

Report of the Head of Planning, Transportation and Regeneration

Address 66 HATCH LANE HARMONDSWORTH

Development: Change of use from a single family dwellinghouse to a 6-bed House in Multiple Occupation

LBH Ref Nos: 19246/APP/2018/1428

Drawing Nos: GSB/66/2018/LAND2
Vehicle Tracking Option 2 (Track 1)
Vehicle Tracking Option 2 (Track 2)
Letter Re; Highways issues dated 15-08-18 (Ref: ADL/AP/Is/4028)
GSB/66/2018/HMC

Date Plans Received: 17/04/2018 **Date(s) of Amendment(s):** 17/04/2018
Date Application Valid: 09/05/2018 15/08/2018

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal fails to provide adequate internal communal space and would therefore give rise to a substandard form of living accommodation to the detriment of the amenity of future occupiers. The proposal is thus contrary to Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Guidance: Houses in Multiple Occupation and other non-self contained housing.

2 NON2 Non Standard reason for refusal

The proposed development, by virtue of its failure to provide amenity space of sufficient size and quality commensurate to the size and layout of the said unit would result in an over-development of the site detrimental to the residential amenity of future occupiers. The proposal is therefore contrary to Policies BE19 and BE23 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the Council's adopted Supplementary Planning Guidance: Houses in Multiple Occupation and other non-self contained housing.

3 NON2 Non Standard reason for refusal

The proposal would result in an overintensive use of the site to the detriment of the residential amenities of adjoining occupiers by reason of noise and disturbance. Therefore the proposal would be contrary to policies BE19, BE21 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Guidance: Houses in Multiple Occupation and other non-self contained housing.

4 NON2 Non Standard reason for refusal

The proposed access to and from the front driveway is likely to result in vehicles reversing out onto Hatch Lane that would be detrimental to the free flow of traffic and highway and pedestrian safety. The proposal is, therefore, contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November

2012) and the Council's Supplementary Planning Guidance: Houses in Multiple Occupation and other non-self contained housing.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
H7	Conversion of residential properties into a number of units
LPP 7.8	(2016) Heritage assets and archaeology
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to a 2-storey semi detached property located on the western side of Hatch Lane. The property is set within a corner plot, bound by Candover Close to the south.

The existing house comprises a 2-storey dwellinghouse coated in white pebble dash render with the roof comprising red concrete interlocking tiles.

The dwelling is set 11.6 metres back from the highway and is separated by an area of hardstanding, which provides space to park at least two off street car parking spaces to the front of the site. There is an existing single storey side extension.

At the rear of the dwelling is a 200 sq metre area which has been covered in hardstanding and a crossover into the rear part of the site. A review of historic images suggests the hardstanding and the crossover allowing access into the rear part of the site has been in

place since at least 2008.

The application site lies within the Harmondsworth Village Conservation Area and the Harmondsworth Village Area of Special Local Character.

3.2 Proposed Scheme

Planning permission is sought for the change of use from a single family dwellinghouse (Use Class C3) to a 6-bed HMO (Use Class Sui Generis).

The proposed HMO would comprise of the following:

- a kitchen/dining room at ground floor level;
- a bathroom at ground floor level;
- 2 single bedrooms measuring 6.5 sq.m;
- 4 bedrooms measuring over 10 sq.m;
- 1 bathroom at first floor level;
- 1 car parking space within the front garden; and
- 2 car parking spaces within the rear garden.

3.3 Relevant Planning History

19246/APP/2005/1033 66 Hatch Lane Harmondsworth
ERECTION OF A SINGLE STOREY DETACHED GARAGE/STORE AT THE BOTTOM OF THE REAR GARDEN AND ERECTION OF A BRICK BOUNDARY WALL (PART RETROSPECTIVE APPLICATION)

Decision: 25-11-2008 NFA

19246/APP/2010/1349 66 Hatch Lane Harmondsworth
Single storey side extension (Part retrospective application).

Decision: 14-09-2010 Approved

19246/APP/2010/2378 66 Hatch Lane Harmondsworth
Part two storey, part single storey side extension, involving demolition of existing single storey side extension (Part retrospective application).

Decision: 16-12-2010 Refused

19246/APP/2010/771 66 Hatch Lane Harmondsworth
Single storey side extension (Part Retrospective application).

Decision: 04-06-2010 Refused

19246/APP/2011/1884 66 Hatch Lane Harmondsworth
Single storey side extension (Part retrospective application).

Decision: 01-11-2011 Approved

19246/APP/2013/1948 66 Hatch Lane Harmondsworth
Proposed Vehicle Crossover

Decision: 09-05-2014 Approved

19246/APP/2013/2472 66 Hatch Lane Harmondsworth
Single storey rear extension

Decision: 23-10-2013 Refused

19246/APP/2013/3662 66 Hatch Lane Harmondsworth
Single storey rear extension

Decision: 18-12-2013 NFA

19246/APP/2013/3663 66 Hatch Lane Harmondsworth
Single storey rear extension

Decision: 03-02-2014 Approved

19246/APP/2017/3938 66 Hatch Lane Harmondsworth

Removal of Condition 6 (no sub-division) of planning permission ref: 19246/APP/2011/1884 dated 08-11-2011 (Single storey side extension (Part retrospective application)) to allow use of side extension as part of HMO.

Decision:

Comment on Planning History

It is to be noted that the application under Ref: 19246/APP/2013/3663 granted consent for a single storey rear extension in 2014. The unauthorised use appears to have taken place after this date.

The application site is the subject of an enforcement investigation into unauthorised use of the side extension as a self-contained unit/HMO. The current application seeks to regularise the unauthorised use of the property as an HMO.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th June 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

3 objections and a petition with 21 valid signatures from local residents were received including one from the Harmondsworth Village Conservation Panel. The objections are summarised below:

- Concerns relating to car parking in the front and rear gardens
- The property is already in use as a HMO
- Concerns relating to safety hazard with vehicles using pedestrian crossing point in Candover Close
- The site detracts from the character of the Conservation Area
- The Council has issued a licence to operate an HMO without planning permission
- The proposal has is of an unacceptable appearance - in middle of the Harmondsworth Village Conservation Area
- Unattractive additions such as unauthorised satellite dishes to the front of the house would increase under HMO use
- Front and rear gardens have been concreted over for parking
- HMO use would increase parking
- Residents request an Article 4 direction is applied in this area to limit HMOs in the area

Harmondsworth Conservation Area Advisory Panel:

The plans accompanying the present application show an existing room layout where all rooms other than kitchens or bathrooms are being used as bedrooms. In other words this is already being used a house of multiple occupation without the necessary planning permission being given. Local residents have raised a petition against its use as an HMO as the conversion of family homes to HMOs has a detrimental effect on the community and reduces the viability of the local school.

The external appearance of this property is already detrimental to the Harmondsworth Conservation Area and conversion to an HMO is unlikely to improve this.

We have serious concerns about the parking arrangements. The plan shows three parking spaces arranged side by side at the front of the property but in practice it would be difficult to open the car doors with three cars parked there. The absence of a dropped kerb onto the busy Hatch Lane and the proximity to the junction with Candover Close would also make entry and exit to and from these parking spaces problematic. Street parking is not really a viable alternative as there are double yellow lines on Hatch Lane and finding a space in the residents' parking in Candover Close is already difficult.

For these reasons we hope that the request to change the use from a single family dwelling house to a 6-bed HMO will be refused.

Harmondsworth and Sipson Residents Association:
No response received.

Environment Agency:
No response received.

NATS:
The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Heathrow Aerodrome Safeguarding:
No response received.

Internal Consultees

Access Officer:
I have considered the detail of this planning application and have no comments to make.

Environmental Protection Unit:
I have no comments to make on this application but it has been passed to Private Sector Housing to comment.

Private Sector Housing:
I have concerns that the smaller bedrooms to the front left elevation to the first and ground floors maybe less than the required 6.5 metres square even though they stipulate that it is not the case.

Officer comments:
The plans have been measured and the single bedrooms are 6.5sq.m.

Trees/Landscape Officer (Summary)
This site is occupied by a two-storey semi-detached house on the west side of Hatch Lane. The corner plot is situated at the junction with Candover Close and benefits from an exceptionally wide garden. Both the front and rear gardens have been paved over to provide a sprawling car park. This is unsustainable, unattractive and contrary to the Council's saved policies and design guidelines. In order to satisfy policies BE23 and BE38, the rear garden should be re-instated to provide an attractive and usable amenity space for the residents. The front garden should be re-designed to provide a minimum of 25% soft landscape.

Highways (Summary) - August 2018

The application site is located along the junction of Candover Close an unclassified no through road and the A3044 (Hatch Lane) which makes up the London Borough of Hillingdon's Classified Road Network.

Within the vicinity of the site, Hatch Lane benefits from parking restrictions, street lighting and pedestrian footway along the western edge of the carriageway. Candover Close is a Controlled Parking Zone between Mon- Fri (9am- 5pm) which deters commuter parking.

Whilst parking is observed to currently take place within the forecourt, there is no record of a license being obtained to lower the crossover.

The proposal is expected to provide 3 car parking spaces. The proposal includes 3 car parking spaces within the forecourt however there are significant concerns that safe access cannot be accommodated for 3 car parking spaces.

The proposals are not only expected to result in vehicles having to reverse into and out of the site generating conflicting vehicle movements at the Hatch Lane/Candover Close junction, but would obstruct the free-flow of traffic along the A3044. This application is refused on highway safety grounds.

Officer comments:

The applicant has provided amended plans.

Revised Highways Comments (Summary) - November 2018

The proposals provides an in and out access arrangement along the site frontage with parking towards the rear of the site for 2 vehicles. Whilst this is intended to address vehicles having to reverse out onto Hatch Lane, this arrangement could not be enforced. Vehicles would still be expected to reverse out onto Hatch Lane therefore resulting in conflicting vehicle movements at the Hatch Lane/Candover Close junction and further obstructing the free flow of traffic along the A3044.

The highways objection still stands.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within the Developed Area; as such, there would be no objection in principle to the intensification of the residential use of the site, provided the proposal accords with all relevant planning policies.

7.02 Density of the proposed development

Not applicable to this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Section 72 of the (Listed Buildings and Conservation Areas) Act 1990 places a duty upon the local planning authority in considering applications for, amongst other things, planning permission, to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

The application site is located within the Harmondsworth Village Conservation Area. Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that new developments should retain or enhance the character and appearance of Conservation Areas and those features which contribute to the special architectural qualities.

The existing site is located on a visually prominent corner location within the Conservation Area. Large family gardens are considered to be a strong feature within this Conservation Area and therefore car parking spaces proposed within the rear garden is also considered to be unusual particularly in such a visually prominent location. The existing treatment of the front and rear spaces, with extensive hardstanding and car parking, detract from the

character and appearance of the Conservation Area. The site has an public transport accessibility of 1a (very poor) and it is anticipated that though the car parking standards require 3 spaces for 6 occupants, it is anticipated that given its low public accessibility rating, there would be a reliance on cars by future occupants. This application seeks to provide 1 car parking space within the front garden and 2 car parking spaces to the rear. screening between the car parking spaces to the rear and the shared amenity space which would be visible from the street is not provided.

Whilst the area of hardstanding proposed both to the front and rear, would be highly visible from the surrounding Conservation Area, given the existing situation, a reason for refusal could not be sustained, as such this proposal is considered to preserve the character of the Conservation Area.

7.04 Airport safeguarding

NATS were consulted on the application and raised no safeguarding objection to the proposal. Therefore, the use of the property as an HMO would not impact on airport safeguarding.

7.05 Impact on the green belt

Not applicable to this development as this application site falls outside the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) require alterations and extensions to harmonise with the scale, form, architectural composition and proportions of the original building.

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

A strong feature of the streetscene that contributes to the Harmondsworth Village Conservation Area is the soft landscaping and hedging along the front boundaries. Whilst the proposal make some attempts to introduce soft landscaping, the area within the front and rear gardens would continue to be dominated by unattractive hard surfacing and given its prominent location, the proposal would merely preserve the character of the Conservation Area.

The proposal is therefore considered to be contrary to Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires all new development to protect the privacy of both existing/future occupiers and neighbours.

The proposed change of use of the single family dwelling to a six-bed HMO would result in minor internal alterations and the removal of an existing rear door. No additional windows would be introduced and so there would not be an increased loss of privacy over that which currently exists at the property.

The proposal would provide 4 double and 2 single bedroom resulting in the potential for 10 unrelated individuals to live together sharing basic amenities such as a kitchen and a

bathroom. It is considered that the number of residents proposed within the building would be substantially more than if a large family were to occupy the dwelling and therefore the impact on neighbouring occupiers, in terms of vehicle movements, movements of residents at all times of the day and night and consequently noise and disturbance would be greater than could reasonably be expected if the property were occupied by a family and thus the proposal is considered to have an unacceptable and undue impact on existing residential amenity and the proposal would therefore be contrary to Policies BE19, BE21 and OE3 of the Hillingdon Local Plan: Part Two - Saved Policies (November 2014).

7.09 Living conditions for future occupiers

Internal Floor Space:

Paragraph 3.5 of the Council's Houses in Multiple Occupation SPG (2004) notes that the suitability of a property to be an HMO will vary depending on the type of house. For semi detached houses, the SPG states that Table 4 sets out the maximum recommended occupancy levels for the conversion of semi-detached dwellings into non self-contained housing.

The Council will normally attach conditions to planning permissions, in order to maintain occupancy within these levels. HMOs and hostels will also be required to retain at least one ground floor habitable room over 10 sq.m, other than a kitchen, for communal living purposes. Regardless of the number and size of additional habitable rooms in an enlarged semi-detached house, the maximum number of occupants in such properties will be limited to 9 persons.

The proposed development seeks permission for the change of use of the property from a single family dwellinghouse to a 6-bed HMO.

The Houses in Multiple Occupation SPG (2004) sets minimum standards for bedrooms sizes and requires a minimum of 6.5sq.m - 10 sq.m of internal space for 1 occupant. Where the room sizes are between 10sq.m - 15sq.m the number of occupants rises to 2.

The proposed development comprises bedrooms ranging in size as follows:

Ground Floor:

Front Bedroom without en-suite - 6.5sq.m - 1 occupant

Front Bedroom with en-suite - 13.9sq.m - 2 occupants

Rear Bedroom with en-suite - 12.6sq.m - 2 occupants

First Floor:

Front Bedroom 1 - 6.5sq.m - 1 occupant

Front Bedroom 2 - 11.5sq.m - 2 occupants

Rear Bedroom - 13.04sq.m - 2 occupants

On this basis, the proposed six bedrooms meet the requirements for room sizes.

The submitted plans also include the provision of a 12sq.m kitchen with a dining area and a separate bathroom on the ground floor along with a shared bathroom on the first floor. This application fails to provide communal living space other than the kitchen contrary to the requirements within the SPG (2004).

External Amenity Space:

The Council's Houses in Multiple Occupation SPG (2004) requires the provision of 15sq.m of external amenity space for each habitable room (excluding those used for communal living purposes). Therefore, the proposed development would be required to provide 90sq.m of external amenity space.

Currently the rear of the site is covered by hardstanding to provide car parking. The proposal would reduce the amount of hardstanding and would reinstate soft landscaping to provide amenity space at the rear. However, there is no screening between the car parking spaces and the proposed shared amenity space, the amenity space would also be visible from the streetscene. Only 26sq.m of the space provided would be usable for external amenity falling well below the requirements within the SPG (2004).

The proposal fails to provide a well designed and attractive space that would be used by future occupants. It is considered due to its layout and visibility from the streetscene, the proposed amenity space would have the look and feel of a landscaped car parking area rather than a place of retreat.

The proposed development therefore fails to comply with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Houses in Multiple Occupation SPG (2004).

Light and Outlook:

It is considered that all the proposed habitable rooms, and those altered by the development, would have an adequate outlook and source of natural light, therefore complying with Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan (2016).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. In line with the Council's adopted standard and the Council's Houses in Multiple Occupation SPG (2004) there should be 1 space provided per two habitable rooms. As such there is a requirement for 3 parking spaces for the six-bed HMO.

The proposal would provide two parking spaces at the rear of the site, accessed via Candover Close, and one parking space at the front; the driveway would be accessed via a vehicle crossover on Hatch Lane and exited via a vehicle crossover on Candover Close.

The Council's Highways Engineer has assessed the application and has concerns over the suitability of access to the parking space on the front driveway.

Whilst the proposal would provide three car parking spaces as required by Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Houses in Multiple Occupation SPG (2004), given the extent of hard landscaping, the area could be used by more than 3 car parking spaces and the proposed access to and from the front driveway is likely to cause harm to highway safety, contrary to Policies AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:

See Section 7.07 of this report.

Access and Security:

The proposal does not raise any access and security issues.

7.12 Disabled access

The Council's Access Officer has assessed the application and has no objection to the proposed change of use from a single family dwelling to an HMO.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states, amongst other things, that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The Council's Trees/Landscape Officer has assessed the application. The overall amount of hardstanding at the front and rear of the site has been reduced and additional landscaping has been provided. Whilst there are some improvements, hardstanding and car parking continues to dominate the streetscene.

7.15 Sustainable waste management

No issues raised.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

No issues raised.

7.19 Comments on Public Consultations

An objection and an objection petition were received during the public consultation. The issues raised have been discussed elsewhere in this report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

This application seeks to regularise the unauthorised use of the property as an HMO following an enforcement investigation. It is noted that the tenants have been evicted from the property.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the change of use from a single family dwellinghouse to

a 6-bed HMO. The proposal would result in an over intensification of the use to the detriment of neighbouring residents.

The proposal would fail to provide a ground floor communal living room and an acceptable level of external amenity space, which would result in an unsatisfactory level of residential amenity for the occupiers of the property. The proposal gives rise to highway safety issues which would be detrimental to the free flow of traffic and highway and pedestrian safety.

The proposal would therefore not comply with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 3.5 of the London Plan 2016 and the Council's Houses in Multiple Occupation SPG (2004).

The application is recommended for refusal.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

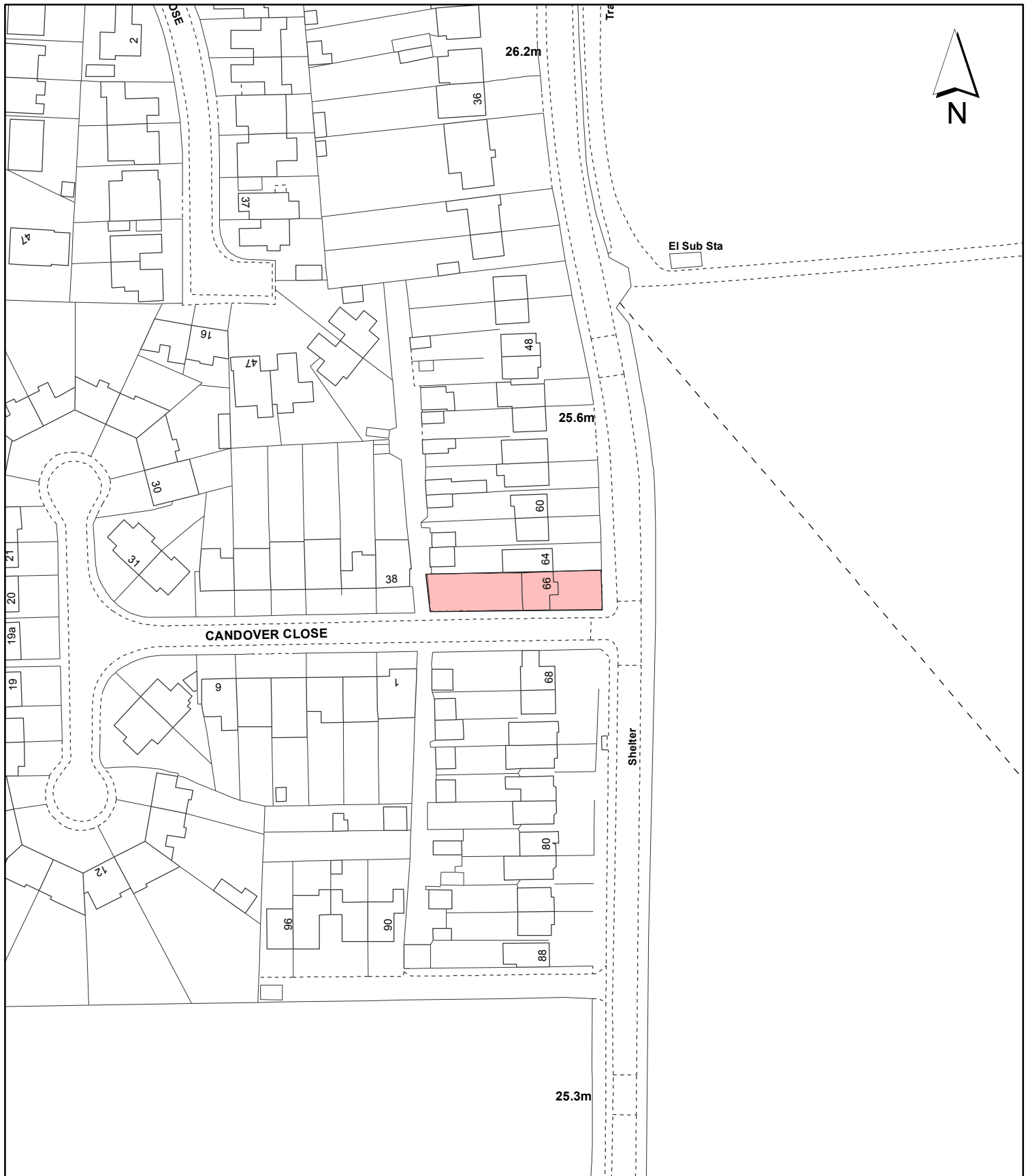
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

London Plan (2016)


Houses in Multiple Occupation SPG (2004)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address: 66 Hatch Lane Harmondsworth	
Planning Application Ref: 19246/APP/2018/1428	Scale: 1:1,250
Planning Committee: Central & South	Date: November 2018

**LONDON BOROUGH
OF HILLINGDON**
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



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