

Section 55 Town and Country Planning Act

Design and Access Statement

Conversion of a 6-person HMO to an 8 person HMO (Sui Generes).

16, Victoria Lane, Harlington.

14 St Georges Business Centre - St Georges Square - Portsmouth - PO1 3EZ

023 9252 3352 - help@tpexpert.org - www.tpexpert.org

Jonathan McDermott, Keith Oliver, and Helen Morris-Ruffle are Chartered Town Planners regulated by the Royal Town Planning Institute

the town planning experts is a trading name of RP(UK) Ltd Registered in England and Wales: 08298125 VAT REG 197 6095 56

Site Information

| | |
|---------------------------------|---|
| Consultant | Shivam Sagwal |
| Client | Guv Panesar |
| Site Address | 16 Victoria Lane, Harlington, UB3 5EW |
| LA | LONDON BOROUGH OF HILLINGDON |
| Description of Development | Conversion of a 6-person HMO to an 8 person HMO (Sui Generis). |
| Pathway (PD/Application/Appeal) | Application |

Constraints Review

| | |
|---|--------------|
| Flood Risk Zone | Flood Zone 1 |
| Contaminated Land | No |
| Tree Preservation Order | No |
| Heritage Assets | No |
| Noise Abatement Areas | No |
| Explosive Hazard Areas | No |
| Area of Outstanding Natural Beauty | No |
| Special Protection Area | No |
| Site of Special Scientific Interest | No |
| RAMSAR Convention Site | No |
| Site of Importance to Nature Conservation | No |
| Article 4(2) Directions | No |

Local Policy Requirements

| | |
|---|---|
| Local Plan/Core Strategy | LONDON BOROUGH OF HILLINGDON |
| | LOCAL PLAN adopted 2020 |
| Effective Policies in Development Control | Policy H1: Housing Growth Policy DMH 5 |
| SPG/SPD's | None |

Planning History

| | |
|------------------|---|
| Relevant History | 2022 75939/APP/2022/2005 - Approved Change of use from residential house (Class C3) to a 6-person House in Multiple Occupation (HMO) (Class C4) (Application for a Certificate of Lawful Development for a Proposed Use) |
|------------------|---|

| | |
|-------------|------------|
| Report Date | 06/12/2022 |
|-------------|------------|

1. Introduction

1.1. This design and access statement has been prepared for the change of use from a conversion of a 6-person HMO to an 8 person HMO (Sui- Generis) at 16 Victoria Lane, Harlington.

1.2. The site relates to a two-storey semi-detached house with 8 bedrooms (Six with an en-suite). The first floor has 4 bedrooms 3 with an en-suite and a shared toilet. The ground floor has 3 en-suite bedrooms as well out of 4 bedrooms and a shared kitchen/dining and living room.

1.3. The purpose of this application is to add 2 more people to the house and convert the property from 6-person C4 HMO to an 8-bed Sui Generis.





Site Photograph

Matters Pursuant to the application

1.4. The application seeks approval for the conversion of the house from a 6-bed HMO to an 8-bed HMO.

1.5. Planning permission ref 75939/APP/2022/49 previously sought the conversion of the existing building to an 8 bedroom HMO. The reasons for refusal are set out below:

1. The applicant has failed to demonstrate that the occupants of the HMO, particularly the ground floor units, would have adequate access to natural light and outlook from the sole window of their habitable space given the proximity of the proposed hedging and relationship to both the shared parking and amenity areas. The proposal is therefore likely to provide a poor standard of living accommodation for the occupier of some of the rooms, subsequently harming their amenities. The proposal would therefore be contrary to the requirements of Policies DMH 1, DMH 5, and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), as well as paragraph 130(f) of the NPPF (2021).

2. The proposed development, given the number of potential occupants across 8no. separate bedrooms would give rise to undue noise and general disturbance to neighbouring residents, particularly as a result of a marked increase in comings and goings from the site, the use of the rear garden and the lack of information relating to sound insulation. The proposal would therefore be contrary to the requirements of Policies DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

3. Due to their excessive number (8no. bins), siting in a prominent location (at the front of the site) and the open frontage surrounding the development site, the proposed refuse storage area would add significant visual clutter to the Victoria Lane and Hudson Road street scene, harming the appearance of both roads. The areas character would also be harmed as most dwellings have refuse storage areas at the rear of the site, as such the position of the bins would be irregular and out of keeping with the layout and character of the surrounding residential environment. The proposal is therefore considered to be contrary to the requirements of Policies DMH 5, DMH 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), as well as paragraph 130 (a) and (c) of the NPPF (2021).

4. The applicant has failed to demonstrate that adequate and functional parking space could be provided for future occupiers of the HMO, particularly by replying on land outside of the red line of the site. The proposed development would result in a shortfall of 2no. parking spaces. The shortfall in parking is likely to result in roadside parking which would create a more hazardous environment for road users, whilst also causing traffic build up and congestion as vehicles stop to pass parked vehicles. Furthermore the parking layout to the front of the site is substandard and the rear access road is too narrow to allow vehicles to turn in and out of it safely. The substandard layouts would create a more hazardous environment for pedestrians and vehicle users, as cars at the site may have to reverse onto the road, due to insufficient or poor manoeuvring space. The proposed development is therefore considered to be detrimental to pedestrian and highway safety, as well as the free movement of vehicles on the local highways network. Additionally, no electrical vehicle charging points are proposed and it has not been demonstrated that adequate visibility splays would be provided. The proposed development is therefore considered to be contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan:

Part Two - Development Management Policies (January 2020), as well as policy T6 of the London Plan and paragraph 112 (c) and (e) of the NPPF (2021).

Summation of Case

1.6. Having regard to the most recent approval for the use of the property as a 6 bedroom HMO and the reasons for refusal for an 8 bedroom HMO the applicant has grappled directly with these reasons and will demonstrate through this submission that those reasons have now been overcome. As such planning permission should now be granted in accordance with the Local Plan and NPPF.

2. Site Context

2.1. The property is located at Victoria Lane which is situated in Harlington.

2.2. The area is composed of residential semi-detached houses which were serviced with public transport links to Hayes and Harlington rail station and a network of local bus services.

2.3. Road links include the A437 which provides access to the M4 motorway.

2.4. The property is also 2km away from Heathrow Airport. Which is also accessible by public transport.

3. Local Development Framework

National Planning Policy Framework

3.1. The National Planning Policy Framework (NPPF) is the primary national planning policy guidance and the updated version was issued in July 2018
Sustainable Development

3.2. Paragraphs 8 and 9 of the NPPF sets out the Government's overriding objectives of securing sustainable development. Para 8 of the NPPF identifies the roles of the planning system in achieving sustainable development:

Achieving sustainable development means that the planning system has three

overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.3. Paragraphs 10 and 11 go on to provide further emphasis on the focus towards sustainable development stating:

10. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development

11. Plans and decisions should apply a presumption in favour of sustainable Development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3.4. With regard to housing Paragraph 59 states:

To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

3.5. Paragraph 61 advises that the local planning authority must assess the housing need of an area and that

Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.

3.6. Paragraph 127 sets out the aim that planning policies and decisions should ensure that developments meet a number of design features including:

- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Local Policy

3.7. The local plan comprises the London Borough of Hillingdon Local Plan 2020. The relevant policies are set out below and our comments on compliance can be found alongside.

| Policy | Comment |
|--|---|
| 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 | The proposed development seeks the enlargement of an existing HMO and as such the requirements of DMH5 do not readily apply as this seeks to control the creation of new hmo's. |

| | |
|---|--|
| <p>accommodation and secure accommodation will be required to demonstrate that:</p> <p>i) there is good accessibility to local amenities and public transport;</p> <p>ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and</p> <p>iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.</p> | |
| <p>Policy H1: Housing Growth</p> <p>The Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies. The borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021. Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Sites that will contribute to the achievement of this target will be identified in the Hillingdon Local Plan: Part 2- Site Specific Allocations Local Development Document (LDD).</p> | <p>The proposal complies with this policy.</p> |

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4. Principle of Development

4.1. The application relates to 16 Victoria Lane in Harlington. A semi-detached 2-storey 6- Bed HMO with 8 bedrooms.

4.2. The property received a Lawful development certificate from the council for a 6-bed HMO in September 2022.

4.3. The property satisfies all the requirements of an HMO. there are 8 bedrooms in the house out of which 6 are ensuite and the remaining two rooms share a common toilet/bathroom on the first floor. The property also serves a common living and a kitchen space for all the occupiers of the property.

4.4. The applicant wants to add 2 more tenants to the property and convert the property from 6 bed HMO to an 8-bed Sui Generis. Without doing any additional changes to the property.

4.5. The addition of two more tenants to the property won't have any major effect on the amenities of the neighbouring property or on the property occupiers.

4.6. The property is served with 3 parking spaces at the front of the property. Rubbish and bin area for the existing HMO is provided within the front forecourt.

4.7. The property also serves a big rear garden and a cycle stand for the occupants.

4.8. The property is well connected by public transport. The closest train station is Hayes & Harlington station which is 8 mins away by bus. There are 2 bus stops within a 0.5-mile radius of the property.

4.9. The town centre is 1.3-miles away from the property. On the corner of victoria lane is white hart pub which operates till 10:30 pm from Sunday- Thursday and till 11 pm on Friday - Saturday.

4.10. Room 7 on the ground floor has access to the garden through the glass door which also provides with adequate natural light in the room. Room 4 on the first floor also serves a big window looking over the back garden and adequate natural light in the room.

4.11. The proposal requires no external or internal changes to the house. The addition of two more occupants in the house will have no effect on the characteristics or appearance of the property.

The previous reasons for refusal.

4.12. Cognizant of the previous reasons to refuse this application the applicant sets out their comments in respect of how this scheme addresses each in turn.

1. The applicant has failed to demonstrate that the occupants of the HMO, particularly the ground floor units, would have adequate access to natural light and outlook from the sole window of their habitable space given the proximity of the proposed hedging and relationship to both the shared parking and amenity areas. The proposal is therefore likely to provide a poor standard of living accommodation for the occupier of some of the rooms, subsequently harming their amenities. The proposal would therefore be contrary to the requirements of Policies DMH 1, DMH 5, and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), as well as paragraph 130(f) of the NPPF (2021).

4.13. The applicant has demonstrated through the application of a Certificate of Lawfulness that the proposed ground floor units can be created and occupied without intervention by the LPA. Whilst the LPA may contend with this as it is to be carried out under permitted development and is outside their scope for control the LPA is reminded that this is a fallback position for which they must now give substantive weight within this decision making process.

4.14. The legal basis of fallback was recently refined under:

Mansell v Tonbridge & Malling Borough Council [2016] EWHC 2832 (Admin) (10 November 2016)

and

Mansell v Tonbridge And Malling Borough Council [2017] EWCA Civ 1314 (08 September 2017)

4.15. An alternative GPDO development can be considered a 'fallback' position and given material planning consideration by the council in granting the permission.

4.16. Comments from Lindblom LJ:

“This restriction is stated to be a restriction on the change of use, not on the size of the building or buildings in which the change of use occurs. Sub-paragraph Q.1(b) relates to a single act of development in which the building in question, or part of it, is “changing use”. The floor space limit set by it relates not to the total floor space of the building or buildings concerned. It relates, as one would expect, to the permitted development rights themselves, which apply to the “cumulative” amount of floor space actually ‘changing use under Class Q”.

4.17. Lindblom LJ confirmed the legal considerations in determining the materiality of a fallback position as a planning judgment were:

- the basic principle is that for a prospect to be a “real prospect”, it does not have to be probable or likely: a possibility will suffice;
- there is no rule of law that, in every case, the “real prospect” will depend, for example, on the site having been allocated for the alternative development in the development plan or planning permission having been granted for that development, or on there being a firm design for the alternative scheme, or on the landowner or developer having said precisely how he would make use of any permitted development rights available to him under the GPDO. In some cases that degree of clarity and commitment may be necessary; in others, not.
- This will always be a matter for the decision-maker’s planning judgment in the particular circumstances of the case in hand.

4.18. Recognising that the harm identified within the first reason has happened without intervention by the LPA thus removes it from the purview of the decision maker in this case.

4.19. That being said the situation has been improved over and above the previous refusal in the removal of the hedgerows which would otherwise provide a clear outlook for the otherwise permitted ground floor windows. As such the proposal grapples directly with and overcomes reason for refusal 1.

2. The proposed development, given the number of potential occupants across 8no. separate bedrooms would give rise to undue noise and general disturbance to neighbouring residents, particularly as a result of a marked increase in comings and goings from the site, the use of the rear garden and the lack of information relating to sound insulation. The proposal would therefore be contrary to the requirements of Policies DMH 5 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

4.20. The existing situation has changed and the proposal would result in the increase in the number of occupants by 2. Such an increase would not in itself result in a substantive increase in the number of occupants over and above the permitted level deemed acceptable within a residential setting by the UK Government.

4.21. The previous decision was without factual basis, inconsistent with the previous decisions made by the Inspectorate and inconsistent with the wealth of other decisions nationwide on the same issue.

4.22. Fundamentally the applicant consider that the change of the property to an 8-bed HMO is highly unlikely to cause harm in terms of noise and nuisance to the neighbours if properly managed.

4.23. In 2008 the Government produced a report, “Evidence Gathering – Housing in Multiple Occupation and possible planning responses”. This identified a number of measures as evidenced by good practice around the country, by which local authorities can control anti-social behaviour associated with HMOs, though non-planning mechanisms.

4.24. In 2010 a report was commissioned by the Department of Communities and Local Government entitled 'Evaluation of the Impact of HMO Licensing and Selective Licensing'. This was produced by the Building Research Establishment in 2010. A copy is attached within the bundle.

4.25. Paragraph 4.4 of that report is particularly pertinent:

4.4 Summary of the private rented sector in the twelve case studies

The Rugg review provides a comprehensive analysis of the modern private rented sector. This study, however, looks closely at the HMO market which has a defined role within this sector and the privately rented properties affected by selective licensing. Interviews with the case studies reveal that LAs vary in their understanding of the dynamics of the local housing market and the role of the private rented sector in these markets.

Consequently, there are distinct differences in how they see private sector initiatives (including licensing) linking into their broader strategic roles. For some case studies, raising standards in the sector is a must for regeneration strategies. For other LAs, the private rented market has been left to its own devices. The following provides a summary of the issues raised by the case studies:

- the case studies underline the growing diversity and complexity of the private rented sector generally as 'new' tenants and landlords enter it. There has been an expansion at the 'top' end of the market to meet the needs of young professionals. Here, standards tend to be good, often managed by larger portfolio landlords.*
- large portfolio landlords were considered more knowledgeable and more experienced, treating the profession as a business.*

4.26. Table 1 of that report identifies that there is a perception of the behavior of HMO tenants. However, Table 11 identifies that this is not the principal problem with this form of accommodation, and as such, the perception of harm is much worse than the reality of the situation.

4.27. It is a long-standing tenet of planning that decisions should be based on evidence and not upon anecdotal or personal opinions. The above indicates such evidence as exists shows that HMOs create no greater nuisance than any other form of property.

4.28. It is acknowledged that HMOs, by their very nature, may lead to an increase in the level of noise and general disturbance associated with the comings and goings of people. However, in this case, the property is already in use as a 6-bed dwellinghouse. The conversion to an 8-bed HMO is not considered a substantive increase.

4.29. Attention is drawn to a recent appeal decision at 14 Duncan Road, Gillingham, where the Inspector allowed an appeal against the imposition of a condition preventing use as an HMO and awarded costs against Medway Council.

4.30. In allowing the appeal, the Inspector found that the Council had not substantiated its claims that use as an HMO would give rise to harm, either due to the size of the property or to the wider community.

4.31. This is consistent with similar appeals elsewhere, such as at 20 Honiton Road in Southend where again, the Inspector did not support the local authority's allegation of undue noise and disturbance. This decision is also included within the bundle.

4.32. As such the LPA has not demonstrated that there was a significant material change in circumstance that led to a materially different decision nor has it presented evidence other than anecdotal assertions from objectors that the development itself gives rise to substantive noise over and above the existing HMO.

3. Due to their excessive number (8no. bins), siting in a prominent location (at the front of the site) and the open frontage surrounding the development site, the proposed refuse storage area would add significant visual clutter to the Victoria Lane and Hudson Road street scene, harming the appearance of both roads. The areas character would also be harmed as most dwellings have refuse storage areas at the rear of the site, as such the position of the bins would be irregular and out of keeping with the layout and character of the surrounding residential environment. The proposal is therefore considered to be contrary to the requirements of Policies DMH 5, DMH 11, DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), as well as paragraph 130 (a) and (c) of the NPPF (2021).

4.33. The council is again reminded that the use of the property as an HMO is permitted by Class L of Part 3 of Schedule 2 of the GPDO 2015 and the location of the refuse bins for the existing property is not controllable by the LPA. Much in the same way for bins for houses are uncontrolled by the LPA.

4.34. As such the applicant can assert that the location of the refuse storage is deemed as acceptable by the UK Government in the formation of new HMO's under Class L. This application seeks to extend what is now an existing HMO and as such the harm identified above has already been caused and is beyond the scope of the LPA in this matter.

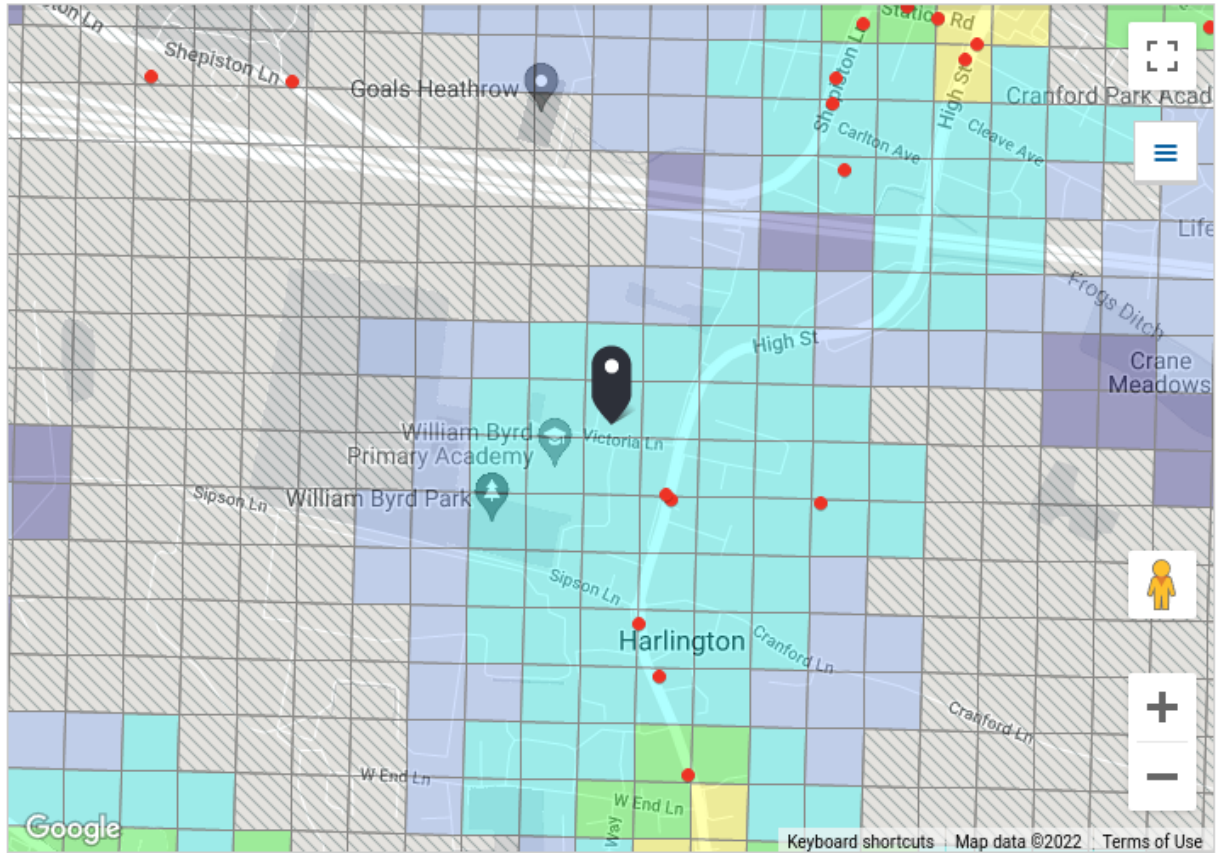
4.35. That being said the applicant is content to work with the LPA and address these reasons directly. To that end the applicant can agree to a planning condition which would seek to secure an alternative solution to the question of refuse storage and can also agree to this being placed within the rear garden. A suggested condition follows:

Prior to the commencement of the use as an 8 bedroom HMO details of the proposed refuse storage shall be submitted to and approved by the LPA in writing. The refuse storage shall be instituted prior to commencement of the use and retained for that purpose thereafter.

4.36. The above condition directly addressed the residual harm of 2 extra bins within the reason for refusal.

4. The applicant has failed to demonstrate that adequate and functional parking space could be provided for future occupiers of the HMO, particularly by replying on land outside of the red line of the site. The proposed development would result in a shortfall of 2no. parking spaces. The shortfall in parking is likely to result in roadside parking which would create a more hazardous environment for road users, whilst also causing traffic build up and congestion as vehicles stop to pass parked vehicles. Furthermore the parking layout to the front of the site is substandard and the rear access road is too narrow to allow vehicles to turn in and out of it safely. The substandard layouts would create a more hazardous environment for pedestrians and vehicle users, as cars at the site may have to reverse onto the road, due to insufficient or poor manoeuvring space. The proposed development is therefore considered to be detrimental to pedestrian and highway safety, as well as the free movement of vehicles on the local highways network. Additionally, no electrical vehicle charging points are proposed and it has not been demonstrated that adequate visibility splays would be provided. The proposed development is therefore considered to be contrary to Policies DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), as well as policy T6 of the London Plan and paragraph 112 (c) and (e) of the NPPF (2021).

4.37. The site is located within PTAL2 as set out within the attached map below.



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4.38. Appendix C of the Local Plan Part 2 states:

| HOUSES IN MULTIPLE OCCUPATION | |
|--|------------------------------|
| <p>For a HMO with up to 6 occupants:</p> <p>1 space per 2 occupants.</p> <p>For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.</p> | <p>1 per occupant</p> |

4.39. The existing HMO is able to provide three off-street car parking spaces within the front forecourt of the application site. There is no discrete standard within the Local Plan for HMO's over 6 occupants however based on the logic within the standard an HMO of 8 bedrooms would generate an additional need for 1 space. As such the two spaces asserted within the reason for refusal are flawed at the outset.

4.40. Policy T6 of the London Plan states:

Policy T6 Car parking

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'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient

use of their streets.

D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Nonresidential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

4.41. Policy T6 confirms that car free development should be the starting point and that parking standards are on a maximum and not minimum basis allowing for less than the maximum to be achieved where sustainability provides for it.

4.42. The PTAL report attached, whilst confirming a relatively low accessibility to train services, confirms a range of bus services available to the property with 22 buses per hour available within a 3min walk time of the application site.

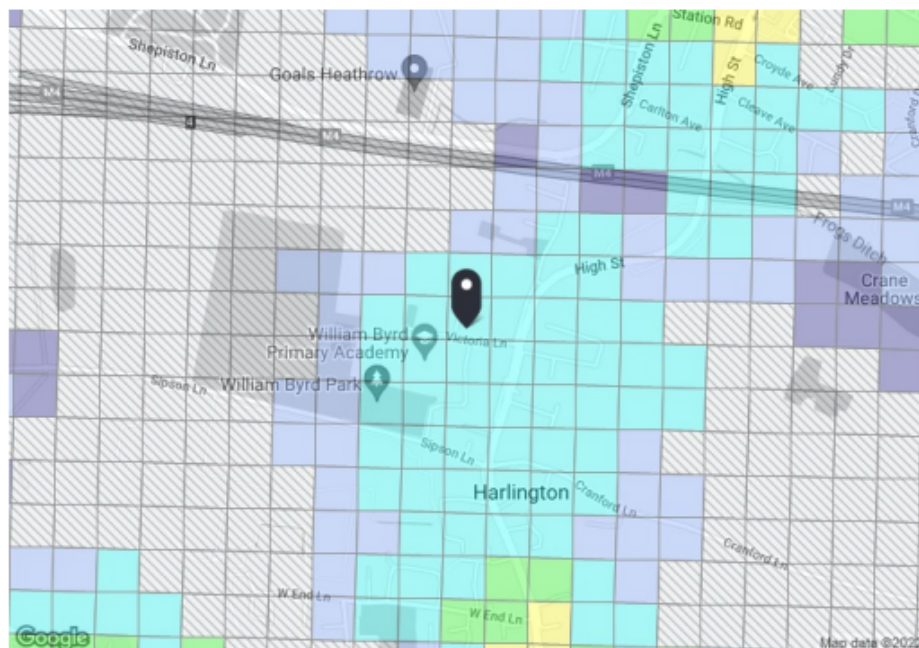
| Calculation data | | | | | | | | | | | |
|---------------------|-----------------------|-------|-------------------|----------------|------------------|------------|------------|------|--------|------|--|
| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI | |
| Bus | HARLINGTON WHITE HART | 90 | 263.52 | 6 | 3.29 | 7 | 10.29 | 2.91 | 0.5 | 1.46 | |
| Bus | HARLINGTON WHITE HART | H98 | 263.52 | 7.5 | 3.29 | 6 | 9.29 | 3.23 | 0.5 | 1.61 | |
| Bus | HARLINGTON WHITE HART | 140 | 263.52 | 8.5 | 3.29 | 5.53 | 8.82 | 3.4 | 1 | 3.4 | |
| Total Grid Cell AI: | | | | | | | | | | 6.47 | |

4.43. There are also shops, schools, recreation and other opportunities within very close walking distance of the application site with the property connected by bus to mainline Overground and Tube services at Hayes and Harlington Station to the north.

4.44. As such and considering the alteration to the effect of the development in terms of both existing and proposed harm the property is demonstrably within a sustainable location that addresses the first part of reason 4.

4.45. In addressing the second and third parts the scheme has deleted the rear parking deemed unacceptable (but again within the scope of permitted development under part's 1 and 2 of the GPDO) and will agree to a suitably worded condition to secure electric car charging for the property..

4.46 As demonstrated above the development has directly or indirectly by change in circumstance grappled with the previous reasons for refusal and is now acceptable in the manner presented to the LPA.



**PTAL output for Base Year
2**

UB3 9EW
Victoria Ln, Harlington, Hayes UB3 9EW UK
Easting: 508641, Northing: 178013

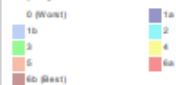
Grid Cell: 68348

Report generated: 05/12/2022


Calculation Parameters

| | |
|--|---------|
| Day of Week | M-F |
| Time Period | AM Peak |
| Walk Speed | 4.8kph |
| Bus Node Max. Walk Access Time (mins) | 8 |
| Bus Reliability Factor | 20 |
| LU Station Max. Walk Access Time (mins) | 12 |
| LU Reliability Factor | 0.75 |
| National Rail Station Max. Walk Access Time (mins) | 12 |
| National Rail Reliability Factor | 0.75 |

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

| Calculation data | | | | | | | | | | |
|---------------------|-----------------------|-------|-------------------|-----------------|------------------|------------|------------|------|--------|------|
| Mode | Stop | Route | Distance (metres) | Frequency (vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
| Bus | HARLINGTON WHITE HART | 90 | 263.52 | 6 | 3.29 | 7 | 10.29 | 2.91 | 0.5 | 1.46 |
| Bus | HARLINGTON WHITE HART | H96 | 263.52 | 7.5 | 3.29 | 6 | 9.29 | 3.23 | 0.5 | 1.61 |
| Bus | HARLINGTON WHITE HART | 140 | 263.52 | 8.5 | 3.29 | 5.53 | 8.82 | 3.4 | 1 | 3.4 |
| Total Grid Cell AI: | | | | | | | | | | 6.47 |