

DESIGN AND ACCESS STATEMENT

70 KINGSWAY, HAYES, UB3 2TZ



**PROPOSAL: PERMISSION TO CHANGE FROM 6 BED, 6 PEOPLE TO 9 PEOPLE SUI
GENERIS HMO (HOUSE IN MULTIPLE OCCUPATION).**

APPLICANT: MR & MRS DHUNA

Date: 1 MARCH 2025

Prepared by Chloe Dhuna –Member of RICS, BSc (Hons) Real Estate,

Email: info@drb.team

Background and Proposal

Background

This planning statement has been prepared by Chloe Dhuna in conjunction with Authorised Designs Ltd (agents for the application), on behalf of Mr & Mrs Dhuna.

NO 70 Kingsway had a previous application approved for 6 beds with ensembles including a loft dormer on 1 August 2024(application number 45746/APP/2024/2067)

The building works started on November 11, 2024, and are now almost complete as per the previous application, except for a minor adjustment to a loft window and the layout of Bedroom 6

The owners are now requesting for permission to allow an additional 3 occupants for their HMO, as three of the rooms are very large and can accommodate this without any further alterations.

The application is supported by the following documents and drawings:

- Application Form
- Design and Access Statement
- HMO Management Plan
- Site Location Plan
- Site Plan (Block Plan) Existing & Proposed
- Existing and Proposed Plans
- Existing and Proposed Elevations
- Appropriate Planning Application Fee

Please read the Design and Access Statement in conjunction with the application drawing and the HMO Management Plan submitted:

Site Location

The application site is shown on the aerial photograph below (Figure 2) and is located midway of Kingsway almost opposite the junction of Bishops Road and is a mid- terraced dwellinghouse.

THE SITE: 70 Kingsway Hayes, Middlesex UB3 2TZ

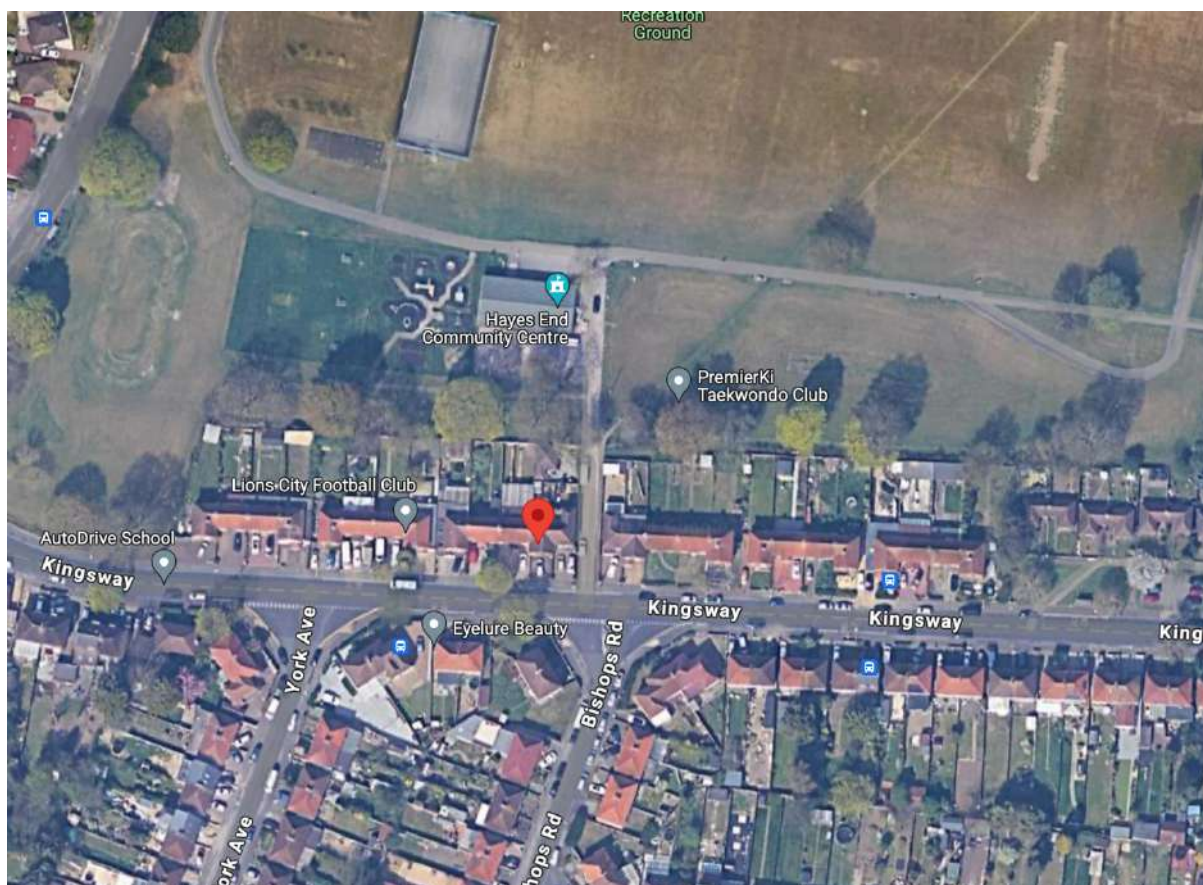


Figure 2: Site Location

The application site is located in an area with no restrictions to parking, apart from double yellow lines in front of no's 70a-68a Kingsway. The site is not located within any designated conservation area and the building is not listed.

Design Principle

The application property was previously used as a family dwelling house. It has now been converted to 6-Bed, 6 Persons HMO. We are requesting for permission to allow an additional 3 persons as the accommodation size qualifies for this change without any further alterations. The proposed conversion would increase the housing stock and deliver a higher residential density in line with the London Plan policies 3.3 and 3.4 to increase housing supply and optimizing housing potential.

Sustainable development underpins planning policy from national to local level, which includes the creation of residential accommodations to increase housing choices, therefore the proposed development should comply with the policy objective.

Access

The proposed accommodation would be accessed through the existing front entrance leading to a communal hallway and then to the individual ensuite bedrooms.

Access to the rear garden will be through the ground floor kitchen.

The application site is considered to be well-served by public transport and local amenities as well as shopping areas.

It is situated close to the local shops and also has bus stops on either side of the Kingsway Road providing excellent transport links, plus further links to other town centres only a short 8-10 minute walk away to the Uxbridge Road, such as Uxbridge, Southall, Hanwell, Ealing, Acton, and Sheppard's Bush.

The Hayes End Recreational Grounds is only 150 yards away, literally behind the property

The Uxbridge Underground Station can be reached in 25 minutes via the 427 bus or a 10-minute drive by private car. It offers a Metropolitan and Piccadilly Line with services to Aldgate, Baker Street, Arnos Grove and Cockfosters.

There are a number of public spaces and leisure and community centres within immediate area and walking distance. This would allow the occupiers to use and enjoy the facilities.

Public Transport Accessibility Level (PTAL)

The location has a **2 PTAL** rating at the entrance of Hayes End Recreation Ground and 68 Kingsway which are the neighbouring properties. This is consistent with the general PTAL of a residential area in an outer London borough.

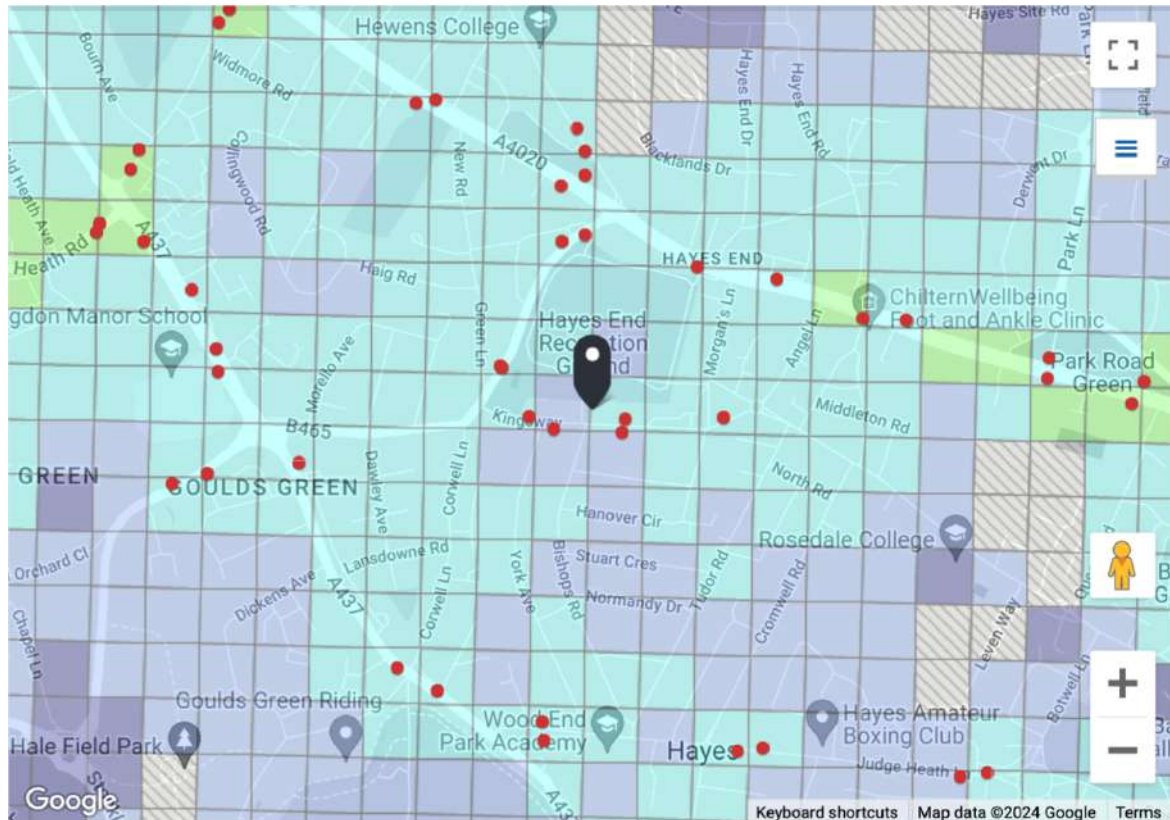


Figure 3: PTAL Map

Appearance and Impact on the Character of the street scene and areas

The proposed development would not involve any external changes to the front building. It is therefore considered that the development would not impact the character of the street scene and area in any negative way.

Principle of the Development

Policy 3.8 Housing Choice of the London Plan 2016 states that 'shared accommodation or houses in multiple occupation are a strategically important part of London's housing offer, meeting distinct needs and reducing pressure on other elements of the housing stock, though their quality can give rise to concern. Where it is of reasonable standard it should generally be protected...'

Policy 3.14 'Existing Housing' of the London Plan 2016 sets out that 'Loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floor space'. This policy includes loss of hostels, staff accommodation and shared accommodation that meet an identified housing need...the loss of housing to short-term provision (lettings less than 90 days) should be resisted'.

The principle of providing HMO accommodation would satisfy the requirements of these policies and would provide diversity in the housing types within this area. Therefore, it is considered that the HMOs are acceptable in principle subject to the quality of accommodation and wider planning policies.

HMO – Standard of Accommodations:

As a measure of amenity regard has been given to the standards provided in Hillingdon's Minimum Standards for Housing Occupation Housing Act 2004 Guidance.



The table below should be used to determine the permitted number of occupants for the dwelling:

Maximum Number of Occupants Per Room Based on Usable Floor Space	
4.64m ² - 6.5m ² (Approx 50 - 69 sq ft)	1 Occupant under 10 years old
6.51m ² - 10.2m ² (Approx 70 - 110 sq ft)	1 Occupant (1 Household)
More than 10.2m ² (Approx 111 sq ft or more)	2 Occupants (1 Household)

Note: The total maximum occupancy of the property will also depend on the level of kitchen and bathroom facilities provided being sufficient to support the maximum number of occupants.

The proposed development would provide the following rooms sizes that would be above the local and national requirements:

Location & No	Room Size (m2)	Proposed No. of Occupiers
Bedroom 1	12.68	2
Bedroom 2	13.26	2
Bedroom 3	11.13	1
Bedroom 4	10.15	1
Bedroom 5	6.66	1
Bedroom 6	22	2
Ground Floor Kitchen	21	2 sets of cooking facilities for up to 9 people (under the current HMO Licensing Requirements)

PLEASE NOTE: THE PROPERTY WILL ONLY BE OPERATED AS A 6 BED HMO WITH MAXIMUM OF 9 PEOPLE.

COMMUNAL AREAS AND FACILITIES

REFUSE STORAGE

Standard 3.5.1 of the London Supplementary Planning Guidance provides that 'refuse stores should be accessible to all residents...and should satisfy local requirements for waste collection'.

London Plan policy 5.17 'Waste Capacity' requires the provision of suitable waste and recycling storage facilities in all new developments.

The proposal would provide 4 refuse bins for refuse storage on the site to meet the needs of the future occupants and satisfy the above policy requirement. If necessary, addition condition can be imposed to require any additional provision of refuse storage on the site to meet the needs of the development within 3 months of the date of any approval given.

Transport

Policy 6.9 of the London Plan 2016 provides that developments should provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in table 6.3 of the London Plan. Table 6.3 of the London Plan does not provide specific car parking standards for a Sui Generis HMO but notes that the most relevant standard should be applied. In the past, the Council has applied the 'student accommodation' standard which is considered to be acceptable and has also been accepted by TfL in the past. Base on the above information, the applicant has proposed to provide the cycle storage with a maximum capacity of 10 cycles on site to create and encourage a car-free development.

Conclusion

The government encourages local planning authorities to help maintain balanced communities. A balanced community is defined as one that is not dominated by one particular household type, size or tenure. There is no possibility of a sustainable community without an appropriate balance between settled residents and a transient population. The key issue with imbalance in neighbourhoods, which the government has recognised, is that it leads to rising problems and declining community, and potentially to un-sustainability.

It should be recognised that 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.

The proposal will follow the previous precedents in Sui Generis HMO approvals in relation to their internal layout and provision of amenities in general,

the following is a typical example:

- 1) 43 DUDLEY ROAD, SOUHTALL, UB2 5AS (203228FUL)
- 2) 2A STATION ROAD, SOUTHALL, UB1 1PA (194312FUL)

.....

Photo1: Proposed HMO Kitchen (Communal Kitchen Area)



Photo 2: Proposed Single Bedroom, Pic from a similar HMO



Photo 3: Proposed Communal Hallway, Pic from a similar HMO





Photo 4: Proposed Bedroom, Pic from similar HMO

The proposal has also fully adopted the council's policies and HMO standards to meet the strict requirements for both planning and housing, the conversion should therefore be considered acceptable to the London Borough of Hillingdon based on the above information provided.