



Planning

Planning Statement

Leederville
Uxbridge Road
UB10 0PL

June 2023

Planning Application

Excel Planning have been instructed by the applicant to submit a planning application for the following development:

'Change of use from 6-unit HMO Class C4 to 7-unit 7 person HMO Sui generis with minor alterations to the rear elevation together with cycle and refuse storage'.

Site and Surrounding Area

The application site is a two-storey terraced building located on the southern side of Uxbridge Road. The application site is currently in use as a 6 unit HMO under the C4 use class.

The surrounding area is characterised by a mixture of residential and commercial developments. The locality consists of two storey properties, bungalows and two storey properties containing residential upper floor uses and ground floor commercial uses. Coney Green is located opposite of the application site. The application site is not statutory nor locally listed and is not located within the Green Belt. Leederville sits adjacent to the Hillingdon Village Conservation Area.

In regard to transport, the site has a PTAL rating of 2. The nearest bus stop is a 3 minute walking distance from the application site with connections to Hillingdon Station, Hayes, Uxbridge and Heathrow Airport, and the location of the property is within walking distance of a variety of amenities and services.

Planning History

No relevant planning history



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Proposed Development

The proposal seeks planning permission for the change of use of an existing C4 unit HMO to a 7-unit 7 person HMO Sui Generis

Details of the internal layout are listed below:

- Unit 1 – 11m²
- Unit 2 – 13m²
- Unit 3 – 11m²
- Unit 4 – 13m²
- Unit 5 – 10m²
- Unit 6 – 9m²
- Unit 7 – 14m²

Planning Policy

The policy documents appropriate for the site is as follows:

- London Plan (2021);
- Hillingdon Local Plan: Part One – Strategic Policies (November 2012)
- Hillingdon Local Plan: Part Two – Development Management Policies (January 2020)

The material planning considerations are set out and discussed below:

Principle of Development

Policy DMH 5 of the Hillingdon Local Plan: Part Two – Development Management Policies (January 2020) requires large houses in Multiple Occupation (HMOs) to demonstrate the following:

- 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



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It is therefore evident that the Council considers HMOs as a suitable type of residential accommodation and will support them subject to other planning considerations being addressed.

The current proposal seeks to convert an existing 6 unit HMO within the C4 use class to a 7 unit, 7 person HMO Sui Generis

The application site has a PTAL rating of 2 which is in the lower level of public transport connections, however a bus stop is in close proximity to the site that provides connections to Hillingdon Station, Hayes, Uxbridge and Heathrow Airport, and the location of the property is within walking distance of a variety of amenities and services.

Design

Given the sustainable location of the application site, with access to services and public transport, it is considered that the proposed use as HMO (Sui Generis) will be appropriate in this location and will not give rise to any significant amenity impact within the surrounding neighbourhood.

The proposed change of use will create high standard rooms for single person accommodation for students, business people etc. All the proposed rooms exceed minimum standards in order to create a comfortable and a high standard HMO in order to attract the best quality of residents in the area whom will look after the property and the community.

Necessary signs to be put up in communal rooms to ensure future tenants respect the amenities of the neighbouring properties.

Policy D6 of the London Plan (March 2021) requiring single bedrooms to have a floor area of at least 7.5 sqm and be at least 2.15m wide. All bedrooms as part of this application exceed these requirements.

The proposal also includes minor alterations to the rear elevation involving the rearrangement of existing fenestration details. These changes are considered to be minor and would not have a detrimental impact on the character and appearance of the host property.

Increased intensity

The size of the property is considered to be large enough to accommodate the additional unit without resulting in overly cramped conditions within the property. The increase of one unit is considered to be minimal. An additional person would not result in an untoward



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increase in the number of comings and goings, or such an intensification of the use of the building or garden, that would warrant the refusal of the application.

This proposal is identical to an application recently approved at No. 176 Maple Road (**70356/APP/2022/2654**) which was for a change of use from a 6 unit HMO (Class C4) to a 7 unit HMO (Sui Generis) for up to 7 people approved 28th March 2023. It was acknowledged that the two-storey terraced property sat amongst a residential area, and despite an increase in the intensification of the site, there was no principle objection to the proposal as per the Officer's report.

An application at No. 19 Peachey Lane, UB8 3RX (**75488/APP/2020/4271**). As per the Officer's report, the change of use to provide 7 occupants was not considered material enough to refuse the application on the grounds of over-intensification. Given the similarity between Nos. 176 Maple Road and 19 Peachey Lane, it is considered that this application at Leederville should be assessed in the same manner.

Highways

The application site contains off street parking, sufficient to provide parking for 2 cars at one time. Given the nature of a HMO, typically this type of housing tenure does not generally produce a high level of car-ownership. This is partially due to the type of tenure (short term accommodation) and demographic of lower-income tenants. Furthermore, cycle storage for 7 bicycles will be provided to rear, accessible from the side entrance, for each occupant. This will encourage occupants to make use of alternative methods of transport and further reduce reliance on vehicles.

Directly opposite across the road is a vast selection of amenities from bakeries, convenience stores, restaurants and a pharmacy on Crescent Parade. Marks and Spencer is also merely a 3 minute walk from the application site. The application site is located in close proximity to daily services which can be accessed by foot or cycling, thus further reducing the need for vehicles. The use of the property as a 7-unit HMO, for a total of 7 people, is unlikely to result in a higher parking requirement, as demonstrated in the paragraphs above.

Whilst it is also understood that electric charging points facilitate and encourage the use of electric vehicles, the off street parking bay attributed to the application site already exists and serves existing occupiers. It is not proposed. Accordingly, it is argued that there are no strong grounds for an electric charging point to be installed.

Bin storage will be located at the front of the application site, provided provision for 6 bins.



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To conclude, given the nature of HMO living, and the provision of cycle storage, the proposed development is not considered to materially harm the local highway network and therefore should not warrant a refusal.

Conclusion

The proposal seeks to change the use of a C4 6 unit HMO dwelling to a 7 unit HMO (Sui Generis), with occupancy of up to 7 people. The proposal will provide for an appropriate alternative use of the property which is considered appropriate given the sustainable location of the site.

The proposed HMO unit has been designed to meet the Council's HMO standards and will provide for an excellent form of accommodation.

In light of the above, and in the absence of identified harm, the proposal is considered to have planning merit and should be supported by officers.

