

# DESIGN AND ACCESS STATEMENT

## 4 CRANBORNE WAYE, HAYES UB4 0HW

**PROPOSAL: CONVERSION OF C3 DWELLING INTO 7 BEDS 7 PEOPLE SUI GENERIS HMO.**

**APPLICANT: MR KULDEEP SANDHU**

Date: Sept 2022 (Rev.1.0)

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## **1.0 INTRODUCTION**

This document has been produced by OPS Chartered Surveyors on behalf of the applicant Mr Kuldeep Sandhu in support of the Planning Application for the conversion of the existing C3 dwelling into 7 beds 7 people Sui Generis HMO (House in Multiple Occupation).

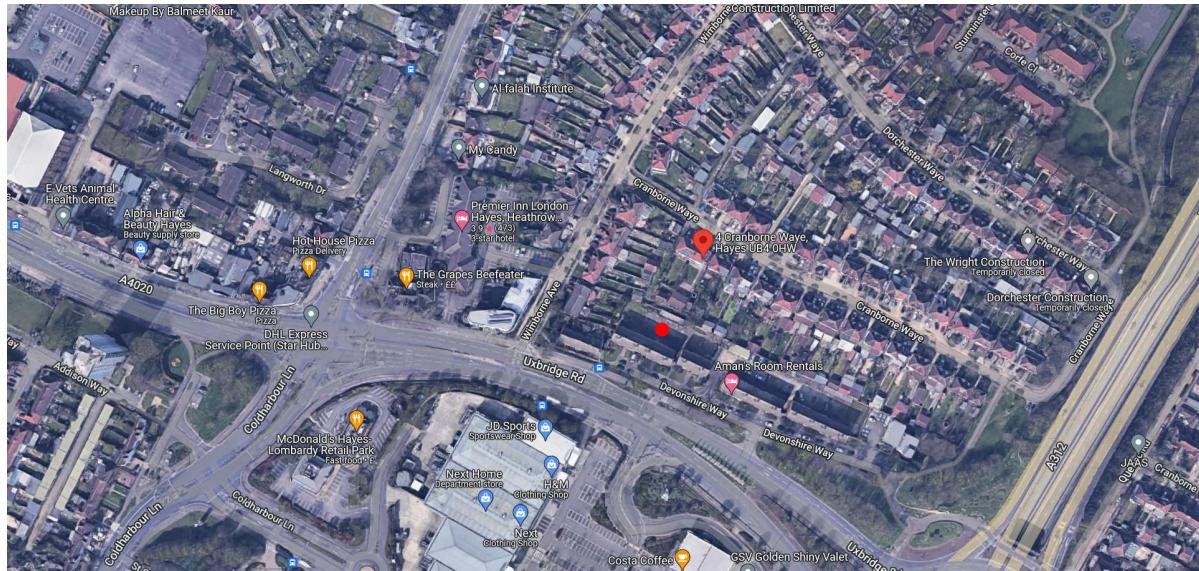
The purpose of this Design and Access Statement is to explain our assessment of the site parameters, how the brief for the project has been developed and how the scheme design will respond to these requirements. This document explains how the scheme design reflects the aspirations for a successful development that integrates into, and enhances, the setting of the existing area.

This Design and Access Statement should be read in conjunction with the planning application documents scheduled the following Appendices:

- APPX 1 – Application Drawings
- APPX 2 – HMO Management Supervision Plan
- APPX 3 – Site Supervision Management Plan
- APPX 4 – Appeal Decision for 49 Central Avenue
- APPX 5 – Appeal Drawings for 49 Central Avenue

## **2.0 THE SITE & SURROUNDINGS**

The application site measures 550sq.m. The application property comprises of a two storey semi-detached dwelling located on the southern side of Cranborne Waye. To the front is a paved area providing space to park 3 vehicles and the property benefits from a reasonable sized rear garden.



*Figure 1: Shows the proposed site (with red dot) and its surrounding areas.*

The proposed property has been in use as C3 family home where the owner has recently moved out and started the conversion of the property in preparation for a C4 HMO use.

The property is currently vacant and the applicant in the process of completing the construction work and apply for HMO licence for 6 bed HMO use. This conversion is being carried out under permitted developments rights.

The surrounding area is mainly residential in character. The area is made up of predominantly semi-detached dwellings that are set back from the highway.

The site is in close proximity to local shops and other commercial area, which will make it accessible to those areas (nearest location is the Lombardy Retail Park).

There are nearby bus stops within a few minutes from the application site. This would benefit future occupants in terms of transportation.

The application site has a front driveway which would provide parking of up to 3 vehicles and the proposal would not affect the parking arrangement.

### **3.0 TRANSPORT ASSESSMENT**

## WebCAT

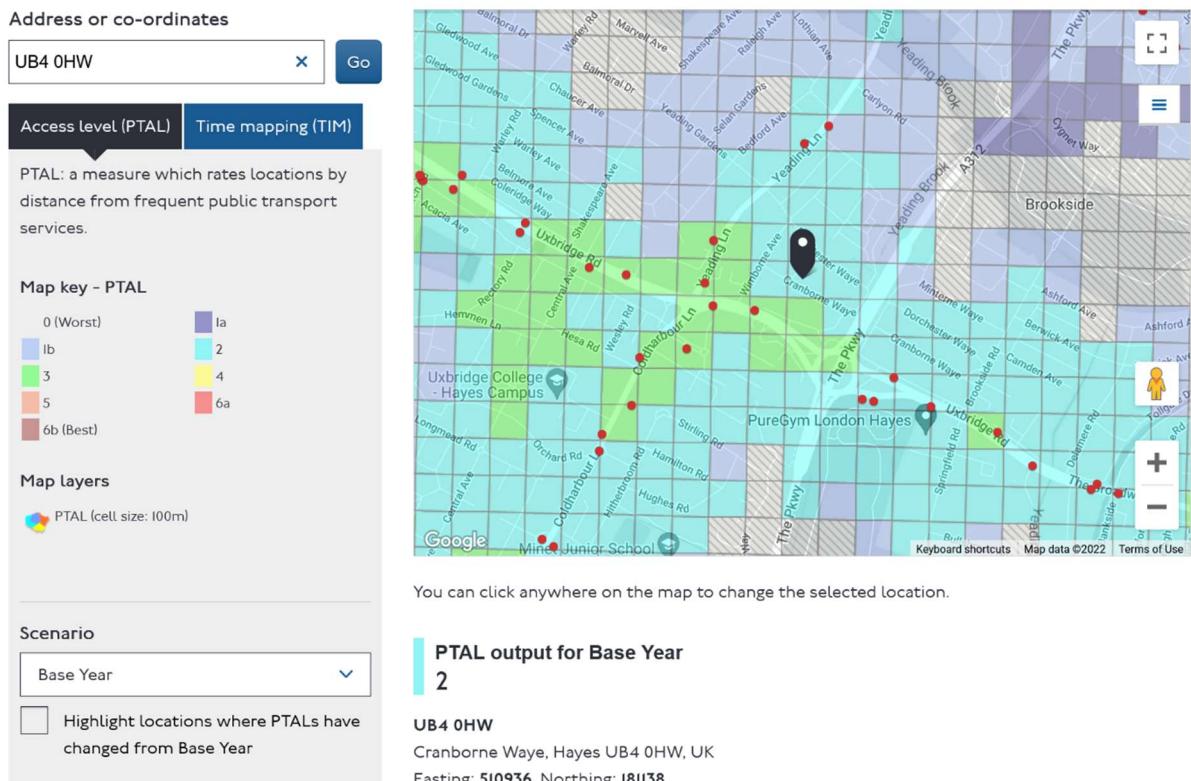


Figure 2: Shows PTAL rating for the proposed site and its surrounding areas.

The site has a PTAL rating of 2 and turns to 3 within a few minutes walk as demonstrated by the PTAL figure.

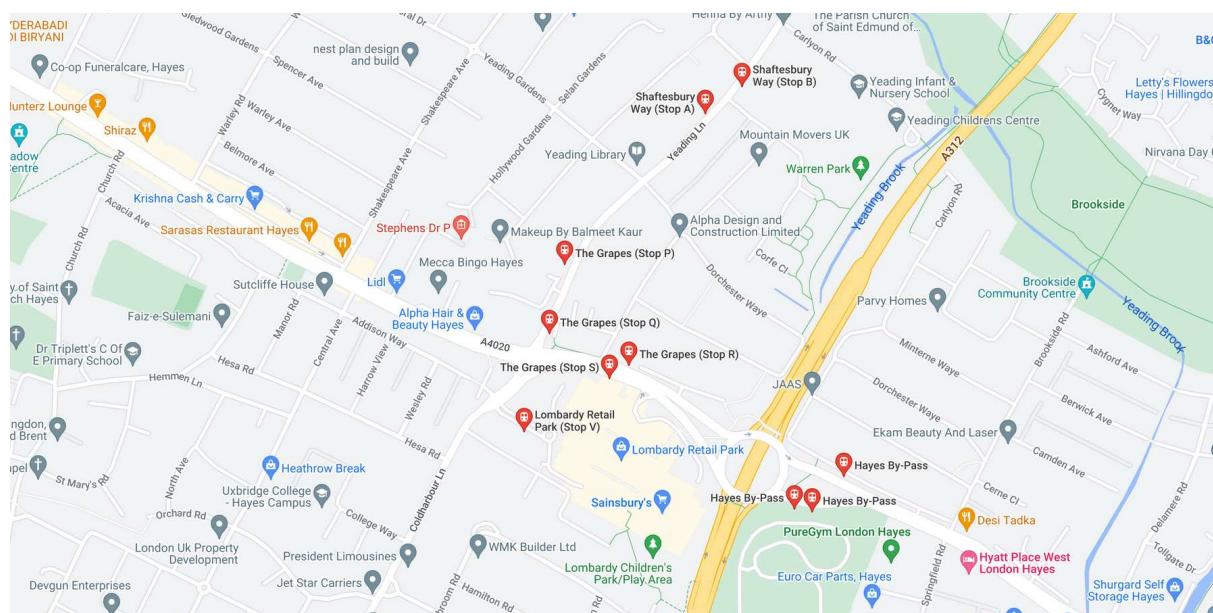


Figure 3: Shows bus stops near the proposed site and its surrounding areas.

The bus stop for westbound services is located near the junction of Wimborne Avenue and Uxbridge Road. The cycle lanes form part of Cycle Route 39 on the London Cycle Network and extend along Uxbridge Road to the neighbourhood of Ealing and other London boroughs.

As such, the site has a reasonable PTAL rating which indicates convenient access to public transport and it is within a short walk and cycle distance of a designated town centre. The site's location is therefore very accessible.

The proposed development comprises the conversion of the existing 3 bedoomed house into a 7 person/ 7 room HMO with existing vehicle crossover to Cranborne Waye to serve 2 car parking spaces. The development will also provide secure cycle parking.

The highway considerations for the proposed development relate to the following:

- Car parking provision

The Local Plan Development Management Policies and Site Allocations and Designations was adopted on 16th January 2020. It therefore pre-dates the London Plan 2021 and therefore the London Plan policies take precedence in determining planning applications.

London Plan Policy T6 provides the general policy approach to be taken in considering the car parking requirements for development proposals. The following criteria are particularly relevant to the current proposals:

A - Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B - Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

G - Where car parking is provided in new developments, provision should be made for infrastructure for electric or other.

Policy T6.1 provides details on the car parking requirements for residential developments. The following criteria are particularly relevant to the current proposals:

A New residential development should not exceed the maximum parking standards set out in Table 10.3.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

Criterion E states that sui generis residential uses should be car free. As part of the changes to the Use Classes Order in September 2020 Houses in Multiple Occupation now fall under the heading of sui generis. As such, a case can be made that the proposed 7 room HMO should be a car free development.

The proposals include the provision of 2 spaces and this is considered to represent a fair level of parking for the proposed use, notwithstanding the potential for it to be car free. The 2 parking spaces will both be provided with electric vehicle charging points in line with London Plan policy T6.1(C)

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 7 bicycles and this will be included within the rear amenity space.

The site has a PTAL rating of 2-3 and is well located to provide convenient pedestrian and cycle access to a wide range of facilities within Hayes developed area with close by retail parks. The site is therefore highly accessible and this should be reflected in the level of car parking required.

The level of car parking proposed reflects the requirements of the London Plan standards for a highly accessible location. Charging points for electric vehicles will be provided. The development will also provide secure cycle parking.

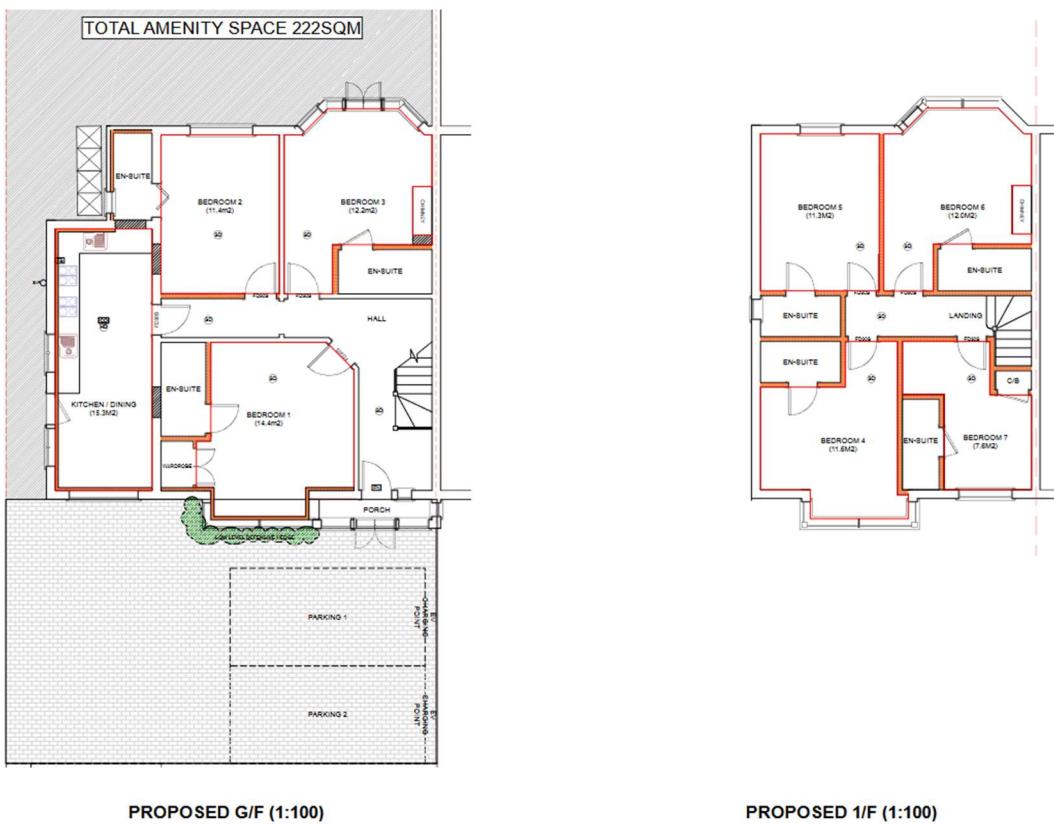
Overall, there are no highway related reasons why the development should not receive planning permission.

#### **4.0 THE PROPOSAL**

Planning permission is sought for the change of use from the existing C3 dwelling into 7-bedroom 7-people Sui Generis HMO with the following facilities:

- 1 ground floor communal kitchen & dining area of over 15.0m<sup>2</sup> with two sets of cooking facilities (Note: the current Local Planning Policies do not specify the minimum shared communal floor space for HMO use).
- 7 en-suite bedrooms for single person occupancy.
- Cycle storage units for up to 8 cycles
- 4 x refuse storage bins with enclosures
- 222m<sup>2</sup> amenity space at rear garden (excluding area of outbuilding)

**It is proposed that the overall bedrooms and occupant would not be exceeding 7 and as such the applicant would welcome the Council to impose planning condition to restrict the maximum number of bedroom and occupants should the proposal be permitted.**



*Figure 4: Shows the proposed floor plans.*

There will be no external alteration to the host building, hence there will be no impact on the street scene or wider areas.

## **5.0 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 LOCAL PLAN PART 2: DEVELOPMENT MANAGEMENT POLICIES (DATED 16 JAN 2020) STATES:

“4.13 Large homes in multiple occupation (HMOs) and hostels can contribute to the overall supply of cheaper accommodation, particularly for students, young people and those on low income.

4.14 Intensive occupation of former family dwellings such as those used for student accommodation or as a HMO can have negative impacts on residential amenity within an area through increases in on-street and off-street parking, loss of front gardens, reductions in levels of privacy, alterations to exterior of buildings and increased generation of refuse. There are significant concentrations of HMOs in the Uxbridge South and Brunel Ward, where an Article 4 Direction has been imposed removing permitted development rights for HMO accommodation.”

And under Policy DMH 5: HMO and Student Accommodation, the policy suggests 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 **(NOT APPLICABLE FOR THIS APPLICATION)**

~~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 licensed 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 following sections will discuss the proposal and demonstrate the proposal would meet the required policies, with evidence provided.

It is recognised paragraph 4.12 above that HMOs can contribute to the overall supply of cheaper accommodation, particularly for students, young people and those on low income. At the same time there are concerns (under parg. 4.12) regarding the conversion of dwellinghouse into HMO to the negative impact on residential amenity within an area through increases in:

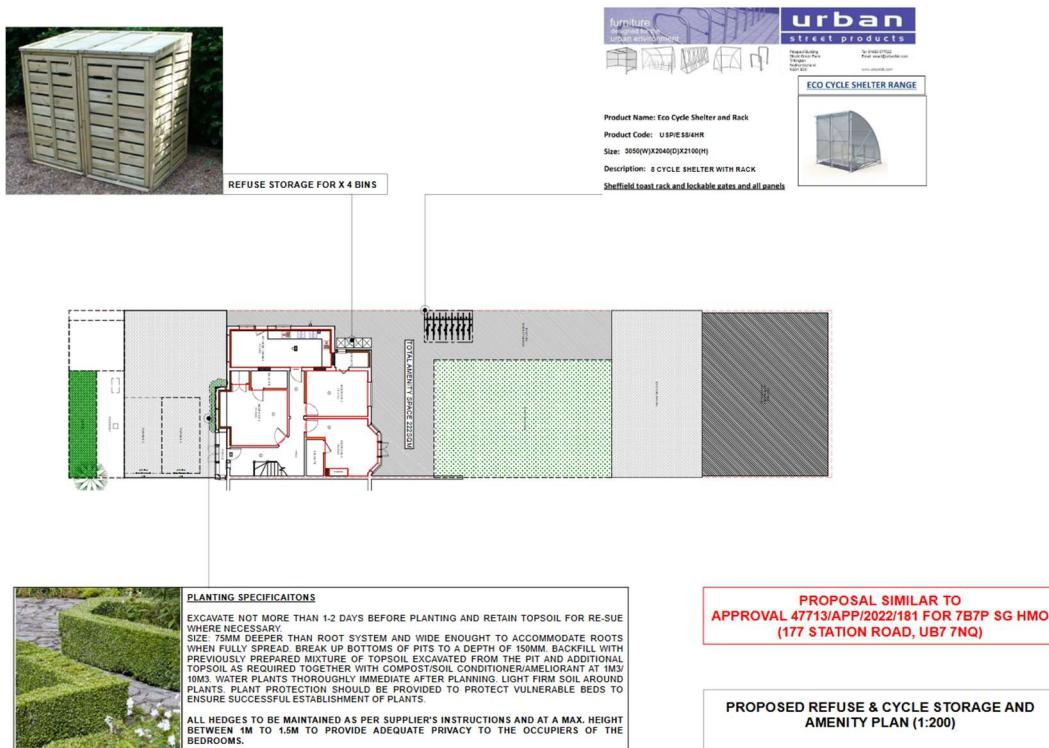
- on-street and off-street parking
- loss of front gardens,
- reductions in levels of privacy,
- alterations to exterior of buildings and
- increased generation of refuse.

## **6.0 DESIGN STRATEGY AND MITIGATIONS:**

The proposal has been designed with care to mitigate the impact on the residential amenity within the area by:

- maintaining the parking arrangement on-site (as per the Transportation Assessment) and providing a new cycle storage unit for up to 8 bicycles are proposed to meet the London Plan 2019 and Local Policy;
- maintaining the existing boundary treatment to the rear garden to keep high level of privacy as before;
- providing 4 new refuse storage bins to improve the refuse provision to meet both the planning policy and HMO regulations.
- growing defensive planting in front of the ground floor bedroom to provide higher level of privacy to the occupants.

It is considered that the above steps would mitigate the impact on proposed HMO use through reasonable and responsible measurements and approaches.



*Figure 5: Shows the proposed parking, refuse & cycle storage with landscaping.*

#### DEVELOPMENT DENSITY AND AMENITY PROVISION:

Although the previous SGP for HMO 2004 has been replaced by the latest Local Plan Part 2 and there is no suggestion of living space requirement for HMO conversion within the latest Local Plan. In terms of intensification of the property, paragraph 3.9 of the SPG HMO 2004 suggests that proposals for conversions from a semi-detached house to a HMO will be required to retain at least one ground floor habitable room over 10sq.m, other than a kitchen, for communal living purposes. Considering the overall space provision of 15.3sqm, it considered that the proposed communal space would be suitable for 7 people. Furthermore, 6 out of the 7 bedrooms would have a generous floor space of over 11sqm, which would have exceeded the minimum space standards for both single or double occupancy.

In relation to private amenity space, the previous SPG HMO advises that a minimum of 15sq.m of private usable amenity space per habitable room (excluding those used for communal living purposes) is required. (Outdoor space required under the saved SPG is 105sqm)

The latest Policy DMH paragraphs 5.68-5.69 suggest that there should be sufficient private outdoor amenity space for the occupants. The proposal would provide 7 bedrooms and 222sq.m of private amenity space.

The following table provides a comparison between the proposed figures and those set out by council's local plan part 2:

<u>LOCAL PLAN / SPG REQUIREMENTS</u>	<u>MIN. REQUIREMENT</u>	<u>PROPOSAL</u>	<u>COMP.</u>
Amenity space	100sqm for 4+bedrooms house (Saved SPG 105sqm)	>222sqm	✓
Bedroom space	6.51sqm Single 10.22sqm Double	7.6/11.3/11.4/11.6/12.0/14. 4 sqm (All single room use)	✓
DMH 5(B) B) In wards covered by an Article 4 Direction for HMOs	NOT APPLICABLE (Since proposed site is outside Article 4 Direction Order)	NOT APPLICABLE (Since proposed site is outside Article 4 Direction Order)	✓

#### LIVING CONDITIONS FOR FUTURE OCCUPIERS:

The proposal development would incorporate two supervision plans to ensure the proposal development would not have detrimental impact upon the residential amenity of adjoining properties and living conditions of adjoining occupants:

- 1) HMO Management Supervision Plan
- 2) Site Supervision Management Plan

Also attached with this application is a similar appeal application for the Change of Use from C3 to SG HMO for 7 beds 7people with less facilities but in similar location. The address is 49 Central Avenue, Hayes, UB3 2BW.

Notwithstanding the application site would benefit from permitted development to accommodate up to 6 unrelated people as small C4 HMO, the increase of 3 additional occupants in this application for such large property should be cause detrimental impact on the future occupiers or the neighbourhood, where there would be general internal and external communal space.

In the appeal decision, the inspector concluded the living conditions of the occupiers would not be adversely affected by the proposal although no separate living room and sufficient amenity space were proposed. Similarly, the current proposal would provide adequate living and amenity space to host the 7 future occupiers.

In addition to the inspector's view above, he also suggested that "...nevertheless, the appellant's supporting documents confirm the acceptability of a condition restricting the development to eight occupants..." (appeal decision paragraph 4.). Therefore, it is concluded that the inspector had accepted that a planning condition to restrict the number of occupants would be acceptable.

Although, the proposed building would be capable of housing more than more than 7 people base on the bedroom room sizes and the council's HMO Space Standards, following the inspector's decision and suggestion above, the applicant will agree with a planning condition restricting the occupiers to nine should the scheme be approved.

Upon the implementation of the HMO Management Supervision Plan & Site Supervision Management Plan with strict rules to ensure the HMO is being operated in full compliance of all the regulations including separate regulation under the Housing Act 2004: Mandatory HMO Licensing law. The above steps would ensure there should be no impact on neighbourhood.

#### **IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA:**

The proposal will not have a negative impact on the character and appearance of the area, as there would be no external alteration to the host building. The current proposal will maintain the existing garden space.

Although it may not be completely relevant, the saved Local Plan Policy BE13 states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Authority considers it desirable to retain or enhance. And the save Local Plan Policy BE19 seek to ensure that development will complement the amenity and character of the residential area in which it is situated. In assessing planning

applications for HMO's, the Council will seek to ensure that the change of use will not be detrimental to the residential amenity of the area.

The saved Supplementary Planning Guidance on House in Multiple Occupation and other non-self containing housing (August 2004) states that established residential streets derive part of their character from having enclosed and planted front gardens.

It is understood that when assessing applications for HMO's, the Council will seek to ensure that the change of use will not be detrimental to the residential amenity of the area, including whether the dwelling is large enough and that any increase in the number of residents will not have an adverse impact on noise levels and the level of amenity neighbouring residents can reasonably be expected to enjoy.

As the proposed building is already a 3 bedrooms house with 2 ground floor living rooms and potentially it could house 8+ people in a single family setup. The old SPG HMO 2004 suggests that for semi-detached properties, the maximum HMO occupancy is 9 people, although the newly adopted Local Plan Part 2 has not specified the maximum number of people, as the current proposal is for up to a maximum of 7 people this would not exceed any of the policies or guideline adopted by the authority.

The current proposal comprises a large communal kitchen with living and dining space which is an added benefit to house and occupiers whereas most of the Class C4 HMO would not have such facility because it is not a legally required. The current proposal would meet the HMO amenity requirement ratio for sanitary and 1 kitchen with 2 set of cooking facilities.

<u>HMO AMENITY</u>	<u>MIN. REQUIREMENT</u>	<u>PROPOSAL</u>	<u>COMP.</u>
Sanitary facility	1 Shower/Bathroom with WC per 5 occupiers Ratio 1:5	1 en-suite per bedroom Ratio 1:1	✓
Kitchen facility	1 set of cooking facility to 5 people Ration 1:5	2 sets of cooking facilities Ration 2:10	✓

#### ACCOMMODATION QUALITY:

The proposal development would provide quality accommodations similar to the followings:



*Figure 5: Shows the proposed HMO communal kitchen to be fitted to the same standard*



*Figure 6: Shows the proposed HMO bedroom to be constructed to the same standard*

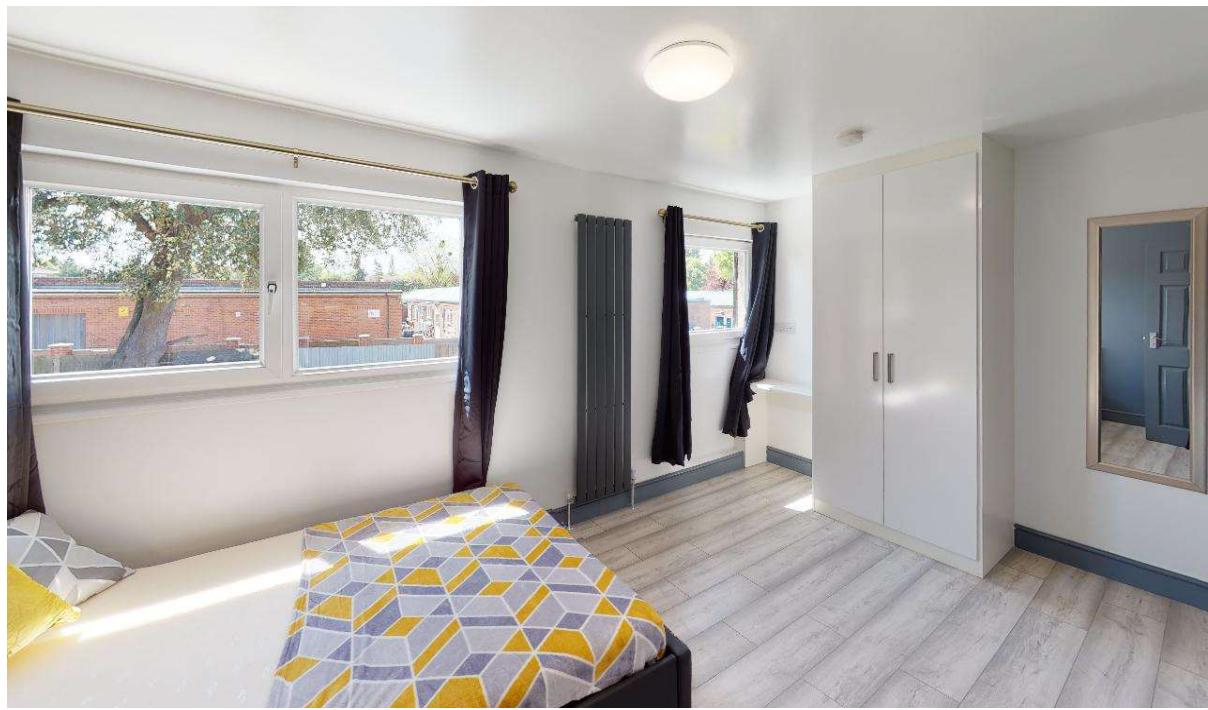


Figure 7: Shows the proposed HMO bedroom to be constructed to the same standard

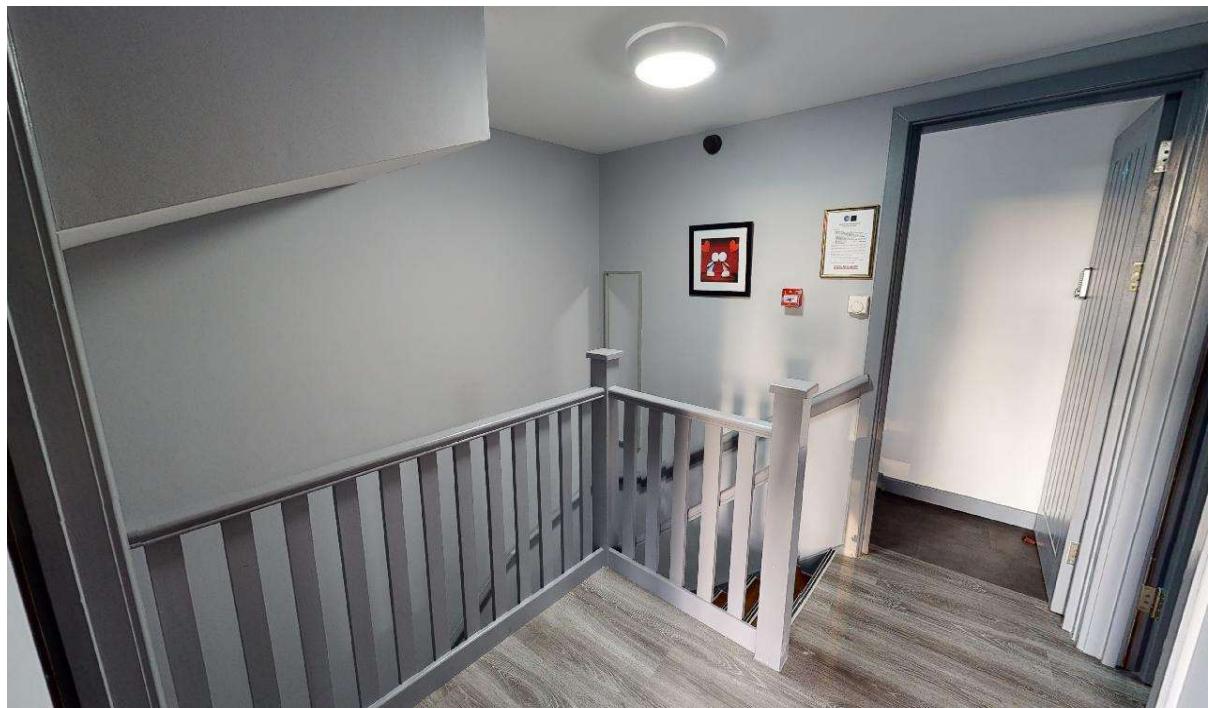


Figure 8: Shows the proposed HMO communal hallway to be constructed to the same standard

## TRANSPORTATION & PARKING

The proposal does not affect the current parking arrangement and a separate transport appraisal has been carried out above to support the application and it is concluded that the current parking provision and arrangement are suitable for the proposed use. In addition to the above and to promote sustainable transportation cycle storage units are proposed to provide storage space for up to 8 cycles and to meet the Local Plan Part 2 requirements.

## REFUSE STORAGE

The proposal would provide four 240L wheelie bins with permanent enclosure. All refuse collection to be arranged based on the council's collection schedules.

## **7.0 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 unsustainability.

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.

It is clear from the contents above that the proposal has adopted the council's current policy and HMO standards to meet the strict requirements for both planning and housing purposes, the conversion should therefore be considered acceptable to the Council base on the material provided.

- END OF STATEMENT -