

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

DESIGN AND ACCESS STATEMENT

Change of Use from a 6-bed, 6-person small-scale HMO (Use Class C4) to a 6-bed, 10-person HMO (Use Class Sui- Generis)

65 BERWICK AVENUE, HAYES, UB4 0NQ



RTPI

mediation of space · making of place

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- 1) Photographs showing the application site

1 SITE AND SURROUNDINGS

- 1.1 The site is located on 65 Berwick Avenue which is a six-bedroom small-scale HMO
- 1.2 The surrounding area is predominantly residential in character.
- 1.3 The application site is not located in a conservation area and the dwelling on-site is not listed.
- 1.4 In August 2022 the Council issued the property with a licence that it meets the standards to operate as a large-scale HMO for 10 occupants.

2 PROPOSAL

- 2.1 The application seeks to formally change the use of the property from a small-scale HMO to a large-scale HMO.

3 RELEVANT PLANNING HISTORY

The following application relates directly to the site itself

- 3.1 Planning application ref: 35085/APP/2011/1221 'Single-storey rear extension involving alterations to side' was approved on 02/08/11 | 65 Berwick Avenue Hayes.

4 PLANNING POLICY AND GUIDANCE

- 4.1 **National Planning Policy Framework (NPPF)** The NPPF outlines the government's requirements for the planning system and establishes how these will be addressed.
- 4.2 **The London Plan (2021)** The London plan is a strategic policy framework document for the London area. The policies that are relevant to the proposal are: D6: Housing quality and Standards, G4: Delivering

the homes Londoners need, H10: Housing Size Mix, T6: Car Parking, T6.1: Residential Parking

4.3 **London Borough of Hillingdon Local Plan Part 2: Development Management Policies 2020.**

Policy DMH 5: Houses in Multiple Occupation (HMOs) and student accommodation.

4.4 The policy states that '*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: there is good accessibility to local amenities and public transport; they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and there will be no adverse impact on the amenity of neighbouring properties or the character of the area*

It is considered that the above criteria are complied with as the site is close to the high standard public transport facilities of Uxbridge Road and The Broadway with the retail, business, leisure and community facilities. Good standards of living conditions are offered and no adverse impacts on neighbouring amenities or surrounding character would be created.

Policy DMHB11 Design of New Development

4.5 A) *All development, including extensions, alterations and new buildings will be required to be designed to the highest quality standards...*
iii) *ensuring that the internal design and layout of development maximises sustainability and is adaptable...*

It is submitted that the proposal involves a change of use within the existing structure and therefore the scale and design are acceptable and the HMO use remaining integrated within the street scene. The internal layout ensures sustainable principles of maximising the use of space are followed and there is space for waste and recycling collections to continue effectively.

Policy DMHB12 Streets and Public Realm

4.6 A) *Development should be well integrated with the surrounding area and accessible.*

In relation to this policy, it is considered that the proposal would accord with the established townscape character and quality of the surrounding area. Landscaping would be retained as the use would continue in residential use with amenity areas used by occupants. The proposal would offer accommodation with convenient bathroom facilities aligned with principles of inclusive design.

Policy DMHB 16: Housing Standards

4.7 *All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:*

i) meet or exceed the most up to date internal space standards,

As may be seen with reference to the plans, the accommodation is fully compliant with the standards in Hillingdon's Housing Standards and Minimum Standards for HMOs.

Policy DMT 6: Vehicle parking (Hillingdon Local Plan Adopted 2020)

4.8 DMT 6 states that developments must comply with the parking standards to facilitate sustainable development and address issues relating to congestion and amenity. The Council could potentially agree to vary these requirements when: *the variance would not lead to a deleterious impact on-street parking provision, congestion or local amenity; and/or a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

4.9 **London Borough of Hillingdon Minimum Standards for Houses in Multiple Occupation, Housing Act 2004.** This document sets out the minimum standards for HMOs within the borough. Page 3, external standards: Building elements, Surface and foul water drainage, yards and amenity space. Page 4, Internal standards: bedrooms, lighting, staircase and steps, bathroom and toilet facilities, kitchen, dining and living facilities are all relevant to the proposal. As may be seen from the plans, the proposal is fully compliant with the relevant accommodation and space standards.

5 COMMENTS

- 5.1 Photographs showing the application site are produced in Appendix 1.
- 5.2 The application seeks to formally change the use of the property from a small-scale HMO to a large-scale HMO. The proposed will provide high-quality HMO accommodation in a predominately residential area with good transport links.

LAYOUT/AMENITY STANDARDS

- 5.3 The current ground floor layout consists of a kitchen, dining, and lounge area. The first floor holds three bedrooms and a bathroom and the loft area is not currently being used as a room. As the number of occupants is increasing from 6 to 10, additional facilities have been added to the site. Concerning the ground floor, two bedrooms and the bathroom will remain. The loft will be used as a generous-sized bedroom with an accompanying ensuite. On the first floor, the room layout will remain the same with only an additional staircase being put in place to connect the first floor to the loft. The staircase in question measures at a width of 800 mm which is more than the council's minimum width requirement of 750mm.
- 5.4 The property will have 5 double bedrooms, 2 of which will be on the ground floor, an additional 2 will be on the first floor and 1 double room in the loft space. All bedrooms provide generous space for occupants. In relation to the Council's standards for HMOs Room 5 on the first floor will be used as a bedroom for an occupant under the age of 10. The property will benefit from 3 bathrooms and the kitchen will also have 2 sinks and 2 cookers to satisfy the Council's HMO guidelines.
- 5.5 The shared facilities such as the kitchen and bathroom are also generous in size with natural lighting and will provide good standards of living for occupants.

ACCESS

- 5.6 Local amenities are well provided within the area with local shops and buses being located on Uxbridge Road. Train stations around the area are Southall and Hayes & Harlington which have a variety of connections around London. With transport being close to the site, car use for the tenants is not essential.
- 5.7 The impact on parking would be minimal as the property benefits from a driveway for multiple cars in addition to parking available on roads outside the property

6 CONCLUSION

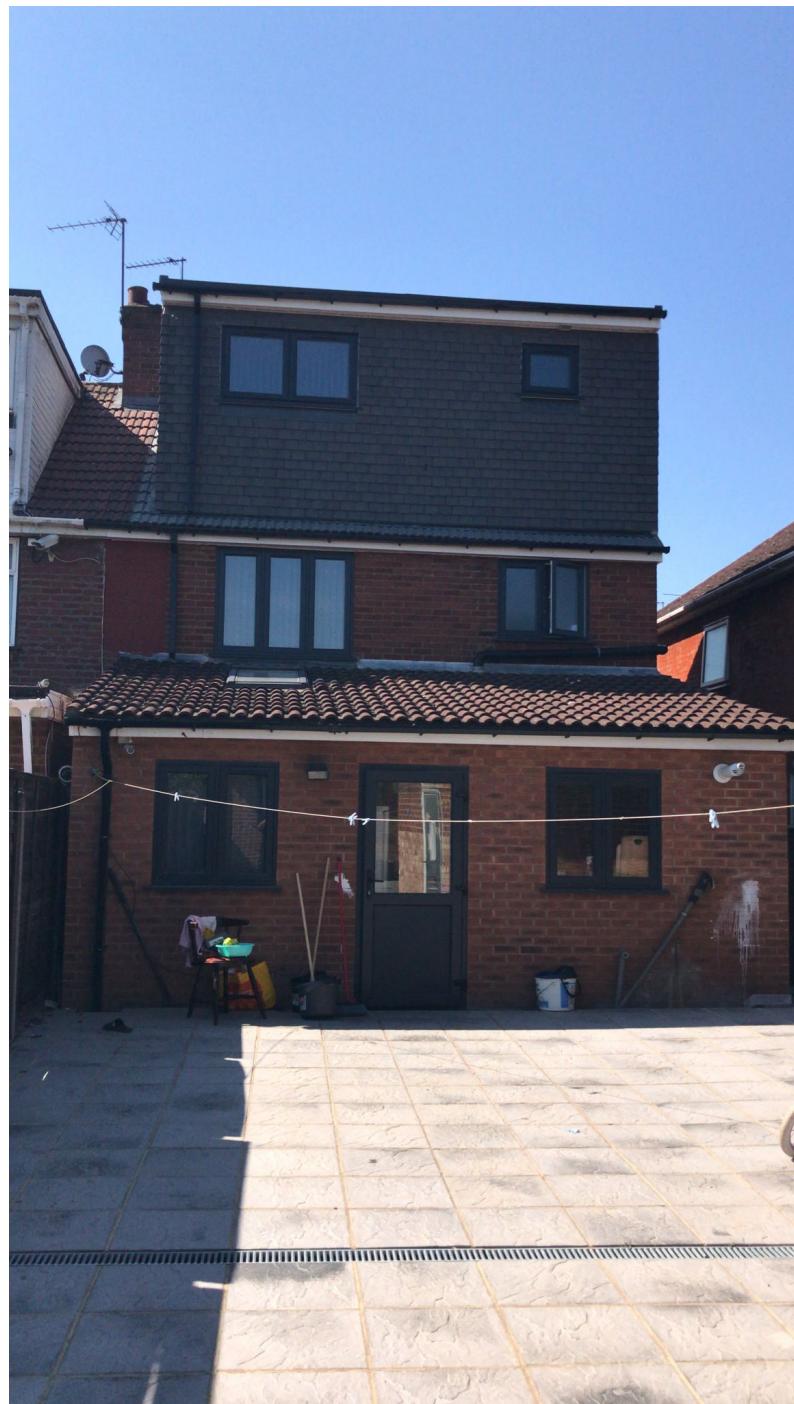
- 6.1 The change of use to a large-scale HMO will provide a high level of accommodation for the would-be occupants and will be a sensitively integrated addition to the residential area
- 6.2 The proposed scheme has met and exceeded the minimum required housing standards set out by Hillingdon Council. The proposal would provide a good standard of living for any potential occupants. The proposal would not be harmful to the character and appearance of the surrounding area.
- 6.3 The provision of a maximum of 10 occupants is not considered to have any significant detrimental impacts on any residents or amenities. The proposed development would not result in increased pressure on the local road network.
- 6.4 The Council is respectfully requested to grant permission for this change of use.

APPENDIX 1

Photographs showing the application site



The front of the property



The rear of the property