provision of a habitable room with very restricted levels of outlook and natural lighting that would result in a substandard form of living accommodation and reliance upon artificial means of lighting which would fail to satisfy sustainability and energy efficiency objectives and would be to the detriment of the amenity of future occupiers, contrary to Policies DMH 1, DMH 5 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policies 3.5 and 5.3 of the London Plan (March 2016).*

3.7 The appeal (reference APP/R5510/W/20/3262001 dated 1 March 2021) dismissed the proposal on two grounds, specifically 1) inadequate amenity space provision (in the order of 43 sqm proposed) and 2) daylight/outlook for future occupiers of bedroom 7 (ground floor side view room).

Application 24469/APP/2019/3265 - change of use to a 10 bedroom HMO

3.8 Application 24469/APP/2019/3265 refused planning permission for a change of use to a 10 bedroom HMO, along with use of roofspace, rear dormer, front roof light, alterations to rear elevation and addition of cycle and refuse storage. The application was refused on the 9 January 2020 for the following single reason;

The proposed off street car parking provision, by reason of the proposed parking layout, including tandem parking, would fail to provide independently accessible parking space in accordance with the Council's adopted car parking standards and be likely to result in additional off street parking, prejudicial to highway and pedestrian safety. The proposal would therefore be contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two – saved UDP policies (November 2012) and Policy DMT 2 of the Hillingdon Local Plan: Part Two – Development Management Policies with Modifications (March 2019)

Application 24469/APP/2019/2772 – CLD for building alterations and works

3.9 Application 24469/APP/2019/2772 granted a certificate of lawful development for the conversion of the roofspace to habitable use, including a rear dormer. This was implemented.

4 Location and Context

- 4.1 The site lies east of Harlington, on the north side of Bath Road (A4 dual carriageway). Heathrow Airport lies south and west of Bath Road, opposite the site, with long stay car parking directly opposite the site.
- 4.2 Bath Road is a busy trunk road and offers regular bus connections, with bus stops virtually opposite the site. A traffic light controlled pedestrian crossing over Bath Road exists opposite the site. The site lies in PTAL zone 3 – offering moderate public transport accessibility.
- 4.3 46 Bath Road is a white painted detached two storey building, with a hipped roofline over. To the rear is a hard surfaced courtyard garden area, enclosed via timber close board fencing. The total site area extends to 0.037 hectares.
- 4.4 The property is currently occupied and used as a six room HMO (Use Class C4).
- 4.5 Pedestrian access is available via Bath Road to the front of the property and a public footpath runs to the western side of the site, between No.46 and the adjacent flatted building to the west (known as 42 – 48 Windsor Park Road).
- 4.6 Vehicle access is available from the rear, north, of the site. A manually operated metal sliding gate provides vehicle access to the rear of the site, currently offering unmarked parking for up to three vehicles. Access is via Windsor Park Road and a block paved cul de sac road constructed as a more recent extension to Windsor Park Road, serving two storey flatted blocks of housing. A number of properties on Bath Road take access off this block paved road via a rear gated access.
- 4.7 Adjoining properties along Bath Road include residential two storey housing. Some houses have been converted to flats and HMO's. Buildings to the immediate rear on Windsor Park Road provide flatted accommodation.



Image 4: 46 Bath Road frontage (taken April 2020)



Image 5: Rear elevation of 46 Bath Road viewed from the Windsor Park Avenue access (taken April 2020)



Image 6: Existing bird's eye view of 46 Bath Road with the site edged red (extract from Bing Maps)

5 Planning Policy

The National Planning Policy Framework 2021

- 5.1 Paragraphs 10 and 11 confirm that at the heart of the Framework is a presumption in favour of sustainable development, which means approving development proposals that accord with an up-to-date development plan without delay. Paragraph 59 reaffirms the Government's clear objective of significantly boosting the supply of housing.
- 5.2 Paragraph 69 relates to small and medium sized sites and recognises that they can make an important contribution to meeting the housing requirement of an area. It requires Council's to support the development of windfall sites through policies and decisions, giving greater weight to the benefits of using suitable sites within existing settlements for homes.
- 5.3 Paragraphs 119 and 120 seek to promote the effective use of land in meeting the need for homes. It adds that decision making should promote and support the development of under-utilised land and buildings. Paragraph 124 requires Councils to support development that makes efficient use of land, subject to consideration of criteria.
- 5.4 Section 12 relates to design. It confirms that good design is a key aspect of sustainable development and that decision making should ensure that developments are visually attractive as a result of good architecture, layout and appropriate landscaping.

The Hillingdon Local Plan

- 5.5 The Development Plan for this area includes; Part 1: Strategic Policies 2012 and Part 2: the Local Plan Part 2: Development Management Policies and Site Allocations and Designations 2020 (adopted 16 January 2020).
- 5.6 Policy DMT6: vehicle parking, is relevant and requires development proposals to comply with parking standards. Varying of the requirements will only be agreed where this would not lead to a deleterious impact on street parking provision, congestion of local amenity.
- 5.7 Policy DMH5 houses in multiple occupation is relevant and seeks to ensure that all proposals for large HMO's have i) good accessibility to local amenities and public transport, ii) accord with accessible homes standards/provide satisfactory living conditions and iii) that there will be no adverse impact on the amenity of neighbouring properties or the character of the area.
- 5.8 Policy DMH1: safeguarding existing housing, seeks to resist the loss of self contained housing. Subdivision will only be permitted where car parking standards can be met; adequate amenity space is provide for residents; and adequate living space standards met.
- 5.9 Policy DMHB11: design of new development, sets out the design requirements for new development.
- 5.10 Policy DMHB18: private outdoor amenity space, states that new residential development and conversions will be required to provide good quality and useable private outdoor space amenity space. Provision should be in accordance with those set out in table 5.3. Table 5.3 requires the following;

Table 5.3: Private Outdoor Amenity Space Standards

Dwelling type	No of bedrooms	Minimum amenity space provision (sqm)
Houses	1 bedroom	40
	2 and 3 bedrooms	60
	4 + bedrooms	100
Flats	Studio and 1 bedroom	20
	2 bedrooms	25
	3 + bedrooms	30

5.11 Other policies include;

DMT2	Highways impacts
DMHB12	Streets and public realm
DMHB14	Trees and landscaping
DMHB16	Housing standards

The London Plan 2021

5.12 A number of London Plan policies are generally relevant; however, the Hillingdon Local Plan is of primary relevance in considering this application. The London Plan policies are not set out in full here.

6 Use and the principle of development

- 6.1 This application is a resubmission of an earlier refused application (24469/APP/2021/4075) for an 8 room HMO, but with revisions to the cycle and bin storage layout to enhance the outlook and aspect to the front bedrooms, and revisions to the amenity space layout.
- 6.2 In that earlier application, no objections were raised to the broad principle of the conversion to a large HMO (Sui-Generis use class). Rather, the concerns raised by the Council relate to the details of the scheme.
- 6.3 The site lies within the established built up urban area and is surrounding by residential development. The existing building is in use as a small HMO (Class C4). The proposed eight bedroom HMO use (Sui Generis) would retain the residential HMO use.
- 6.4 The site lies in an accessible location (PTAL Zone 3), lying along the A4 Bath Road, which offers regular us services. The property is large enough to accommodate all eight bedrooms (detailed evaluation to follow in this report) and lies in a mixed residential area.
- 6.5 The proposed change from small HMO to large HMO (Sui Generis) is acceptable in principle and would make efficient and effective use of this large building and provide much needed shared living accommodation. It is considered that the principle of the proposed use would accord with relevant Local Plan policy, as well as the London Plan and the Framework.

7 Amount and Layout

Amount

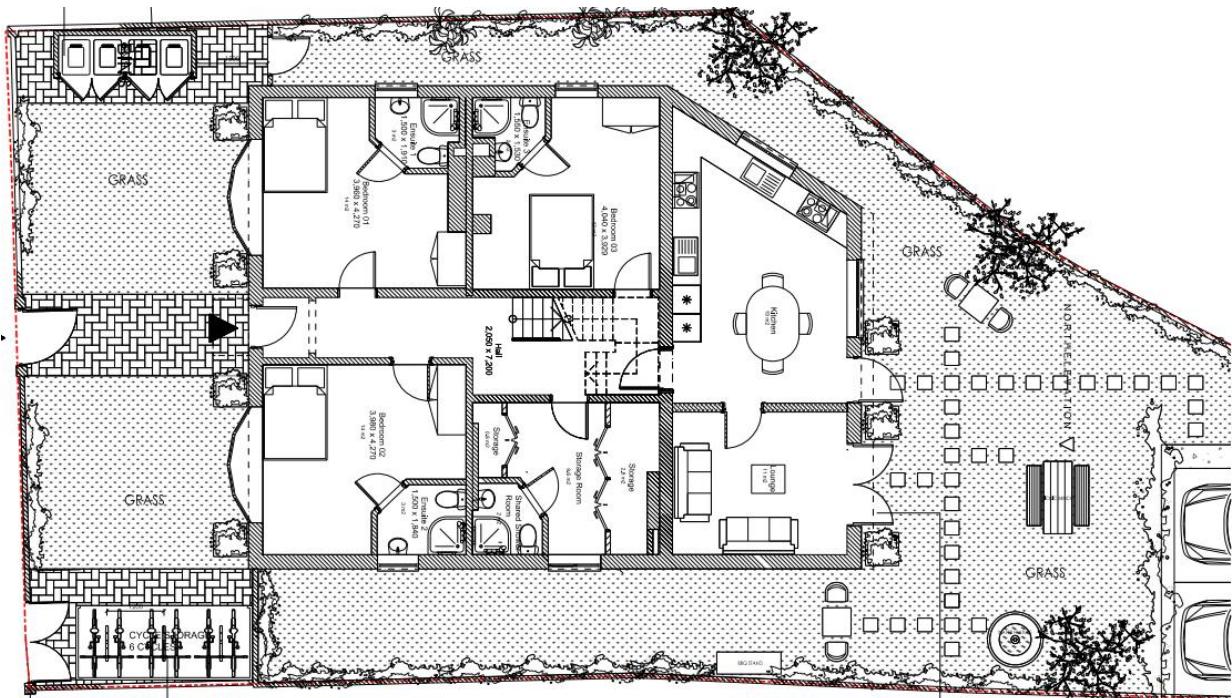
7.1 The amount of development remains as per the previously submitted application 24469/APP/2021/4075, proposing an eight room HMO with two parking spaces, amenity space and cycle/bin stores. No new extensions or additional floorspace proposed. The amount of physical development on the size will therefore not increase as part of the application.

7.2 As with the previous application, the submitted plans show how eight en-suite HMO bedrooms with shared lounge/kitchen/dining. The eight bedrooms are proposed for SINGLE PERSON occupancy, so there would not be more than eight people resident at the property at any time. The number of rooms can be readily accommodated within the building.

Layout

7.3 The proposed accommodation remains as per the recently refused scheme, including bedroom sizes, room heights, kitchen/living and bathroom provision, which all comply with the standard requirements for HMO's. Each bedroom would have a good standard of light, aspect and outlook, sufficient to provide an acceptable standard of amenity.

Room	Proposed GIA (sq m)
Living and kitchen	19 + 11 = 30 total
1 Ground floor	14.0 (+3.0 en-suite)
2 Ground floor	14.0 (+3.0 en-suite)
3 Ground floor	13.0 (+2.0 en-suite)
4 First floor	13.0 (+2.0 en-suite)
5 First floor	14.0 (+2.0 en-suite)
6 First floor	14.0 (+2.0 en-suite)
7 First floor	10.0 (+2.0 en-suite)
8 Second floor	12.0 (+3.0 en-suite)



**Image 7: Proposed ground floor plan layout – extract from drawing 04-001
(not to scale)**

Refusal Reason 1 of APP/2021/4075 – outlook to Room 1

7.4 The previous refused application identified concerns with the location of the cycle store in front of the ground floor bedroom 1. This revised application has repositioned the cycle and bin stores so that both are located along the side boundaries and not in front of bedroom windows (see Image 7 above). This significantly enhances the outlook and aspect to the ground floor rooms and addresses the first reason for refusal from application 24469/APP/2021/4075.

Refusal Reason 2 of APP/2021/4075 – Amenity space layout

7.5 The previous refused application set out concerns regarding an inadequate amount of useable external amenity space for occupiers. The scheme included in the order of 118 sqm, including the side areas.

7.6 As with the previous scheme, the current proposal shows how the area of space to the rear of the building can be laid out to provide an attractive and useable area of amenity space. This includes several seating areas, a BBQ area, water feature and soft landscaping. Drawing LAN-001 includes further details of the proposed landscaping. The eastern walkway side path has been removed (no side gate), enhancing the usability of the side area. Importantly, the proposed amenity area is readily accessible from the main living and kitchen rooms, via rear doors.

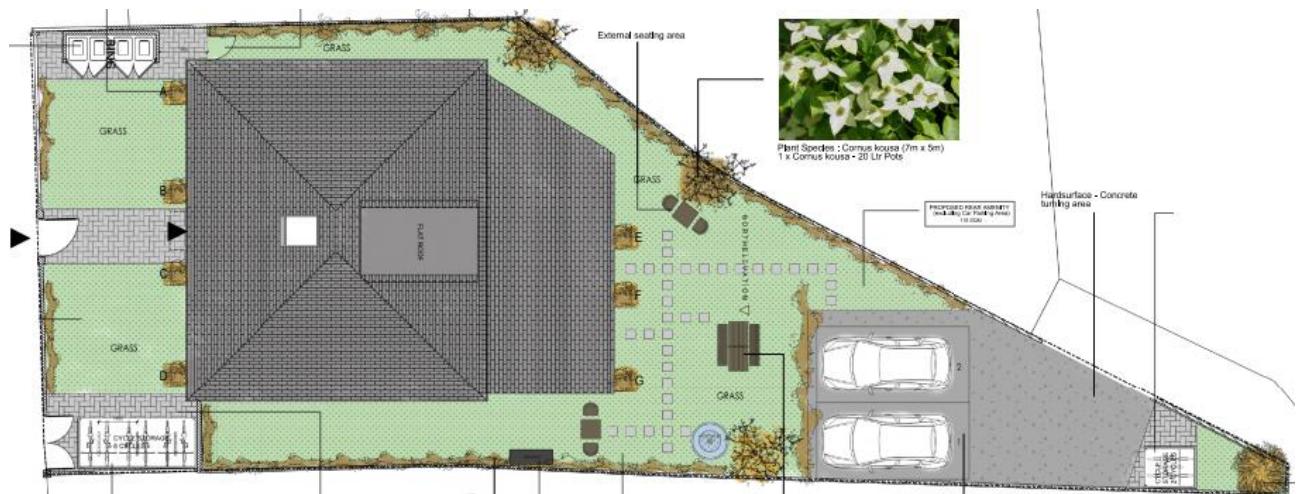


Image 8: PROPOSED site layout landscaping plan extract (drawing LAN-001)

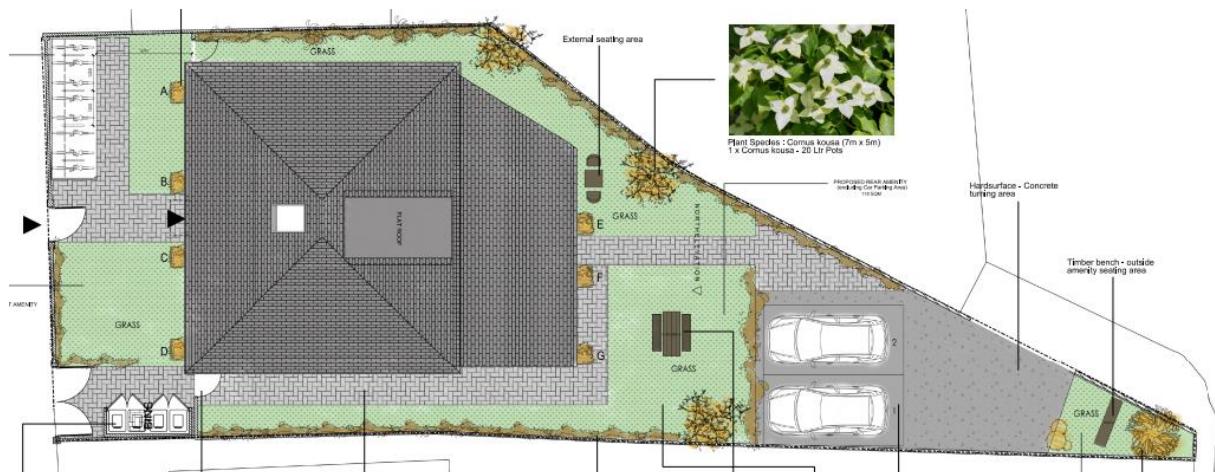


Image 9: REFUSED SCHEME (24469/APP/2021/4075) site layout landscaping plan extract (for comparison purposes)



Image 10: Extract from the submitted CGI drawing (ref 08-002) showing the layout of the amenity space to the rear of the building

7.7 The Council have previously set out an amenity space requirement for 15 sqm per room. However, this figure is not set out in the development plan. Policy DMHB18 sets out amenity space requirements for dwellings and flats, but nothing specific to HMO units. The previous Inspector in the 10 room HMO Inspectors appeal decision, dated 1 March 2020 (which provided very little amenity space), reference APP/2020/1438, stated the following in paragraph 10;

10. The Council contends that 15 square metres of amenity space should be provided per bedroom; however, it has not referred to any policies or guidance which support this stance. Policy DMHB18 of the London Borough of Hillingdon Local Plan Part 2 Development Management Policies (DMP) indicates that houses with 4 or more bedrooms should provide a minimum of 100 square metres of amenity space. Based on the evidence, it is not entirely clear whether an HMO should provide that amount of amenity space. In any case, the policy requires that good quality and usable private amenity space is provided and its supporting text states that matters including the shape and position of spaces should be considered.

7.8 It is clear that the requirement for 15 sqm per room has no policy basis and that the critical consideration is whether the amenity space provision is good quality and useable. In this case, the amenity space is highly accessible and useable, offering residents a place to sit outside and spend time if required. It is also highlighted that occupiers tend to be local workers who have only limited amenity space needs. Furthermore, Cranford Park lies 300 metres from the application site, which is also available should occupiers need greater space, for example for exercise.

Other layout considerations

7.9 The car parking provision of two parking spaces is considered to be adequate to meet the needs of future occupiers. Low car ownership is anticipated and the property lies along a bus route, where bus stops are located to the site frontage. The site also lies in PTAL Zone 3, where accessibility is good. No objections were raised regarding the proposed car parking provision/layout in respect of the previous application 24469/APP/2021/4075 and the Officers report confirm that no highway objections were raised.

7.10 Two new covered secure cycle storage areas are proposed as part of this application (east side frontage and northern rear corner) and the plans show how these would provide a total of eight secure cycle storage spaces. The Applicants would be willing to accept a pre commencement condition requiring the submission of details, if considered necessary.

7.11 Bin storage will be adjacent to the west side the property (frontage), with bins being taken to the road frontage on collection day. Details of the bin enclosure are included on drawing LAN-001, however, further details can be required to be submitted for approval by condition, if considered necessary.

7.12 It is considered that the proposed amount of development and layout of the accommodation is appropriate in this location and can satisfactorily be accommodated upon the site.

Impact upon residential amenity of adjoining properties

7.13 Given that the size of the property is not changing and no external changes are proposed, it is considered that the proposal would not adversely affect the light, aspect or outlook of the adjacent properties and would have an acceptable relationship with those neighbouring properties. No objections were raised in this regard with the previous application 24469/APP/2021/4075.

7.14 It is also highlighted that each room would be let as single person occupancy only – including professionals working locally at the airport and associated facilities. The premises are kept clean, tidy and provide a high standard of accommodation. The proposed addition of two more rooms (from six to eight rooms) would not materially or harmfully impact upon the residential amenities of adjoining residential properties.

8 Scale and appearance

8.1 The external elevations of the existing building will not be affected by the proposal, other than the proposed new rear glazed patio door opening. The building will otherwise retain its existing character and appearance. The C4 HMO use has not changed the scale or appearance of the property or street character and the proposed large HMO use, with eight bedrooms, will not have any material effect on the appearance of the building.

8.2 The external spaces to the front and rear of the property will not materially change as part of the current application, with the front garden area retained, along with the bin and cycle stores. The existing rear courtyard parking area will, however, be substantially enhanced through the inclusion of new landscaping and amenity space.

8.3 The proposed scale and appearance of the proposed development is considered to be appropriate and compatible with the existing street scene. The proposed development is considered to be in accordance with Policy DMHD1 and DMHB11 of the Local Plan Part 2 in relation to design considerations.

9 Landscaping

9.1 The site currently includes very limited landscaping, with the entirety of the rear area being concrete surfaced. The application proposes significant enhancements to the level of landscaping on the site, with new soft landscaping, including grassed areas and shrub and tree planting to beds and borders. The application has been submitted with a proposed detailed landscaping scheme, which shows the details of the hard and soft landscaping. Specification details of the species and size of plants are also set out.

9.2 Importantly, the proposed landscaping scheme will enable an attractive and enclosed area of shared private amenity space to the rear of the building for use by future occupiers. The way in which the area is designed to be used, along with its min 118 sq m of area, is considered to be sufficient to meet the needs of future occupiers.

10 Access and parking statement

- 10.1 No objections were raised regarding car parking or access on the most recent refused application APP/2021/4075 and this application is identical in terms of the access and car parking proposals.
- 10.2 The existing rear vehicular access off Windsor Park Road provides access to the existing rear parking courtyard area. This black metal sliding gate (manually operated) is to be retained for use and two parking spaces laid out and made available for use by occupiers.
- 10.3 It is highlighted that the recently adopted London Plan (2021) states that car free developments should be the starting point for all development proposals that are well connected by public transport and 'car-lite' elsewhere. Policy T6 of the London Plan refers. It is highlighted that the site lies in close proximity to public transport links along Bath Road and lies within PTAL Zone 3.
- 10.4 A swept path drawing (reference 2552-001) shows that the spaces have an acceptable layout. The full requirement of eight secure cycle spaces (one per room) are provided.
- 10.5 It is considered that the proposed car parking and cycle storage provision and layout is acceptable and would meet the needs of the proposed development.

11 Community Infrastructure Levy & Section 106

- 11.1 A CIL questions form has been submitted with the application. Mayoral CIL and Hillingdon's CIL are relevant. The development is broadly CIL liable, although no CIL will be payable given that no additional floorspace will be created by the development. A CIL questions form has been submitted with the application.
- 11.2 It is also understood that the proposal does not trigger a need for affordable housing or other Section 106 financial contribution.

12 Conclusions

12.1 This application follows the previous refusal of application 24469/2021/APP/4075 for an eight room large HMO, which was refused on two grounds. This further revised application relates to a virtually identical scheme, save for revisions to the bin/cycle storage layout and updates to the amenity space area.

12.2 The property is currently in C4 HMO use (six bedrooms). The proposal therefore seeks an increase from a six room to an eight room HMO. Each room will be available for single person occupancy only. The existing building is to be retained and no external alterations to the building are proposed, other than a new glazed double door opening to the rear of the building.

12.3 This application proposes a number of changes from the previous eight room scheme 24469/2021/APP/4075 as follows;

- Bin and bike stores have been reconfigured, placing the bin and bike storage areas alongside the side boundaries to the front of the building. This enables an open outlook and aspect to the front room windows.
- Enhancements to the layout and arrangement of the shared amenity area, including the inclusion of a BBQ area, water feature and blocking off of the side access gate (east side) to improve usability.

12.4 It is considered that the revisions made substantially address the reasons for refusal of application 24469/2021/APP/4075. Whilst an increase in the AMOUNT of amenity space cannot be provided, improvements to the usability of the space have been included. It is contended that the QUALITY and USABILITY of the amenity space is acceptable and will meet the needs of occupiers. On balance, the scheme is considered to be acceptable.

12.5 As with the previous scheme, the proposed parking provision is considered acceptable in this accessible location and takes into account the low levels of car ownership anticipated. Similarly, the proposal will retain the character and appearance of the dwelling. The proposed rooms and shared communal rooms will each meet required standards and provide a good standard of residential accommodation. Bin storage and cycle storage provision have been included within the layout.

12.6 This further revised application is considered to be acceptable and to address the matters previously raised in the previous application. The proposal would accord with the Development Plan, including the Hillingdon Local Plan Part 2, as well as the London Plan and NPPF. No unacceptable harm would arise from the proposed development.

12.7 The Applicant is willing to discuss the scheme with the Council during the course of the application and the need for conditions to control the development.