

Design & Access Statement

Site: 17 Orchard Drive, Uxbridge, UB8 3AE

Proposal: Conversion of a single family detached house to a 9 people, 7-bed HMO (Sui Generis)

Date: 20/02/2023

Site & Locality

The application site is a two storey detached property located on the North East side of Orchard Drive, Cowley Uxbridge.

The property's principle elevation faces North East. The property has a large rear garden which backs onto the residential gardens of 1A Field Way.

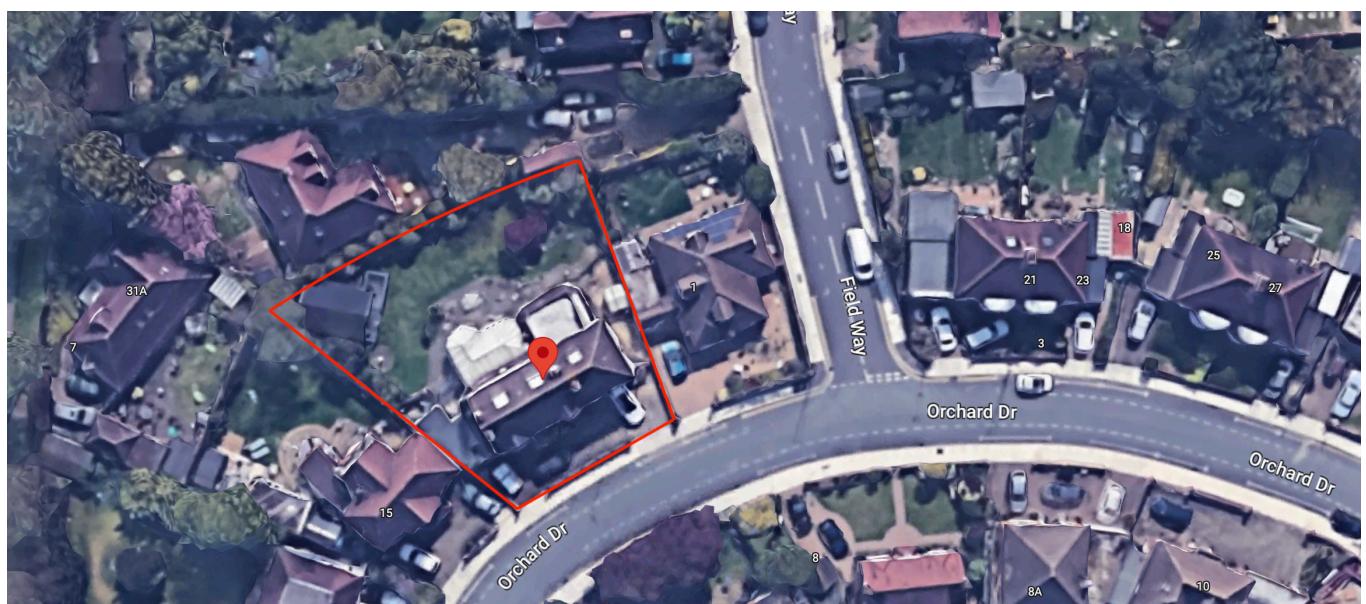
In relation to immediate neighbours, the property is set at an angle and has been extended by way of a rear conservatory.

The street scene is residential in character and appearance comprising predominantly of two storey large detached style properties.

The site lies within the Orchard Drive, Hamilton Road, Clayton Way Area of Special Local Character (ASLC).

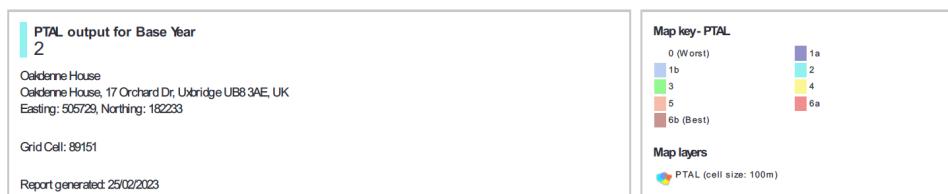
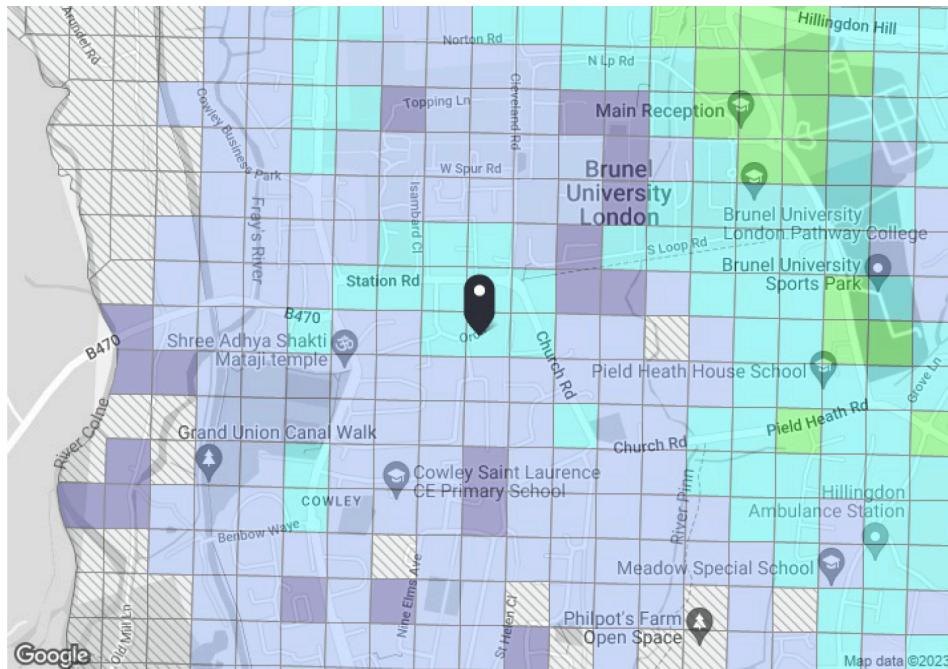
The site is well connected to public transport and facilities. There are regular bus services to the nearest Uxbridge Town Centre and Uxbridge Tube Station.

The application site has a front driveway & double garage, which would provide parking of up to 5 vehicles and the proposal would not affect the parking arrangement.



Accessibility

The site has a reasonable PTAL rating of 2 which indicates convenient access to public transport and it is within a short walk and cycle distance of a nearest town centre.



Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

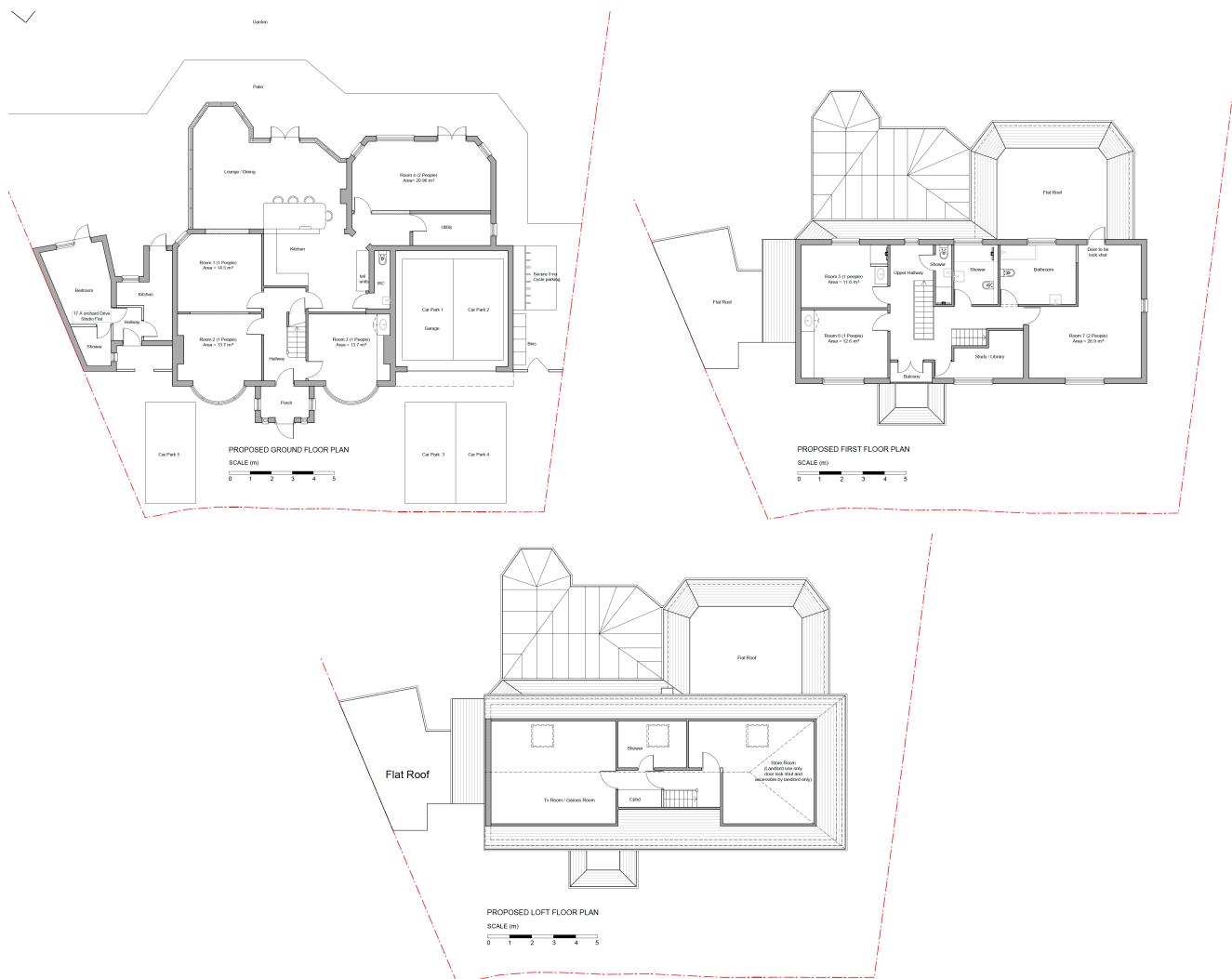
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	COWLEY STATION ROAD	222	499.85	7.5	6.25	6	12.25	2.45	0.5	1.22
Bus	CHURCH ROAD HUXLEY CLOSE	U3	312.22	5	3.9	8	11.9	2.52	0.5	1.26
Bus	STATION ROAD THE AVENUE	U5	180.2	5	2.25	8	10.25	2.93	1	2.93
Total Grid Cell AI:										5.41

The proposals include the provision of 5 car parking spaces and in line with London Plan policy T6.1(C) electric vehicle charging point will also be provided. Table 10.2 of the London Plan sets out the minimum cycle parking requirements for developments. The required standard is 1 space per studio and this is similar to the proposed HMO use. As such, the development is required to provide cycle parking for 9 bicycles and this will be included within the side amenity space.

The Proposal

Planning permission is sought for the change of use from the existing C3 dwelling into 7-bedroom 9-people Sui Generis highly functional & practical HMO which will attract working professionals in the area by focusing on design & sustainability with the following facilities:

- Ground floor communal kitchen with open plan lounge & dining area of 48.9 sqm with two sets of cooking facilities.
- 1 WC on ground floor, 3 bathrooms on first floor & 1 bathroom on loft floor level. 3 out of 7 bedrooms have in-built handwashing facilities.
- Games room/TV room is proposed in Loft space.
- Library/Study is also proposed at First floor level for residents.
- Cycle storage units for up to 9 cycles
- 4 x refuse storage bins with enclosures
- 514 sqm amenity space at rear garden.
- It is proposed that the overall bedrooms and occupants would not be exceeding 9 and as such the applicant would welcome the Council to impose planning condition to restrict the maximum number of bedrooms and occupants should the proposal be permitted.
- Storeroom in the loft will be lock shut and only be accessible by the landlord. Storeroom will be used for storage purposes only.



No external alterations are proposed to the main house, hence there will be no impact on the street scene or wider areas.

Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMH 5 Houses in Multiple Occupation

DMHB 11 Design of New Development

DMHD 1 Alterations and Extensions to Residential Dwellings

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP 3.5 (2016) Quality and design of housing developments

The Principle of the development

Policy DMH 5: seeks that Houses in Multiple Occupation (HMOs) will be required to demonstrate 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.

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 license 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 proposal will not have a negative impact on the residential amenity within the area.

- i) provision of 5 off street parking spaces and 9 no. bicycles parking to meet the London Plan and Local Policy;
- ii) no loss of front garden as no changes are made to existing parking arrangement;
- iii) no change to existing rear boundary high hedge grow to keep high level of privacy as before;
- iv) retaining the exterior of the building in the same condition without external alterations and
 - iv) bin storage arrangements would be provided on the side in proximity to the highway boundary this would meet both the planning policy and HMO regulations.

As per research Data from Hilingdon HMO register January_-_PUBLIC_-_HMO_Monitoring_(LBH)_(1)

0% in all area - no registered HMO within the neighbourhood or within 100m of a street length. This would cover Station road, Field way, Belgrave mews, Clayton way, Hamilton road, Clammas way, Cleveland road and Church road.

The application site is not in a Conservation Area and less than 10% of the properties in the output area have been converted to HMO's. The principle of the change of use is therefore considered acceptable.

Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that 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, considering the 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.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposal does not include any external alterations and therefore does not result in any concerns in terms of visual impact.

Impact on neighbours

Policy DMHD 1 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. It also required that there is no unacceptable loss of outlook to neighbouring occupiers.

Policy DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation 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.

The property at 17 Orchard Drive was trading as an extremely successful B&B Guest House with 6 double bedrooms and 2 triple bedrooms with 18 max occupants for a considerable number of previous years before current owner took over the property in 2015. The property was granted a C3 licence by the council to the previous owner.

Since current owner purchased the property in 2015 aside from the main 4 residents, they have had numerous long stay visitors from overseas (4 people) plus their parents stayed last year upon the sale of their house (3 people), his sister and her daughters (3 people) due to the sudden loss of her husband due to Covid, plus countless more long stay visitors.

The current house has 4 double bedrooms and could be occupied by 8 persons as a single dwelling. The proposal is for going back to 7 bedrooms which would result in a possible increase in occupancy by one limiting max number of residents to 9. Thus, given the proposed number of occupants, the proposal is not considered to give rise to unacceptable impacts on adjoining occupiers in terms of noise and disturbance.

Planning application ref: 29596/APP/2003/1744 submitted on 22/07/203 proves that 17 Orchard Drive was continuously used a guest house for a period of more than 10 years with evidence provided dating back to 26/06/1992.

Living conditions for future occupiers

The proposed development is seeking change of use to an HMO. The proposed development comprises 7 bedrooms. The bedrooms are proposed to have an internal floor area of:

Bedroom 1 - 14.5 sqm (1 People)

Bedroom 2 – 13.7 sqm (1 People)

Bedroom 3 – 13.7 sqm (1 People)

Bedroom 4 – 20.96 sqm (2 People)

Bedroom 5 – 11.6 sqm (1 People)

Bedroom 6 – 12.6 sqm (1 People)

Bedroom 7 – 26.9 sqm (2 People)

There is a communal Kitchen /living/dining room measuring approximately 33 sqm which links to the kitchen of 16.3 sqm. The proposal would meet the minimum floor area standards.

Along with the communal living room games room/TV room is proposed in the Loft space. Residents can use both the spaces for different things at the same time, such as watching TV or having a chat after work or playing indoor games this will boost the wellbeing of residents.

Library/Study is also proposed at First floor level for residents those who enjoy reading.

Number of residents will not increase more than 9 within the HMO.

Policy DMHB 18: Private Outdoor Amenity Space states:

All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space.

The existing rear garden, at approximately 514 sqm is considered to be of sufficient size for the residents.

Traffic impact, Car/cycle parking, pedestrian safety

The proposal does not affect the current parking arrangement. On the basis that the development has 7 bedrooms and will have 9 occupants the maximum number of car parking spaces permissible is 5. There is sufficient car park space available to meet this maximum standard. Furthermore, the proposal includes details of 9 secure cycle storage spaces.

Refuse Storage

The proposal would provide four 240L wheelie bins for household waste & recycle waste, located to the side of the property. All refuse collection to be arranged based on the council's collection schedules.

Conclusion

HMOs are an important element of the city's housing stock and it is not the aim of the policy to reduce their overall numbers. Shared and/or rented housing fulfils a need for students and residents other than students, especially at the lower cost end of the housing market.

It is clear from the research data that the site is not located in a high HMO concentration area and the proposal has adopted the council's current policy and HMO standards to meet the strict requirements for both planning and housing purpose, the conversion should therefore be considered acceptable to the LPA based on the above information provided.