



Planning

140 Fairholme Crescent  
Hayes  
UB4 8QY

October 2023

## Planning Application

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

‘An additional unit to an existing 6 bed HMO to create a 7 bed HMO (C4)’

## Site and Surrounding Area

The application site is a single storey semi-detached building with a loft level located on the northern side of Fairholme Crescent. The application site is currently in use as a 6 unit HMO. The surrounding area is characterised by semi-detached residential properties. The application site is not located within a conservation area, an Area of Special Character nor is the site statutory or locally listed.

The application site has a PTAL rating of 2. The nearest bus stop is approximately a 3 minute walk from the application site with connections to Hayes, Hillingdon, Uxbridge and into the centre of London. The Elizabeth Line via Hayes & Harlington is within 16 minutes via bus. The location of the property is within walking distance of a variety of amenities and services.

## Planning History

57533/APP/2023/1305 - Change of use from a single dwelling house to a 7 unit HMO (Sui Generis) for up to 7 people – Withdrawn.

## Proposed Development

The proposal seeks planning permission for an additional unit to a 6 bed HMO to create a 7 bed HMO Class (C4).

Details of the internal layout are listed below:

- Unit 1 – 10.6m<sup>2</sup>
- Unit 2 – 10.6m<sup>2</sup>
- Unit 3 – 10.7m<sup>2</sup>
- Unit 4 – 12.1m<sup>2</sup>
- Unit 5 – 11.3m<sup>2</sup>
- Unit 6 – 12.1m<sup>2</sup>





Planning

- Unit 7 – 10.8m<sup>2</sup>
- Ground Floor Kitchen – 9.5m<sup>2</sup>
- Communal Kitchen at loft level – 12.7m<sup>2</sup>

7 x cycle spaces have been provided within the rear garden

5 x refuse and recycling storage will be provided within the front driveway

2 off street car parking spaces

## **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)
- Technical Housing Standards

The material planning considerations are set out and discussed below:

## **Principle of Development**

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

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;





Planning

- 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 application site currently exists as a HMO as opposed to an existing family dwelling to be converted. Despite the site having a PTAL rating on 2, the existing HMO demonstrates that access to public transport links is feasible. As such, an additional unit should not give rise to any significant issues in this regard, beyond existing circumstances.

The proposal is to be designed to meet internal space standards, with focus on the quality of accommodation.

An additional unit will not result in a significant impact on the amenity of neighbouring residents, given that there is no development associated with the proposal and there is no material change of use proposed.

Policy DMH 5 B does not apply as there proposal is not for a conversion but rather an additional unit to an existing C4 HMO.

## Over Intensification

Concerns have been raised by residents and Officers in regard to the previous app (57533/APP/2023/1305) which involved the conversion of an existing single family dwelling to a 7 bed HMO. The application was withdrawn based on advice from Officers due to over intensification of the site, which is wholly understandable

This new application at 140 Fairholme Crescent is to provide an additional unit to a 6 unit HMO achieved by virtue of PD to create 7 units. The site is currently in use as a 6 unit HMO and the proposal is to create an additional unit to form a 7 unit HMO.

We note that there are numerous examples of applications received by the Council whereby an increase from a 6 unit HMO to 7 units was deemed acceptable in principle and would not



Planning

result in an over intensification of the site. For example, 176 Maple Road (70356/APP/2022/2654), concerns were raised during the course of the application in regards to over intensification of the site and thus the applicant agreed to reduce the number of proposed occupants from 8 to 7. The final proposal was to increase the size of the HMO from 6 to 7 units, identical to the proposal at 140 Fairholme Crescent.

At 54 Bradenham Road, an application to create a large HMO for 9 people from 6 units 77542/APP/2022/2858 was refused due to an over intensification of the site which is entirely understandable. However, the applicants opted to resubmit a similar scheme (77542/APP/2022/3847), this time opting to reduce the number of proposed units from 3 to 1. The proposal therefore was to increase the size of the HMO from 6 units to 7 units, again identical to our proposal at 140 Fairholme Crescent. Upon assessment, the Council deemed that the proposal was not considered to cause harm to neighbouring amenities, the character and appearance of the area or the local highways network. Furthermore it would provide an acceptable residential environment for its occupants (internally and externally). It is therefore considered that subject to conditions the proposed development would be acceptable.

The application site also currently existed as a HMO (as with 140 Fairholme Crescent) as opposed to an existing family dwelling to be converted. The site at 54 Bradenham Road has a PTAL rating of 2, as does 140 Fairholme Crescent. Despite this, the existing HMO at 54 Bradenham Road demonstrates access to public transport links is feasible. Therefore, an additional unit should not give rise to any significant issues in this regard, beyond existing circumstances.

Therefore, we believe that there should not be an in-principle objection to our pending application at 140 Fairholme Crescent

### **Quality of Accommodation**

Regard has been made to the Technical Housing Standards in regards to minimum gross internal floor areas and storage (m<sup>2</sup>)

Regard has also been taken to Policy DMHB 16 of the Hillingdon Local Plan: Part Two – Development Management Policies (January 2020) which states that:

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 conversion should:

- i. Meet or exceed the most up to date internal space standards, as set out in Table 5.1

All habitable rooms will meet and exceed the relevant space standards and will additionally benefit from a good level of outlook given they are fitted with a principle window in either the front or rear elevations of the property.



Planning

The kitchen/dining area at ground floor level and loft level are adequately sized. The ground floor kitchen area is 9.5m<sup>2</sup> and loft level 12.7m<sup>2</sup>.

The proposal in its entirety should be considered to meet the requirements set out in Policy DMHB 16 of the Hillingdon Local Plan Part Two (2020) and Policy D6 of the London Plan (2021)

### **Impact on Character and Appearance**

No changes to the external façade are proposed

### **Impact on Neighbouring Amenity**

The use of the property will remain a residential C4 HMO use, albeit with one additional unit proposed. Although there will be an increase in the number of proposed occupants, it is not considered that this change would be materially different to a degree which would adversely harm the amenities enjoyed by neighbouring occupiers.

### **Amenity Space**

Private amenity space currently exists as part of the existing HMO to the front and rear, which serves the existing HMO. This should be considered sufficient to serve an additional occupant as part of the proposal.

### **Highways**

It is noted that the existing house does benefit from off street parking to the rear.

In addition to this, cycle parking has been provided within the front garden. A total of 7 cycle spaces have been provided in accordance with the requirements set out in the London Plan (2021).

In light of the above, it is considered that the proposal will not cause material harm in terms of transport highways impacts.

### **Refuse and Recycling**

Bin storage is to be provided to the principal elevation of the property, with a total of 5 240L bins. These bins will be easily accessible to occupants, both in terms of use and movement on collection days.

Details in regards to design and dimensions of the bin store are shown on the submitted drawings with desire to be in full compliance of Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020).



Planning

## Conclusion

The proposal seeks to alter an existing HMO, providing an additional unit to create a total of 7 units.

The proposed unit has been designed to meet the Technical Housing Standards, as well National and Local Planning policy, and thus will provide 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.

